

36TH RESCUE FLIGHT HELICOPTER LOCAL VFR FLIGHT PLAN

This flight plan is limited to VFR Flight departing Fairchild AFB (KSKA) remaining in the local flying area (defined by FAFBI 13-201) and terminating at Fairchild or the Cusick FOL. Variations to proposed route may occur.

DATE	ACFT TAIL NUMBER	DEPARTURE TIME (Z)	ETE	FUEL ON BOARD	
	CALL SIGN				
MISSION		ROUTE OF FLIGHT		WEIGHT AND BALANCE	
				ATTACHED	FILED AT/DATE
GO/NO-GO		MISSION PLANNING		MISCELLANEOUS	
QUALIFICATIONS/CURRENCY	<input type="checkbox"/>	NOTAMs	<input type="checkbox"/>	FLIGHT AUTHORIZATION	<input type="checkbox"/>
FCIF PART B#	<input type="checkbox"/>	ROUTE PLOTTED	<input type="checkbox"/>	PAX MANIFEST	<input type="checkbox"/>
PART C#	<input type="checkbox"/>	CHUM REVIEW	<input type="checkbox"/>	HANDHELD RADIO/GPS	<input type="checkbox"/>
NO CREWMEMBERS DNIF/GROUNDED	<input type="checkbox"/>	RISK ASSESSMENT LEVEL	<input type="checkbox"/>	CELL PHONE/BATTERY	<input type="checkbox"/>
WEATHER					
FORECASTER'S INITIALS _____					
TIME BRIEFED (Z) _____					
REMARKS					
FORMATION FLIGHTS: FLIGHT LEAD/WINGMAN CALLSIGN _____					
SIGNATURE OF PILOT IN COMMAND					
In addition to the requirements specified in AFI 11-202, Vol 3, para 4.2.2, I have reviewed the qualifications, currency, flight orders, and AETC Form 1138 of all crewmembers on this flight.					

Pilot in Command					
SOF/ODO CERTIFICATION: FILED BY _____ AT _____ HRS (Z)					

336 TRG FORM 2, 20000201 (IMT-V1) (36 RQF/DO)

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About the ITAOP/savePDF Method

The traditional Field-by-Field creation process is extremely ineffective and slow.

The only realistic option to create high-quality forms is the Insert-Text-Anywhere-on-Page (ITAOP) method.

The field creation process is about 10,000 times faster than the traditional method; the list of ITAOP features is not even available for the traditional method.

ITAOP savePDF method proved to be very simple and completely reliable for millions of users all over the world (incl. individuals, companies, organizations, government employees).