

8. Block 8. Define the route of flight by using NAVAID identifier codes (or names if the code is unknown), airways, jet routes, and waypoints (for RNAV).

NOTE–

Use NAVAIDs or waypoints to define direct routes and radials/bearings to define other unpublished routes.

9. Block 9. Enter the destination airport identifier code (or name if the identifier is unknown).

10. Block 10. Enter your estimated time en route based on latest forecast winds.

11. Block 11. Enter only those remarks pertinent to ATC or to the clarification of other flight plan information, such as the appropriate radiotelephony (call sign) associated with the FAA-assigned three-letter company designator filed in Block 2, if the radiotelephony is new or has changed within the last 60 days. In cases where there is no three-letter designator but only an assigned radiotelephony or an assigned three-letter designator is used in a medical emergency, the radiotelephony must be included in the remarks field. Items of a personal nature are not accepted.

NOTE–

1. The pilot is responsible for knowing when it is appropriate to file the radiotelephony in remarks under the 60-day rule or when using FAA special radiotelephony assignments.

2. “DVRSN” should be placed in Block 11 only if the pilot/company is requesting priority handling to their original destination from ATC as a result of a diversion as defined in the Pilot/Controller Glossary.

3. Do not assume that remarks will be automatically transmitted to every controller. Specific ATC or en route requests should be made directly to the appropriate controller.

12. Block 12. Specify the fuel on board, computed from the departure point.

13. Block 13. Specify an alternate airport if desired or required, but do not include routing to the alternate airport.

14. Block 14. Enter the complete name, address, and telephone number of pilot-in-command, or in the case of a formation flight, the formation commander. Enter sufficient information to identify home base, airport, or operator.

NOTE–

This information would be essential in the event of search and rescue operation.

15. Block 15. Enter the total number of persons on board including crew.

16. Block 16. Enter the predominant colors.

NOTE–

Close IFR flight plans with tower, approach control, or ARTCC, or if unable, with FSS. When landing at an airport with a functioning control tower, IFR flight plans are automatically canceled.

g. The information transmitted to the ARTCC for IFR flight plans will consist of only flight plan blocks 2, 3, 4, 5, 6, 7, 8, 9, 10, and 11.

5–1–9. International Flight Plan (FAA Form 7233–4)– IFR Flights (For Domestic or International Flights)

a. General

Use of FAA Form 7233–4 is:

1. Mandatory for assignment of RNAV SIDs and STARs or other PBN routing,

2. Mandatory for all IFR flights that will depart U.S. domestic airspace, and

3. Recommended for domestic IFR flights.

NOTE–

1. An abbreviated description of FAA Form 7233–4 (International Flight Plan) may be found in this section. A detailed description of FAA Form 7233–4 may be found on the FAA website at:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/flight_plan_filing/

2. Filers utilizing FAA Form 7233–1 (Flight Plan) may not be eligible for assignment of RNAV SIDs and STARs. Filers desiring assignment of these procedures should file using FAA Form 7233–4, as described in this section.

3. When filing an IFR flight plan using FAA Form 7233–4, it is recommended that filers include all operable navigation, communication, and surveillance equipment capabilities by adding appropriate equipment qualifiers as shown in Tables 5–1–3 and 5–1–4. These equipment qualifiers should be filed in Item 10 of FAA Form 7233–4.

4. ATC issues clearances based on aircraft capabilities filed in Items 10 and 18 of FAA Form 7233–4. Operators should file all capabilities for which the aircraft and crew is certified, capable, and authorized. PBN/ capability should be filed as per paragraph 5-1-9 b 8 Items 18 (c) and (d).