

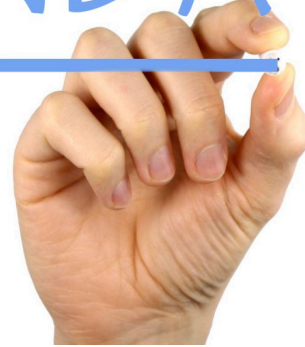


IMC Meeting

June 15, 2017



AGENDA



- Question of the Day – Discussion
- Opening and Closing Flight Plans – Gary
- ICAO Flight Plan Form – Gary
- Monthly Scenario – Discussion – Marty
- Weather – Blocks and Caps – Gary

Question(s) of the Day



- Can You Legally File (IFR) to An Airport That Doesn't Have an Instrument Approach?
 - ✓ WX +/- 1 Hour ETA?
 - ✓ If Area Forecast Shows CAVU, Must an Alternate Be Included?

Answer(s)

- Yes – Provided...
- WX Will Allow VFR Descent and Landing From MEA – *FAR 91.169*
- Valid WX Source – Area Forecast
- Alternate is Required, Even if WX is CAVU –
Again *FAR 91.169*
 - *Recall 1-2-3 Rule Applies Only if Airport Has an IAP*

Opening and Closing IFR Flight Plans

And the New ICAO Flight Plan

Gary White

Temp C

Height M

Dewpt C

RAOB 500 hPa Plot 05/22/17 00 Z and Eta 00 hr Heights/Temps

UAlbany SUNY DEAS

What We Are Going to Discuss With Ya



- What We Are Doing “In the System”
- Opening
- Closing
- How to Stay Legal and Safe
- New ICAO IFR Flight Plan

“The System”

- National Airspace System
 - Controlled Airspace
 - IFR Flight Plan
 - Mix of VMC and IMC
- Assumes Part 91 Operations, but
 - Develop Your Own Takeoff Minimums
 - For Most of Us, Part 135 is Still Cutting it Close
 - I Use 500'/1 sm
 - If You Accept a SID, Must Follow SID Minimums, and Finally
 - Be Sure to Check ODPs in the TPP

“The System” (cont.)

- Clearance vs. Release
- Clearance Prepares ATC to Expect You
- Release is ATC Saying “Come on In”

- So Opening IFR Flight Plan is Really a Two-Step Process

Opening IFR Flight Plan

- Assumes Plan Already on File With FSS
- Step 1 – Get Your Clearance
 - ◆ Clearance Delivery (B,C, and Some D Airports)
 - ◆ Ground Control
 - ◆ RCO, e.g., 121.35 at KHYI
 - Leidos 1-888-766-8267 (will assign void time)
 - Recall a Void Time is Both a Clearance and a Release
 - In the Air – Either Approach or ARTCC

◆ Preferred

Other Means to Obtain Clearance

- Ground Communications Outlet (GCO)
 - E.g., T82 121.72 (6 clicks for San Angelo FSS or 4 clicks for Houston ARTCC)
 - They Work, but are ‘Klunky’
 - Usually a Radio to Telephone Interface
 - In This Day of Cell Phones the Liedo Interface Better
- Discrete Telephone Numbers
 - E.g., at 50R – Call Austin Apr 1-512-369-7865

Resources

- Ask FSS Briefer
- Ask a Local Pilot
- Use Chart Supplement (Formerly AFD)



Step 2 – The Release

- Controlled Airports
 - By Tower, or
 - Depart VFR and Obtain From Departure Control
- Uncontrolled Airports
 - Void Time (means be in the air by ----Z), or
 - Depart VFR and Obtain From Departure Control
 - Must Stay in VFR Until ATC ‘Picks You Up’
 - Dependent on Workload – Plan Accordingly

What if You Miss The Void Time?

- Notify ATC
 - Don't Take-off After Void Time
 - Get Another Void Time
 - Be Aware of 30 Minute Window

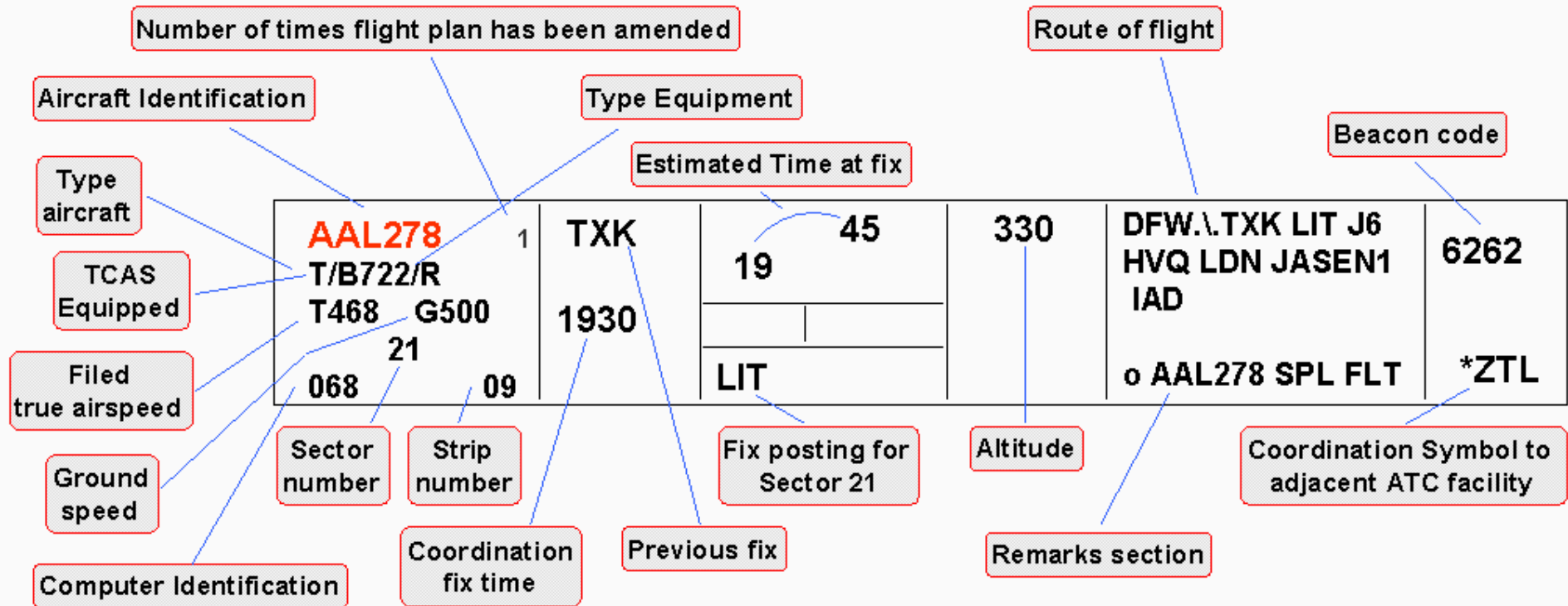


Clearance Void Times – From AIM: “Failure of an aircraft to contact ATC within 30 minutes after the clearance void time will result in the aircraft being considered overdue and search and rescue procedures initiated.”

ATC Flight Strip: Note: Flight is Handled in Segments That are Timed – This is Why Providing Revised ETAs for Fixes is Important – It Allows Controllers to Amend Accordingly and Plan for Your Handoffs and Arrival Phase



In Radar: TAS > 10 knots or 5%
Non Radar: > 3 minutes



Close Flight Plan

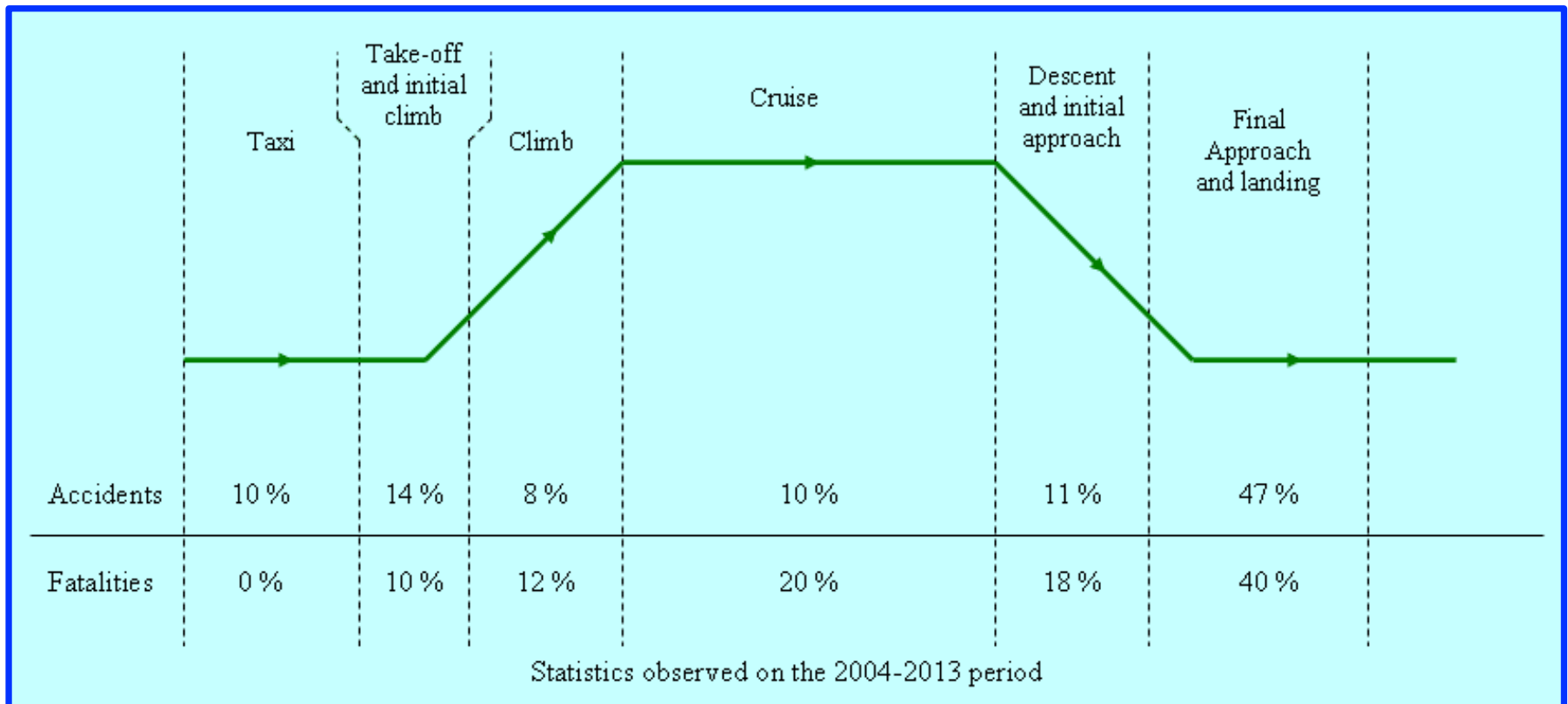
- Same Methods Used to:
 - Obtain Clearance, or
 - Activate Release
- But...
 - Must Be Closed Within 20 min of Last ETA
 - Use Caution Cancelling in Air

Closing IFR Flight Plan in Air

- Must Have
 - 110% Expectation of Completing Flight in VMC, *and*
 - Ability to Maintain VFR for all Airspace You Use
- Some Questions
 - Flying GPS Straight-In Approach Into KTPL
 - You Breakout, Field In Sight: KTPL WX 009 Bkn, 6 sm Vis
 - Can You Cancel With Gray Approach?
 - Flying GPS Straight-In Approach to 50R at Night
 - Field in Sight: KHYI WX 120 Bkn, 2 sm Vis BR
 - Can You Cancel With Austin Approach?

Closing IFR Flight Plan in Air (cont.)

- Discussion – All:
 - Even if Legal – Is it Safe?



The New ICAO Flight Plan Filing

Effective 5 June 2017



Resources

- [Lideos Video Tutorial](#)
 - 20 Minutes long
- [Lideos Tip Card](#)
 - Includes Form
- FSS
 - 1-800-WXBRIEF

Draft

Domestic | ICAO

Major Changes

Notice: Per FAA Guidance, IFR flights exiting US airspace must be filed as ICAO flight plans.

N24547

| | | | | | | |
|-----------------------|--------------------|-----------------------------|----------------------|-----------------------|----------------------|--------------------------|
| Aircraft ID N24547 | Flight Rule IFR | Flight Type (Optional) G | No. of Aircraft 1 | Aircraft Type C172 | Wake Turbulence L | Aircraft Equipment SG |
|-----------------------|--------------------|-----------------------------|----------------------|-----------------------|----------------------|--------------------------|

| | | | | |
|-------------------|--|-------------------------|---------------|-----------------------------|
| Departure KHYI | Departure Date & Time 05/23/2017 HHMM CDT | Crossing Speed N0105 | Level A040 | Surveillance Equipment C |
|-------------------|--|-------------------------|---------------|-----------------------------|

| | |
|--------------------------------|---|
| Route of Flight DCT STV DCT | Other Information (Optional) DEST/KT82 |
|--------------------------------|---|

| | | | |
|---------------------|--------------------------------------|--------------------------------|------------------------|
| Destination ZZZZ | Total Estimated Elapsed Time 0045 | Alternate 1 (Optional) KAUS | Alternate 2 (Optional) |
|---------------------|--------------------------------------|--------------------------------|------------------------|

| | | | | |
|------------------------|-----------------------|--------------------------------|---------------------------------|-----------------------------|
| Fuel Endurance 0430 | Persons on Board 1 | Aircraft Color & Markings W | Supplemental Remarks (Optional) | Pilot In Command (Optional) |
|------------------------|-----------------------|--------------------------------|---------------------------------|-----------------------------|

| | | | |
|---|---|---|--|
| Emergency Radios <input type="checkbox"/> UHF <input type="checkbox"/> VHF <input type="checkbox"/> ELBA | Survival Equipment <input type="checkbox"/> Polar <input type="checkbox"/> Desert <input type="checkbox"/> Maritime <input type="checkbox"/> Jungle | Jackets <input type="checkbox"/> Light <input type="checkbox"/> Fluorescent <input type="checkbox"/> UHF <input type="checkbox"/> VHF | Dinghies (Optional) Number Capacity Color Covered |
|---|---|---|--|

| | | | |
|---|----------------------------|--------------------------------|--|
| Pilot Contact Information WHITE, GARY, (512)423-6791 | Briefing Corridor 50 nm | Winds Aloft Corridor 200 nm | High Altitude Briefing <input type="checkbox"/> |
|---|----------------------------|--------------------------------|--|

Monthly Scenario

- [Where's my Gear](#)