

Issued under the Authority of:

Assistant Chief Flight Instructor

Background:

CAE OAA is committed to achieving the highest level of safety by meeting or surpassing regulatory requirements, by auditing the safety implications of our activities, by identifying areas for improvement through incident reporting, investigation and risk assessment, and by encouraging the open and honest reporting of safety issues.

Abbreviations and Definitions:

None.

Exceptions and Review:

The above policies apply to all CAE OAA PHX flight operations.

Scope:

All CAE OAA Phoenix flights.

Summary:

As part of compliance with the International Civil Aviation Organization (ICAO) standards, the FAA will stop using the FAA Domestic flight plan forms shortly. Currently both FAA and ICAO flight plans are accepted by the Flight Service Station. On 05 June 2017, only ICAO flight plan forms will be accepted. CAE Oxford Aviation Academy is dedicated to comply with any changes in a timely manner. To ease the transition, we will start using the ICAO flight plan form as from 01 May 2017.

Introduction

The new format appears on FAA Form 7233-4, FAA International Flight Plan (Revision 7/2015). Aligning our flight plan similar to the ICAO format will allow integration of new capabilities such as Performance Based Navigation (PBN).


For domestic operations and aircraft without sophisticated navigational capabilities, many of the data fields are not required. When using FAA and FAA-contracted flight plan filing services, the departure and destination fields will now accept up to eleven alphanumeric codes. Any airport, fix or coordinate may be entered.

The FAA International Flight Plan form may be used for filing DVFR flight plans and for VFR flights within the Washington DC Special Flight Rules area. For DVFR flight plans, Type of Flight, or field 8b, will accept the letter D for DVFR. SFRA flight plans will allow the full five-letter entry or departure gate name in the departure or destination field, along with the indicator VFR in the altitude field.

In the FAA 61 and 141 programs, you will still be required to use 1800WXBRIEF to file the ICAO flight plan (<https://www.1800wxbrief.com>). This document is created using that provider. Other providers might have different lay-outs, but follow the same ICAO guidelines.

Please note that other programs at CAE Oxford Aviation Academy Phoenix might use different Flight Service Providers. Please make sure to comply with program specific rules.

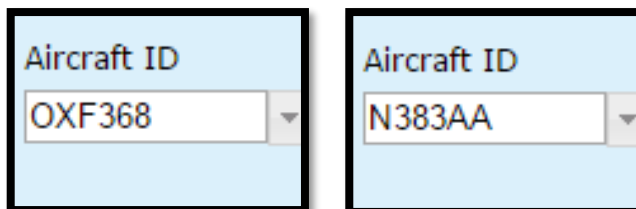
Below you can find a picture of an ICAO flight plan:

Aircraft ID	Flight Rule	Flight Type (Optional)	No. of Aircraft	Aircraft Type	Wake Turbulence	Aircraft Equipment
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Departure	Airport Info	Departure Date & Time	Evaluate	Cruising Speed	Level	Optimize
<input type="text"/>	<input type="text"/>	04/06/2017	HHMM	<input type="text"/>	<input type="text"/>	<input type="text"/>
Route of Flight				Other Information (Optional)		
<input type="text"/>				<input type="text"/>		
Destination	Airport Info	Total Estimated Elapsed Time	Alternate 1 (Optional)	Airport Info	Alternate 2 (Optional)	Airport Info
<input type="text"/>	<input type="text"/>	HHMM	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fuel Endurance	Persons on Board	Aircraft Color & Markings	Supplemental Remarks (Optional)		Pilot In Command (Optional)	
HHMM	<input type="text"/>	<input type="text"/>	<input type="text"/>		<input type="text"/>	
Emergency Radios	Survival Equipment	Jackets	Dinghies (Optional)			
<input type="checkbox"/> UHF <input type="checkbox"/> VHF <input type="checkbox"/> ELBA	<input type="checkbox"/> Polar <input type="checkbox"/> Desert <input type="checkbox"/> Maritime <input type="checkbox"/> Jungle	<input type="checkbox"/> Light <input type="checkbox"/> Fluorescent <input type="checkbox"/> UHF <input type="checkbox"/> VHF	Number Capacity Color Covered <input type="text"/> <input type="text"/> <input type="text"/> <input type="checkbox"/>			
Pilot Contact Information		Briefing Corridor				
<input type="text"/>		50 nm				
		Winds Aloft Corridor				
		200 nm				
		High Altitude Briefing				
		<input type="checkbox"/>				

To assist you in filing this format, the instructions below cover most of the information necessary for flying in domestic U.S. airspace. The new items, used to describe a wider range of navigational equipment available today, may only need to be determined once for each aircraft. Please be aware that pilot certification for certain equipment must be considered.

The Aircraft ID

Use the “Oxford” telephony designator (callsign) for all flights. Our callsigns are on the ICAO aircraft telephony designator list as specified in FAA JO 7340.2F Change 2. Should ATC ask for your three-letter identifier, respond with the phonetic letters “Oscar, X-ray, Foxtrot” for “OXF.” The FAA registration will be entered in the ‘Other Information’ box under ‘REG/’. The only exception to this are both the King Air and Citations. They will continue to use their FAA tail number as the Aircraft ID.



The image shows two side-by-side screenshots of a flight plan form. Each screenshot has a light blue header with the text 'Aircraft ID'. Below the header is a white input field with a small downward arrow on the right side. The left screenshot shows the input field containing the text 'OXF368'. The right screenshot shows the input field containing the text 'N383AA'.

Flight Rule

Here you select what flight rules you will operate under. Note that there are 4 options.

- **VFR:** you remain VFR for the complete duration of the Flight Plan
- **IFR:** you remain IFR for the complete duration of the Flight Plan
- **YFR:** you will operate under IFR initially followed by VFR (this is called a composite flight plan)
- **ZFR:** you will operate under VFR initially followed by IFR (this is called a composite flight plan)

When filing composite flight plans, “VFR” or “IFR” must be entered in the route string wherever the transitions/changes to the flight rules are planned to occur.

E.g.: you are planning on flying from Thermal, CA (KTRM) to Falcon Field, AZ (KFFZ) according to IFR. Since KTRM is an uncontrolled airport with quite some business jets filing IFR as well, you prefer to depart VFR to avoid unnecessary delays. You know that weather is VMC for the whole route and you want to perform some maneuvers in the South East practice area before landing in Falcon Field, AZ (KFFZ). In this case you file a composite flight plan. This will be ZFR as you will depart VFR initially and pick up your IFR clearance in the air. The fact that you are going to switch VFR later on in flight, doesn't change this filing code.



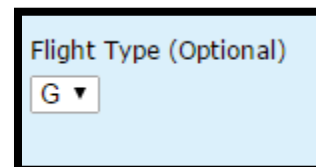
Flight Type (Optional)

This letter denotes the type of flight as follows:

- **S:** scheduled Air Service
- **N:** non-scheduled Air Transport Operation
- **G:** general Aviation
- **M:** military
- **X:** everything else

Other special flight status and handling considerations can be relayed via the 'OTHER INFORMATION' field's "STS/" and "RMK/" indicators.

At CAE Oxford Aviation Academy Phoenix, please use the letter '**G**'.



No. of Aircraft

Number of aircraft in flight. This figure is one if the flight is only a solo aircraft movement. Therefore, at CAE Oxford Aviation Academy Phoenix, we use the number '1'.

Aircraft Type

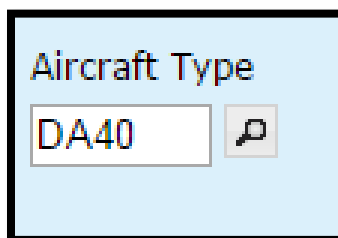
Type of aircraft, as specified in the latest ICAO Doc 8643, by the appropriate designator. A search for this designator code can be performed online at:

<http://www.icao.int/publications/DOC8643/Pages/Search.aspx>

If no designator exists for your aircraft, or there is more than one type of aircraft in your flight, enter "ZZZZ" here and specify number and type(s) in 'OTHER INFORMATION' preceded by "TYP/" tags.

At CAE Oxford Aviation Academy Phoenix, we use the following designators:

- **DV20:** DA-20 Eclipse
- **DA40:** DA-40 Diamond Star
- **DA42:** DA-42 Twin Star
- **P28A:** PA-28-181 Cherokee Archer
- **P28R:** PA-A-28R-201 Arrow 3
- **PA44:** PA-44 Seminole
- **BE9L:** 90 (E90) King Air
- **C525:** Citation CJ1



A screenshot of a web form titled "Aircraft Type". It features a text input field containing the alphanumeric code "DA40". To the right of the input field is a small square button with a magnifying glass icon, used for searching or submitting the data.

Wake Turbulence

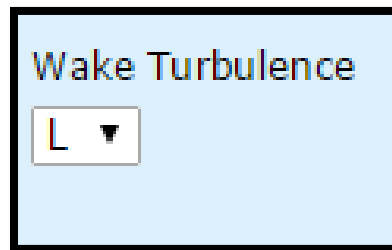
Wake turbulence category of aircraft as specified in ICAO Doc 8643 or based on weight and the following options:

- **L** for Light (< 7,000 kg; < 15,500lbs)
- **M** for Medium (7,000 to 136,000 kg; 15,500 to 300,000lbs)
- **H** for Heavy (> 136,000 kg; > 300,000lbs)
- **J** for Jumbo (exceptionally heavy aircraft such as the Airbus A380-800)

A search for the category can be performed online at:

<http://www.icao.int/publications/DOC8643/Pages/Search.aspx>

At CAE Oxford Aviation Academy Phoenix, we use the option “L” for all aircraft.



Aircraft Equipment

Equipment Code	Equipment
A	GBAS – Ground Based Augmentation System
B	LPV (APV/SBAS) - Localizer Performance with Vertical Guidance
C	LORAN-C – LORAN-C Radio navigation
D	DME – Distance Measurement Equipment
E1	FMC WPR ACARS
E2	D-FIS ACARS
E3	PDC ACARS
F	ADF - Automatic Direction Finder
G	GNSS – Global Navigation Satellite System
H	HF RTF – HF Radiotelephone
I	INERTIAL NAV – Aircraft Inertial Guidance
J1	CPDLC ATN VDL Mode 2
J2	CPDLC FANS 1/A HFDL
J3	CPDLC FANS 1/A VDL Mode A
J4	CPDLC FANS 1/A VDL Mode 2
J5	CPDLC FANS 1/A SAT COM (INMARSAT)
J6	CPDLC FANS 1/A SAT COM (MTSAT)
J7	CPDLC FANS 1/A SAT COM (IRIDIUM)
K	MLS – Microwave Landing System
L	ILS – Instrument Landing System
M1	ATC RTF SATCOM (INMARSAT)
M2	ATC RTF SATCOM (MTSAT)
M3	ATC RTF (IRIDIUM)
N	NIL – No equipment
O	VOR – VHF Omnidirectional Radio Range
R	PBN – Performance Based Navigation <i>Note: PBN requires corresponding “PBN/” data in Other Information textbox</i>
S	STANDARD – VOR, VHF RTF, ILS
T	TACAN – Tactical Air Navigation System
U	UHF RTF - UHF Radiotelephone
V	VHF RTF – VHF Radiotelephone
W	RVSM – Reduced Vertical Separation Minimum
X	MNPS – Minimum Navigation Performance Spec.
Y	VHF 8.33 – 8.33 kHz Radio Channel Spacing
Z	OTHER – other Item(s) Not listed Above <i>Note: OTHER requires corresponding “COM/”, “NAV/” or “DAT/” in Other Information textbox</i>

For CAE Oxford Aviation Academy Phoenix, please use the table below.

Aircraft Type	Aircraft Equipment Code(s)
DV20	LOVY
DA40	See table below
DA42	See table below
P28A	BDFGRSY
P28R	BFGRSY
PA44	BDFGRSY
BE9L	BFGRSY
C525	DFGRSY

DA40	Aircraft Equipment Code(s)
N997CA	BDFGRSY
N419JS	GRSY
N4106G	GRSY
N313AF	BGRSY
N326AF	BGRSY
N4191M	GRSY
N38CF	GRSY
N537MA	GRSY
N386MA	GRSY
N4189U	GRSY
N4117H	BFGRSY
N386JP	GRSY
N965DS	BDFGRSY
N967DS	BDFGRSY
N53SL	GRSY
N4119S	DFGRSY
N4139B	GRSY
N415KG	GRSY
N4174B	BDFGRSY
N727MZ	GRSY
N372SE	GRSY

DA42	Aircraft Equipment Code(s)
N424TS	DFGRSY
N4197D	FGRSY
N4129M	FGRSY
N966WW	FGRSY

Departure

Four-character location indicator of the departure aerodrome, “AFIL” if filled in the air, or “ZZZZ” if no official designator exists in ICAO Doc 7910. In the latter cases, ICAO 2012 strictly states that the aerodrome name or primary x with location (degrees and minutes *ddmmNdddmmW* format preferred) be entered in 18 OTHER INFORMATION preceded by a “DEP/” tag.

Departure Date & Time

Planned time of departure (UTC) in 24-hour “HHMM” format, where “HH” is a two-digit representation of the hour, and “MM” is a two-digit representation of the minutes past the hour (with leading zeroes where necessary).

Please note that at CAE Oxford Aviation Academy Phoenix, you are required to use UTC time and no other time zone like MST etc. In Arizona the local time is UTC – 7 hours all year round. The state of Arizona does not participate in the Daylight Saving Time.

Cruising Speed

True airspeed for the initial or whole cruise segment of the flight, indicated as: “N” for Knots, followed by a four-digit figure, “M” for Mach number followed by a three-digit representation of ratio, or “K” for Kilometers/hour followed by a four-digit number.

i.e. K0830, N0485, M082...

Let’s say your calculated TAS for the initial cruise segment is 128 KTAS, then you would file “N0128”.

Level

Planned cruising level for the initial or whole cruise segment of the flight, indicated as: “F” for Flight Level in 100s of feet, “A” for plain altitude in 100s of feet (both three-digit), “S” for Standard Metric Level in tens of meters, “M” for plain altitude in tens of meters (both four-digit), or “V” for uncontrolled VFR (number field left blank).

i.e. F330, M0840, A045...

Let’s say your planned cruising level for the initial cruise segment of the flight is 6500ft MSL, then you would file “A065”.

Surveillance Equipment

Surveillance Code	Surveillance equipment
A	Transponder Mode A
B1	ADS-B, Dedicated 1090 MHz Out
B2	ADS-B, Dedicated 1090 MHz Out and In
C	Transponder Mode A and C
D1	ADS-C, FANS
E	Transponder Mode S, ID, Alt and Squitter
G1	ADS-C, ATN
H	Transponder Mode S, ID, Alt and Enhanced Surveillance
I	Transponder Mode S, ID no Alt
L	Transponder Mode S, ID, Alt, Squitter and Enhanced Surveillance
P	Transponder Mode S, Alt no ID
S	Transponder Mode S, ID and Alt
U1	ADS-B, UAT Out
U2	ADS-B, UAT Out and In
V1	ADS-B, VDL Mode 4 Out
V2	ADS-B, VDL Mode 4 Out and In
X	Transponder Mode S, no ID no Alt

Aircraft Type	Aircraft Surveillance Code(s)
DV20	C
DA40	H
DA42	H
P28A	LB1
P28R	LU2
PA44	LB1
BE9L	H
C525	S

Please note that a Stratus® device (compatible with ForeFlight™) and/or Garmin GDL® 39 (compatible with Garmin Pilot™) do not satisfy the ADS-B in or out requirements.

Route of Flight

A string of points (and connecting airways or DCTs where applicable) describing an ATS route or path of fixes no more than 30 minutes flying time or 200nm apart, including those points where a change of speed, level, track, or flight rules is planned. Points can be listed by their coded designator (i.e. IFNUR, VPREN, TGOLD), a 7 or 11-character representation of their coordinates (i.e. 46N078W, 4620N07805W), or a point relative to a reference point based on bearing and distance (i.e. IWA190040 being 40nm out on the 190-degree magnetic bearing from IWA).

Change of speed and/or level is indicated by appending data formatted as in 15 CRUISING SPEED and LEVEL to a point, after a slash (i.e. TFD/N0205F220, 46N078W/M082F330). Change of flight rules are shown by a standalone “VFR” or “IFR” to indicate the beginning of that phase of flight.

Destination

Four-character location indicator of the destination aerodrome or “ZZZZ” if no official designator exists in ICAO Doc 7910. In the latter case, ICAO 2012 strictly states that the aerodrome name or final fix with location (degrees and minutes *ddmmNdddmmW* format preferred) be entered in 18 OTHER INFORMATION preceded by a “DEST/” tag.

Total Estimated Elapsed Time

Total estimated en-route time in “HHMM” format, where “HH” is a two-digit representation of the hours and “MM” is a two-digit representation of minutes in flight (with leading zeroes where necessary).

Let’s say you planned for a 1 hour and 40 minutes flight, you would file this as “0140”.

Alternate 1 or 2

Four-character location indicator of the alternate aerodrome(s) or “ZZZZ” if no official designator exists in ICAO Doc 7910. In the latter case, ICAO 2012 strictly states that the aerodrome name(s) with location (degrees and minutes *ddmmNdddmmW* format preferred) be entered in 18 OTHER INFORMATION preceded by a “ALTN/” tag.

Please note that the CAE Oxford Aviation Academy Phoenix Operations Manual specifies that all flights no flight shall depart with at least fuel on board for: departure to destination + alternate + 45 min. holding. This means all pilot shall plan for an alternate airport for every flight, regardless of weather conditions at the departure aerodrome, en-route or the destination aerodrome. Therefore, we require students to file at least 1 alternate aerodrome on every flight plan.

Fuel Endurance

Total fuel endurance in “HHMM” format, where “HH” is a two-digit representation of the hours and “MM” is a two-digit representation of minutes of fuel (with leading zeroes where necessary).

Let’s say you have fuel on-board for 3 hours and 45 minutes, you would file this as “0345”.

Persons on Board

Total number of persons including passengers and crew that will be onboard, or “TBN” (To Be Notified) if unknown at time of filling.

Aircraft Color & Markings

Plain text description of aircraft color and any significant livery markings or characteristics.

Please note that certain Flight Service provides might use dedicated codes for this. In that case they will explain what color each code represents.

1800wxbrief:

A = Amber
B = Blue
BE = Beige
BK = Black
BR = Brown
G = Green
GD = Gold
GY = Gray
M = Maroon
O = Orange
OD = Olive Drab
P = Purple
PK = Pink
R = Red
S = Silver
TQ = Turquoise
T = Tan
V = Violet
W = White
Y = Yellow

Supplemental Remarks

Indicate any other survival equipment carried and/or other remarks specifically regarding survival equipment and search-and-rescue (SAR) information. This information can be entered as plain text.

For operations at CAE Oxford Aviation Academy Phoenix, please enter the dispatch telephone number to assist with any search-and-rescue (SAR) operations: "CAE DISPATCH 4809484515".

Pilot In Command

Name and preferably phone contact information of the pilot in command. Including phone contact information helps in those rare cases that timely clarification or further information is required by ATC accepting the flight.

At CAE Oxford Aviation Academy Phoenix all crew will nominate one Pilot In Command of a certain flight. That instructor and/or student needs to be legally in a position to act as Pilot In Command on that flight. CAE Oxford Aviation Academy Phoenix also requires all Pilots In Command to enter their mobile telephone number (if this box allows you to enter contact information – some Flight Service providers like 1800wxbrief have a dedicated textbox for this).

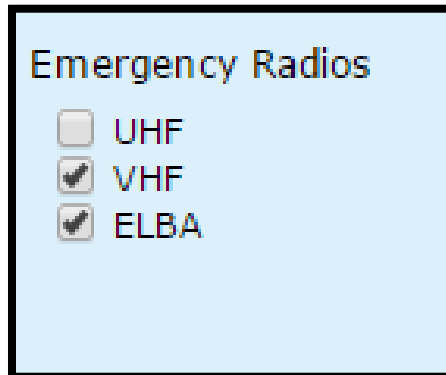
Pilot Contact Information

Some Flight Service providers have a dedicated box for the Pilot In Command contact information. CAE Oxford Aviation Academy Phoenix requires all Pilots in Command to enter at least their mobile telephone number.

Emergency Radios

Select “UHF” here if you are able to receive and transmit at 243.0 MHz, “VHF” here if you are able to receive and transmit at 121.5 MHz, and/or “ELBA” if an emergency location beacon is present on the plane.

At CAE Oxford Aviation Academy Phoenix all airplanes are able to receive and transmit at 121.5 MHz and are equipped with an emergency location beacon.



The screenshot shows a light blue rectangular box with a black border. Inside the box, the title "Emergency Radios" is displayed at the top. Below the title, there are three rows of checkboxes:

- UHF
- VHF
- ELBA

Survival Equipment

Select the appropriate items indicating what types of survival equipment, if any, are carried.

The options are:

- Polar
- Desert
- Maritime
- Jungle

Note that at CAE Oxford Aviation Academy Phoenix we are not carrying any type of ICAO approved survival equipment at this moment unless it is provided by the crew.

Jackets

Select "LIGHT" if your life jacket(s) are lighting equipped, "FLUORES" if fluorescein equipped, and "UHF" or "VHF" if radio equipped.

To avoid confusing, jackets are referred to as maritime life jackets by ICAO. At CAE Oxford Aviation Academy Phoenix, all crew are required to wear fluorescent jackets, but they are not maritime approved. The only exception is the crew flying the Citation CJ1 as they have lighted life jackets on board.

Dinghies

Dinghies are inflatable life rafts carried on board an airplane in case an emergency situation forces a water landing.

Indicate the number of survival dinghies carried onboard. Leave blank if none.

At CAE Oxford Aviation Academy Phoenix, we are not carrying dinghies on board any of our airplanes.

Other Information

The ICAO 2012 amendment includes extensive changes to the way data is presented and ordered for 'Other Information' data in the FPL message format.

Here you can add all other additional, important or helpful information (please note that this list is not complete as it contains the most used ones by General Aviation pilots).

Code	Meaning	Example
DEP/	Name of the departure airport or bearing and distance to navaid/navigation point closest to departure point (if no designator is assigned and "ZZZZ" is inserted in item 13). Up to 50 characters may be used.	DEP/SMALL AIRPORT
DEST/	Name of the destination airport or bearing and distance to navaid/navigation point closest to destination point (if no designator is assigned and "ZZZZ" is inserted in item 16). Up to 50 characters may be used.	DEST/BIG AIRPORT
TYP/	type(s) of aircraft, preceded if necessary by number(s) of aircraft, if "ZZZZ" is inserted in Item 9. Up to 60 characters may be used.	TYP/2 DE HAVILLAND HERON
REG/	Registration markings of the aircraft, if different from the aircraft identification in Item 7. Up to 50 characters may be used.	REG/N4106G
ALTN/	Name of alternate aerodrome(s) or bearing and distance to navaid/navigation point closest to alternate point, if "ZZZZ" is inserted in Item 16. Up to 100 characters may be used.	ALTN/MEDIUM AIRPORT
TALT/	Name of takeoff alternate aerodrome(s) or bearing and distance to navaid/navigation point closest to alternate point, if "ZZZZ" is inserted in Item 16. Up to 100 characters may be used.	TALT/HUGE AIRPORT
DLE/	Details related to delay en-route (for example for the need of flight training). A place in space should be described as in, for example, DEP/ item, either by navaid or bearing and distance from a significant point en-route, along with	DLE/VNY0020 – delay over VNY navaid, duration 20 minutes

	duration of the delay. Up to 11 characters followed by 4 digits may be used.	DLE/TGOLD2800350120 – delay at point 280 degrees and 35NM from TGOLD point, duration 1 hours 20 minutes
COM/	Significant data related to communication equipment as required by the appropriate ATS authority. Up to 50 characters may be used.	COM/UHF ONLY – which means the pilot will only be able to communicate on UHF only
NAV/	Significant data related to navigation equipment as required by the appropriate ATS authority. Up to 50 characters may be used.	NAV/INS – which means that inertial system is available and certified on board
EET/	Significant waypoints or FIR boundary designators with accumulated estimated elapsed times from takeoff to such points, if required/prescribed by appropriate ATS authority.	EET/TUS0050 OLS0115 - which means that point TUS will be passed 50 minutes after departure and point OLS 1 hour and 15 minutes after departure EET/MMFR0118 - which means that entering of Mexico FIR is planned 1 hour and 18 minutes after departure
STS/	Particular reason for special handling by ATS <ul style="list-style-type: none"> - ALTRV: flight operated in accordance with an altitude reservation - ATFMX: flight approved for exemption from ATFM measures by the appropriate ATS authority - FFR: fire-fighting - FLTCK: flight check for calibration of nav aids - HAZMAT: flight carrying hazardous material - HEAD: flight with Head of State status - HOSP: medical flight declared by medical authorities - HUM: flight operating on a humanitarian mission - MARSAs: flight for which a military entity assumes responsibility for separation of military aircraft - MEDEVAC: life critical medical emergency evacuation - NONRVSM: non-RVSM capable flight intending to operate in RVSM airspace - SAR: flight engaged in Search And Rescue mission - STATE: flight engaged in military, customs or police services 	STS/HAZMAT

OPR/	Name of the operator, if not obvious from the aircraft identification in Item 7.	OPR/CAE OXFORD AVIATION ACADEMY PHOENIX
DOF/	Date of the flight in a six-figure format <i>DDMMYY</i> (if flight plan was filed on earlier date, maximum 120 hours before Estimated Off Block Time)	DOF/110617 – which indicates that the flight will take place on 11 th of June 2017
PER/	Performance of the aircraft according to ICAO document 8168 (categories “A”, “B”, “C”, “D”, “E” or “H” for helicopters)	PER/A
PBN/	Performance Based Navigation (PBN). The most common entries in this field are related to PBN carried by aircraft with advanced navigational capabilities filing IFR. The table below indicates the capabilities required and how to file for them. The R in the Equipment textbox indicates the flight has PBN capability. It is important that the capabilities in the Equipment textbox are consistent with the PBN codes in the Other Information textbox. MORE INFORMATION BELOW	PBN/D2 - is RNAV 1 using GNSS, so GNSS should be filed in the Equipment textbox.
ORGN/	Contact details to flight plan originator. Up to 30 characters may be used.	ORGN/0014809484515 – which is the telephone number for CAE Oxford Aviation Academy Phoenix
RMK/	Any other, plain language, remarks when required by the appropriate ATS authority or deemed necessary. There is no limit in number of characters to be used.	RMK/STUDENT SOLO FLIGHT RMK/REQUEST MULTIPLE IFR APPROACHES AT KCHD AND KIWA

Performance Based Navigation

Aircraft Type	Aircraft PBN Code(s)
DV20	Not applicable
DA40	See table below
DA42	A1B2C2D2L1O2S1
P28A	A1B2C2D2L1O2S2
P28R	A1B2C2D2L1O2S1
PA44	A1B2C2D2L1O2S2
BE9L	A1B2C2D2L1O2S2
C525	B2B3B4C2C3D2D3

DA40	Aircraft PBN Code(s)
N997CA	A1B2C2D2L1O2S2
N419JS	A1B2C2D2L1O2S1
N4106G	A1B2C2D2L1O2S1
N313AF	A1B2C2D2L1O2S2
N326AF	A1B2C2D2L1O2S2
N4191M	A1B2C2D2L1O2S1
N38CF	A1B2C2D2L1O2S1
N537MA	A1B2C2D2L1O2S1
N386MA	A1B2C2D2L1O2S1
N4189U	A1B2C2D2L1O2S1
N4117H	A1B2C2D2L1O2S2
N386JP	A1B2C2D2L1O2S1
N965DS	A1B2C2D2L1O2S2
N967DS	A1B2C2D2L1O2S2
N53SL	A1B2C2D2L1O2S1
N4119S	A1B2C2D2L1O2S1
N4139B	A1B2C2D2L1O2S1
N415KG	A1B2C2D2L1O2S1
N4174B	A1B2C2D2L1O2S2
N727MZ	A1B2C2D2L1O2S1
N372SE	A1B2C2D2L1O2S1

ICAO flight plan example

Aircraft ID OXF393	Flight Rule VFR	Flight Type (Optional) G	No. of Aircraft 1	Aircraft Type DA40	Wake Turbulence L	Aircraft Equipment BDFGRSY
Departure KFFZ	Airport Info Area Brief	Departure Date & Time 04/17/2017 2000 UTC	Evaluate	Cruising Speed N0128	Level A065	Optimize Surveillance Equipment H
Route of Flight VPRE IWA140160 VPNTT				Other Information (Optional) PBN/A1B2C2D2L1O2S2 REG/N965DS OPR/CAE OXFORD AVIATION ACADEMY PHOENIX PER/A RMK/STUDENT SOLO FLIGHT		
Destination E63	Airport Info Area Brief	Total Estimated Elapsed Time 0050	Alternate 1 (Optional) KGYR		Alternate 2 (Optional)	
Fuel Endurance 0330	Persons on Board 1	Aircraft Color & Markings W	Supplemental Remarks (Optional) CAE DISPATCH 4809484515		Pilot In Command (Optional) SEPPE RAMAEKERS	
Emergency Radios <input type="checkbox"/> UHF <input checked="" type="checkbox"/> VHF <input checked="" 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 RAMAEKERS, (123)456-7890, SEPPE.RAMAEKERS@CAE.COM		Briefing Corridor 50 nm	Winds Aloft Corridor 200 nm			
		High Altitude Briefing <input type="checkbox"/>	