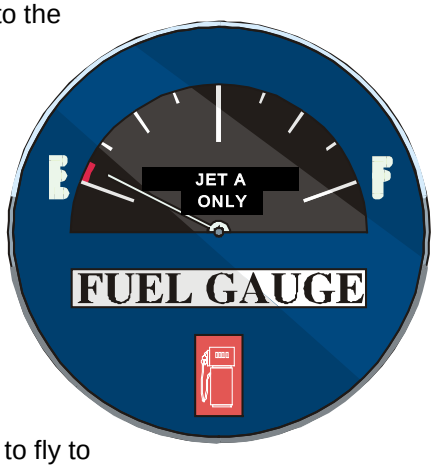
IFR FUEL SUPPLY (Domestic): (91.151, 91.167, 135.223, 121.639 thru 121.647)

1. Fly to the **destination**—shoot an **approach**—go on to the (most distant) **alternate** and fly after that for **45 minutes** at normal cruise.
2. Helicopters — Fly to the **destination**—shoot an **approach**—go on to the **alternate** and fly after that for **30 minutes** at normal cruise.

VFR FUEL SUPPLY (Domestic):

(91.151, 135.209, 121.639 thru 121.647)

1. **DAY** — To the destination + 30 minutes.
2. **NIGHT** — To the destination + 45 minutes
3. Rotorcraft — To the destination + 20 minutes.



FLAG Operations — NONTURBINE and TURBOPROP: (121.641)

1. **Fly to** and land at the **airport** to which it is **dispatched**;
2. Thereafter, fly to and land at the **most distant alternate**; and
3. **Thereafter**, fly for **30 minutes plus 15%** of the **total time required** to fly to the **destination** and **most distant alternate *or* 90 minutes** at normal cruise **whichever is less**.
4. ALSO… No person may dispatch a nonturbine or turbo-propeller airplane to an airport **when** an **alternate** is **not specified**, unless it has **enough fuel** to **fly to that airport** and **thereafter** to **fly** for **THREE HOURS** at normal cruising fuel consumption.

FLAG or SUPPLEMENTAL JET Operations Outside the U.S.: (121.645)

1. **Fly to** and land at the **airport** to which it is **released**;
2. **After that**. To fly for a period of **10%** of the **total time** required to fly **from** the **airport of departure to**, and land at, the **airport** to which it was **released**;
3. **After that**, to fly to and land at the **most distant alternate** airport specified in the flight release, if an alternate is required: and
4. **After that**, to fly for **30 minutes** at holding speed at **1,500 feet above** the **alternate** airport (or destination airport if no alternate is required) under standard temperature conditions.

FLAG or SUPPLEMENTAL Operation when NO ALTERNATE is SPECIFIED (JET): [121.645(c)]

➡ When an alternate is not specified under 121.621(a)(2) or 121.623(b), a jet aircraft must have enough fuel, considering wind and other weather conditions expected, to **fly to** the **destination** airport and **thereafter** to **fly** for at least **2 hours** at normal cruising fuel consumption.

The ONLY time you can have too much fuel on board is when the aircraft is on FIRE!

➔Observation←
It seems like the majority of airplanes that crash due to fuel starvation do so within two miles of the destination runway!

"CRUISE" CLEARANCE: (AIM 4-4-3d.3, P/C Glossary, FAA-H-8083-15A, FAA-H-8083-25A, FAA-H-8261-1A)

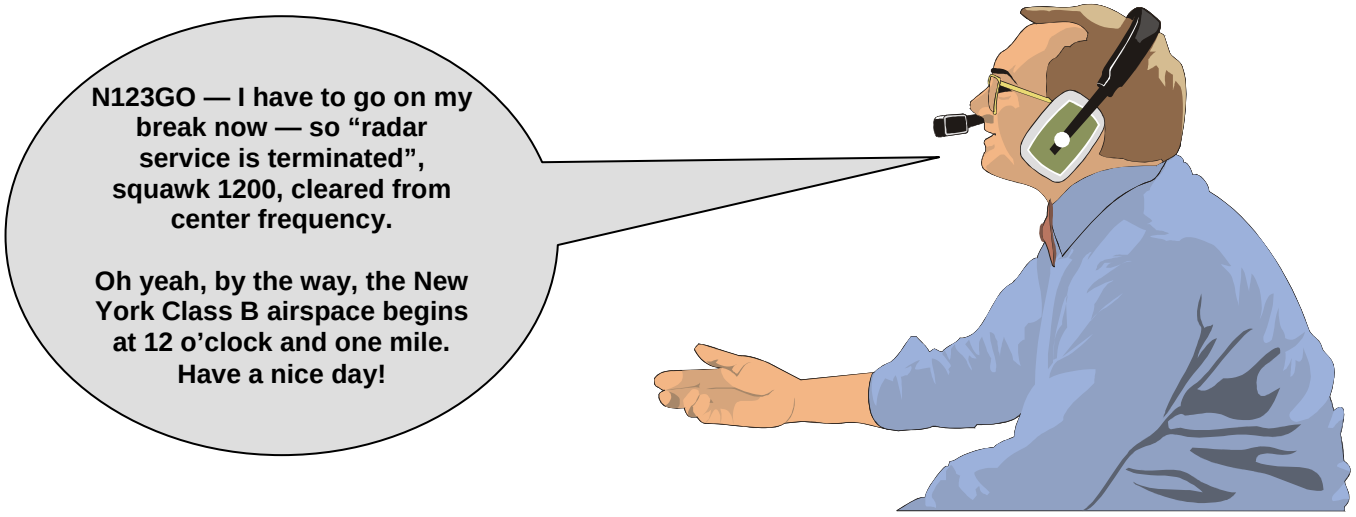
1. Used in an ATC clearance to authorize a pilot to **conduct flight** at **any altitude** from the **minimum IFR altitude** up to and **including** the **altitude specified** in the **clearance**.
2. The pilot **may level off** at any **intermediate altitude** within this block of airspace.
3. **Climb/descent** within the block is to be made **at the discretion of the pilot**.
4. However, **once the pilot starts descent** and **verbally reports leaving an altitude** in the block, he **may not return to that altitude without additional ATC clearance**.
5. Further, it is **approval** for the pilot to proceed to and **make any approach** he or she desires **at the destination airport**.

CRUISE CLIMB: (P/C Glossary, FAA-H-8083-3A, FAA-H-8083-15A)

A climb technique employed by aircraft, usually at a constant power setting, resulting in an **increase of altitude as** the **aircraft weight decreases**.

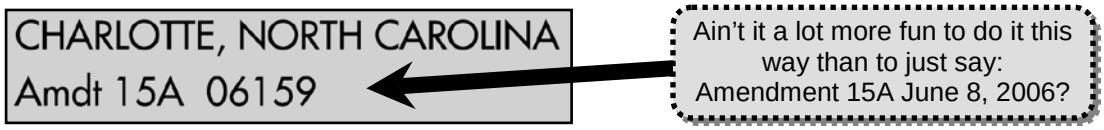
"RADAR SERVICE TERMINATED": (P/C Glossary, AIM 5-3-2, 5-5-3, FAA-H-8083-15A, FAA-H-8261-1A)

1. Means you are no longer receiving radar service from Air Traffic Control.
2. The majority of the time this expression is used by the controller after you've cancelled your IFR or your flight following is being terminated.
3. This is often used as a legalistic phrase to fill a gap between the current controller's radar and another controller's radar.
4. You are usually in radar contact with the new controller even though the previous controller made the statement "radar service is terminated."
5. When the new controller says "radar contact," you are again officially receiving radar service.



"AeroNav" (aka NACO aka NOS) Approach Plate REVISION DATE:

1. The **revision date** of AeroNav (formerly known as NOS; NACO) **approach plates** is found in the **lower left corner** of each approach. It's a **five digit number**, **following** the **amendment number**.
2. EXAMPLE: **06159** — The **first 2 digits** are the **last two digits** of the **year** of the revision (**2006**), the **last 3 digits** are the **day** of the **year**, that is, the **159th day** of **2006** — aka — **June 8, 2006**.
3. New Format — The above format is slowly being changed to something a little more logical. As each approach is updated it will look like this example — **Amdt 7 11FEB10**.



D-ATIS:

1. When the letter **D** precedes **ATIS** on a Jeppesen chart, the ATIS is **transmitted digitally** as well as by voice.
2. For cockpits so equipped, the digital ATIS signal can be received and **displayed** in **text form**.