

How to fill out the 1801

In order to submit your flight plan by e-mail, please fill out the interactive 1801 Flight Plan Form (.pdf) and send it to usarmy.wiesbaden.usareur.mbx.afod-fdp@army.mil. Please enter the call sign first thing in the subject line!

Lead Times

IFR flight plans shall be filed no later than 3 hours before EOBT but not earlier than 5 days before EOBT.

VFR flight plans shall be filed no later than 30 minutes before EOBT.

IFR flight plans need to be updated within 15 minutes after EOBT, otherwise the flight plan will be suspended. VFR flights plans within 30 minutes.

All flight plans not updated within 60 minutes after EOBT will be assumed as cancelled.

Instructions

Completing the DD1801 form is quite simple. The white boxes on the form have to be completed by the pilot. Please adhere closely to the prescribed formats.

[To download the DD1801 with Continuation click here.](#)

General rules applying:

- Use capital letters.
- Insert data only in the fields and spaces provided. Do not write on the grey areas.
- Leave unused space blank.
- All times have to be UTC (Zulu time).
- Complete items 7 to 19.
- After sending the flight plan to AFOD please verify receipt if you do not get a response in a reasonable period.
- Report any updates like cancellation, delays or changes.

Content of a flight plan

Addressee(s)

If you want or need your flight plan to be send to any AFTN address you can add it here. If you file your flight plan at a non US Army airfield, enter AD ETEEYWYX in the third line of the addressee portion to ensure the flight plan will be addressed to the AFOD.

PRIORITY ←≡FF→	ADDRESSEE(S)
	ETEEYWYX
FILING TIME	ORIGINATOR
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR	

Item 7 Aircraft Identification

Maximum seven alphanumeric characters.

Enter your approved call sign. This can be beyond others:

R (for US Army) followed by the last five digits of your aircraft registration visible on the tail of your aircraft e.g. R12345!

A call sign assigned to you/your unit or your mission.

Note: If your call sign is longer than seven characters, you need to abbreviate it. Enter the full call sign in item 18 using the entry RMK/VOICE CALLSIGN ...!

7. AIRCRAFT IDENTIFICATION						
—	R	1	2	3	4	5

Item 8a Flight Rules

Indicate the flight rules, under which your flight will be conducted:

- I (IFR)
- V (VFR)
- Y (IFR to VFR)
- Z (VFR to IFR)

Item 8b Type of Flight

Enter M for military flight (state aircraft).

8. FLIGHT RULES	TYPE OF FLIGHT
— <input type="checkbox"/> I	<input type="checkbox"/> M 

Item 9a Number

Leave blank for a single aircraft.

Item 9b Type of Aircraft

Enter the type designator as published in ICAO Doc 8643 Aircraft Type Designators e.g. H60 for a Black Hawk.

Do not enter the DOD designator e.g. UH60.

Formations flights with different aircraft types:

In the case of a formation flight performed with different aircraft types, "ZZZZ" shall be inserted. The types and number of aircraft of each type shall be inserted in Item 18, preceded by "TYP/".

Item 9c Wake Turbulence Category

Enter the category of your aircraft as published in ICAO Doc 8643.

9. NUMBER	TYPE OF AIRCRAFT
— <input type="text"/> <input type="text"/> <input type="text"/>	<input type="text" value="H"/> <input type="text" value="6"/> <input type="text" value="0"/> <input type="text"/>

Item 10 (a) Radio communication, navigation and approach aid equipment and capabilities

List the equipment and capabilities of your aircraft starting with S if standard equipment (VHF RTF, VOR and ILS) is carried and serviceable. The designator S must not be inserted if en-route equipment (RNP) for area navigation is not available.

Then enter the designators for the rest of your equipment in alphabetical order.

If the letter R is used, the performance based navigation levels that can be met are to be specified in Item 18 following the indicator PBN/. For guidance, see ICAO Doc 9613.

If the letter G is used, the types of external GNSS augmentation, if any, are to be specified in Item 18 following the indicator NAV/.

For IFR flights, if not equipped with RNP (R or G), enter NAV/RNAVX in Item 18 and 'Z' in Item 10a.

For IFR flights, if unable to meet minimum RNAV requirements due to equipment failure or degradation, enter NAV/RNAVINOP in Item 18 and 'Z' in Item 10a. 'S' or 'R' shall not be entered in Item 10a.

State aircraft not equipped with 8.33 kHz radio (Y) can be exempt from this requirement if equipped with UHF RTF. Enter the 'U' and the 'Z' in item 10a and the entry COM/EXM833 in Item 18.

For flights inside RVSM airspace (F290 and above), if not RVSM equipped, enter STS/NONRVSM in Item 18.

Item 10 (b) Surveillance equipment and capabilities

This item includes transponder, ADS-B and ADS-C capabilities.

Note: If your aircraft is only equipped with, e Mode-C transponder special permissions may be required to operate it.

WAKE TURBULENCE CAT.	10. EQUIPMENT
— [M]	— [SRTUY / S]

Item 13 (a) Departure Aerodrome

Departure Aerodrome (maximum 4 characters)

As specified in ICAO Doc 7910 Location Indicators e.g. ETOU.

ZZZZ if not specified and then:

Specify the name and the lat/longs in item 18 using the entry DEP/. Example: DEP/4711N00815E FARP

Or Radial/DME e.g. DEP/RMS180017 which means bearing 180 degrees and a distance of 17NM from RMS nav aid).

Note: Do not use self-made indicators like ET43 or ED40 or NSTA. These indicators are no official ICAO location indicators and cannot be used in a flight plan! Specify the name and the lat/longs in item 18 using the entry DEP/.

Item 13 (b) Time

Maximum four characters. Enter your EOBT (Estimated Off Block Time) in UTC (Z).

Note: EOBT = desired takeoff time – standard taxi time for your aerodrome of departure.

13. DEPARTURE AERODROME				TIME					
—	E	T	I	K	1	4	0	0	<< ≡

Item 15 (a) Cruising Speed

Cruising speed in:

- Knots, indicated by 'N' followed by four digits.
- Kilometers per hour expressed as K followed by four figures.
- Mach number e.g. M080.

Item 15 (b) Level

IFR

Initial flight level:

- 'A' followed by three digits indicating your altitude in hundreds of feet or, if above transition altitude,
- 'F' followed by three digits indicating your flight level.

Note 1: When you fly in airspace where the metric system is used, please consult the GP or the appropriate AIP.

Note 2: Make sure you chose the appropriate flight level (odd or even) for your direction of flight.

VFR

For VFR flights (except VFR Night flights into other than US Army controlled airspace), "VFR" can be entered instead of the requested cruising level.

VFR NIGHT

For VFR Night flights, enter an appropriate VFR cruising altitude or flight level for your direction of flight.

Item 15 (c) Route

IFR Routes

Start with the designator for the published standard instrument departure (SID) you plan to use e.g. DKB if you plan to use the DKB SID at Nürnberg (EDDN).

Note: If no SID is published start your route description with 'DCT' followed by the first point of your route.

The route of flight shall be indicated by points connected by published ATS routes or 'DCT' for flights outside published ATS routes. Route points can be specified by published waypoints, nav aids, lat/long coordinates and DME points.

The end of route will be the designator for the published standard arrival route (STAR) of the destination aerodrome. If no STAR is published, enter a 'DCT' after the last point of your route.

Stay

The stay indicator enables you to indicate special en-route activities such as airwork or holdings at a certain point or in a certain area.

The stay indicator consists of the letter group STAY followed by a sequence number from 1 to 9, a slash and the time spent in the area indicated in hours and minutes: STAY1/0120

The stay indicator is inserted between the point of entry in the STAY AREA and the point of exit from the STAY AREA. The entry and the exit point can be the same.

To indicate the reason for the stay a pertinent STAYINFO indicator with the same sequence number shall be entered in item 18 of the FPL.

The stay indicator shall only be used for en-route special activities and not for approaches at an airport along your route of flight or at your destination aerodrome.

Do not forget to add the duration of your stay to your total EET.

The STAY indicator can only be used for flights entirely inside Eurocontrols Integrated Flight Planning Zone (IPFZ). For flights partially or entirely outside IPFZ airspace the delay shall only be indicated in item 18 of your flight plan as 'DLE/' followed by the point and duration (HHMM) of the delay. (Example: DLE/GESAD0100).

Mixed GAT/OAT

GAT is inserted after the reporting point at which the change from OAT to GAT is completed.

OAT is inserted after the reporting point at which the change from GAT to OAT is completed.

VFR Routes

VFR routes shall be indicated by points connected by 'DCT'. Route points can be specified by published waypoints, nav aids, lat/long coordinates and DME points. Please don't insert VFR checkpoint names, city names or airfield identifiers, but provide the corresponding lat/long coordinates if you want to use them. Please don't be lazy and file just DCT. The major purpose of a VFR flight plan is for search and rescue. Don't go overboard with the waypoints. Be realistic, but provide at least major turning points.

VFR Night

For VFR flights at night, the route shall be indicated as far as possible in accordance with an IFR routing.

15. CRUISING SPEED					LEVEL				ROUTE		
—	N	0	1	0	7	A	0	5	0	→	DCT NSN DCT

Item 16 (a) Destination Aerodrome

Destination Aerodrome (maximum 4 characters) as specified in ICAO Doc 7910 Location Indicators. Do not use self-made indicators like ET43 or ED40 or NSTA. These indicators are no official ICAO location indicators and cannot be used in a flight plan! This also applies for LBNS and LYBS! Use ZZZZ as described above instead. Specify the name and the lat/longs in item 18 using the entry DEP/.

Example: DEST/4711N00815E FARP

Another option is to use radial DME e.g. DEST/RMS180017 which means bearing 180 degrees and a distance of 17NM from RMS nav aid).

Item 16 (b) Total EET

For IFR flights, the estimated time required from departure until arrival over the established point defined by reference to navigation aids, from which an instrument approach procedure is intended, or, if no navigation aid is associated with the destination aerodrome, until arrival over the destination aerodrome.

For flights arriving VFR, the estimated time required from departure until arrival over the destination aerodrome.

Item 16 (c) Alternate Aerodrome & 2nd Alternate Aerodrome

Insert ICAO location identifier(s) for your destination alternate aerodrome(s). If no ICAO location identifier is published for one or both your destination alternate aerodromes, enter ZZZZ and specify the name AND lat/long coordinates or bearing and distance from the nearest significant point after ALTN/ in item 18.

Take-off alternate aerodromes and en-route alternate aerodromes shall be entered in item 18 after TALT/ for take-off alternates or RALT/ for en-route alternates.

Item 18 Other Information

STS/

- **ALTRV** For a flight operated in accordance with an altitude reservation.
- **ATFMX** This exempts the aircraft from ATFM measures. Approval from G3 Aviation Chief via AFOD Commander required.
- **FFR** For a flight engaged in fire fighting.
- **FLTCK** For a flight performing calibration of nav aids.
- **HAZMAT** For a flight carrying hazardous material.
- **HEAD** For a flight with 'Head of State' status.
- **HOSP** For a medical flight specifically declared by the medical authorities.
- **HUM** For flights operating for humanitarian reasons.
- **MARSA** For a flight for which military entity assumes responsibility for separation of military aircraft.
- **MEDEVAC** For a life critical medical emergency evacuation.
- **NONRVSM** For a non-RVSM flight intending to operate in RVSM airspace.
- **SAR** For a flight engaged in Search and Rescue missions.
- **STATE** For military registered aircraft or civil registered aircraft used in military and/or customs and/or police services.

PBN/

Indicate relevant RNAV or RNP capabilities. Only eight codes (16 characters) are allowed after PBN/. If you have more than eight codes, enter the eight most relevant for your flight after PBN/ and the least relevant after NAV/ and include 'Z' in Item 10a.

NAV/

Significant NAV equipment other than specified in PBN. 'Z' required in item 10a.

SBAS - If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.

RNAVX or RNAVINOP - If RNAV equipment is missing or the minimum RNAV requirements cannot be met.

DEP/ or DEST/

If you plan to land on a field site or there is no ICAO code published for your ADES, enter ZZZZ in item 16 and list the name AND lat/long coordinates or bearing and distance from the nearest significant point of your landing site.

DOF/

Date of Flight in the format YYMMDD

REG/

Registration mark of the aircraft if it is different from the aircraft identification entered in item 7 in a formation, the registration marks of ALL aircraft of the formation shall be inserted.

EET/

(ZM) Estimated elapsed time until crossing the switch over point to IFR (Format: PointHHMM)

(International VFR) Point of crossing the international border and estimated elapsed time to this point. Not required by all countries. Consult the respective national AIP.

(FIR Boundary Crossing (IFR)) Estimated elapsed time to FIR boundary crossing for international flights. This is not required for border crossings within the IFPS with exception of Turkey. Format: FIR entered followed by time HHMM.

TYP/

In a formation with different types of aircraft, state the number and types of aircraft along with the identification group TYP/. If an ICAO type designator is published in ICAO DOC 8643, do not use the military designator.

OPR/

Designator of aircraft operator as published in ICAO DOC 8585 or name of aircraft operator, if no designator has been assigned. (e.g. USR for US Army)

PER/

Indicate one aircraft performance data (single letter) if required by an ATS authority.

RMK/**OAT**

This entry indicates that a flight is conducted as OAT. It shall be entered directly after the identification group "RMK/"

OAT OVER GERMANY

Is to be entered for all flights into, out of or flying over Germany, does not indicate OAT versus GAT operations which would be indicated in the route of flight as required.

VFR NIGHT

The entry “VFR NIGHT” is required after “RMK/” for all VFR flights at night into controlled airspace (except US Army controlled).

PPR Number

If a PPR is required for your destination aerodrome, state the PPR number or status of your PPR request as “pending” or “approved”. This will prevent unnecessary inquiries by the AFOD personnel and the recipients of your flight plan.

(REQ) Intentions

Indicate your intentions at your destination aerodrome (e.g. LOW APPROACH ONLY), unless a full stop landing is planned.

(REQ) Other Requests

Indicate any requests you have at your destination aerodrome, e.g. FUEL or RON.

REQ DEP ARR TO ETEEYWYX

This entry ensures that your actual time of departure and/or arrival is passed to the AFOD

MDCN

List your Military Diplomatic Clearance Numbers, preceded by the first two letters of the ICAO location identifiers of the FIR/UIRs entered. Please consult the Foreign Clearance Guide for respective aircraft entry requirements.

Diplomatic Clearances shall be listed after MDCN in the identification group RMK/. Example: MDCN ED XXXX LS XXXX LI XXXX

If a Diplomatic Clearance is still on request at the time you submit your flight plan, indicate that by the word “pending” in place of the Diplomatic Clearance Number and submit it to us when available. This will prevent unnecessary inquiries by the AFOD personnel and the recipients of your flight plan.

STAYINFO1/

A STAYINFO indicator with the same sequence number as the corresponding STAY in item 15 shall be entered in item 18, explaining the reason for your stay and your intentions during that stay.

The stay indicator shall only be used for en-route special activities and not for approaches at an airport along your route of flight or at your destination aerodrome.

18. OTHER INFORMATION	
— STS/STATE OPR/USR	
REG/12345	
PBN/B2O2	
RMK/REQ DEP ARR TO ETEEYWYX	
RMK/OAT REQ ILS APCH	
MDCN ED PER1234506789	
DOF/201130) << ≡

19 Supplementary Information

Fuel Endurance: Fuel endurance at the beginning of this portion

Persons on Board: Total number of persons on board, including crew and pax

Remarks: Whenever possible give us your (PIC) cell phone number. This is important in order to relay slot times, route changes or other important messages. Make sure it is turned on when on the ground (when practicable).

19. SUPPLEMENTARY INFORMATION			
ENDURANCE	PERSONS ON BOARD		EMERGENCY AND SURVIVAL EQUIPMENT
FUEL/ 0230	POB/ 4	RDO/ 4	121.5 → 243 → 500 → 8364
TYPE OF EQUIPMENT		LIFE JACKETS	RADIO FREQUENCY
POLAR → DESERT → MARITIME → JUNGLE → GLOBAL →		JACKETS → LIGHT → FLUORESCIN →	
DINGHIES	COLOR	NUMBER	TOTAL CAPACITY
DINGHIES → COVER		CERISE	→ RMK/)
REMARKS POC: MAJ Problem 0123-456 7890		AIRCRAFT SERIAL NUMBERS AND TYPE OF AIRCRAFT IN FLIGHT 12345	
CREW LIST	<input checked="" type="checkbox"/> ATTACHED	<input checked="" type="checkbox"/> LOCATED AT: BASE OPS	
PASSENGER MANIFEST	<input checked="" type="checkbox"/> ATTACHED	<input checked="" type="checkbox"/> LOCATED AT: FLT OPS	
NAME OF PILOT IN COMMAND GEN Planning	SIGNATURE OF APPROVING AUTHORITY		AIRCRAFT HOME STATION OR ORGANIZATION ETIK

Flight Plan Examples (click to open):

- [IFR Mixed GAT/OAT](#)
- [IFR Outside IFPS](#)
- [IFR RNAV INOP](#)
- [IFR with a STAY](#)
- [IFR with Approaches](#)
- [International IFR](#)
- [International VFR](#)
- [VFR](#)
- [VFR Formation](#)
- [VFR Night](#)
- [YM](#)
- [ZM](#)

Additional Flight Planning Information

General Information

USAREUR Aviator Orientation Course (AOC)

The USAREUR Aviator Orientation Course (AOC) has been made available online.
[https://armyeitaas.sharepoint-mil.us/teams/g3aviationpr/SitePages/Aviator%20Orientation%20Course%20\(AOC\).aspx](https://armyeitaas.sharepoint-mil.us/teams/g3aviationpr/SitePages/Aviator%20Orientation%20Course%20(AOC).aspx)

USAASD-E Conformance Reviews

All conformance review requests shall be submitted to USAASD-E via e-mail through the following e-mail address: usarmy.sembach.hgda.mbx.usaasd-e@army.mil or contact USAASD-E DSN 537-8603/8604 or commercial +49 611 143 537 8603/8604.

US DOD FLIP VFR Europe ARR/DEP Procedures

The German MIL AIP is authorized as the US Army source for VFR procedures at all German military and German civil airfields published in the GEMIL FLIP VAD.

Visit: <https://www.milais.org/>

1. Click on 'Publications', and then accept the terms and conditions.
2. In the center of the screen select 'GEMIL FLIP VAD' from the drop down menu 'Publication'.
3. Click on the arrow on the right of each aerodrome to open/download the pdf file.

A GEMIL FLIP VAD legend will be part of the GEMIL FLIP VAD Complete Edition also available in the drop down menu.

TACAN Route Summary

TACAN route summary for Germany, Netherlands, United Kingdom, Denmark, Belgium and Norway.

[Click here to download](#) (Office 365 access required)

Information sorted by country

Austria

Diplomatic clearance number for Austria shall be entered in item 18 in the following format: LODCNXXXXXX. There shall be no space characters separating the entry.

Bulgaria

Formation Flights

Take-off/landing of aircraft in formation at/from controlled aerodromes is not permitted. The formation shall break up prior to entering the aerodrome control zone (CTR). See AIP Bulgaria ENR 1.1 (Formation Flights) for further details.

VFR ARR DEP ROUTES

Dedicated VFR points/routes have been established for aircraft arriving/departing/transiting:

- LBBG
- LBGO
- LBHT
- LBPD
- LBSF
- LBLS
- LBWN

These routes/points need to be included in item 15 of the flight plan. If failure to comply the flight plan will not be accepted by the Bulgarian authorities. These routes can be found in the AIP Bulgaria.

Germany

[HFCA Alpen Procedures for Flights](#)

An excerpt from the German MIL AIP prescribing the procedures for flights into the Helicopter Flight Coordination Area (HFCA) Alpen can be downloaded through the link below.

Please note that these procedures also apply to all flights to and from Sheridan Barracks Landing Area as Garmisch is located inside the HFCA Alpen.

[HFCA Alpen excerpt MILAIP Germany.pdf](#)

[Tactical Call Signs](#)

The use of tactical call signs within German Airspace for aircraft stations in Germany needs prior coordination and permission of the Bundeswehr.

Hungary

[VFR entry/exit](#)

VFR flights shall be planned to enter/exit Budapest FIR via designated ATS entry/exit points only.

Latvia

[EVGA Lielvarde](#)

VFR traffic shall be planned via the following Lielvarde CTR visual reporting points, as published on the appropriate chart EVGA AD 2.24.14:

- BREZO (564032N 0243744E)
- KAFEE (565338N 0244017E)
- NOJAN (565337N 0251014E)
- SAULE (564213N 0250736E)

For more details check the [AIP Latvia](#). Contact the AFOD NOTAM section if you do not have access to it.

Netherlands

For VFR flights into and over The Netherlands the flight plan concerned shall contain both the exact positions of entry and exit and the routing within the Amsterdam FIR.

North Macedonia

VFR flight plans shall only be submitted for the current day, except for destinations where an earlier submission is explicitly required.

Poland

EPMI Mirosławiec

An intention to conduct an air traffic operation shall be notified by means of PRIOR PERMISSION REQUIRED (PPR) REQUEST FORM FOR EPMI

72 HR in advanced of the planned operation. The PPR form is available at the AD Administrator's website: <https://12bbsp.wp.mil.pl/pl/pages/prior-permission-required-2020-04-21-7/>

https://12bbsp.wp.mil.pl/u/PPR_EPMI.pdf

Procedures for VFR flights: VFR arrivals and departures to/from MIROS AWIEC aerodrome and VFR transit through MCTR/MTMA should be conducted via the published VFR points. These can be found in the AIP/MIL AIP Poland. Contact the AFOD NOTAM section if you do not have access to it.

EPPO Poznan-Lawica

Dedicated VFR points/routes have been established for aircraft arriving/departing/transiting EPPO VFR. These routes/points need to be included in item 15 of the flight plan. If failure to comply the flight plan won't be accepted by the Polish authorities. These routes can be found in the AIP Poland.

EPWA Warsaw Chopin Airport

Dedicated VFR points/routes have been established for aircraft arriving/departing/transiting EPWA VFR. These routes/points need to be included in item 15 of the flight plan. If failure to comply the flight plan will not be accepted by the Polish authorities. These routes can be found in the AIP Poland.

VFR Points in item 15 Route

Planned route has to contain entry and exit points to/from Warszawa FIR. Points considered as valid entry/exit points are points located over the boundary of the Warszawa FIR, established either over radio beacons or reporting points.

For determination of flight route, geographical names shall not be used.

In the case of using VFR points in the flight plan, within the flight route, they shall be recorded as follows: ICAO location indicator of the aerodrome for which the code is assigned and the first letter of the VFR point code, e.g.: AD EPWA, REP DELTA - shall be recorded as: EPWAD; AD EPLL, REP KILO - shall be recorded as: EPLLK. In some cases the use of these points is mandatory.

In the case of using aerodrome reference points (ARP) in the flightplan, within the flight route, they shall be recorded as follows: ICAO location indicator of the aerodrome preceded by letter A, e.g.: ARP EPWA - shall be recorded as: AEPWA; ARP EPLL, - shall be recorded as: AEPLL.

VFR flight plans for flights in controlled airspace shall be submitted at least 1 hour before EOBT.

Slovenia

VFR flight plans with flight routes crossing FIR Ljubljana boundary or volumes of controlled airspace shall include officially published entry/exit reporting points. Coordinates or any other names are not allowed.