NAVIGATION LOG

Aircraft Number	N	Notes

Check Points (Fixes)	VOR Ident / Freq.	Course (Route)	Altitude	Wind Dir. / Vel. / Temp.	CAS / TAS	TC / −L +R WCA	TH / −E +W Var.	MH / ± Dev.	CH	Dist. Leg / Rem.	GS Est. / Act.	Time Off / ETE / ATE	ETA / ATA	GPH / Fuel / Rem.
		Totals												

Flight Plan and Weather Log on Reverse Side

Airport & ATIS Advisories

Departure		Destination
	ATIS Code	
	Ceiling & Visibility	
	Wind	
	Altimeter	
	Approach	
	Runway	
	Time Check	

Airport Frequencies

Departure		Destination	
ATIS		ATIS	
Grnd		Apch	
Tower		Tower	
Dep.		Grnd	
CTAF		CTAF	
FSS		FSS	
UNICOM		UNICOM	
Field Elev.		Field Elev.	

Block In		Log Time
Block Out		

SCALE 1:500,000 SECTIONAL AERONAUTICAL CHARTS

Nautical Miles 10 0 10 20 30 40 50

Statute Miles 10 0 10 20 30 40 50 60

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JS436183-009

WEATHER LOG

	Ceiling, Visibility, and Precipitation		Winds Aloft	Icing and Freezing Level	Turbulence and Cloud Tops	Position of Fronts, Lows, and Highs
	Reported	Forecast				
Departure						
Enroute						
Destination						
Alternate						

FLIGHT PLAN

1. TYPE	2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE/ SPECIAL EQUIPMENT	4. TRUE AIRSPEED	5. DEPARTURE POINT	6. DEPARTURE TIME		7. CRUISING ALTITUDE
					PROPOSED (Z)	ACTUAL (Z)	
VFR							
IFR							
DVFR			KNOTS				

8. ROUTE OF FLIGHT

9. DESTINATION (Name of airport and city)	10. EST. TIME ENROUTE		11. REMARKS
	HOURS	MINUTES	

12. FUEL ON BOARD		13. ALTERNATE AIRPORT(S)	14. PILOT'S NAME, ADDRESS, TEL. NO. & AIRCRAFT HOME BASE	15. NUMBER ABOARD
HOURS	MINUTES			
16. COLOR OF AIRCRAFT			17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)	

CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL

Notes and NOTAMs

TFRs

Position Report

Acft. Ident.	Position	Time	Alt.	IFR/ VFR	Est. Next Fix	Name Following Fix

Report Conditions Aloft — Cloud Tops, Bases, Layers, Visibility, Turbulence, Haze, Ice, Thunderstorms

AIRCRAFT EQUIPMENT SUFFIXES

NO DME
- X – No transponder
- T – Transponder with no Mode C
- U – Transponder with Mode C

DME
- D – No transponder
- B – Transponder with no Mode C
- A – Transponder with Mode C

AREA NAVIGATION (RNAV)
- Y – LORAN, VOR/DME, or INS with no transponder
- C – LORAN, VOR/DME, or INS, transponder with no Mode C
- I – LORAN, VOR/DME, or INS, transponder with Mode C

ADVANCED RNAV WITH TRANSPONDER AND MODE C (If an aircraft is unable to operate with a transponder and/or Mode C, it will revert to the appropriate code listed above under Area Navigation.)

- E – Flight Management System (FMS) with enroute, terminal, and approach capability.
  Equipment requirements are:
  (a) Dual FMS which meets the specifications of AC 25-15, Approval of Flight Management Systems in Transport Category Airplanes; AC 20-129, Airworthiness Approval of Vertical Navigation (VNAV) Systems for use in the U.S. NAS and Alaska; AC 20-130A, Airworthiness Approval of Navigation or Flight Management Systems Integrating Multiple Navigation Sensors; or equivalent criteria as approved by Flight Standards.
  (b) A flight director and autopilot control system capable of following the lateral and vertical FMS flight path.
  (c) At least dual inertial reference units (IRUs).
  (d) A database containing the waypoints and speed/altitude constraints for the route and/or procedure to be flown that is automatically loaded into the FMS flight plan.
  (e) An electronic map.
  (U.S. and U.S. territories only unless otherwise authorized.)
- F – FMS with enroute, terminal, and approach capability. Unless otherwise authorized by the Administrator, equipment requirements are:
  (a) Single FMS which meets the specifications of AC 25-15, Approval of Flight Management Systems in Transport Category Airplanes; AC 20-129, Airworthiness Approval of Vertical Navigation (VNAV) Systems for use in the U.S. NAS and Alaska; AC 20-130A, Airworthiness Approval of Navigation or Flight Management Systems Integrating Multiple Navigation Sensors; or equivalent criteria as approved by Flight Standards.
  (b) A demonstrated capability of depicting and following the lateral and vertical path.
  (c) An FMS with DME/DME updating and one or more of the following: Single Global Positioning System (GPS) - Single inertial reference unit (IRU).
  (d) A database containing the waypoints and speed/altitude constraints for the route and/or procedure to be flown that is automatically loaded into the FMS flight plan.
  (U.S. and U.S. territories only unless otherwise authorized.)
- G – Global Navigation Satellite System (GNSS),including GPS or WAAS, with enroute and terminal capability.
- R – Required Navigational Performance. The aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned. **Reduced Vertical Separation Minimum (RVSM).** Prior to conducting RVSM operations within the U.S., the operator must obtain authorization from the FAA or from the responsible authority, as appropriate.
- Q – RVSM **with** /E, /F, /G, or /R capability, **except** aircraft operating in Oakland Oceanic or Anchorage Oceanic CTA/FIRs must be RVSM with /R capability.
- W – RVSM