WEATHER LOG													
	Ceiling, Visibility, and Precipitation			ı			Icing and Freezing Level		Turbulence		Position of Fronts,		
	Reporte	d	Fore	ast	vviilas / tiore		loing and Treezing Level		and Cloud Tops		Lows, and Highs		
Departure					Carried in Addition from Managaran								
Enroute													
Destination													
Alternate										lener)			
1. TYPE VFR IFR DVFR 8. ROUTE OF	2. AIRCRAFT IDENTIFICATION		RAFT TYPE/ _ EQUIPMENT	4. TRUE AIRSPEED KNOTS	PLAN 5. DEPARTURE POINT	6. D	EPARTURE TIME D (Z) ACTUAL (Z)	7. CRUIS ALTITUD	A MARKET	Notes	and NO	OTAMs	
9. DESTINAT	FION (Name of airp	ort and city)	10. EST. HOURS	TIME ENROU	1 11 11 12 14 15 11 1	KS							
					.OT'S NAME, ADDRESS, TEL. NO. & AIRCRAFT HOME BASE			15. NUM ABOAR	IBER D		–		
HOURS	MINUTES			17. DESTINAT	TION CONTACT/TI	ELEPHONE	(OPTIONAL)			Acft. Ident. Position Time	Alt. IFR/	Est. Name Next Fix Following Fix	
16. COLOR C	OF AIRCRAFT	CLOS	SE VFR FLI	GHT PLAI	N WITH	F	SS ON ARRIVAL		lubriden e	Report Conditions Aloft — Turbulence, Haze, Ice, Thu	Cloud Tops, Bases		
NO DME X — No trans T — Transpo U — Transpo B — No trans B — Transpo A EA NAVIGATI Y — LORAN, I — LORAN, I — LORAN, ADVANCED RN) Operate with a tre ed above under ¢ E — Flight M capabilit Equipme (a) Due	onder with no Mode Conder with Mode Conder with Mode Conder with no Mode Conder with Mode CON (RNAV) , VOR/DME, or INS, trans, VOR/DME, or INS, trans AV WITH TRANSPONDE ansponder and/or Mode Charles Navigation.)	no transponder ponder with no in ponder with Moore, it will revert to so with enroute, the pecifications of	Mode C de C (If an aircraft is unal the appropriate code erminal, and approad	F – ole to list- ih	129, Airworthiness use in the U.S. NAS of Navigation or Flig Navigation Sensors Standards. (b) A flight director an lateral and vertical (c) At least dual inertia (d) A database contain the route and/or protection of the FMS flight plan. (e) An electronic map. (U.S. and U.S. territ FMS with enroute, termin suthorized by the Adminis (a) Single FMS which I Flight Management 129, Airworthiness use in the U.S. NAS of Navigation or Flight Management 129, Airworthiness use in the U.S. NAS of Navigation or Flight Management of Navigation of Naviga	Approval of Vertite S and Alaska; AC ght Management ; or equivalent or FMS flight path. I reference units ing the waypoints ocedure to be flow ories only unless al, and approach is strator, equipment meets the specific Systems in Tran Approval of Vertic S and Alaska; AC ght Management	cal Navigation (VNAV) Systems 20-130A, Airworthiness Approv Systems Integrating Multiple Iteria as approved by Flight I system capable of following the (IRUs). I sand speed/altitude constraints on that is automatically loaded otherwise authorized.) capability. Unless otherwise	for val for G - R - of 0- for Q -	(c) (d) (d) Glob enror Req pres Red Prio obta appa BVS Oce	A demonstrated capability of vertical path. An FMS with DME/DME up Single Global Positioning S (IRU). A database containing the the route and/or procedure the FMS flight plan. (U.S. and U.S. territories on oal Navigation Satellite Systuate and terminal capability. uired Navigational Performationate of the route segment ucced Vertical Separation I r to conducting RVSM operatin authorization from the Faropriate. SM with /E, /F, /G, or /R capanic or Anchorage Oceanic	of depicting and fol dating and one or system (GPS) - Sin waypoints and spe to be flown that is ly unless otherwise m (GNSS), includince. The aircraft mt(s), route(s) and/c winimum (RVSM) ations within the U. A or from the respability, except airc	more of the following: gle inertial reference unit ed/altitude constraints for automatically loaded into e authorized.) ng GPS or WAAS, with neets the RNP type or area concerned. S., the operator must ionsible authority, as raft operating in Oakland	