SESSION 15: CROSS-COUNTRY PLANNING — FILING AND ACTIVATING THE IFR FLIGHT PLAN

1. IFR flight plans in the United States are filed using which form?

A. The ICAO international flight plan form

B. The legacy FAA domestic form (Form 7233-1)

C. A NOTAM submission form

D. The Chart Supplement filing card

2. An IFR flight plan should generally be filed at least how far in advance of the proposed departure time?

A. 1 hour

B. 15 minutes

C. 30 minutes

D. 2 hours

3. Field 10 of the ICAO flight plan form contains:

A. The aircraft's color and markings

B. The pilot's certificate number

C. Equipment and capability codes, including navigation and surveillance equipment

D. The total fuel endurance only

4. A PBN/ code in the ICAO flight plan describes the aircraft's:

A. Performance-based navigation capabilities

B. Pilot's medical certificate class

C. Passenger and baggage weight

D. Preferred bearing and altitude

5. Where is the requested cruising altitude entered on the ICAO flight plan?

A. In the remarks field only

B. In the equipment field

C. In the level field of the route section

D. It is never filed; ATC always assigns it

6. At a non-towered airport without clearance delivery, a pilot typically obtains the IFR clearance by:

A. Departing VFR and picking it up airborne in all cases

B. Filing a second flight plan after takeoff

C. Phoning the controlling facility (or via RCO/GCO) before departure

D. Squawking 7600 to request it automatically

7. A "void time" issued with a clearance at a non-towered field means:

A. The clearance is valid indefinitely once received

B. The pilot must land within that time

C. The clearance must be cancelled if weather deteriorates

D. The pilot must be airborne by that time or the clearance is void

8. If a pilot fails to depart before the clearance void time, they must:

A. Depart anyway and advise ATC after takeoff

B. Continue under VFR until reaching cruise altitude

C. Wait exactly 30 minutes and depart automatically

D. Contact ATC to advise and obtain a new clearance and void time

9. A "release time" in a clearance specifies:

A. The latest time the pilot may cancel IFR

B. The earliest time the aircraft may depart

C. The time the flight plan expires in the system

D. The time to switch to the tower frequency

10. A "clearance void if not off by" time is also typically accompanied by:

A. A required landing time at the destination

B. The assigned transponder code only

C. A time by which to contact ATC if not airborne

D. The alternate airport's minimums

11. The transponder code for an IFR flight is:

A. Always 1200 until airborne

B. Selected by the pilot from a published list

C. Assigned by ATC as part of the clearance

D. Set to 7700 during all IFR operations

12. Activating an IFR flight plan filed from a towered airport occurs when:

A. The pilot files the flight plan with Flight Service

B. ATC issues the clearance and the flight departs into the system

C. The pilot calls to cancel a previous VFR plan

D. The aircraft reaches cruising altitude

13. A "tower en route control" (TEC) clearance is used for:

A. Short IFR flights between nearby terminal areas without entering the high-altitude structure

B. Oceanic crossings only

C. Flights above FL240

D. VFR flights transitioning Class B airspace

14. When filing, the pilot's estimate of time enroute (Field 16) should be based on:

A. The forecast winds aloft and planned groundspeed

B. The no-wind true airspeed only

C. The maximum endurance of the aircraft

D. The distance divided by the published Victor airway speed limit

15. A composite (VFR/IFR) flight plan is one in which:

A. Two aircraft file jointly

B. Part of the flight is conducted VFR and part IFR

C. The flight is filed in both feet and meters

D. A backup alternate is included automatically

16. The equipment suffix or ICAO equipment codes are important because they:

A. Determine the aircraft's paint scheme

B. Tell ATC what navigation and approach capabilities the aircraft has for routing and clearances

C. Establish the required fuel reserve

D. Set the alternate minimums automatically

17. A pilot who picks up an IFR clearance airborne after a VFR departure must:

A. Land and re-file before climbing into IMC

B. Squawk 7600 to alert ATC

C. Remain VFR and never enter controlled airspace

D. Remain in VFR conditions until the clearance is received and they are cleared into the system

18. The route field of the IFR flight plan should reflect:

A. The intended airways, fixes, and/or direct segments from departure to destination

B. Only the departure and destination airports

C. The alternate routing exclusively

D. The expected radar vectors

19. When ATC issues "released for departure, clearance void if not off by 1815, time now 1800," the pilot has how long to depart?

A. 15 minutes, until 1815

B. 30 minutes from the release

C. Until the destination ETA

D. Until contacting the tower

20. A pilot filing through an electronic flight planning service (e.g., a tablet app or website) is using:

A. A method not accepted for IFR flight plans

B. A service that bypasses ATC entirely

C. A method limited to VFR flights

D. An authorized filing method that routes the plan to the FAA system

21. The "type of flight rules" field for a standard domestic IFR flight is entered as:

A. V for VFR

B. I for IFR

C. Z for composite

D. Y for VFR-then-IFR

22. A pilot who has filed but not yet received a clearance is:

A. Already cleared into the IFR system

B. Authorized to enter IMC immediately

C. Required to squawk the assigned code

D. Not yet authorized to operate under IFR until the clearance is received

23. The remarks field of the flight plan is appropriately used to:

A. Enter the requested altitude

B. List the airway route

C. Specify the equipment codes

D. Convey supplemental information such as special requests or capabilities

24. A pilot should verify the clearance received matches the filed flight plan, and if it differs:

A. Disregard the clearance and fly the filed route

B. Read back, confirm understanding, and comply with the amended clearance as issued

C. Depart and sort out the discrepancy airborne

D. Refuse the clearance and re-file

25. The fundamental reason for filing an accurate equipment/capability code is that:

A. It determines the aircraft's registration validity

B. ATC uses it to issue routes, procedures, and approaches the aircraft can actually fly

C. It sets the legal fuel reserve

D. It establishes the pilot's currency status

ANSWER KEY & EXPLANATIONS — SESSION 15

1. A. ICAO form — IFR flight plans in the U.S. are filed using the ICAO international flight plan form.

2. C. 30 minutes — An IFR flight plan should generally be filed at least 30 minutes before the proposed departure time.

3. C. Equipment codes — Field 10 contains equipment and capability codes, including navigation and surveillance equipment.

4. A. PBN capabilities — The PBN/ code describes the aircraft's performance-based navigation capabilities.

5. C. Level field — The requested cruising altitude is entered in the level field of the route section.

6. C. Phone the facility — At a non-towered field without clearance delivery, the clearance is typically obtained by phoning the controlling facility (or via RCO/GCO).

7. D. Airborne by that time — A void time means the pilot must be airborne by that time or the clearance is void.

8. D. Advise and re-clear — If not departed by the void time, the pilot must contact ATC to advise and obtain a new clearance and void time.

9. B. Earliest departure — A release time specifies the earliest time the aircraft may depart.

10. C. Contact-if-not-off time — A "void if not off by" time is typically accompanied by a time to contact ATC if not airborne.

11. C. ATC-assigned — The IFR transponder code is assigned by ATC as part of the clearance.

12. B. Clearance + departure — A flight plan filed from a towered airport is activated when ATC issues the clearance and the flight departs into the system.

13. A. Short terminal-to-terminal — Tower en route control clearances are used for short IFR flights between nearby terminal areas without entering the high-altitude structure.

14. A. Winds + groundspeed — The estimated time enroute should be based on forecast winds aloft and planned groundspeed.

15. B. Part VFR, part IFR — A composite flight plan has part of the flight conducted VFR and part IFR.

16. B. Capability for routing — Equipment codes tell ATC what navigation and approach capabilities the aircraft has for routing and clearances.

17. D. Remain VFR until cleared — A pilot picking up a clearance airborne must remain in VFR conditions until the clearance is received and they are cleared into the system.

18. A. Airways/fixes/direct — The route field should reflect the intended airways, fixes, and/or direct segments from departure to destination.

19. A. 15 minutes — "Void if not off by 1815, time now 1800" gives the pilot 15 minutes to depart.

20. D. Authorized e-filing — Electronic flight planning services are an authorized filing method that routes the plan to the FAA system.

21. B. I for IFR — A standard domestic IFR flight uses flight-rules type "I."

22. D. Not yet authorized — A pilot who has filed but not received a clearance is not yet authorized to operate under IFR.

23. D. Supplemental info — The remarks field conveys supplemental information such as special requests or capabilities.

24. B. Read back/comply — If the clearance differs from the filed plan, the pilot reads back, confirms, and complies with the amended clearance as issued.

25. B. ATC issues flyable procedures — An accurate equipment code lets ATC issue routes, procedures, and approaches the aircraft can actually fly.