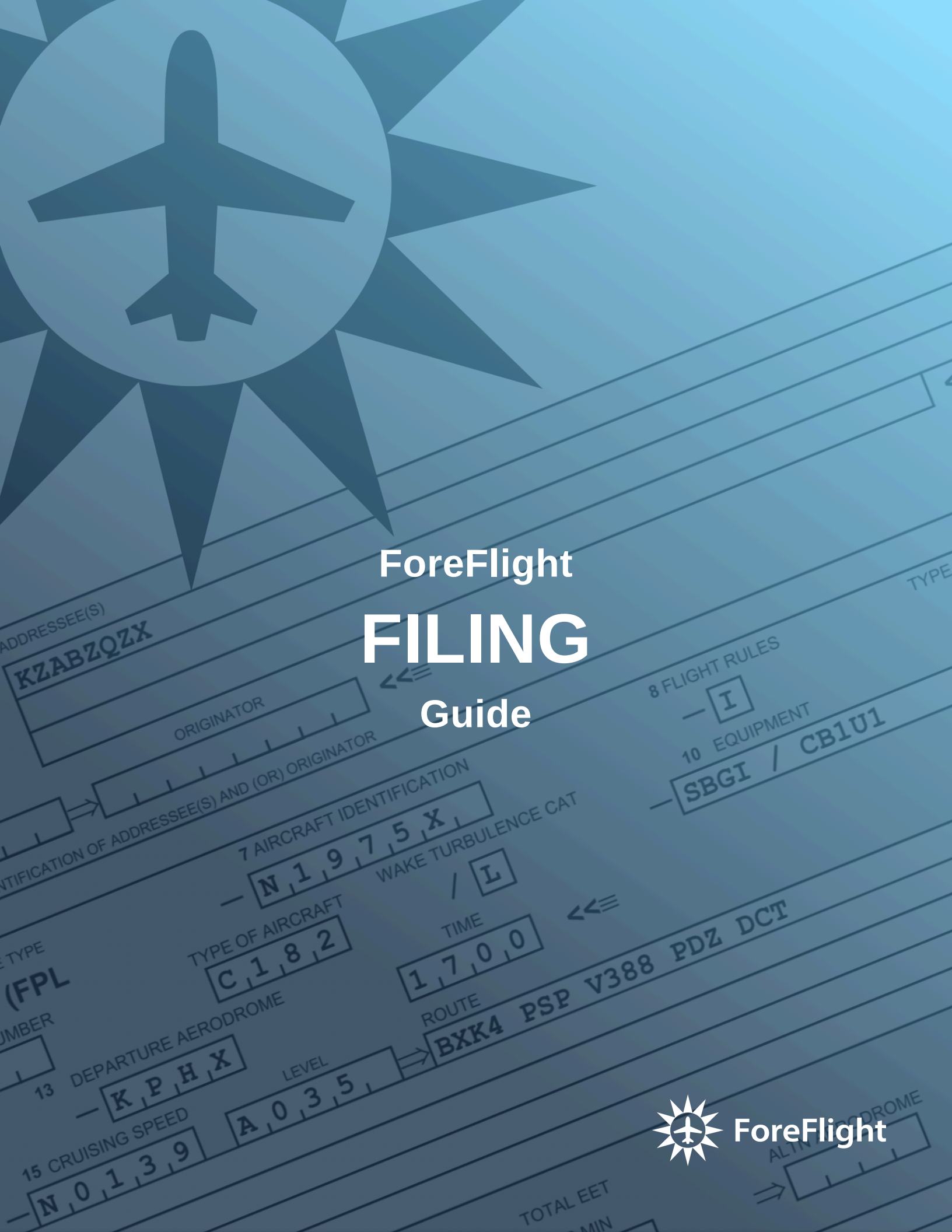


ForeFlight

FILING

Guide

ForeFlight

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INTRODUCTION

This guide provides an overview of the flight plan filing process using ForeFlight Mobile. ForeFlight Mobile enables pilots to file flight plans in most countries worldwide using the International Civil Aviation Organization (ICAO) flight plan format. Flight plans are transmitted electronically through the Aeronautical Fixed Telecommunication Network (AFTN).

ForeFlight Mobile automates the completion of most flight plan fields. Route and payload details are copied from the **Maps** and **Flights** pages. Aircraft equipment information is imported from the selected aircraft profile. In most cases, flight plans are submitted directly to the appropriate air traffic control agency without requiring further configuration.

For detailed information about ForeFlight Mobile, refer to the ForeFlight Mobile Pilot's Guide, available in the app under **Documents → ForeFlight** or online at www.foreflight.com/pilots-guide.

> **WARNING:** Flight plans are transmitted via the Aeronautical Fixed Telecommunication Network (AFTN). Transmission does not ensure compliance with all local filing requirements. Refer to applicable regulations, Aeronautical Information Publications (AIP), and local governing authorities to verify full compliance.

AIRCRAFT PROFILES

Filing a flight plan begins with a properly configured aircraft profile. Information from the aircraft profile is used to compute flight planning results and to populate the filing form.

Aircraft profiles can be created using ForeFlight Mobile or ForeFlight Web. Administrators of multi-pilot accounts should create and publish aircraft profiles to minimize the possibility of error.

2.1 Configuring Aircraft Profiles

To configure an aircraft profile using ForeFlight Mobile:

1. Tap **More → Aircraft**.
2. Select an aircraft from the list or tap the **[+]** button to create a new profile.
3. Complete the aircraft details as fully as possible.

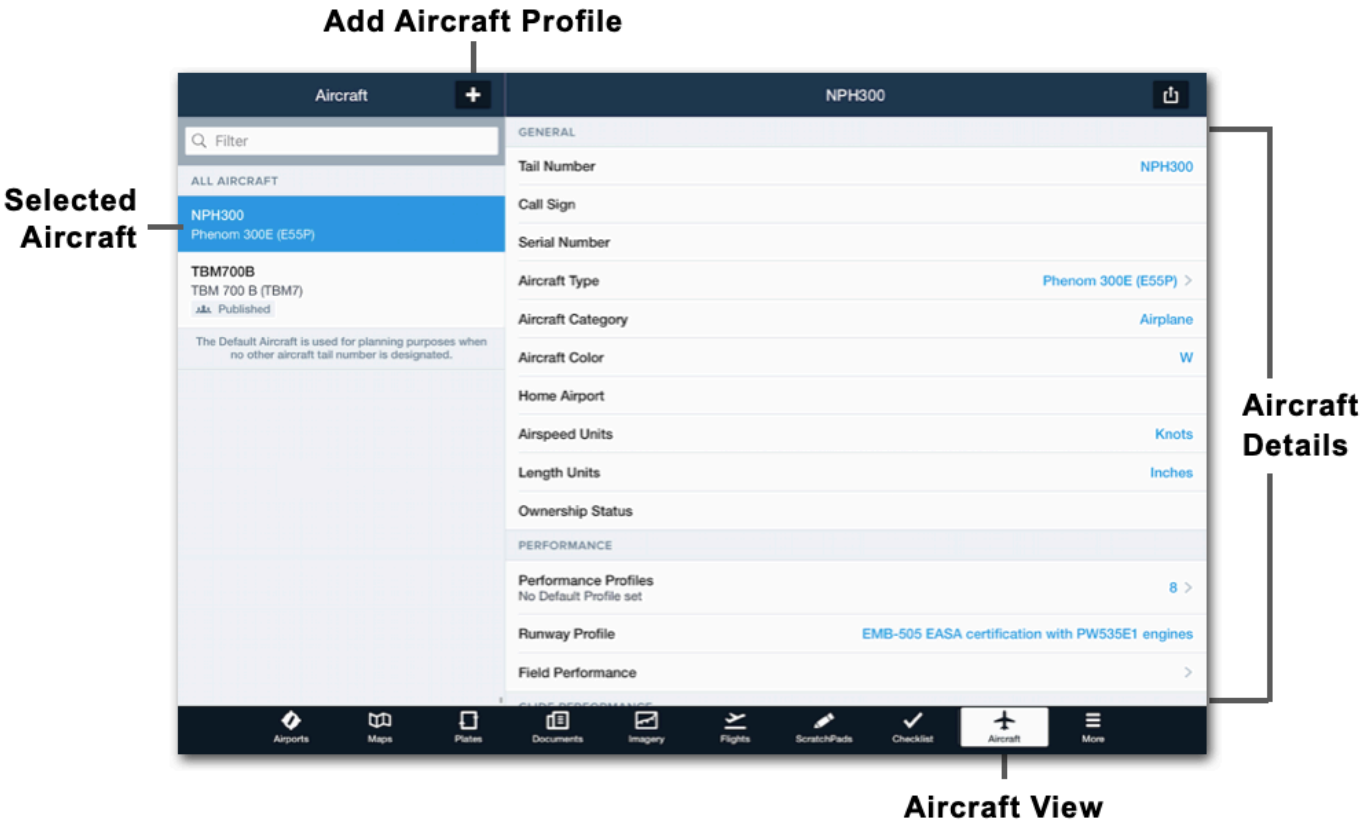


Figure 2-1. Configuring Aircraft Profile

2.2 Aircraft Details

Aircraft details are grouped into sections. The following sections are relevant to filing. Refer to the ForeFlight Mobile Pilot's Guide under **Documents → ForeFlight** for detailed information.

- **General**
- **Performance**
- **Clearance Delivery**
- **Altitudes**
- **Fuel**
- **Dinghy**
- **Emergency**
- **Nav Canada**

2.2.1 General Section

The General section defines fundamental aircraft details that must be completed for flight plan filing.

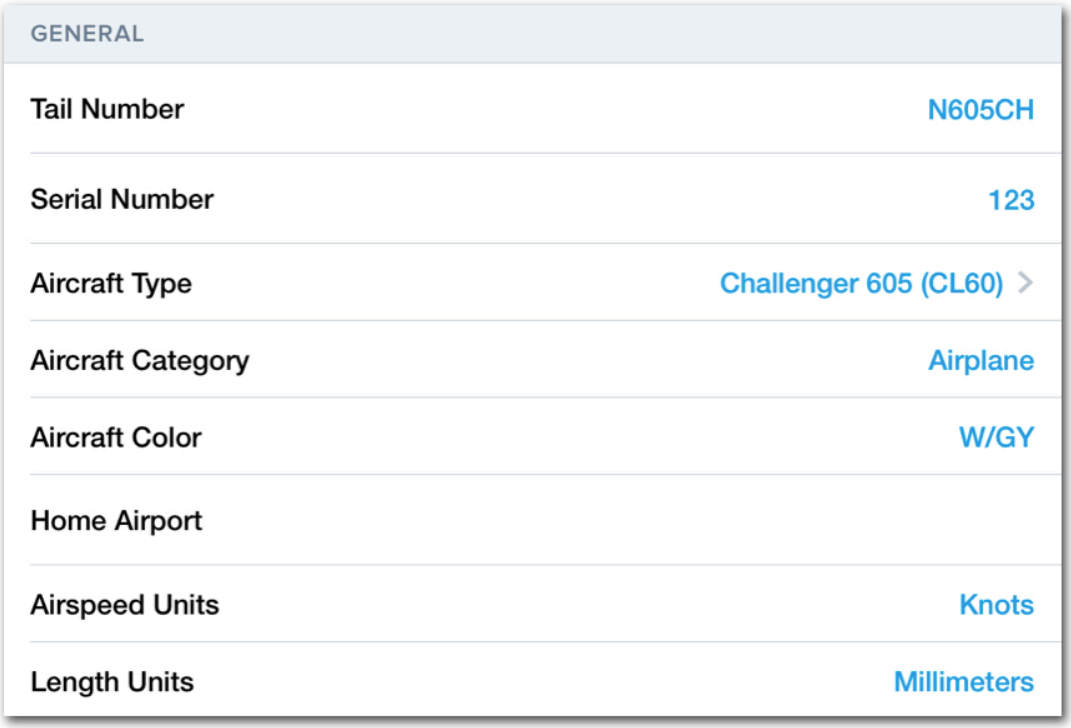


Figure 2-2. Aircraft General Section

> **Tail Number**
>
> Enter the full aircraft registration, including the country code. Example: N453BH, C227DE, XABAE. Use only letters and numbers.

> **Serial Number**
>
> Optional. May include letters and numbers.

> **Aircraft Type**
>
> Use the built-in search to locate the ICAO type code by entering the aircraft make or model. If unassigned, use:
>
> - **ULAC** – Micro/Ultra-Light Aircraft
> - **BALL** – Balloon
> - **GLID** – Glider
> - **ZZZZ** – Other (must be specified in **Other Information**)

> **Aircraft Category**
>
> Select from a dropdown (Airplane, Rotorcraft, Other).

> **Home Airport**
>
> Recommended for search and rescue but not mandatory.

> **Airspeed Units**
>
> Specify Knots or MPH.

> **Length Units**
>
> Used for weight and balance; not required for filing.

2.2.2 Performance Section

The Performance section is used to specify climb, cruise, descent, and runway performance.

- ForeFlight **Premium** and **Business Performance** customers: Access manufacturer-derived profiles.
- ForeFlight **Starter**, **Essential**, **Business Pro** customers: Must create at least one performance profile to calculate flight time and fuel consumption.
- Flight planning data populates the flight plan filing form.

2.2.3 Clearance Delivery Section (ForeFlight Web Only)

The Clearance Delivery section, available only on ForeFlight Web, is used to indicate if Pre-Departure Clearance (PDC) is enabled for the aircraft. PDC enables receipt of IFR clearances and digital ATIS via text and email.

- PDC is enabled per tail number.
- Click **Enable** to start setup.
- More info: www.foreflight.com/products/pdc.

2.2.4 Altitudes Section

The Altitudes section is used to set default cruise and maximum ceiling altitudes.

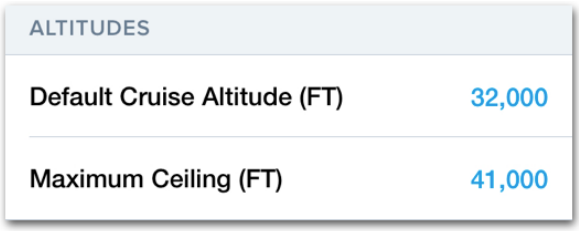


Figure 2-3. Altitude Section

> **Default Cruise Altitude**
>
> Used in flight plan calculations unless another is selected.

> **Maximum Ceiling**
>
> Upper limit for the ForeFlight Altitude Advisor. Omission may result in values up to FL570.

2.2.5 Fuel Section

The Fuel section is used to specify fuel type, capacity, and consumption rate. This information is used to determine fuel aboard the aircraft for filing purposes.

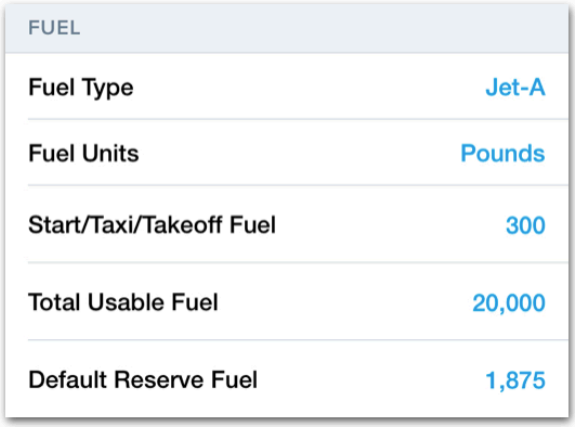


Figure 2-4. Fuel Section

> **Fuel Type**
>
> Select from 100LL, Jet-A, Jet-A+, or Other to allow the app to determine fuel weight.

> **Fuel Units**
>
> Choose gallons, pounds, liters, or kilograms (per hour) to specify the aircraft fuel consumption format.

> **Start/Taxi/Takeoff Fuel**
>
> Specify the amount of fuel the aircraft will consume during Start, Taxi, and Takeoff.

> **Total Usable Fuel**
>
> Auto-filled, must be verified.

> **Default Reserve Fuel**
>
> User-defined minimum reserve amount.

2.2.6 Filing Section

See the Filing Codes chapter for further details.

2.2.7 Dinghy Section

Use the Dinghy section to specify if a dinghy (life raft) is aboard the aircraft. If any field is filled, all become required.

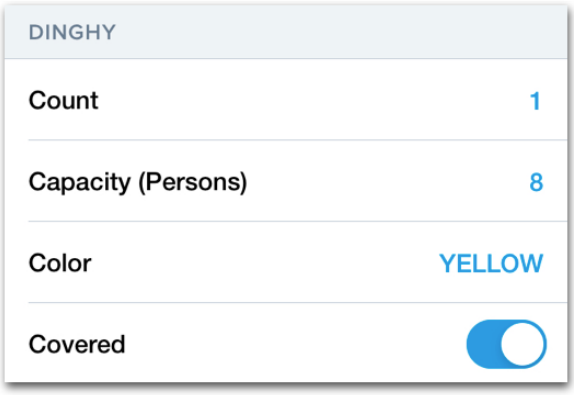


Figure 2-5. Dinghy Section

If used, specify:

> **Count**
>
> The number of dinghies on board.

> **Capacity**
>
> The total capacity of the dinghy. If carrying more than one dinghy, enter the total capacity of the dinghies combined (e.g., two 10-person dinghies = 20 persons).

> **Color**
>
> Specify the color of the dinghy.

> **Covered**
>
> Enable if the dinghy is covered.

> **NOTE:** For one-time flights with a dinghy onboard, add dinghy in the filing form instead to avoid changing the aircraft profile from its standard setup.

2.2.8 Emergency Section

The Emergency section is used to define emergency equipment onboard. Emergency equipment is copied from the aircraft profile to the ICAO filing form.

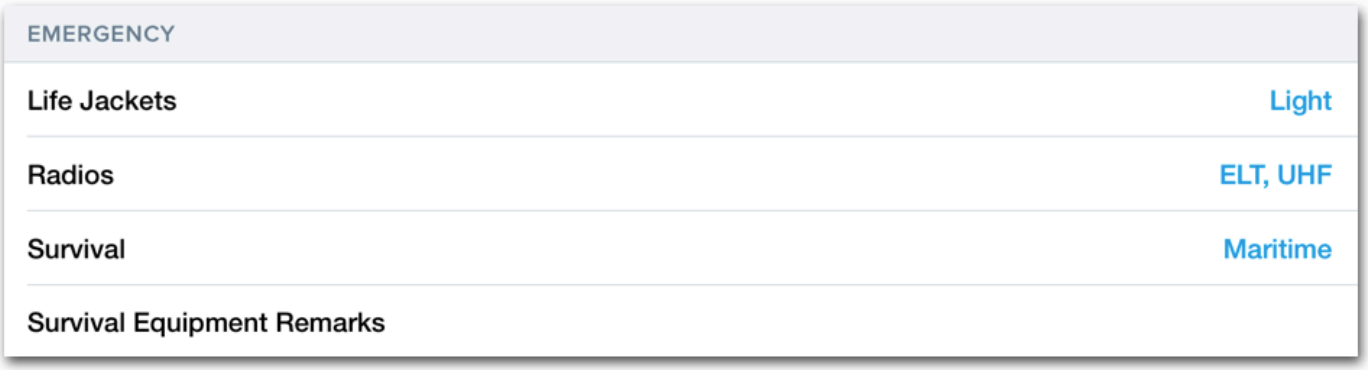


Figure 2-6. Emergency Section

2.2.8.1 Life Jackets Options

The following options are available for life jackets:

> **Fluorescein**
>
> Sea dye.

> **Light**
>
> Life preserver mounted light.

> **UHF**
>
> Ultra-high frequency portable radio.

> **VHF**
>
> Very-high frequency portable radio.

2.2.8.2 Radios Options

The following options are available for radios:

> **ELT**
>
> Emergency Locator Transmitter.

> **UHF**
>
> Ultra-high frequency portable radio.

> **VHF**
>
> Very-high frequency portable radio.

2.2.8.3 Survival Options

The following options are available for survival kits:

> **Desert**
>
> Desert survival kit.

> **Jungle**
>
> Jungle survival kit.

> **Maritime**
>
> Maritime survival kit.

> **Polar**
>
> Polar survival kit.

2.2.9 Nav Canada Section (only available for Canada subscribers)

The Nav Canada section depicts options for specifying the undercarriage and ELT type for the aircraft. The information is transmitted to the appropriate Flight Information Centre (FIC) when filing VFR flight plans in Canada.

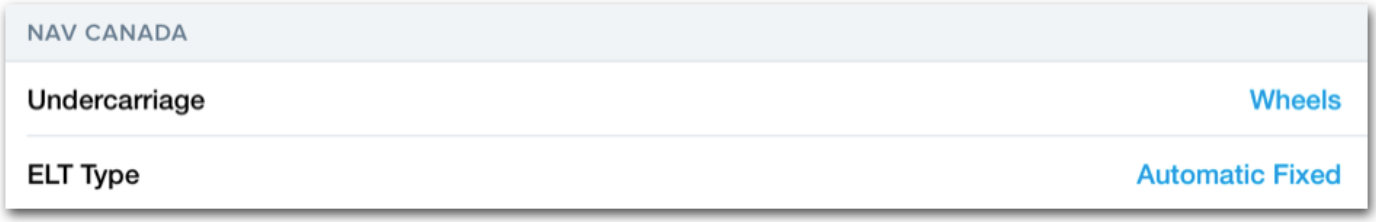


Figure 2-7. Nav Canada Section

Subscribers without Canada coverage can enter this information directly on the filing form during flight plan submission. If an ELT is specified in the Emergency section, the corresponding ELT Type should also be set in the Nav Canada section.

2.2.9.1 Undercarriage Options

The following options are available for defining undercarriage:

> **Wheels**
>
> Standard landing gear suitable for paved or unprepared runways.

Skis / Skids

Landing gear designed for snow or icy surfaces.

Floats

Landing gear designed for water operations.

Amphibious

Dual-purpose gear that allows operations on both land and water.

Wheels and Skis

Combination gear enabling operation on both hard surfaces and snow/ice.

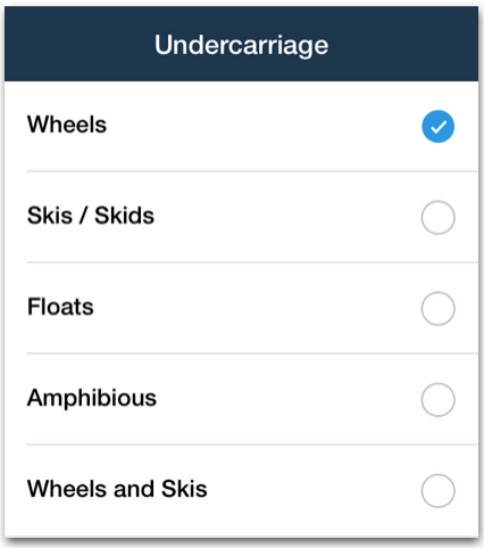


Figure 2-8. Undercarriage Options

2.2.9.2 ELT Types

The following options are available for defining Emergency Locator Transmitters:

None

No ELT installed on the aircraft.

Automatic

An ELT that activates automatically during a crash.

Automatic Deployable

An ELT that ejects from the aircraft and activates automatically during a crash. Primarily used on larger aircraft; uncommon in general aviation.

Fixed

A non-removable ELT installed permanently in the aircraft that is activated manually.

Automatic Fixed

An ELT that is permanently attached to an aircraft and turned on automatically.

Automatic Portable

An ELT that is rigidly attached to an aircraft but readily removable from the aircraft, and that is turned on automatically.

Personal

An ELT that has no fixed mounting and does not transmit automatically. A manual switch is used to start or stop the transmitter.

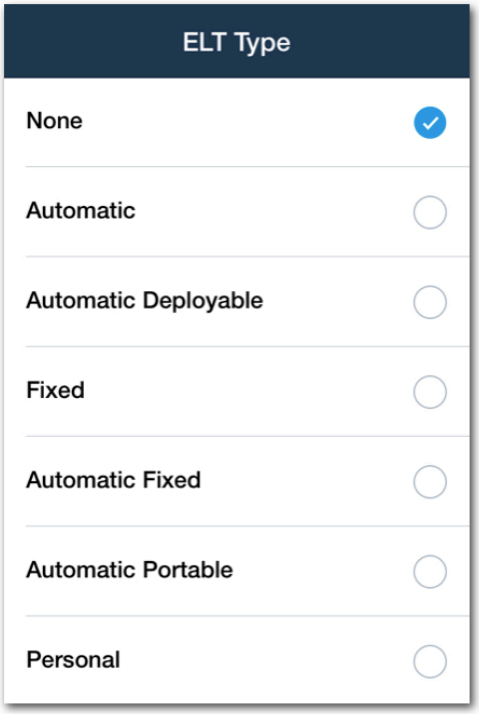


Figure 2-9. ELT Types

FILING SECTION SETUP

The Filing section of an aircraft profile captures critical information for flight plan submission, including communication and navigation capabilities, wake turbulence category, and other relevant operational attributes associated with the aircraft. These parameters, known as filing codes, are referenced by Air Traffic Control (ATC) to determine route eligibility and flight handling.

Filing codes are saved to the aircraft profile and automatically carried over to each flight plan. They can also be manually adjusted per flight if needed.

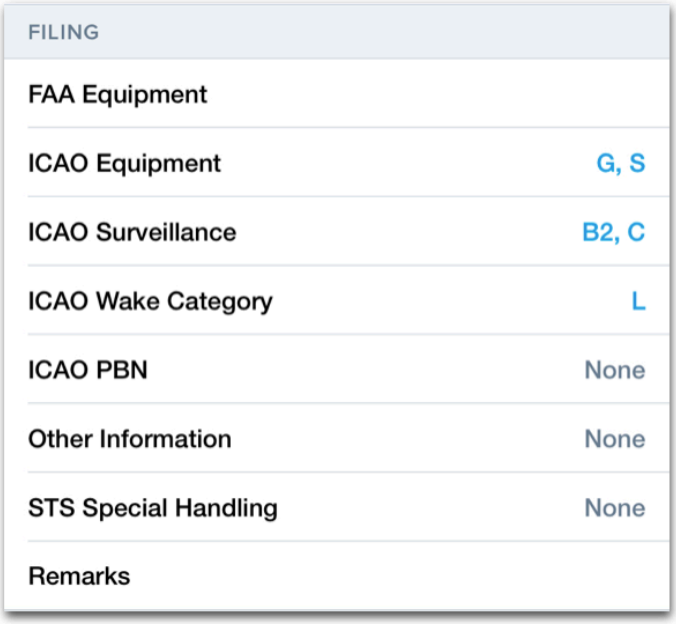


Figure 3-1. Aircraft Profile Filing Section

3.1 Automatic Setup

When a new aircraft profile is created, ForeFlight performs an automated lookup in its filing database. This database includes historical ICAO flight plans, including those filed through other systems.

If a flight plan associated with the tail number of the aircraft is found, ForeFlight Mobile copies any relevant filing codes, such as navigation, surveillance, or PBN codes, into the aircraft profile. Once this process is complete:

- A push notification is displayed in the app.

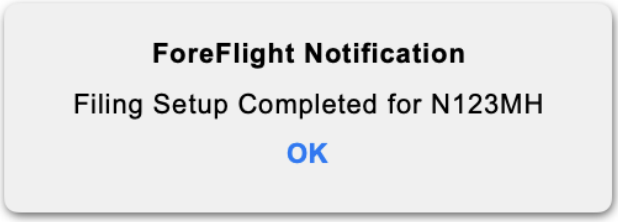


Figure 3-2. Automatic Setup In-App Notification

- An email is sent to the account owner detailing the inserted codes.

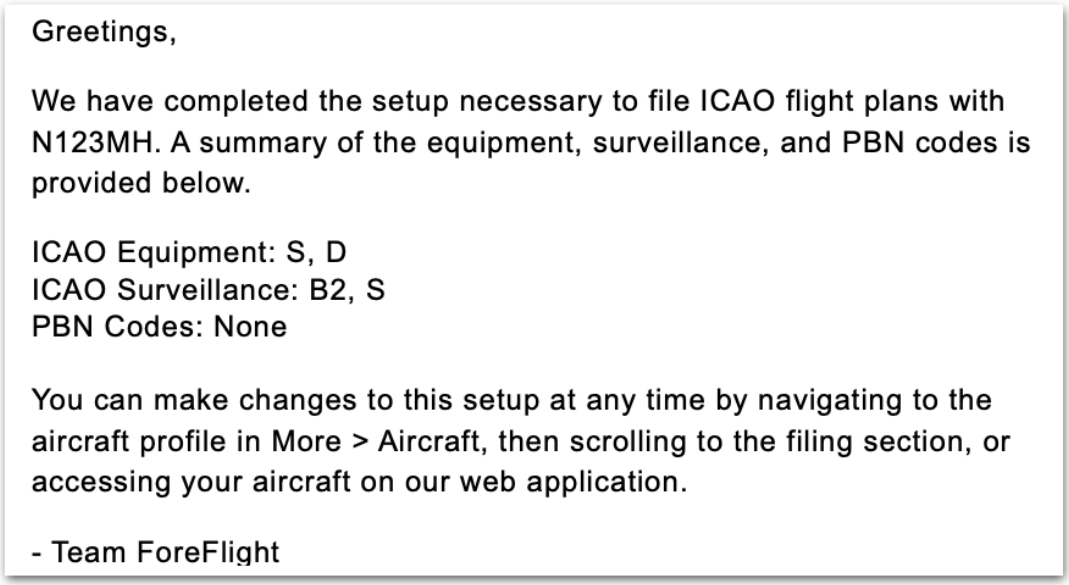


Figure 3-3. Automatic Setup Email

> **IMPORTANT:** Automatic filing codes must be verified for accuracy before filing.

3.2 FAA Equipment Codes

ForeFlight submits all flight plans using the ICAO filing form, which exclusively utilizes ICAO equipment codes. As a result, FAA equipment codes are not required. ICAO equipment codes are preferred.



Figure 3-4. FAA Equipment Menu

3.3 ICAO Equipment Codes

ICAO equipment codes define installed and operational communication and navigation systems for an aircraft. Only select codes for equipment that is fully functional and authorized for use by the flight crew.

Codes are sorted alphabetically in the equipment menu. Use the following sections to assist with accurate code selection.

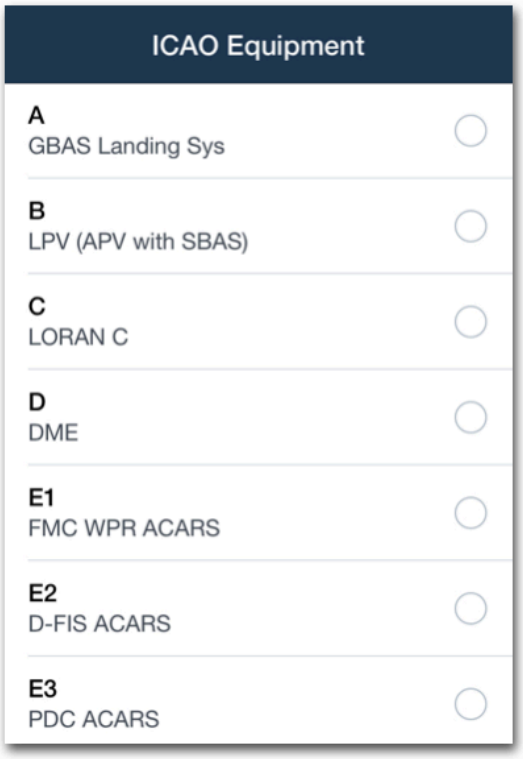


Figure 3-5. ICAO Equipment Menu

> **NOTE:** Select N (NIL) if no communication or navigation equipment for the route to be flown is carried or if the equipment is unserviceable.

3.3.1 Navigation Equipment

Navigation codes indicate the onboard systems used for aircraft navigation. Most general aviation aircraft will select approximately four codes. Equipment is organized into three categories:

- **General** - Commonly found on general aviation aircraft.
- **PBN** - For aircraft approved for Performance-Based Navigation.

- **Other** - Specialized or less standard equipment.

3.3.1.1 General Navigation Equipment

Select codes for all installed and operable navigation equipment. Avoid selecting codes for unfamiliar or unused systems. The following table lists navigation equipment often installed in general aviation aircraft.

Table 3-1. General Navigation Equipment (most common) Codes

Code	Equipment	Description
B	LPV (APV with SBAS)	Capable of LPV approaches using WAAS GPS
D	DME	Distance Measuring Equipment (not GPS-based)
F	ADF	Automatic Direction Finder
G	GNSS	Global Navigation Satellite System (e.g., GPS)
S	Standard	Equipped with ILS, VOR, and VHF radio (recommended for most aircraft)

> **NOTE:** Select S (Standard) for aircraft with VHF radio, VOR, and ILS. If S is selected, L and O should not be selected.

3.3.1.2 PBN (Performance-Based Navigation) Navigation Equipment

PBN capabilities define the navigational performance of an aircraft. To file PBN-specific procedures (e.g., RNAV SID/STAR), the following must be selected:

- ICAO Equipment Code **R**.
- The appropriate PBN capability (e.g., RNAV 1) from the ICAO PBN menu. For more information, see the Performance Based Navigation section.

The aircraft must have the appropriate ICAO equipment and PBN code selected for a filed procedure, or the flight plan may be rejected.

3.3.1.3 Other Navigation Equipment

Less common or advanced navigation equipment not typically found on general aviation aircraft are listed in the table below.

Table 3-2. Other Equipment Codes

Code	Equipment	Description
A	GBAS Landing Sys	Ground Based Augmentation System (GBAS) landing system. Select only if authorized and capable of conducting GLS approaches.
C	LORAN C	Obsolete; no longer used.
I	Intertial Nav	Uses gyros, accelerometers, and sensors to compute position and velocity.
K	MLS	Microwave Landing System.
L	ILS	Instrument Landing System. Select if not also equipped with VOR and VHF radio.
O	VOR	Very-High Frequency Omnidirectional Receiver. Select if not also equipped with ILS and VHF radio.
T	TACAN	Tactical Air Navigation (Military Use).
W	RVSM	Reduced Vertical Separation Minima (FL290–FL410).
X	MNPS	Minimum Navigation Performance Specification for NAT HLA.
Z	Other	Auto-selected if NAV/, COM/, or DAT/ fields are used.

3.3.2 Communication Equipment Codes

ICAO equipment codes indicate the communication capability with ATC for an aircraft. Most general aviation aircraft only require code **S** for standard VHF radio capability.

Communication systems are categorized as:

- Radio Communication
- Satellite Communication (Verbal)
- Data Link Communication.

3.3.2.1 Radio Communication

Most aircraft are equipped with a VHF radio operating between 118 MHz and 136 MHz. These radios may be standalone or integrated into other avionics, such as GPS.

- Select ICAO code **S** if the aircraft is equipped with a VHF radio, VOR, and ILS.
- Select ICAO code **V** if the aircraft has a VHF radio only, without ILS or VOR.
- UHF radios (225.0 MHz to 399.95 MHz) are used exclusively for military operations.

Table 3-3. Radio Codes

Code	Equipment	Description
U	UHF RTF	Ultra High-Frequency Radio (Military use).
V	VHF RTF	Very High-Frequency Radio (Select V or S, but not both).
Y	VHF 8.33 spacing	Very High Frequency Radio with 8.33 kHz spacing between selectable frequencies (European Requirement).

3.3.2.2 Satellite Communication (Verbal)

For aircraft equipped with satellite-based voice communication, the appropriate code from the following table should be selected based on the satellite network used.

Table 3-4. Satellite Phones (SATCOM) Codes

Code	Equipment	Description
M1	Air Traffic Control Radio Telephone (ATC RTF)	Inmarsat
M2	Air Traffic Control Radio Telephone (ATC RTF)	Multi-function (MTSAT)
M3	Air Traffic Control Radio Telephone (ATC RTF)	Iridium

Most general aviation aircraft do not include satellite voice systems.

3.3.2.3 Data Link Communication

Data link capabilities enable digital communication between pilots and ATC. Options include:

CPDLC (Controller Pilot Data Link Communication) - Generally only installed in business and transport category jets.

- **ATN (Aeronautical Telecommunications Network)** - Used mainly in Europe; not supported in U.S. domestic airspace.
- **FANS (Future Air Navigation System)** - Supports satellite, HF, and VDL messaging.
- **RCP (Required Communication Performance)** - Specifies response times for message exchanges (e.g., RCP 240 or RCP 400).

The following table lists the ICAO codes used to indicate CPDLC capabilities.

Table 3-5. CPDLC Codes

CPDLC Type	Code	Description
ATN	**J1**	CPDLC ATN using VDL Mode 2
FANS	**J2**	FANS 1/A using HFDL (High-Frequency Data Link)
	J3	FANS 1/A using VDL Mode A
	J4	FANS 1/A using VDL Mode 2
	J5	FANS 1/A using SATCOM (INMARSAT)
	J6	FANS 1/A using SATCOM (MTSAT)

CPDLC Type	Code	Description
	J7	FANS 1/A using SATCOM (Iridium)
RCP	**P1**	CPDLC with RCP 400 – Required response within 400 seconds
	P2	CPDLC with RCP 240 – Required response within 240 seconds
	P3	SATVOICE CPDLC with RCP 400

ACARS (Aircraft Communications Addressing and Reporting System) - Supports short text-based messaging via radio or satellite.

The following table lists ICAO codes used to indicate ACARS capabilities.

Table 3-6. ACARS Codes

Code	Equipment	Description
E1	FMC WPR ACARS	Flight Management Computer (FMC) capable of Waypoint Reporting (WPR) via ACARS.
E2	D-FIS ACARS	Weather information via ACARS.
E3	PDC ACARS	Pre Departure Clearance via ACARS.

NOTE: Part 91 operators filing "J" codes for U.S. domestic data link services require FAA authorization to file J5–J7 in oceanic and remote continental airspace.

3.4 ICAO Surveillance Codes

ICAO surveillance codes identify transponder capabilities of an aircraft, including the type of data transmitted and the method of transmission.

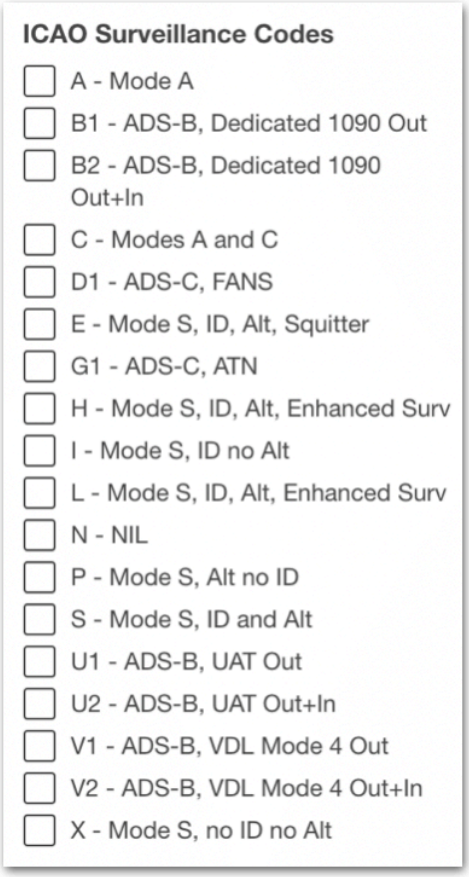


Figure 3-6. ICAO Surveillance Codes

3.4.1 Surveillance Code Classification

Surveillance codes can be classified by

- Transponder Type (i.e., Mode A, C, S)
- ADS-B Equipment
- ADS-C Equipment (ADS-C is generally only installed in aircraft that fly trans-oceanic routes)

3.4.1.1 Transponder Surveillance Codes

The following table describes which code to use by transponder type and capabilities.

Table 3-7. Transponder Surveillance Codes

Transponder Type	Code	Use This Code If the Aircraft…
None	N	Has no operable transponder.
Mode A	A	Transmits a 4-digit squawk code; no altitude reporting.
Mode C	C	Transmits squawk code and pressure altitude.
Mode S	I	Transmits aircraft identification only; no altitude.
	P	Transmits altitude only; no aircraft identification.
	S	Transmits aircraft identification and altitude.
	X	Does not transmit aircraft identification or altitude.
Mode S + ADS-B Out	E	Transmits aircraft identification, altitude, and ADS-B Out via extended squitter.
Mode S + EHS	H	Transmits aircraft identification, altitude, and Enhanced Surveillance data (Europe only).
Mode S + ADS-B Out + EHS	L	Transmits aircraft identification, altitude, ADS-B Out via extended squitter, and Enhanced Surveillance data (Europe only).

NOTE: If ADS-B equipped, also select the appropriate ADS-B code.

3.4.1.2 ADS-B Surveillance Codes

For aircraft equipped with ADS-B capabilities, the applicable following codes should be included in addition to the appropriate transponder code:

Table 3-8. ADS-B Surveillance Codes

ADS-B Capability	Code	Use This Code If the Aircraft has…
ADS-B out Only	B1	ADS-B Out capability using 1090 MHz.
	U1	ADS-B Out capability using 978 MHz UAT.
	V1	ADS-B Out capability using VDL Mode 4.
ADS-B Out + In	B2	ADS-B Out and In capability using 1090 MHz.
	U2	ADS-B Out and In capability using 978 MHz UAT.
	V2	ADS-B Out and In capability using VDL Mode 4.

NOTE: Only select ADS-B In codes (e.g., B2, U2, V2) for permanently installed equipment. Portable receivers do not qualify.

3.4.1.3 ADS-C Surveillance Codes

For aircraft equipped with ADS-C capabilities, the applicable following codes should be included:

Table 3-9. ADS-C Surveillance Codes

ADS-C Capability	Code	Use This Code If the Aircraft has…
ADS-C (FANS 1/A)	D1	Automatic Dependent Surveillance-Contract with FANS capability (for trans-oceanic ops)
ADS-C (ATN)	G1	ADS-C with ATN capability

3.4.1.4 ADS-B Code Selection Examples

Use the following guidance to select the correct ADS-B capability codes based on installed transponder(s):

- **1090ES ADS-B Out only**: Select **B1**.
- **1090ES ADS-B Out + In**: Select **B2**. Also select surveillance code **E** or **L**.
- **ADS-B Out with dual-band reception** (1090 MHz and 978 MHz): Select the code corresponding to the ADS-B Out frequency.

- For 1090MHz Out: Select **B2**.
- For 978 MHz (UAT) Out: Select **U2**.

- **Dual ADS-B transponders with 1090 MHz and 978 MHz** (Out and In): Select **B2** and **U2**.

3.4.2 Common Transponder Surveillance Codes

The following tables lists commonly installed transponders and their corresponding ICAO surveillance codes. These codes indicate the transponder's capability to support specific surveillance features and are used during ICAO flight plan filing.

Table 3-10. Non-ADS-B Transponders

Model	Surveillance Code
Garmin GTX330/33	S (H if EHS equipped)
Garmin GTX327	C
Honeywell Bendix King KT73	S
Honeywell Bendix King KT76A/76C	C

Table 3-11. 1090ES ADS-B Transponders (Mode S)

Model	Surveillance Codes
Appareo Stratus ESG	E, B1, and SUR/260B
Avidyne AXP322/AXP340	E, B1, and SUR/260B
Collins TDR-94-94D (501 and 502 only)	E, B1, and SUR/260B
Garmin G3000, G375	E, B2, and SUR/260B
Garmin GTX330ES/33ES, GTX335	E, B1, and SUR/260B
Garmin GTX345	E, B2, and SUR/260B
Honeywell Bendix King KT 74	E, B1, and SUR/260B
L3 Lynx NGT-9000	E, B2, and SUR/260B
Trig TT31	E, B1, and SUR/260B
uAvionix Tail Beacon	E, B1, and SUR/260B

Table 3-12. 978MHz UAT Transponders

Model	Surveillance Codes
FreeFlight Ranger 978 XVR with mode A/C	C, U2, and SUR/282B
FreeFlight Ranger Lite with mode A/C	C, U1, and SUR/282B
Garmin GDL82 with Mode A/C	C, U1, and SUR/282B
Garmin GDL88/84 with Mode A/C	C, U2, and SUR/282B
Garmin GDL88/84 with Mode S	S, U2, and SUR/282B
L3 Lynx NGT 1000	C, U1, and SUR/282B
L3 Lynx NGT- 2000/2500	C, U2, and SUR/282B
uAvionix Echo UAT	C, U2, and SUR/282B
uAvionix SkyBeacon	C, U1, and SUR/282B
uAvionix Tail Beacon	C, U1, and SUR/282B

3.4.3 ICAO Wake Category Classifications

The ICAO wake turbulence category is automatically populated in the aircraft profile based on aircraft characteristics. This value should be verified for accuracy. Use the following table to confirm the correct wake category.

Table 3-13. Wake Category Classifications

Category	Weight
Light	15,500 lbs. (7,000 kg.) or less
Medium	15,501 lbs. to 299,999 lbs (7,001 kg. to 135,999 kg.)
Heavy	300,000 lbs. (136,000 kg.) or more

3.4.4 ICAO PBN (Performance-Based Navigation) Codes

Performance-Based Navigation (PBN) codes specify the navigation capabilities of an aircraft, based on system accuracy, sensor type, and crew alerting features. ICAO PBN codes are included when filing a flight plan.

The key components of PBN classification are:

- **Crew Alerting Capabilities:** PBN operations typically fall into two categories:
  - **RNAV (Area Navigation):** No onboard alerting required.
  - **RNP (Required Navigation Performance):** Onboard alerting required. Alerts notify the crew if navigation accuracy cannot be maintained, prompting the use of alternate procedures or discontinuation of the operation.
- **Sensor Accuracy Requirements:** The navigation system must maintain a specific total system error for 95% of flight time:
  - **RNAV 2:** Maximum error of 2 NM.
  - **RNAV 1:** Maximum error of 1 NM.
- **Sensor Types**: Common Sensor Types Used in PBN Systems:
- **GNSS (e.g., GPS):** Widely used for en route and approach operations.
- **DME/DME:** Positioning via triangulation from ground stations.
- **INS/IRU:** Inertial systems suitable for long-range/oceanic navigation.
- **DME/DME/IRU:** Combines inertial and DME systems to improve accuracy.
- **VOR/DME:** Uses VOR and DME signals from ground-based navaids.
- **LORAN:** Obsolete and no longer supported.

3.4.4.1 ICAO PBN Code Options

ICAO specifies 24 PBN codes to describe aircraft navigation performance. A maximum of eight codes may be included in a single flight plan. Each code consists of:

- A letter: Defines the performance specification (e.g., RNAV 1)
- A number: Defines the sensor or sub-capability used.

For example, **D** codes apply to the RNAV 1 specification with the associated number indicating the sensor type.

- **D1:** RNAV 1 using all supported sensors
- **D2:** RNAV 1 using GPS
- **D3:** RNAV 1 using DME/DME
- **D4:** RNAV 1 using DME/IRU.

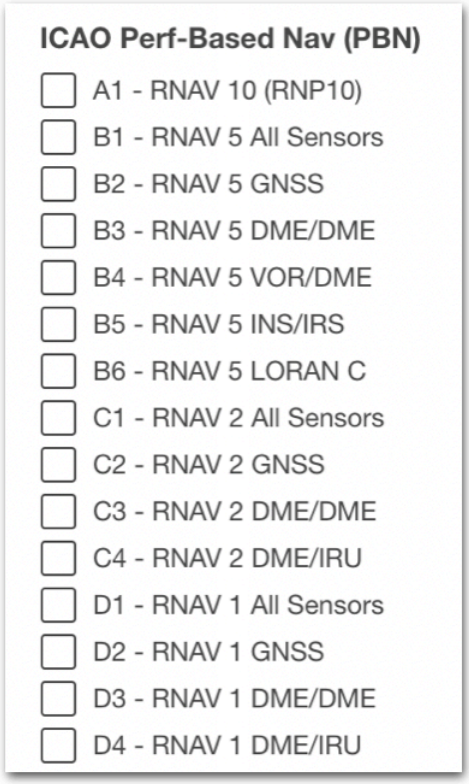


Figure 3-7. PBN Codes

The following table contains a brief explanation of the various PBN codes.

Table 3-14. PBN Codes

Code	Type	Accuracy	Sensors	Notes
A1	RNAV	10	GNSS	Oceanic use (requires approval).
B1	RNAV	5	All Sensors	Includes BRNAV (Europe). GNSS assumed compliant in U.S. (not required to select PBN code B2). “All sensors” does not include Loran C.
B2	RNAV	5	GNSS	
B3	RNAV	5	DME/DME	
B4	RNAV	5	VOR/DME	
B5	RNAV	5	INS/IRS	
B6	RNAV	5	LORAN C	

Code	Type	Accuracy	Sensors	Notes
C1	RNAV	2	All Sensors	Required for RNAV airways (T and Q routes). GPS systems approved for IFR enroute and terminal operations qualify.
C2	RNAV	2	GNSS	
C3	RNAV	2	DME/DME	
C4	RNAV	2	DME/IRU	
D1	RNAV	1	All Sensors	Required for RNAV SID/STAR.
D2	RNAV	1	GNSS	
D3	RNAV	1	DME/DME	
D4	RNAV	1	DME/IRU	
L1	RNP	4	GNSS	Oceanic use (requires approval).
O1	RNP	1	All Sensors	Required for SID/STAR with RF legs.
O2	RNP	1	GNSS	
O3	RNP	1	DME/DME	
O4	RNP	1	DME/IRU	
S1	RNP	Approach	GNSS	LNAV MDA capable.
S2	RNP	App+ Baro	GNSS	LNAV/VNAV capable (Baro VNAV).
T1	RNP	Approach	GNSS	Required for RNAV (RNP) approach. Radius to Fix (RF) capable.
T2	RNP	Approach	GNSS	No RF leg capability.

3.4.4.2 Selecting PBN Codes

When selecting PBN codes:

1. Specify the performance specification and sensor type for an aircraft.
2. The ICAO equipment field is automatically updated when PBN codes are selected in ForeFlight Mobile. Ensure ICAO equipment codes reflect the selected sensors.

For example, **D2** (RNAV 1 with GPS) requires the **G** equipment code for GPS.

> **IMPORTANT:** The ICAO equipment field must match the selected PBN sensor types to ensure flight plan acceptance.

3.5 Other Information

The Other Information field provides additional data to air traffic service units that cannot be conveyed through standard ICAO equipment and capabilities codes. These fields are optional, but specific values may enhance routing efficiency or reduce transponder reassignments.

In some cases, ForeFlight Mobile automatically populates Other Information based on aircraft equipment or configuration. Pilots flying within the U.S. are encouraged to include the **CODE** and **SUR** fields when applicable.

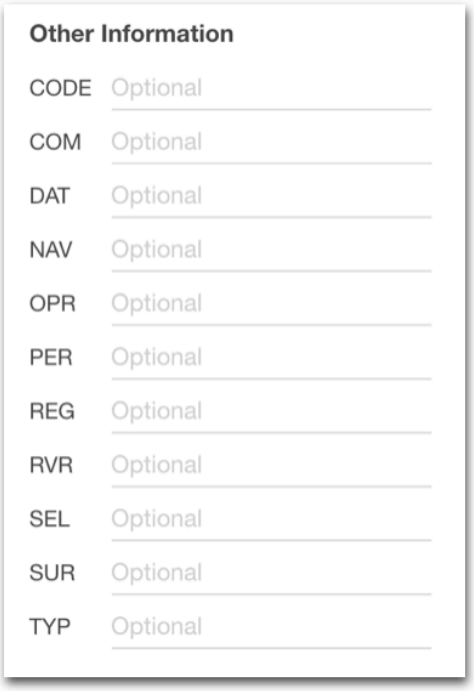


Figure 3-8. Other Information

Table 3-15. Other Information Field Options

Field	Description
CODE	Aircraft Mode S hex address (e.g., A519D9). Recommended.
COM	Additional communication capabilities not covered in ICAO Equipment.
DAT	Other data link applications (see AC 90-117).
DLE	Delay at a fix with duration. Insert the delay point(s) and duration of the delay in hours and minutes (hhmm) (e.g. KZLA0120). Used internally by FAA and but not forwarded to ATC.
EET	Estimated elapsed time within FIR boundary (e.g., KZNY0124).
NAV	Additional navigation capabilities not listed in ICAO Equipment.
OPR	Operator or company name.
ORGN	Flight plan originator contact (e.g., KHOUARCW). Not FAA-required.
PER	Aircraft performance category (e.g., A). Not FAA-required.
RALT	Enroute alternates by ICAO code (e.g., EINN, CYYR, KDTW).
REG	Aircraft registration (e.g., N123AB). Required for CPDLC. Enter if different from aircraft ID. Automatically populated if a call sign is used.
RIF	Route to revised destination (e.g. DTA HEC KLAX).
RVR	Runway Visual Range in meters. Used by EuroControl.
SEL	SELCAL code for HF communication alerting. Assigned to operators, not individual aircraft.
STAY INFO	Additional delay info at waypoints (EuroControl). See this support article for additional information.
SUR	Surveillance capability. E.g., “260B” (1090ES), “282B” (978UAT), “RSP180” (RSP standard).
TALT	Takeoff Alternates (e.g. KTEB).
TYP	Non-standard aircraft type. Required if type is ZZZZ (e.g., homebuilt aircraft).

3.5.1 CODE

The **CODE** field represents the hexadecimal address (e.g., **A519D9**) of an aircraft, which is assigned by the registering authority and uniquely associated with the registration number (e.g., N-number in the U.S.).

- This address is often transmitted via the ADS-B Out system for the aircraft.
- Including the **CODE** field helps link the flight plan with the ADS-B Out broadcast, reducing the likelihood of transponder code reassignment when operating near aircraft with similar transponder settings.

To locate the hexadecimal code for an aircraft, search the FAA Aircraft Registry at: faa.gov/aircraftinquiry/.

3.5.2 SUR (Surveillance)

The **SUR** field indicates the compliance status of the ADS-B Out system. Inputting this field may lead to improved routing outcomes. Values for the SUR field are:

- **260B** - for transponders operating on 1090 MHz (1090ES)
- **282B** - for UAT (Universal Access Transceiver) transponders operating on 978 MHz

If the aircraft is equipped with ADS-B Out, the appropriate value should be entered in the **SUR** field.

3.6 STS Special Handling

The **STS** (Special Handling) field is used to request priority handling or notify air traffic services of specific mission types. For instance, use **HOSP** for medical flights requiring priority handling.

Special Handling codes configured in the aircraft profile are automatically included in all filed flight plans for that aircraft. If special handling is only required for specific flights, omit the code from the aircraft profile and instead enter it manually in the Filing Form when needed.

Table 3-16. STS Special Handling

Option	Description
ALTRV - Altitude reservation	Altitude reservation flight.
ATFMX - ATFM exempt	Exempt from Air Traffic Flow Management measures.
FFR - Firefighting	Firefighting flight.
FLTCK - Flight check	Navaid calibration flight.
HAZMAT - Hazardous material	Flight carrying hazardous material.
HEAD - Head of States	Flight with Head of State status.
HOSP - Medical flight	Declared medical flight.
HUM - Humanitarian	Humanitarian mission.
MARSA - Military separation	Military aircraft with self-separation responsibility.
MEDEVAC - Medical Evacuation	Life-critical medical evacuation.
NONRVSM - Non-RVSM in RVSM	Non-RVSM flight in RVSM airspace.
SAR - Search and rescue	Search and rescue mission.
STATE - Military/police	Military, customs, or police flight.

3.7 Remarks

The Remarks field allows for free-text (alphanumeric characters) entry of information for air traffic control that is not otherwise covered by standard ICAO codes. Typical usage includes notifying ATC of special aircraft designations, such as experimental certification.

Remarks entered in the aircraft profile automatically populate in the Filing Form appearing in **Field 18 (Other Information)** of the ICAO flight plan. These remarks are transmitted to ATC with the flight plan.

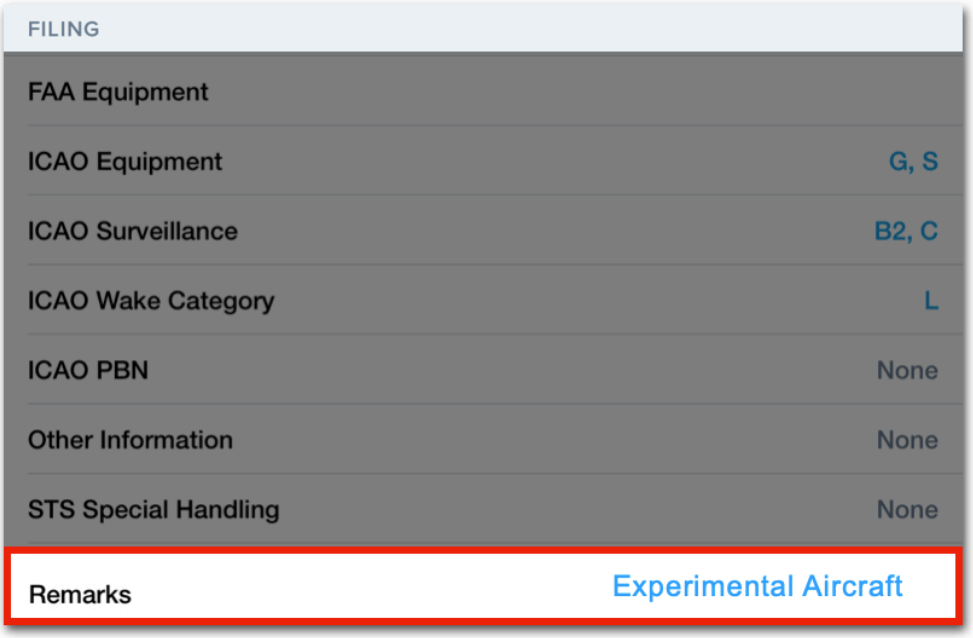


Figure 3-9. Aircraft Profile Remarks

3.8 SARTIME

SARTIME (Search And Rescue Time) is a filing remark used in Australian-based flight plans to specify when search and rescue efforts should begin if no communication is received.

The following fields are:

- **DTG (UTC)**: Specifies the Date-Time Group in Coordinated Universal Time (UTC) when the SARTIME is activated.
- **To**: Defines the Receiving Unit or Responsible Authority that will receive the SARTIME notice.
- **For (Arrival or Departure)**: Indicates whether the DTG is associated with the arrival or departure of the flight.
- **At**: Provides the *location* (usually coordinates or an aerodrome identifier) where the SARTIME applies. Input should be alphanumeric characters.

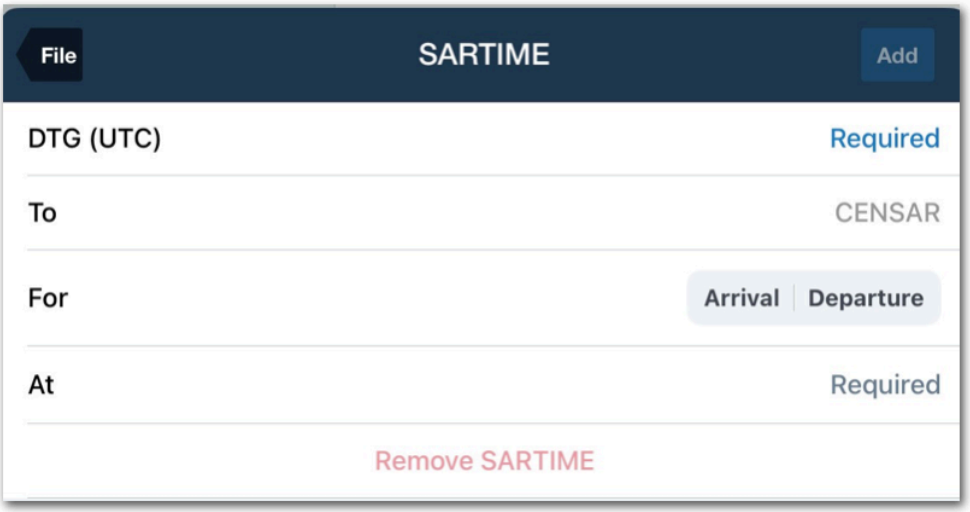


Figure 3-10. SARTIME

The completed SARTIME is included in the Remarks section of the ICAO flight plan form.

SUPPORTED NATIONS

ForeFlight supports flight plan filing across a broad range of countries. This section outlines support for IFR, VFR, and Composite flight plans, with additional information for countries requiring special authorization.

4.1 Supported IFR Filing

IFR flight plans can be filed through ForeFlight in most countries without additional steps. However, specific countries require prior authorization before IFR filing is permitted.

4.1.1 Special Filing Authorization Required

Filing IFR flight plans for specific countries and territories requires special authorization. To obtain authorization, contact the Support Team at team@foreflight.com.

The following table lists the countries and territories that require filing authorization for IFR flight plans.

Table 4-1. Nations Requiring Filing Authorization for IFR Flight Plan Filing

A-I	I-M	M-S	S-Y
Afghanistan	Iraq	Mongolia	Serbia
Andorra	Jordan	Montenegro	Seychelles
Bahrain	Kazakhstan	Morocco	Singapore
Bangladesh	Kuwait	Myanmar	Solomon Islands
Bhutan	Kyrgyzstan	Nauru	South Korea
Brunei	Laos	Nepal	Sri Lanka
Cabo Verde	Lebanon	Oman	Syria
Cambodia	Libya	Pakistan	Tajikistan
Canary Islands	Liechtenstein	Papua New Guinea	Thailand
China	Madagascar	Poland	Timor-Leste
Guadeloupe	Malaysia	Romania	Turkmenistan
India	Maldives	Russia	United Arab Emirates
Indonesia	Mali	San Marino	Uzbekistan
Iran	Mauritius	Saudi Arabia	Vietnam
			Yemen

> **WARNING:** The Aeronautical Fixed Telecommunication Network (AFTN) transmits flight plans to the appropriate Flight Information Region (FIR). Transmission of a flight plan does not guarantee compliance with all local requirements or acceptance by the local ATC center.

4.1.2 Unsupported Countries

ForeFlight does not support IFR flight plan filing for the following countries:

- North Korea

4.2 Supported VFR Filing

VFR flight plan filing is supported in many regions, including:

- North America
- South America
- Australia
- Europe

For a complete list of countries that support VFR filing, refer to: foreflight.com/support/country-support/

> **NOTE:** VFR flight plans are submitted to agencies responsible for Search and Rescue (SAR) operations. These agencies are specified in each country's Aeronautical Information Publication (AIP).

4.3 Supported Composite Flight Plan Filing

Composite flight plans (VFR to IFR or IFR to VFR) are supported in several countries (see the following table). When filing a composite flight plan in a country for the first time, confirmation with the relevant governing authority is recommended, as each country may have specific procedural requirements.

Composite flight plans are transmitted to the appropriate ATC facility for IFR segments and to the Flight Service Station (FSS) for VFR segments.

Table 4-2. Supported Countries for Composite Flight Plans

A-B	C-G	G-U
Albania	Canada	Greece
Argentina	Chile	Greenland
Armenia	Croatia	Iceland
Austria	Cyprus	Ireland
Australia	Czech Republic	Latvia
Azerbaijan	Denmark	Lithuania
Belarus	Ecuador	Luxembourg
Belgique	Estonia	Netherlands
Belgium	Finland	Norway
Bosnia and Herzegovina	France	Poland
Brazil	Georgia	Sweden
Bulgaria	Germany	United Kingdom

NOTE: In the United States, composite flight plans are supported for military pilots using the DD-1801 form.

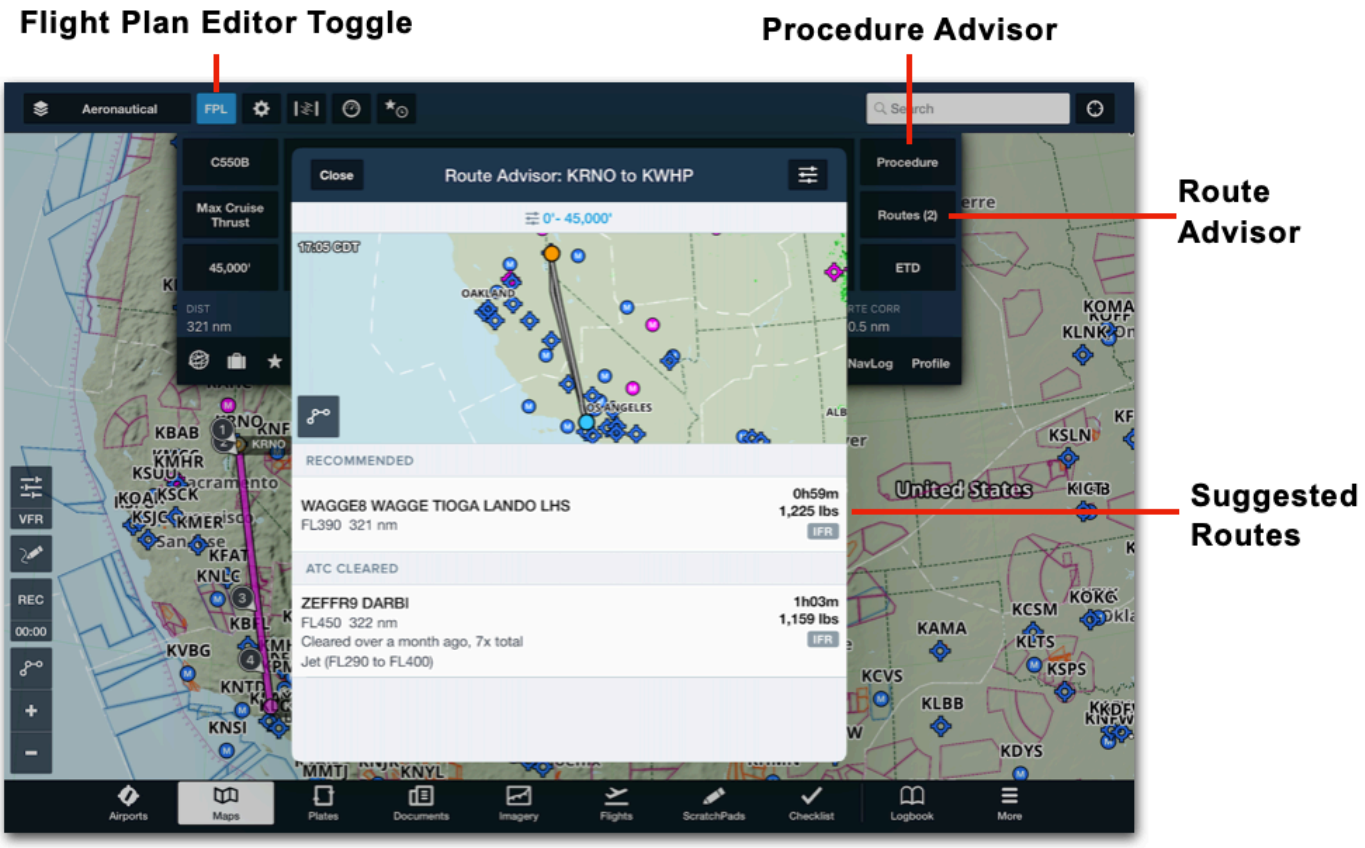
FLIGHT PLANNING

Filing a flight plan begins with planning a route between the departure and destination airports. Planning can be performed using ForeFlight Mobile or ForeFlight Web through the **Maps** or **Flights** views. The **Maps** page is recommended as it provides a visual overview of airspace, hazards, and weather conditions along the route.

5.1 Planning a Flight

To plan a flight:

1. Enter the departure and destination airports in the **Flight Plan Editor**, or tap airports on the map and select **Add to Route**.
2. Use the **Route** and **Procedure Advisor** to define the route, or manually drag and drop the route line to customize the path.
3. Once the route is finalized, tap **Send To → Flights** to transfer the route to the **Flights** page.



NOTE: Terminal approach procedures are excluded from filed flight plans and are not transferred when sending a route to the **Flights** page.

5.2 Planning with the Flights View

The **Flights** view in ForeFlight Mobile is a centralized location for managing and editing flight plans. It is divided into two sections, allowing intuitive navigation and quick access to key planning tools.

5.2.1 Flights View Layout

The Flight View layout consists of:

- **Left Pane**: A list of all created flights. The currently selected flight is highlighted in blue.
- **Right Pane**: A detailed planning form showing the information for the selected flight.

Refer to the image below for a visual representation of the **Flights** view layout.

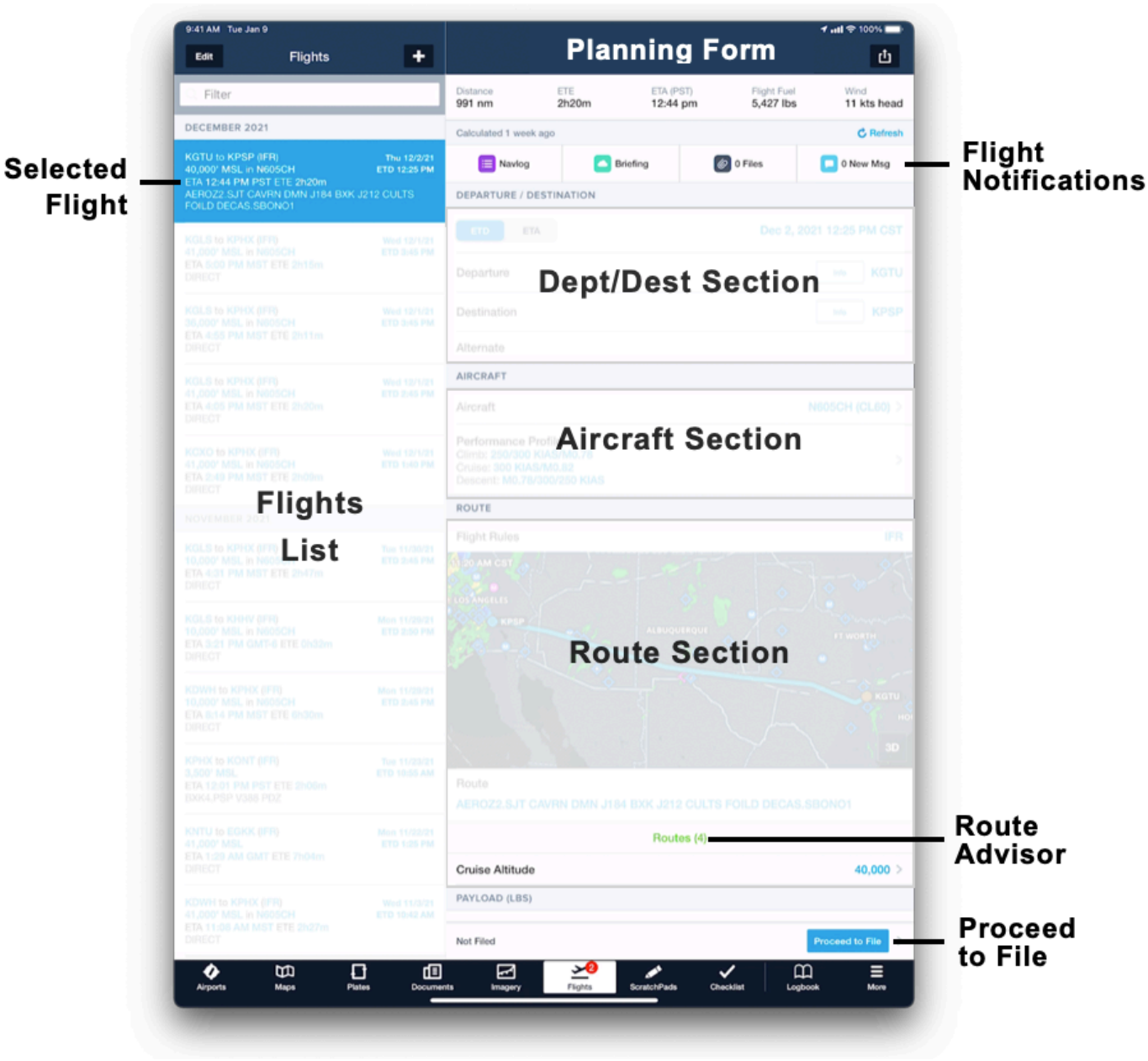


Figure 5-1. Flight View Layout

5.2.2 Planning Form Features

The flight planning form features:

- A summary **bar** at the top showing an overview of flight details.
- Buttons to
  - Generate a NavLog
  - Obtain a Briefing
  - Attach Files (Premium or Business Performance subscription required)

    - Access Flight Notifications
- Options to:
    - Enter flight details manually, or
    - Use the **Send To ➔ Flights** feature from the **Maps** page to automatically populate the form.

This structured interface supports comprehensive and efficient flight planning for various use cases.

5.2.3 Managing Flights

To review a flight plan, verify each field on the planning form and edit as needed. Tap **Proceed to File** to transfer planning data to the **Filing Form**.

To delete a flight, swipe left on the entry in the flight list and tap **Delete**, or tap **Delete Flight** at the bottom of the planning form.

> **NOTE:** Deleting a **Filed** or **Activated** flight plan does not cancel or close the flight plan. Always cancel or close a flight plan through the appropriate channels before deleting it in ForeFlight Mobile.

5.2.4 Flight Notifications

Flight Notifications alert pilots to hazardous conditions along a filed flight route. Notifications become available only after a flight plan is filed.

5.2.4.1 Notification Indicators

A red badge with the number of notifications appears:

- Next to the flight in the Flights list view.
- As a badge on the Flights tab in the navigation toolbar.
- At the top of the Flight Plan Form

Tap the **Messages** button to view flight notifications.

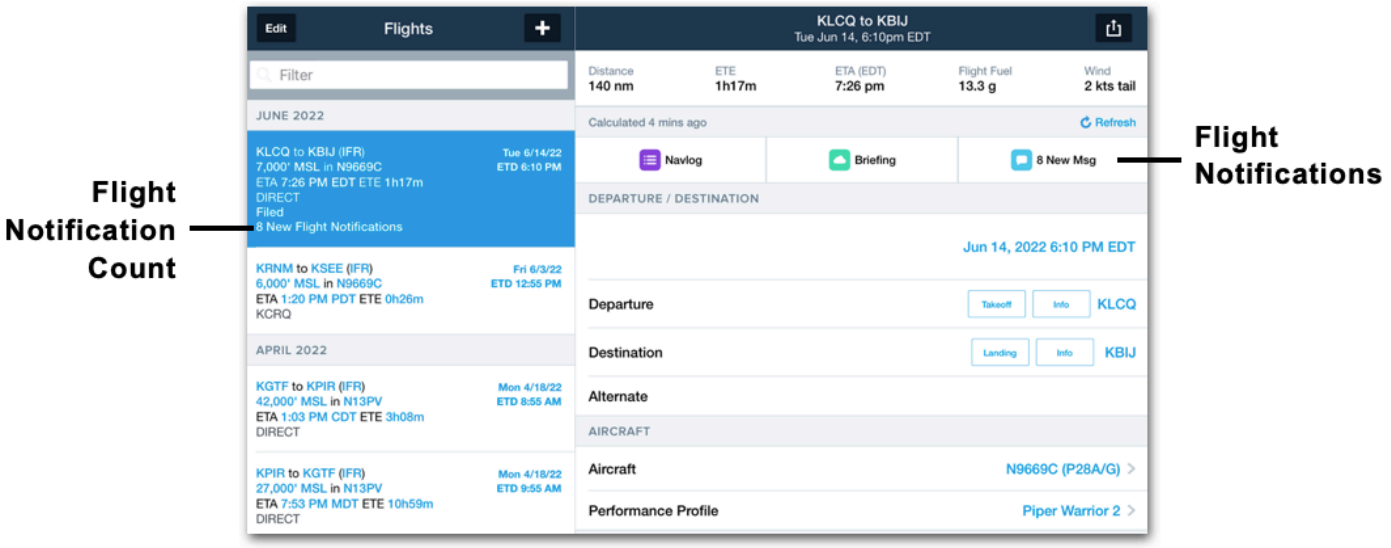


Figure 5-2. Notification Indicators

5.2.4.2 Flight Notification Types

Flight notifications are issued for the following hazardous conditions:

- Runway or Airport Closure
- Temporary Flight Restriction
- Unsafe NOTAMs
- Urgent PIREP
- SIGMETs
- Convective SIGMETs
- AIRMETs
- Center Weather Advisories
- Severe Weather Watches/Warnings

Flight notifications are obtained from multiple sources, including Lockheed Martin's Adverse Conditions Alerting Service (ACAS).

> **NOTE:** Flight notifications do not include flight plan clearance messages such as expected routes or departure clearance times.

To manage notifications:

- Viewed notifications reduce the badge count.
- Tap the **checkmark icon** in the toolbar to mark all notifications as read.

FILING FORM

The Filing Form is automatically populated with data from the **Flights** view and the aircraft profile. To access the Filing Form, tap **Proceed to File** from the Flights page.

The Filing Form contains the following sections (Click a section for information):

- **Flight Plan Type**
- **Aircraft**
- **Departure**
- **Enroute**
- **Remarks / Other Information**
- **Destination**
- **Dinghy**
- **Emergency**
- **Pilot**

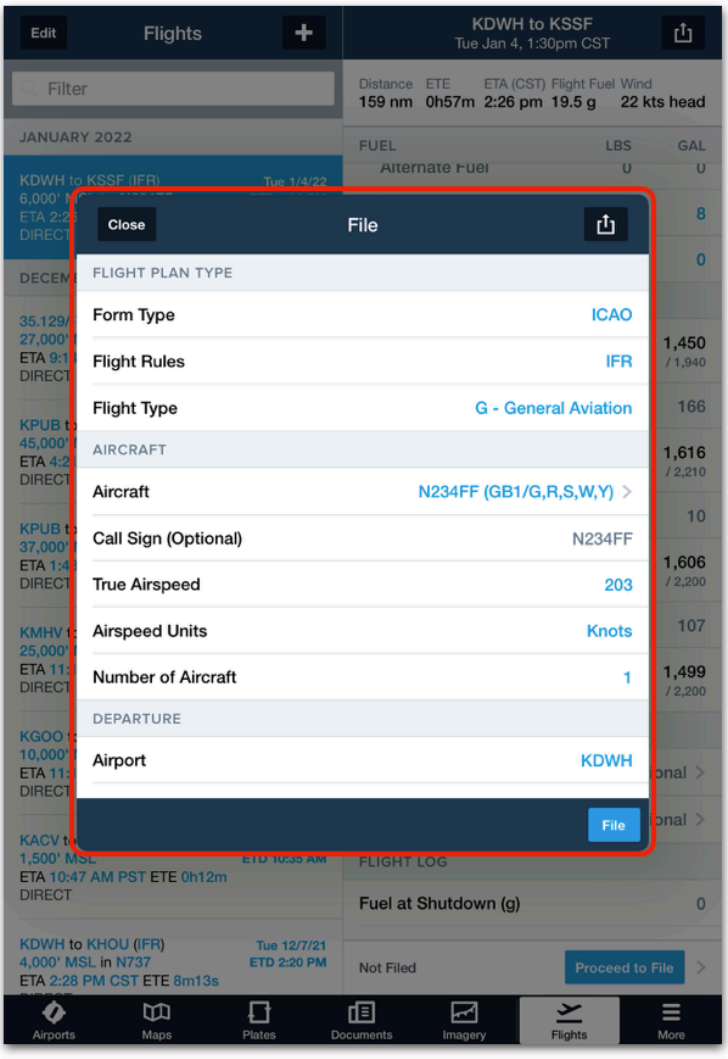


Figure 6-1. Filing Form

6.1 Flight Plan Type

The Flight Plan Type section specifies the Form Type, Flight Rules, and Flight Type.

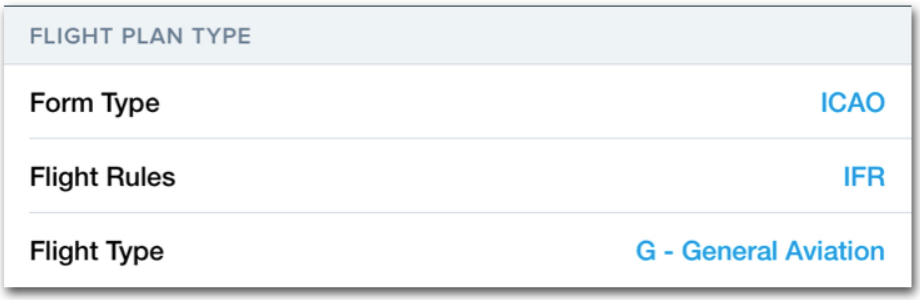


Figure 6-2. ForeFlight Mobile Flight Plan Type Section

6.1.1 Form Type

ForeFlight supports the ICAO flight plan form (FAA Form 7233-4) for all filings. This form type is the default form for civilian operations.

The DD-1801 form is also available when using ForeFlight Military Flight Bag. The form is a modified ICAO format designed to support military requirements. For more information on military filings, refer to DD-1801 Filing Form**.**



Figure 6-3. Filing Form Options

6.1.1.1 Form DD-1801 - Notifying Base Operations

When using the DD-1801 form, flight plans are not submitted to ATC by default. Instead, the form is sent only to base operations via email.

Tap **Notify** to submit the form. The following considerations apply when notifying base operations:

- The base operations team is responsible for filing the plan with ATC if necessary.

- Email addresses for base operations are entered in the Pilot In Command section of the Filing Form.

6.1.1.2 Form DD-1801 - Filing Electronically

To submit a DD-1801 form directly to ATC, enable the **File Electronically** option in the Pilot In Command section.

When File Electronically is enabled:

- Tap **File** to submit the flight plan.
- The flight plan is transmitted to ATC.
- A copy is also sent to the base operations email addresses specified.
- Multiple recipients can be listed by separating email addresses with commas.

> **NOTE:** For VFR or composite flight plans, base operations remain responsible for VFR search and rescue services. The VFR plan is not submitted to FSS or ATC.

6.1.2 Flight Rules

Specifying a flight rule is required when filing a flight plan. The cruise altitude entered in the form determines the default flight rule. If the altitude ends in 500 feet (e.g., 9,500 ft.), the flight rule defaults to VFR. This default behavior aligns with standard cruising altitude conventions. Flight rules can be manually edited in the Flights or the Filing forms as needed.

6.1.2.1 Supported Flight Rules

ForeFlight supports the following flight rules:

> **IFR**
>
> Instrument Flight Rules

> **VFR**
>
> Visual Flight Rules

> **VFR (DC SFRA)**
>
> Visual flight through te Washington, D.C. Special Flight Rules Area *(USA only)*

> **DVFR**
>
> Defense Visual Flight Rules (USA Only)

> **Y**
>
> Composite: IFR transitioning to VFR

> **Z**
>
> Composite: VFR transitioning to IFR

NOTE: Not all countries support every flight rule. Refer to the Supported Nations section for country-specific details.

6.1.3 Flight Type

A Flight Type must be selected before filing. Once chosen, the selection becomes the default for future flight plans.

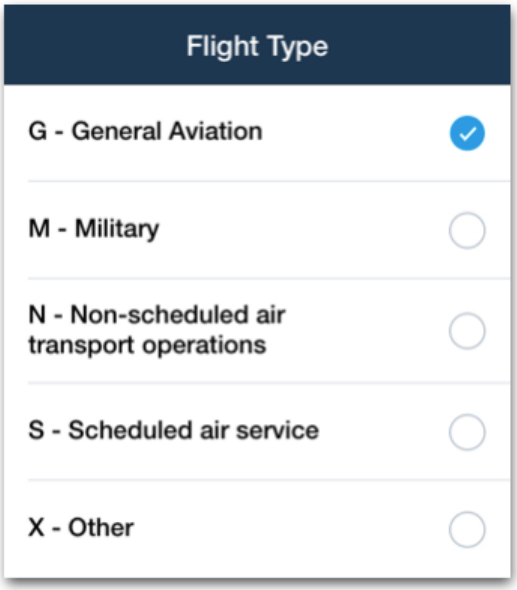


Figure 6-4. Flight Type Menu

6.1.3.1 Available Options

The available Flight Type options are:

> **G**
>
> General aviation

> **M**
>
> Military (auto-selected when filing with DD-1801)

> **N**
>
> Non-scheduled air transport operations

> **S**
>
> Scheduled air service

> **X**
>
> Other

6.2 Aircraft

The Aircraft section of the Filing Form is automatically populated with information from the **Flights** view form, including data from the selected aircraft profile.

All fields within this section are editable. However, it is recommended to make any necessary changes on the **Flights** page to ensure consistent and accurate flight planning results.

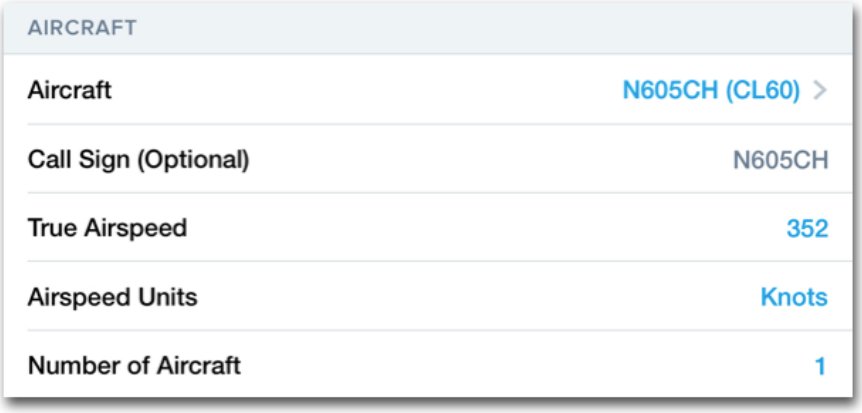


Figure 6-5. Filing Form Aircraft Section

> **IMPORTANT:** Edits made in the Filing Form do not update the flight planning results or the aircraft profile. Use this method only for temporary changes that apply to the current flight.

6.2.1 Aircraft Section Fields

The following fields are included in the **Aircraft** section:

- **Aircraft** - Displays the tail number, type code, and ICAO equipment codes for the selected aircraft.
- **Call Sign (Optional)** - Used when the aircraft has an authorized call sign.
  - Accepts up to seven alphanumeric characters.
  - Once used, the call sign is retained for future flights using the same aircraft.
  - Entering a call sign automatically populates Field 18 (Other Information) with the tail number of the aircraft.
  - No separate call sign entry is required if the call sign is entered in the Tail Number field.
- **True Airspeed** - Populated automatically from the selected performance profile of the aircraft.

- **Airspeed Units** - Automatically set based on the unit specified in the aircraft profile.
  - Changing this value in the Filing Form does not affect the aircraft profile settings.
- **Number of Aircraft** - Used when filing for more than one aircraft (e.g., formation flights).
  - Enter a value from 1 to 99.

6.3 Departure

The Departure section is automatically populated with data from the Flights view form. All fields within this section are editable. However, edits made in this section do not impact the flight planning results.

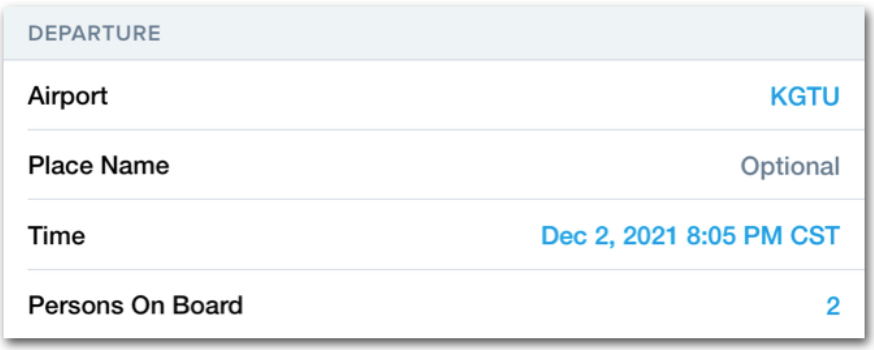


Figure 6-6. ForeFlight Mobile Departure Section

6.3.1 Airport

The Airport field is automatically populated from the **Flights** view. When filing from a location that does not have an ICAO identifier, such as a user waypoint, navigation fix, fix/radial/distance point, or latitude/longitude, ForeFlight automatically inserts ZZZZ into the Departure field of the ICAO Flight Plan Form. The non-ICAO identifier is entered in Field 18 (Other Information) with the prefix DEP/.

For example, a fix/radial/distance departure would be formatted as:

- **DEP/ABC180020**

6.3.2 Place Name

The Place Name field is optional and is used to describe the departure location when it is defined by latitude/longitude coordinates.

This field is required for:

- Canadian VFR, YFR, and ZFR flight plans using a latitude/longitude departure.
- Flights departing from locations without an ICAO identifier.

6.3.3 Time

Departure time is automatically populated from the **Flights** page and can be edited on the Filing Form. Editing the time here does not affect any planning calculations or weather forecasts.

6.3.4 Persons On Board

This field accepts up to three digits and indicates the number of occupants on board.

- For **Starter** and **Essential** users: the value must be manually entered.
- For **Premium** and **Business Performance** users: the number of people entered in the **Payload** section of the Flights form is automatically copied.

6.4 Enroute

The Enroute section outlines the planned flight path, cruise altitude, estimated time enroute, and fuel on board. Each field is auto-filled based on the flight planning data but remains editable for final review or adjustments.



Figure 6-7. Filing Form - Enroute Section

6.4.1 Route

The Route field defines the intended flight path using:

- Navaids
- Waypoints
- Airways
- Airports
- Procedures

Each route element must be separated by a space. Manual entry is allowed, but it is strongly recommended to use the **Route Advisor** on the **Maps** or Flights views for accuracy.

> **IMPORTANT:** Terminal approach procedures should not be included in the route field of a filed flight plan. Invalid entries may result in rejection by the filing authority.

6.4.2 Altitude

The Altitude field reflects the planned flight level or MSL altitude, as set on the **Flights** page. Choosing an altitude on the **Flights** page updates the route performance based on forecasted winds aloft. Editing the altitude on the **Filing Form** does not recalculate flight planning results.

6.4.3 Time Enroute

Calculated by the ForeFlight flight planning engine, the Time Enroute accounts for:

- Route structure
- Winds aloft
- Aircraft type
- Performance profile

Pilots filing VFR flight plans may increase this time to accommodate expected deviations, holding, or patterns to extend search and rescue services.

6.4.4 Fuel Aboard

ForeFlight Starter and Essential users must manually enter fuel onboard in hours and minutes.

For Premium users, fuel is determined from the Fuel Policy selected in the flight plan, automatically converted to time, and copied to the Filing Form.

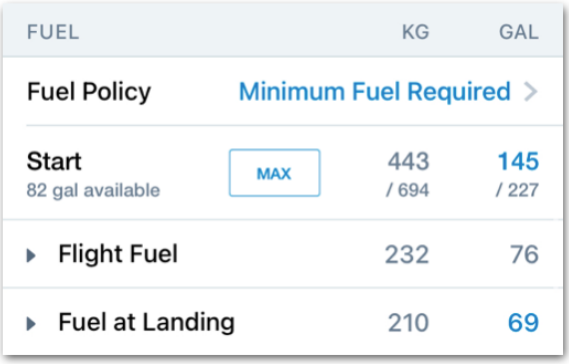


Figure 6-8. Fuel Section

6.5 Remarks/Other Information

The Remarks / Other Information section communicates additional data to Air Traffic Control (ATC). Most entries in this section are transmitted to Field 18 (Other Information) of the ICAO flight plan, preceded by RMK/.

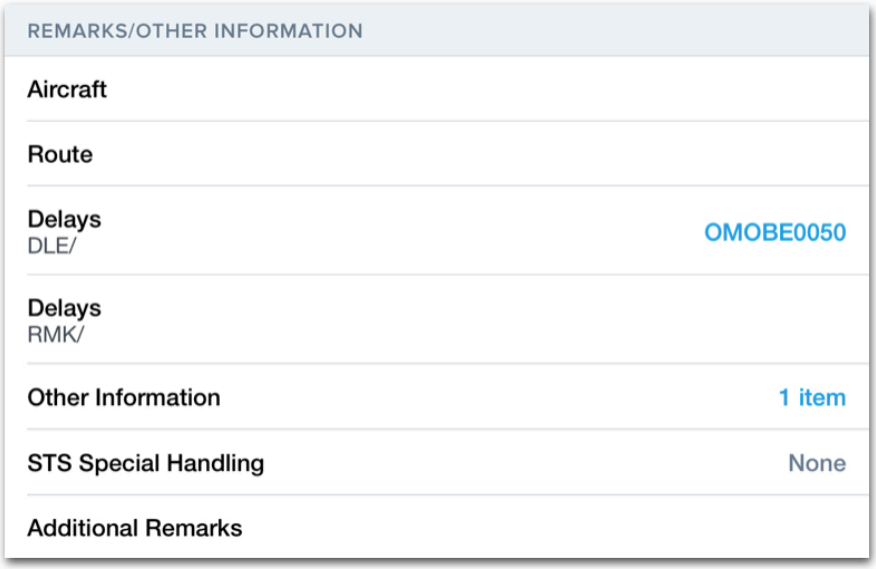


Figure 6-9. Remarks/Other Information Section

> **NOTE:** Remarks should be concise. ATC generally reviews remarks under 20 characters. Up to 1,600 characters are supported per flight plan.

6.5.1 Aircraft Remarks

Aircraft Remarks, used to communicate details unique to the aircraft, are copied from the Aircraft Profile and can be edited for individual flights. Aircraft remarks support alphanumeric characters.

6.5.2 Route Remarks

Route remarks convey routing details, primarily for military operations, and are treated differently based on the account type.

- Available to all users but only transmitted for ForeFlight Military Flight Bag accounts.
- Route remarks entered by non-*Military Flight Bag* users are not transmitted to ATC.

6.5.3 Delays

Delay remarks communicate planned enroute delays and are available exclusively to Premium and Business Performance subscribers. Delays or stays are added using the FPL Route Editor.

When a delay is specified, a Delay Remarks field is automatically generated and included in the Filing Form.

6.5.4 Other Information

The Other Information field captures flight planning related information specified in the aircraft profile.

For example, if filing to or from a location without an official airport identifier, ZZZZ is entered in the appropriate airport field. ForeFlight Mobile then automatically adds the corresponding coordinates to the Other Information field.

6.5.5 STS Special Handling

The STS Special Handling code, such as Medical Flight or Head of State, requests priority or specialized ATC handling. Select the appropriate STS code if special handling is required. Once selected, the code is retained for subsequent flights and must be manually deselected when no longer needed.

For more information, refer to the STS Special Handling section of the aircraft configuration.

6.5.6 Additional Remarks

The Additional Remarks section accepts alphanumeric characters. Use this field to transmit remarks not otherwise specified.

6.6 Destination

The Destination section specifies the arrival airport, contact information, and up to two alternate destinations. ATC uses this information for routing and emergency purposes.

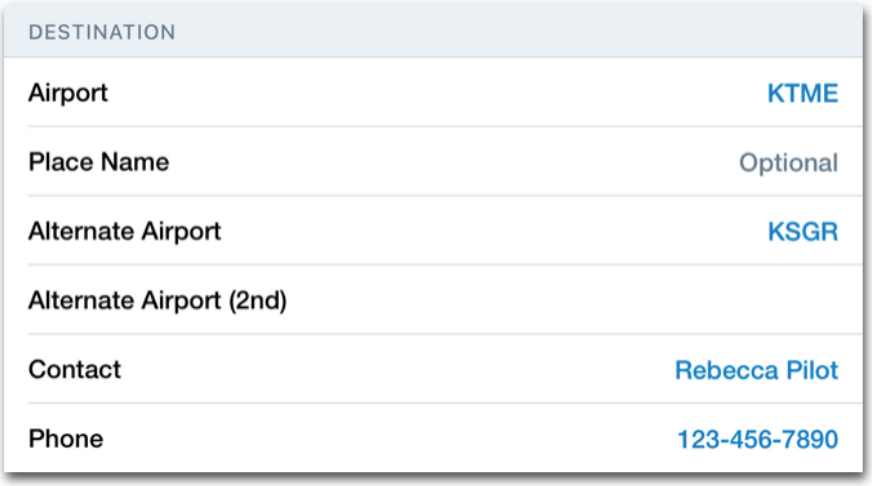


Figure 6-10. Filing Form - Destination Section

6.6.1 Airport Field

The Airport field identifies the destination location using either a standard ICAO code or alternate coordinate formats. When the field is auto-filled from the **Flights** view form, the following rules apply:

- The four-character ICAO identifier is used when filing to a recognized airport, heliport, glider port, or balloon port.
- If the destination does not have a valid ICAO identifier (e.g., a user waypoint, fix, navaid, fix/radial/distance, or lat/long coordinates):
  - **ZZZZ** is entered in the destination field.
  - The full identifier or coordinates are automatically added to Field 18 with the prefix DEST/.
    - **Examples**:
      - DEST/60J
      - DEST/FLUKI
      - DEST/CLT360010
      - DEST/3502N08102W

6.6.2 Place Name Field

The Place Name field provides a textual reference (e.g., Lake Conroe, Union Gap, Mountain Spring Reservoir) for the destination, primarily when the location is expressed in coordinates. This field is required in specific cases:

- For Canadian VFR/YFR/ZFR flight plans using latitude/longitude destinations.
- For destinations that lack an ICAO, IATA, or other short-form identifier.

The place name is included in Field 18.

6.6.3 Alternate Airport Field

The Alternate Airport field allows for the specification of a primary alternate airport. The airport can be either:

- Automatically copied from the **Flights** form, or
- Manually entered on the **Filing Form**.

6.6.4 Alternate Airport (2nd)

The Alternate Airport (2nd) field allows adding a secondary alternate for international or organizational compliance:

- Entry is permitted only after the primary alternate is specified.
- The FAA does not support a second alternate airport in flight plans.

6.6.5 Contact Field

The Contact field identifies a person or organization to be contacted if the aircraft is unaccounted for. This information is critical for search and rescue coordination. The field:

- Supports alphanumeric characters.
- Is copied to Field 19 (N/ Remarks) of the flight plan.
- Is required for Canadian flights.
- Must not include the name of a person on board the flight.

6.6.6 Phone Field

The Phone field provides the contact number for the individual listed in the Contact field. The phone number:

- Is required for Canadian flights.
- Must not be the number of a person on board the flight.

6.7 Dinghy

The Dinghy section is automatically populated from the aircraft profile. This section identifies any survival dinghies carried on board, including their specifications. If a dinghy is carried only for a specific flight, the values can be adjusted on the Filing Form. Permanent changes should be made in the aircraft profile to apply automatically for future flights.

The following information is included in the Dinghy section:

- **Count** - The number of dinghies on board.
- **Capacity (Persons)** - Total number of persons supported, e.g., two 10-person dinghies = 20 persons.
- **Color** - Used to help visually identify the dinghy.
- **Covered** - Enable if the dinghy is covered.

Information in this section is transmitted in Field 19 of the ICAO flight plan.

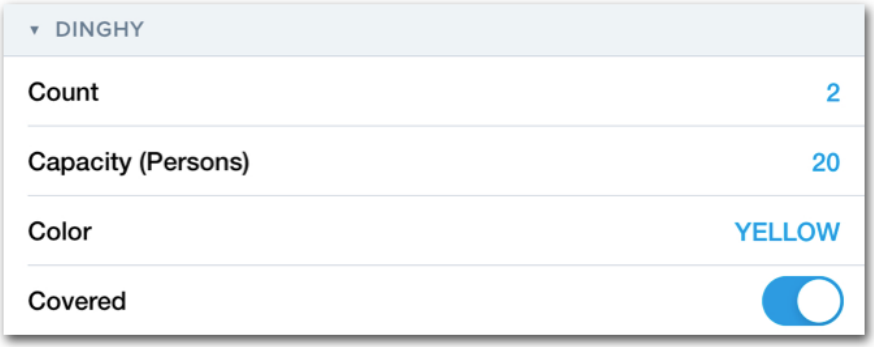


Figure 6-11. Filing Form Dinghy Section

6.8 Emergency

The Emergency section specifies the emergency equipment on board and is automatically populated from the aircraft profile. The information provided here helps rescue coordination centers identify available survival tools in case of emergency.

Use the menus to indicate the presence of the following equipment:

- Life Jackets
- Radios
- Survival Gear

All entries in this section are copied to Field 19 of the ICAO flight plan.

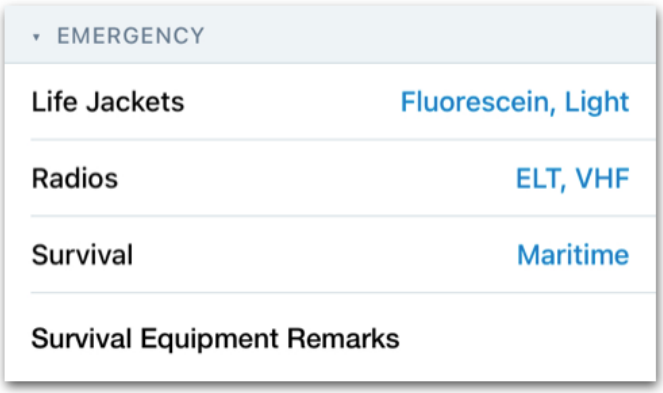


Figure 6-12. Filing Form Emergency Section

6.9 Pilot

The Pilot section contains contact information for the individual responsible for the flight. The data is automatically populated using the details provided in **More ➔ Account** .

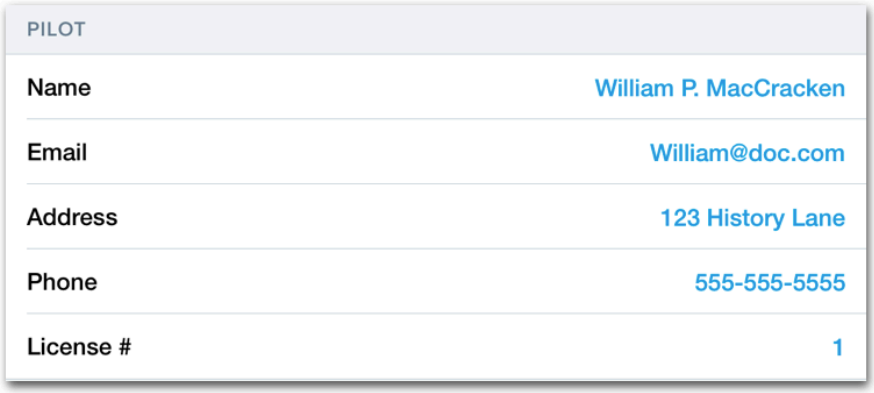


Figure 6-13. Filing Form Pilot Section

When contact information is edited on the flight plan form instead of in the **Account** view, the updated information is copied to subsequent new flights and is associated in the background with the selected aircraft profile. As a result, different contact information may exist for other aircraft, depending on the edits made. For each new flight, contact information is copied from the most recent flight.

The following contact fields are available:

- Name
- Email Address
- Address (optional; copied to Field 19 of the ICAO Flight Plan form)
- Phone Number (required by ForeFlight; copied to Field 19)
- License Number (optional; copied to Field 19).

Changes made to these fields on the Filing Form will be retained for subsequent flights using the same aircraft.

> **NOTE:** Field 19 of the ICAO Flight Plan form contains supplemental information and is not automatically submitted to ATC unless requested by the agency.

6.9.1 Email Field

The Email field designates where to send filing-related notifications. Emails include:

- Filing confirmation and expected route messages sent to addresses entered in the Filing Form.
- Flight plan summaries sent to the email linked to the ForeFlight account and any manually entered addresses.

Multiple addresses may be entered using commas to separate them.

6.9.2 Automatic Copying of Pilot Information

ForeFlight Mobile automatically copies pilot contact details into new flights under the following conditions:

- The Filing Form was generated by tapping **Proceed to File**.
- The Filing Form includes completed pilot details.
- The original flight has not been deleted.
- A new flight is created using the same aircraft as the previous flight, which includes the pilot information.

This automation helps streamline flight planning by reducing redundant data entry.

6.10 Nav Canada

When filing a VFR flight plan in Canada, the Nav Canada section appears on the Filing Form. This section provides required operational details for compliance with Canadian regulations and search and rescue protocols.

The Nav Canada section includes the following elements:

> **Undercarriage**
>
> Indicates the configuration of the aircraft landing gear (e.g., wheels, skis, floats).

> **ELT Type**
>
> Specifies the type of Emergency Locator Transmitter carried on board.

> **Arrival Report**
>
> Required field designating the Flight Information Region (FIR), Flight Information Center (FIC), or Flight Service Station (FSS) that will receive the arrival report after landing.

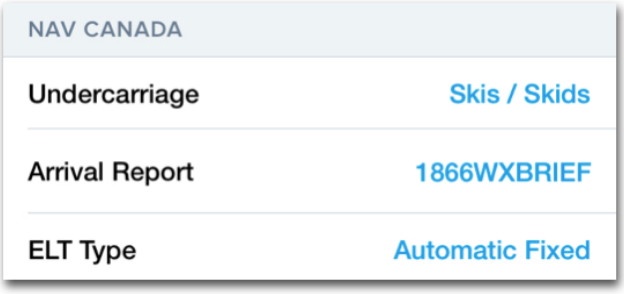


Figure 6-14. Nav Canada Section

6.11 DD-1801 Fields

When selected, the DD-1801 form provides additional fields required for military flight operations. This form can be emailed to base operations, submitted to ATC, or both.

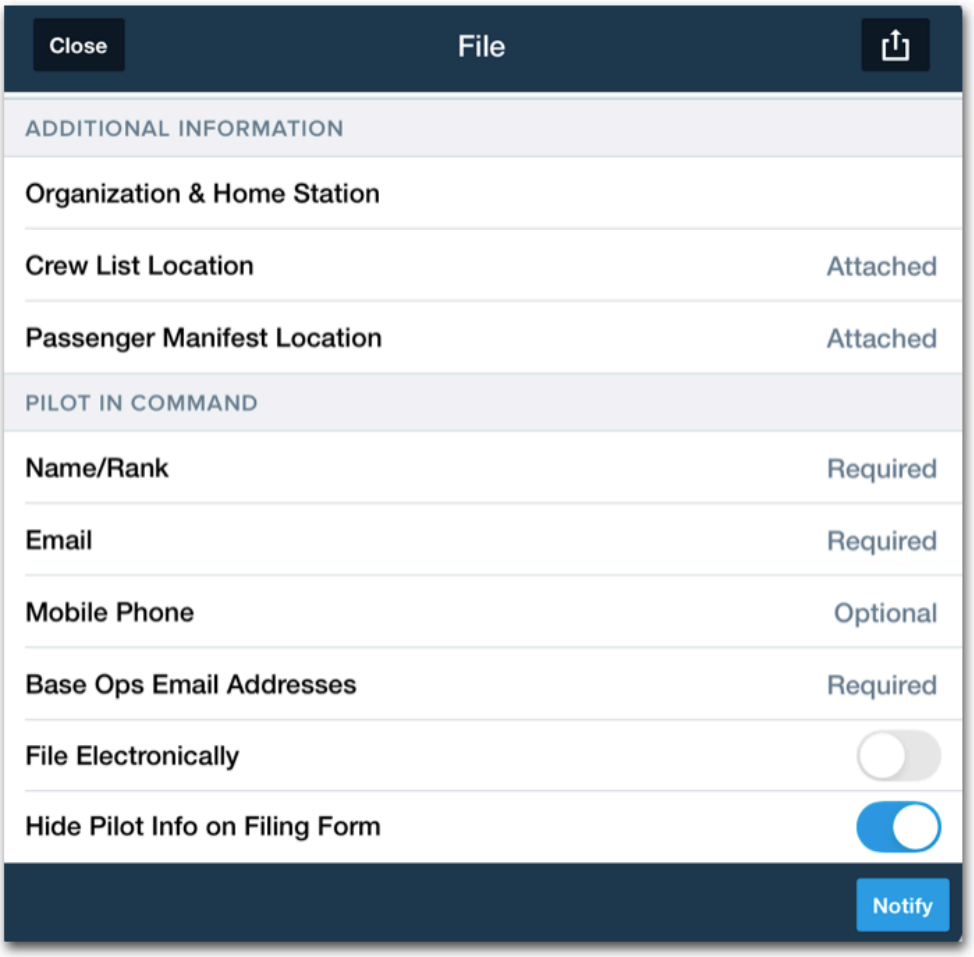


Figure 6-15. DD-1801 Filing Form

6.11.1 Notifying Base Operations

By default, when using the DD-1801 form, the flight plan is not submitted to ATC. Instead, it is emailed directly to base operations.

To notify base operations of a flight, tap **Notify** on the Filing Form. The form is emailed to the addresses listed in the Pilot In Command section. Base operations are responsible for forwarding the plan to ATC if required.

6.11.2 Filing Electronically

To electronically submit a DD-1801 flight plan to ATC, the **File Electronically** option must be enabled in the Pilot In Command section.

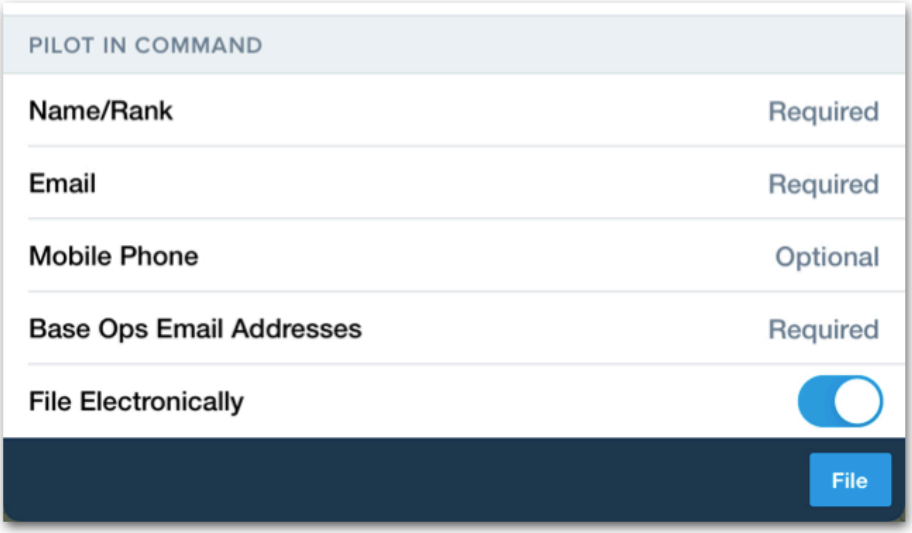


Figure 6-16. File Electronically Turned On

When enabled:

- The flight plan is submitted to ATC.
- It is also emailed to the specified base operations email addresses (multiple email recipients can be listed using comma separation).
- Tap **File** to submit the plan.

> **IMPORTANT:** For VFR or Composite flight plans, base operations assume responsibility for VFR search and rescue. These plans are not submitted to FSS or ATC.

6.12 Missing Fields

If a required field is incomplete when submitting a flight plan, a pop-up alert will display.

To ensure successful submission:

- Review the entire Aircraft Profile for completeness.
- Ensure all required fields on the Flight Form are filled.

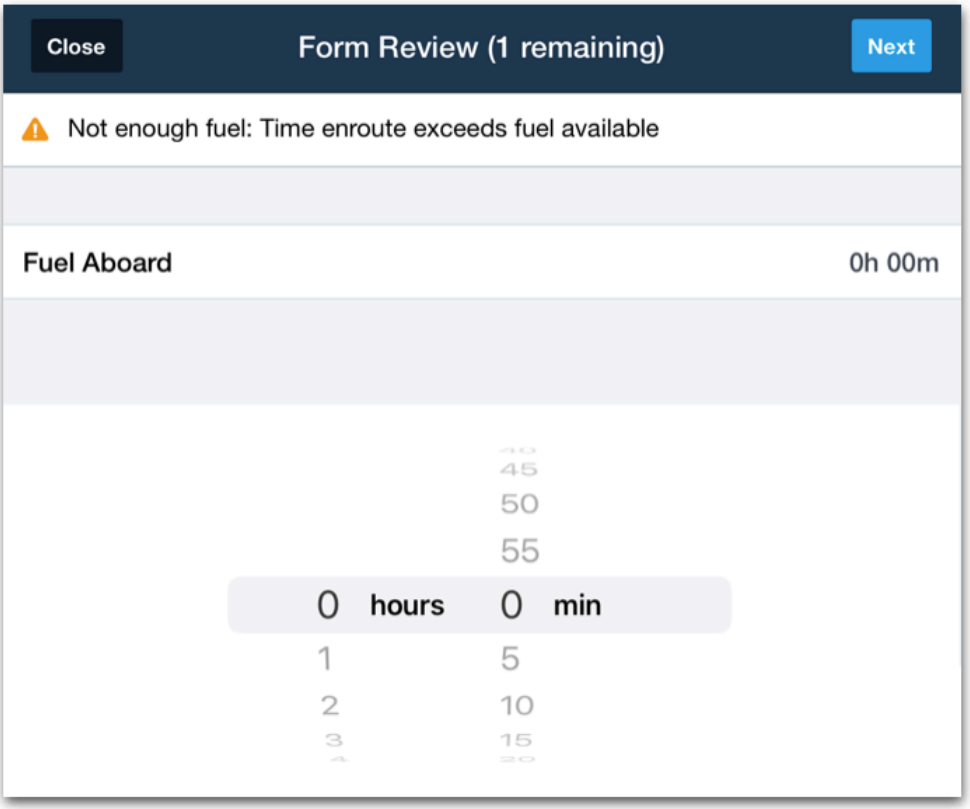


Figure 6-17. Missing Field Pop-Up Notification

ICAO FLIGHT PLAN FORM

The ICAO Flight Plan Form is a read-only PDF generated through ForeFlight Mobile. It can be printed, saved, or shared via email and text message. Although the form is not required to be viewed for routine operations, it is available for pilots who wish to review or manually transmit the filed flight plan.

When filed, the flight plan is digitally submitted to air traffic service facilities. Recipient facilities appear in the top row of the PDF under Addressee(s), and are automatically determined based on the departure location. Only the required fields are transmitted to ATC during electronic filing.

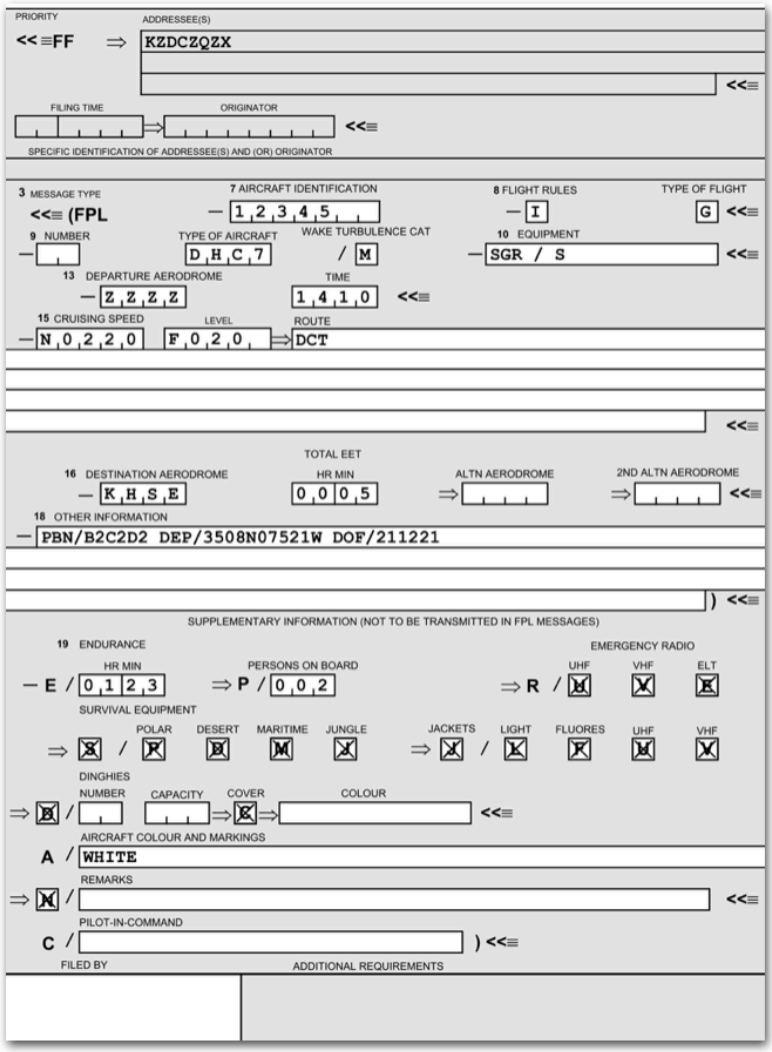


Figure 7-1. ICAO Flight Plan Form

7.1 Viewing the Flight Plan Form

Viewing the ICAO form is optional but may be helpful for confirming content or reviewing data not shown in the filing interface, such as AFTN addressees.

To view the Flight Plan form:

1. Tap the **Share** icon at the top of the Filing Form.
2. Select options to **Save to ForeFlight**, **Email**, or **Text Message** the PDF. To preview the form without saving or sharing, use the **Markup** or **Print** options.

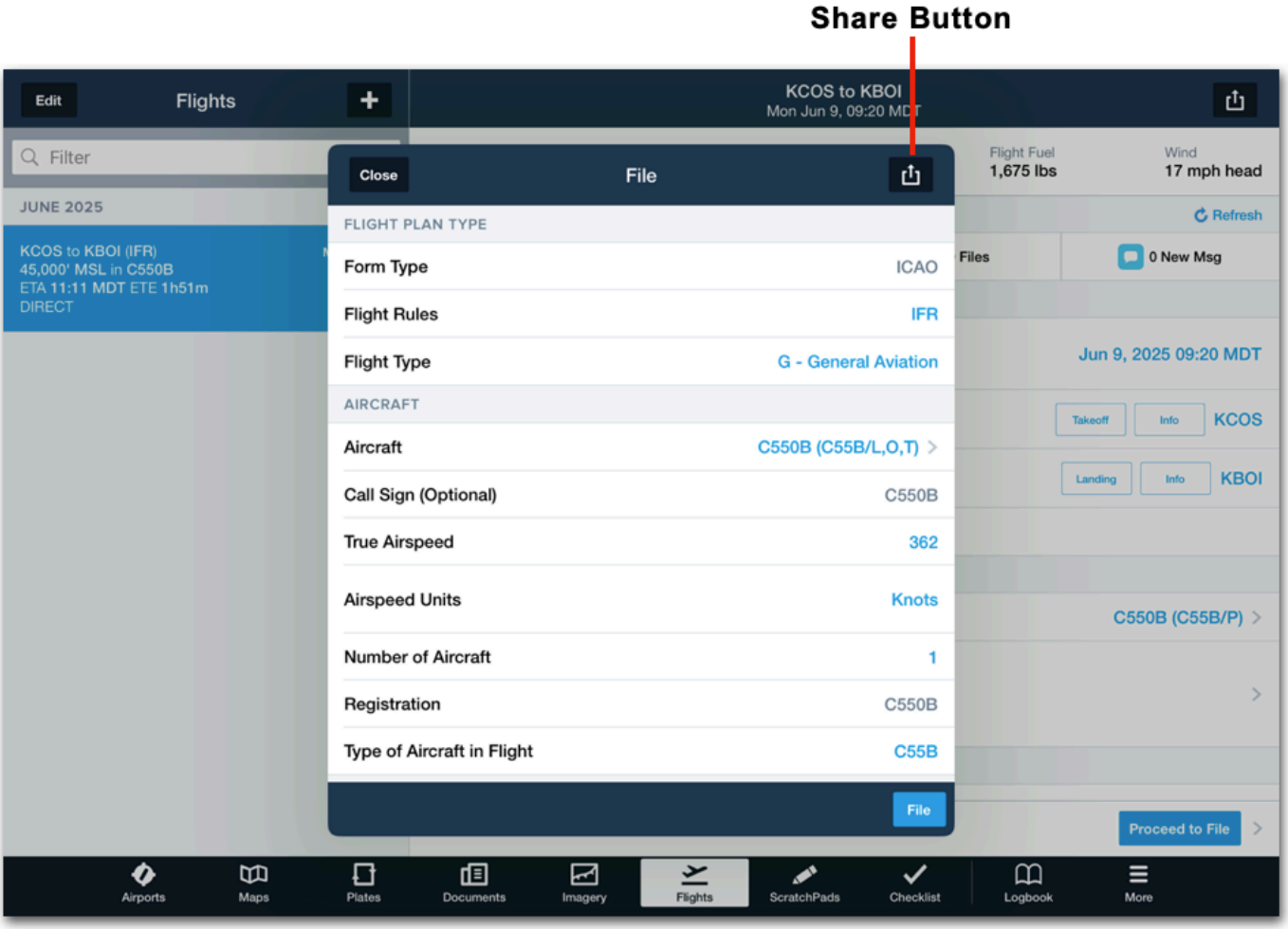


Figure 7-2. Share Button in Flight Plan Form

FILING FLIGHT PLANS

Filing a flight plan is recommended for most flights. Plans can be filed up to 30 days in advance (excluding Europe). Flight plans are transmitted immediately to ATC (or FSS, FIC) if filed within the agency's acceptance time. Otherwise, flight plans are temporarily stored in a holding pen if filed before the acceptance time. Acceptance times are:

- **Australia:** Within 120 hours prior to ETD
- **Canada:** Within 22 hours prior to ETD
- **United States:** Within 22 hours prior to ETD

> **NOTE:** Flight plan acceptance times are determined by the departure point and are defined in the applicable Aeronautical Information Publication (AIP).

Most Eurocontrol countries allow flight plans to be filed five days in advance. As a result, European flight plans do not utilize the holding pen.

While in the holding pen:

- The plan can be viewed, amended, or canceled.
- It has not yet been transmitted to ATC.
- There is no visual indication that a plan is in the holding pen.

8.1 Filing a Flight Plan

To file a flight plan from a planned flight in the Flights view:

1. Review the Flights form (Flight Rules, Aircraft, ETD, etc.).
2. Copy the flight to the Filing Form by selecting **Proceed to File**.
3. Verify each field of the Filing Form (strongly recommended).
4. Submit the flight plan by selecting **File**.
5. Verify the confirmation pop-up and select **File**.

> **IMPORTANT:** Most filing errors result from incorrect or unverified fields. Pay particular attention to:
>
> - ETD
> - Departure
> - Aircraft
> - Flight Rules

8.1.1 Special Considerations

When filing multiple flights in Canada, allow at least 30 minutes between the ETA of one leg and the ETD of the next. Plans filed too close together are rejected by Nav Canada.

For any routes that pass through Eurocontrol airspace:

- Route Advisor evaluates compliance with Eurocontrol constraints.
- A route is labeled **Eurocontrol Valid** or **Eurocontrol Invalid** beneath the route
- Incomplete or incorrect aircraft profiles may cause validation to fail.

8.2 Flight Plan Notifications and Status

ForeFlight Mobile provides confirmation and status notifications after a flight plan is submitted. These notifications indicate whether the plan has been accepted by ForeFlight and acknowledged by air traffic services.

8.2.1 Filing Confirmation

After submitting a flight plan, a confirmation pop-up appears, indicating successful acceptance by ForeFlight. However, this does not confirm receipt or acknowledgment by the appropriate ATC facility or Base Ops.

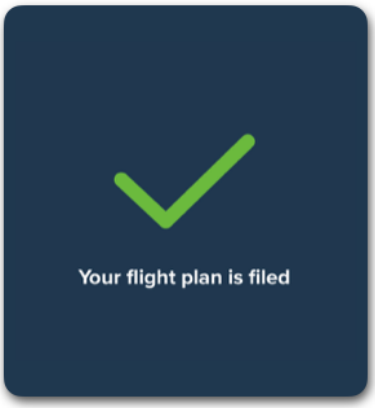


Figure 8-1. Pop-up Notification

8.2.2 Acknowledgment from ATC

After a flight plan is submitted, ForeFlight monitors for acknowledgment from the appropriate air traffic control facility. Notification behavior depends on whether an acknowledgment is received:

- **If ATC acknowledges receipt**, a notification appears in-app and as a push notification (if ForeFlight Mobile is closed and notifications are enabled in iOS Settings).
- **If no acknowledgment is received**, a message appears stating: "ForeFlight has not yet received a notification that ATC has acknowledged the upcoming flight from KXXX to KZZZ (N9999)."

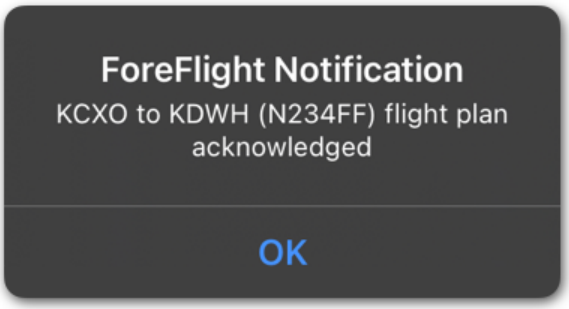


Figure 8-2. Flight Plan Acknowledgment

8.2.3 Flight Plan Status

Flight plan status is displayed in the Flights list and at the bottom of the Flights view. Status indications are:

- **Not Filed** - Plan has not been filed or was canceled.
- **Filed** - Plan was accepted by ForeFlight. (Does not confirm transmission or ATC acceptance.)
- **Active** - VFR plan (U.S.) has been activated.
- **Closed** - VFR plan (U.S.) has been closed.



Figure 8-3. Filing Status in the Flight List

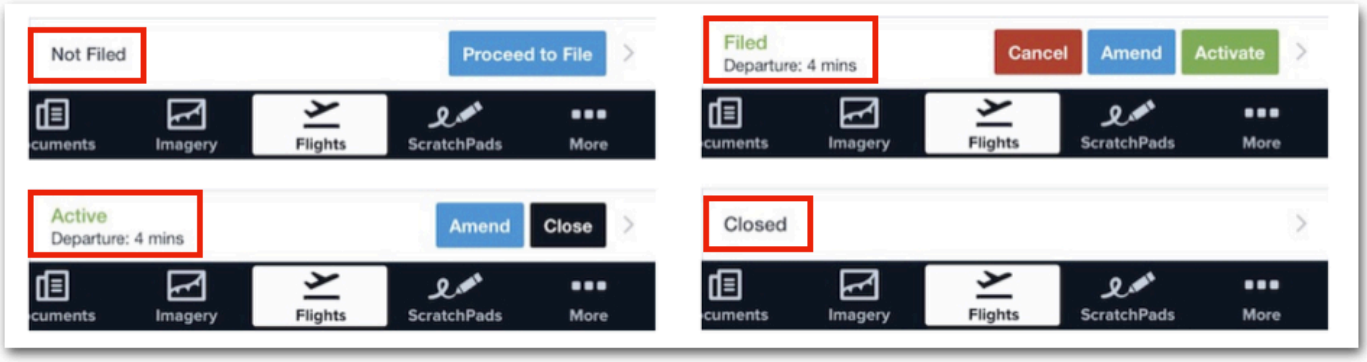


Figure 8-4. VFR Flight Plan Status in the Flights View

8.2.4 Flight Plan Emails

ForeFlight sends summary emails to the email address associated with the ForeFlight account and any email addresses entered on the Filing Form when a flight plan is filed or amended. These include:

- Flight summary
- Aircraft details
- Departure/destination weather



Figure 8-5. Flight Plan Summary Email

If a route update is received from ATC, ForeFlight sends an email with the new routing. Route updates may include expected routing.

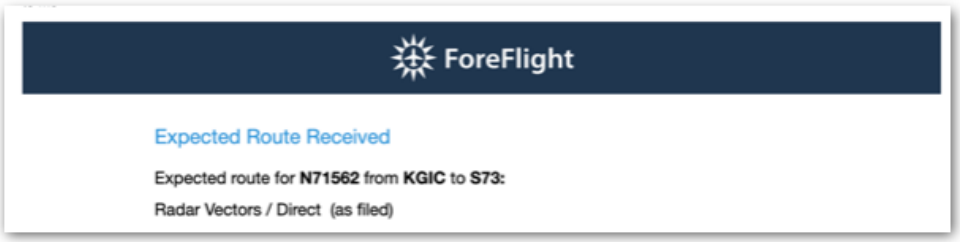


Figure 8-6. Route Update Email

> **NOTE:** Emails do not include a complete weather briefing. Tap **Briefing** in the Flights view for a complete briefing.

8.2.4.1 Dispatch License Exception

For U.S./Canadian plans filed via ForeFlight Dispatch, acknowledgment emails are not sent.

AMENDING FLIGHT PLANS

ForeFlight provides tools for amending flight plans directly in ForeFlight Mobile on the **Flights** page, though restrictions apply based on region and timing.

To amend a flight plan:

1. Select **Amend** from the bottom of the Flights view.
2. Edit the fields as needed.
3. Select **File Changes** when the edits are complete.
4. Tap **Amend** on the confirmation pop-up.

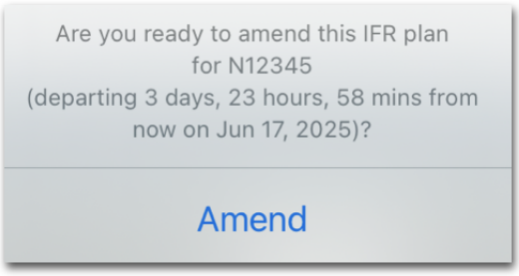


Figure 9-1. Amend Confirmation Pop-up

After a flight plan has been amended,

- A pop-up confirmation is displayed in app.
- A summary email is sent to the ForeFlight account and any listed email addresses.

The amendment notification only acknowledges acceptance by ForeFlight and may be subject to additional checks by the receiving facility.

9.1 Amending IFR Flight Plans - U.S. and Canada

Amendments to FAA and Nav Canada IFR flight plans are allowed unless restricted by the lockout period.

- **Lockout Period**: Begins 45–60 minutes before the ETD, varying by Flight Information Region (FIR).
- **After Lockout**: Some fields cannot be amended and require manual coordination by phone or radio.
- **Error Notification**: Attempting restricted edits displays an error with contact information (if available). ARTCC Phone numbers are listed in the Chart Supplement.



Figure 9-2. Amendment Error

> **NOTE:** If a new flight is filed due to amending the flight plan, all fields within the amended flight plan can be edited. ForeFlight Mobile does not indicate when a new flight plan is filed.

9.1.1 FAA (U.S.) Lockout Periods

Lockout periods in the united States are listed in Order JO 7110.10EE, TBL 6−2−1.

9.1.2 NavCanada Lockout Periods

The table below depicts Nav Canada lockout periods.

Table 9-1. Flight Information Region (FIR)

FIR	FIR ID	Filer Lockout Time (Minutes)
Edmonton	CZEG	60
Gander	CZQX	60
Moncton	CZQM	45
Montreal	CZUL	60
Toronto	CZYZ	45
Vancouver	CZVR	45
Winnipeg	CZWG	55

NOTE: Nav Canada flights can only be amended after the lockout period if they depart from the United States.

9.1.3 Amendable Fields (After Lockout)

The following fields can be amended after the lockout period.

- **Plan / Aircraft Fields**
  - Aircraft
  - Call Sign
- **Departure Fields**
  - Departure Airport
  - Departure Time
- **Destination Fields**
  - Destination Airport

Amending a flight plan after the lockout period may result in the creation of a new flight plan. ForeFlight Mobile does not indicate when a new flight plan is filed. To avoid submitting multiple plans, changes should be made only when necessary.

9.2 Amending Flight Plans - Eurocontrol

The following guidelines apply when amending or canceling flight plans filed through Eurocontrol, particularly in relation to the Estimated Off-Block Time (EOBT):

- IFR, YFR, and ZFR flight plans can be amended or canceled up to 2 hours prior to the Estimated Off-Block Time (EOBT).
- Within 2 hours of EOBT, amendments mark the flight as a Late Updater, potentially affecting Calculated Take-Off Time (CTOT).
- After 30 minutes beyond EOBT, Eurocontrol issues a Flight Suspension.

Amendments within 2 hours of EOBT are discouraged.

9.3 Amending Flight Plans - Supplemental Information

Amending Supplemental Information (ICAO form Field 19), the field is:

- Amendable anytime unless it impacts Fields 3-18.
- Not transmitted unless requested by the receiving agency.
- Not auto-transmitted but is retrievable on request.

9.4 Amending VFR Flight Plans

VFR plans are not subject to lockout and can be amended up to 2 hours after ETD. VFR flight plan amendments are transmitted directly to the agency responsible for Search and Rescue.

To amend a flight plan:

1. Tap **Amend** in the Flights view.
2. Edit fields as needed.
3. Tap **File Changes**, then **Amend** on the confirmation.

CANCELING FLIGHT PLANS

VFR and IFR flight plans filed with ForeFlight Mobile can be canceled at any time. Canceling removes the flight's **Filed** status in ForeFlight Mobile but does not notify ATC. Additional implications depend on the region, time to TDD, and flight rules.

> **WARNING:** ForeFlight Mobile cannot close or cancel an active IFR flight plan. When landing at an uncontrolled airport, contact ATC directly to cancel the IFR flight plan.

To cancel a flight plan:

1. Select **Cancel** at the bottom of the Flights view.
2. Tap **Yes** on the confirmation pop-up.

The **Filed** status will be removed and a cancellation notification will appear.

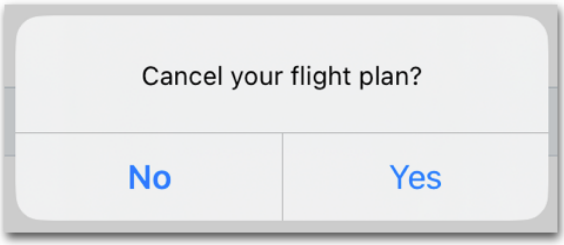


Figure 10-1. Confirmation Pop-Up

10.1 Canceling IFR - U.S. and Canada

In the U.S. and Canada, cancellation behavior varies based on time remaining to ETD:

- **More than 22 hours before ETD (pre-submission)**: Flight plan is in ForeFlight's holding pen and not yet submitted to ATC. Canceling removes it entirely.
- **From 22 hours to the lockout time (Pre-lockout)**: Flight plan has been submitted to ATC. Canceling deletes it from the ATC system.
- **After lockout (45-60 minutes before ETD)**: Canceling only removes the **Filed** status in ForeFlight Mobile. The plan remains in ATC systems and must be canceled by contacting ATC directly.
- **2+ hours after ETD**: Flight plans automatically expire in ATC systems, making manual cancellation unnecessary.

> **NOTE:** Filing a flight plan similar to one that was canceled after the lockout period may result in a rejection because ATC recognizes the plan as a duplicate.

10.2 Canceling VFR - U.S. and Canada

Visual Flight Rules flight plans can be canceled at any time, as they are not subject to lockout. Canceling removes the plan from the FSS or FIC system.

> **IMPORTANT:** Canceling a flight plan is not the same as closing an active VFR or IFR plan. Closing must be done separately.

VFR FLIGHT PLANS

VFR flight plans are used to initiate Search and Rescue (*Search and Rescue*) operations if not closed after flight. These plans are submitted only to the agencies responsible for SAR, as identified in each country's Aeronautical Information Publication (AIP).

> **IMPORTANT:** ForeFlight does not automatically close *Visual Flight Rules* flight plans. Pilots must manually close these plans to avoid unnecessary SAR procedures.

11.1 Activating VFR Flight Plans

VFR flight plan activation procedures differ by region. The following sections describe activating VFR flight plans in the United States, Canada, and other international locations.

11.1.1 Activating VFR Flight Plans - United States

VFR flight plans filed in the U.S. can be activated any time after filing but no later than two hours after the estimated time of departure (ETD).

To activate a VFR flight plan:

1. Tap **Activate** in the Flights view.
2. Confirm ETD and ETA by selecting **Yes**. Select **No** to amend the plan.

Once active, the status updates to **Active** and the plan can be **Amended** or **closed** with internet access.

11.1.2 Activating VFR Flight Plans - Canada

VFR flight plans filed in Canada are automatically activated at the ETD. Manual activation or closure through ForeFlight Mobile is not supported.

11.1.3 Activating VFR Flight Plans - Other Countries

ForeFlight supports international VFR flight plan filing by submitting plans to the appropriate SAR agency, as outlined in the country's AIP.

When filing in a new country:

- Refer to the Supported Nations (VFR) list.
- Review the local AIP for activation procedures.
- Contact the responsible agency to verify handling protocols.

11.2 Closing VFR Flight Plans

All VFR flight plans must be closed manually. The closing method varies by location and how the plan was activated.

Closing methods by region are summarized as follows:

- **U.S. Domestic**
  - **If activated via Flight Service**: call 1-800-WX-BRIEF to close.
  - **If activated in-app**: close using the **Close** button in ForeFlight Mobile (internet required).
- **Other Countries**
  - Closing via ForeFlight Mobile is not supported.
  - Use a method approved by the destination country's aviation authority.
- **Cross-Border**
  - Close with the **destination country's** flight service agency.

WARNING: Failure to properly close a VFR plan may result in the launch of SAR operations.

IMPORTANT: Activating or closing a VFR flight plan in ForeFlight Mobile requires an active internet connection. When connected to inflight Wi-Fi hardware (e.g., Sentry):

- ForeFlight Mobile may lose internet connectivity, even if cellular service is present.
- The **Activate** and **Close** buttons will appear but will not function.
- Disconnect from the inflight Wi-Fi device or disable it before using these functions.

11.2.1 Closing VFR Flight Plans - United States

U.S. domestic VFR flight plans can be closed within ForeFlight Mobile only if they were activated in the app and an internet connection is available.

To close a U.S. VFR domestic flight plan in ForeFlight Mobile:

1. Select **Close** from the bottom of the **Flights** view.
2. Confirm the closure of the plan by selecting **Yes** in the pop-up.

3. Ensure the Flight Plan *Closed* notification is displayed.
4. Verify the flight's status is **Closed**.

For cross-border flights, always close with the destination country's agency.

11.2.2 Closing VFR Flight Plans - Other Countries

ForeFlight does not support VFR flight plan closure outside the United States. Contact the responsible agency directly.

> **IMPORTANT:** Filed Canadian VFR flight plans must be canceled even if the flight does not occur.

11.2.3 Overdue VFR Flight Notifications (United States)

If a VFR flight plan was activated using ForeFlight Mobile, ForeFlight provides automated reminders if a VFR plan is not closed after the estimated arrival:

- **20 minutes after ETA:** A push notification and SMS (if a mobile number was entered) remind the pilot to close the plan.
- **30 minutes after ETA:** A second push notification and SMS are sent.

To close the plan, tap **Close** in the app or call 1-800-WX-BRIEF.

SPECIAL FLIGHT PLANS

ForeFlight supports special-use flight plan types, including composite, DVFR, and VFR flight plans for the Washington DC Special Flight Rules Area (SFRA). Each type has unique requirements and filing methods.

12.1 Composite Plans

Composite flight plans involve transitions between IFR and VFR segments during a single flight. These plans must specify the exact point where the flight rule changes.

12.1.1 Planning a Composite Flight

Composite plans are transmitted to the appropriate authority as defined in each country's Aeronautical Information Publication (AIP). The transition point between flight rules must be clearly defined in the route.

Two methods are available for specifying the flight rule change:

Option 1: Flight Rule Route Constraints

Route Advisor is accessible from the **Maps** and **Flights** views and provides a guided way to insert flight rule transitions.

To set a flight rule change using Route Advisor:

1. Enter departure and destination airports in the flight plan editor.
2. Tap **Routes** to open Route Advisor.
3. Tap the **Route Constraint** button.
4. Select the desired **Flight Rules**.
5. (Optional) Specify the waypoint where the flight rule changes.
6. Tap **<Back** to save.



Figure 12-1. Route Advisor

Option 2: Manually Set Flight Rule

To manually insert a flight rule change:

1. Enter the full route in the flight plan editor.
2. Tap the waypoint where the flight rule change occurs.
3. Select **Set Altitude/Speed/Time**.
4. Tap **Flight Rules** and select **IFR** or **VFR**.



Figure 12-2. Manually Set Flight Rule

When a flight is sent from Maps to Flights, the flight rule change is included in the route. However, Flight Rules must still be selected manually on the filing form under Flight Plan Type.

12.2 DVFR Flight Plans

Defense VFR (DVFR) flight plans are required for all aircraft entering U.S. domestic airspace through an Air Defense Identification Zone (ADIZ). A VFR flight plan that crosses the U.S. ADIZ is a DVFR flight plan, as defined in 14 CFR Part 99. All VFR flight plans in the U.S. are processed through flight service stations (FSS) using the Leidos system.

The Leidos service area covers flight plans that depart from airports in:

- The U.S.
- U.S. territories
- Canada
- Mexico
- The Bahamas
- Turks and Caicos.

Close the flight plan on arrival at a U.S. airport of entry. The method for activating and closing the flight plan depends on the flight rule and the departure airport:

- **Leidos service area, DVFR flight rule**: Activate and close the flight plan in ForeFlight Mobile, by phone, or radio.
- **Outside the Leidos service area, VFR flight rule**: Activate and close the flight plan by phone or radio.

12.2.1 Filing a DVFR Flight Plan from Inside the Leidos Service Area

To file a DVFR flight plan from an airport in the Leidos service area:

1. Plan a VFR route that crosses an ADIZ into the U.S.
2. In the flight plan form, tap **DVFR** for the flight rule.
3. Tap **Proceed to File**.
4. Review the Filing Form.
5. Tap **File** to submit the flight plan.

After the flight plan is filed, tap **Activate** before departure if appropriate.

12.2.2 Filing a Flight Plan from the Dominican Republic and other Caribbean countries

Leidos does not support filing DVFR flight plans that depart from airports outside its service area, including airports in the Dominican Republic and other Caribbean countries. File flight plans from the Dominican Republic and other Caribbean countries as VFR. Flights from airports in these areas to the U.S. also cross the ADIZ, so 14 CFR Part 99 applies. Review 14 CFR 99.11, 99.13, and 99.15.

To file a VFR flight plan from the Dominican Republic and other Caribbean countries to the U.S.:

1. Plan a VFR route that crosses an ADIZ into the U.S.
2. In the flight plan form, tap **VFR** for the flight rule.
3. Enter DVFR in the remarks.
4. Add the ADIZ point of entry to the route (recommended) to facilitate the position report required by 14 CFR 99.15.
5. Tap **Proceed to File**.
6. Review the Filing Form.
7. Tap **File** to submit the flight plan.

> **NOTE:** Several outlets in the Bahamas connect to Miami FSS. See the Miami sectional for details.

12.3 DC SFRA Flight Plans

ForeFlight supports VFR and IFR flight plans for operations within the Washington DC Special Flight Rules Area (SFRA). These plans are specifically for compliance with DC SFRA requirements and differ from standard VFR flight plans

12.3.1 How to File a DC SFRA VFR Plan

To file a DC SFRA VFR flight plan:

1. Plan a VFR route that enters or exits through a designated SFRA gate.
2. Select **VFR (DC SFRA)** as the flight rule.
3. Tap **Proceed to File** and verify the flight plan form.
4. Tap **File**.

12.3.2 Flight Plan Handling

Flight plans for VFR operations within the Washington, D.C. Special Flight Rules Area (DC SFRA) are handled differently from standard VFR plans. These flight plans are transmitted directly to ATC, not to a Flight Service Station (FSS), and they do not include search and rescue (SAR) services.

A DC SFRA flight plan is activated over the radio when a discrete transponder code is assigned. Once the aircraft exits the SFRA, the flight plan is automatically closed. There is no option within ForeFlight Mobile to activate or close a DC SFRA flight plan manually.

It is important to note that DC SFRA flight plans are intended exclusively for operations within the SFRA. Flights operating outside this area must not use this flight plan type.

12.3.3 Filing SAR Coverage Outside SFRA

Pilots needing SAR coverage outside the SFRA must file a separate standard VFR flight plan originating or terminating outside the SFRA.

> **WARNING:** Filing into the Washington DC Flight Restricted Zone (FRZ) is not supported in ForeFlight Mobile.

ROUTE MANAGEMENT

ForeFlight Mobile provides expected route notifications, enables quick route updates, and distinguishes between planned, filed, and expected routes within the Flights view.

13.1 Expected Routes

For IFR flights, ATC may issue an expected route. If ForeFlight Mobile is not open, expected route updates are sent via iOS push notification.

13.1.1 Updating the Expected Route

If an expected route is received, the expected route is displayed in a pop-up with options to **Update** or **Cancel**. Selecting **Update** replaces the current planned route in ForeFlight Mobile but does not amend the route filed with ATC.



Figure 13-1. Expected Route Pop-up

13.2 Routes (Planned, Filed, Expected)

The Route section in the Flights view displays the:

- **Planned Route** (if it was modified after filing)
- **Filed Route**
- **Expected Route** (if one has been received)

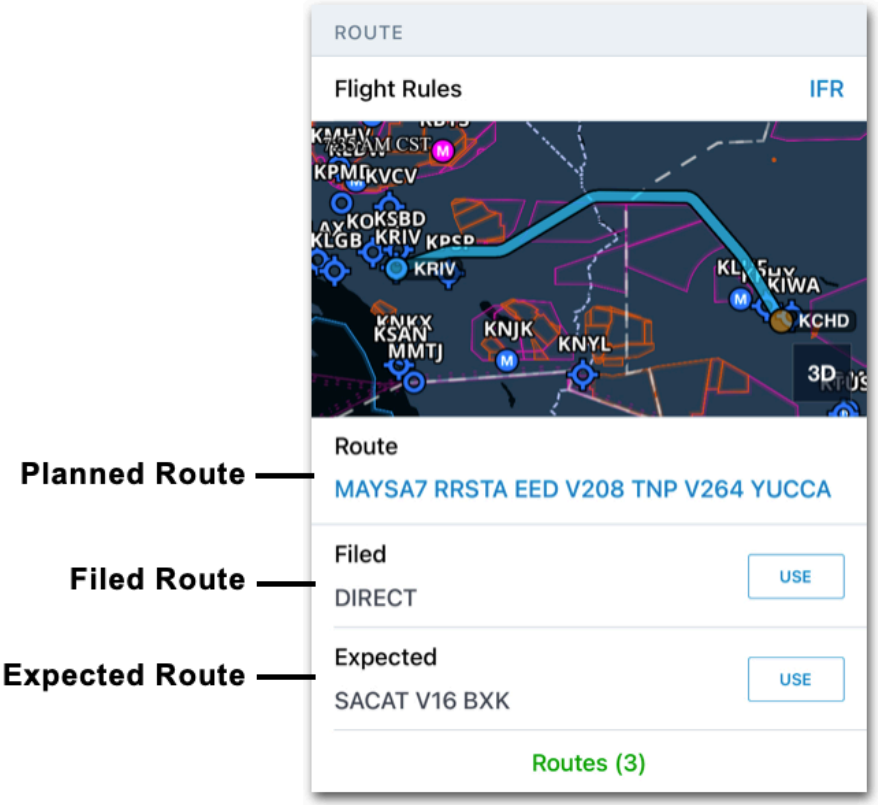


Figure 13-2. Routes

The active route appears at the top of the section, is depicted on the map, and is used to generate flight planning results.

Users can switch between available routes by selecting **USE** and confirming the change in the pop-up that follows.

> **IMPORTANT:** An expected route is not a clearance. If cleared as filed, the flight clearance is the filed route, not the expected route.

13.3 Air Traffic Management Notifications

ForeFlight provides automated notifications for air traffic flow programs initiated by the FAA and Eurocontrol. These messages help ensure compliance with assigned departure times and support efficient traffic management.

To ensure delivery, verify that contact information is correct in ForeFlight Mobile under **More ➔ Account**.

13.3.1 Expected Departure Clearance Time (EDCT)

ForeFlight receives EDCTs issued under Traffic Management Initiatives (TMIs). EDCT notices are delivered via email, SMS, and iOS push notifications.

Aircraft assigned an EDCT must be ready for departure within five minutes of the assigned time. Filed flight plans associated with an EDCT are retained in ATC systems for up to two hours after the EDCT. If a clearance is not requested within that time, the flight plan is automatically removed.

13.3.2 Calculated Takeoff Times

If Eurocontrol assigns a Calculated Take Off Time (CTOT), ForeFlight will deliver the notification via email, SMS, and push notification.

Aircraft receiving a CTOT are expected to depart between five minutes before and ten minutes after the assigned time.

CHANGE HISTORY

Version	Date	Change Summary
18.9	November 2026	• Updated and added content to the *DVFR Flight Plans* section and subsections.
18.1.1	February 2026	• Adjusted page numbering to match PDF viewer numbering.
18.1	February 2026	• New Style
17.11	December 2025	• Updated logos and copyright
17.6	June 2025	• Added SARTIME 2.10.
16.7	August 2024	• Added Australia to the Composite Filing Support table in section 3.3. • Minor edits.
16.4	May 2024	• Minor edits.



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