

# FSS Flight Plan, Lost and Emergency Procedures

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# Form

FLIGHT PLAN								
1. Type <input type="radio"/> VFR <input type="radio"/> IFR <input type="radio"/> DVFR	2. Aircraft Identification	3. Aircraft Type / Special Equipment	4. True Airspeed  KTS	5. Departure Point	6. Departure Time (Z)		7. Cruising Altitude	
					Proposed	Actual		
8. Route Of Flight								
9. Destination (Name of Airport and City)		10. Estimated Time Enroute		11. Remarks				
12. Fuel On Board		13. Alternate Airport(s)	14. Pilot's Name, Address & Telephone Number and Home Base				15. Number Aboard	
Hours	Minutes							
		17. Destination Contact / Telephone (Optional)						
16. Color Of Aircraft		<small>CIVIL AIRCRAFT PILOTS, FAR 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.</small>						
<b>CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL</b>								

# VFR Flight Plan

- Free Insurance
  - Pilots Who File a VFR Flight Plan and Have an Accident are Found an Average 5 Hours Earlier Than Those That Don't
  - May Mean Difference Between Life and Death
- Some Terms
  - File – Putting a Plan into the FSS System
    - Plan Nominally Ages Out of the FSS System After 2 Hours
  - Activation – Notifying FSS You are In the Air
    - Direct 122.2; Tower; or Flight Following (either TRACON or ARTCC)
  - Overdue – Aircraft Has Missed ETA by 30 minutes

# Typical Search and Rescue (SAR) Timeline

- ETA + 20 Minutes
  - Unofficially Late
  - Begin Unofficial Telephone Search
  - Attempt to Contact Using Info in 14 and 17 on Form \*  
(\* Some Clarification on This Later)
- ETA + 30 Minutes
  - Officially Late
  - Begin Telephone and Data Search
    - Sheriff (Ramp Check), Airport Tower, Adjacent Airports, ARTCC, etc.
    - Numerous Data Messages Begin

# Timeline (cont.)

- ETA + ~ 1 to 1.5 Hours
  - ALERT NOTIFICATION (ALNOT) Message Initiated
  - More Communication Searches of Wider Search Area
    - Search area is normally that area extending 50 miles on either side of the proposed route of flight from the last reported position to the destination.
- ETA + ~ 2 Hours or ALNOT is Negative (DISTRESS Phase)
  - This is the Point at Which Actual Air Search and Rescue Begins

# Some Factoids

- Flight Plan Average from Last Known Position to Rescue
  - Instrument Flight Rules (IFR), 13 hours 6 minutes
  - Visual Flight Rules (VFR), 37 Hours 18 minutes
  - No Flight Plan, 42 hours 24 minutes
- The Average Time Required to Find a Downed Aircraft with a Functioning ELT is 6.8 Hours
- DUATS and Other Commercial Vendors File Only Part of Your Flight Plan
  - Include Name & Telephone Number for Yourself in Remarks

# Lost Procedures

- FSS Can Assist You in Lost Procedure
- If Emergency Use 121.5 MHz
  - Otherwise Contact on 122.2 MHz
- They Will Assist By:
  - Talking You Through VOR Triangulation
  - Providing DF Steer (If Available)
  - Connecting You to ARTCC or TRACON

# Emergency and Priority

- Use FSS if:
  - You Are Not Already in Contact with Tower, ARTCC, TRACON
  - Any Emergency or Priority Communication
- Calls for Emergency – MAYDAY MAYDAY
- Calls for Priority – PAN PAN
- Use 121.5 MHz



# Emergency (E) or Priority (P)

- ASEL Engine Quit? E/P
- AMEL Engine Quit? E/P
- Fire in Cockpit – Extinguished; CoPilot Badly Burned? E/P
- Passenger Suffering Apparent Heart Attack? E/P
- Pilot Passing In and Out of Consciousness, Passenger Has 3 Hours Flying Experience? E/P