INSTRUCTIONS FOR COMPLETING
THE
PHOTOGRAPHIC FLIGHT REPORT
FOR
AIRPORT PHOTOGRAPHY

PHOTOGRAPHIC FLIGHT REPORT FRONT PAGE

(1)   The date that the roll was loaded.

(2)   The roll number made up of:
          (a) the year (last 2 digits of year, eg.99);
          (b) the camera designator (two digits, for example "03", assigned by NGS);
          (c) the type of film. (1 or 2 characters, P=PAN, CN=COLOR NEG., CR=COLOR IR, R=B/W IR);
          (d) the roll number (two digits, "01" indicates the first roll of the calendar year, with this camera).

(3)   The film emulsion number.

(4)   The film batch number (If AGFA, leave blank).

(5)   The film expiration date.

(6)   The number of flight report sheets.

(7)   The type of film in use.

(8)   A.S.A Index used.

(9)   The filter nanometer (420,500,520,740).

(10)   Cassette or Magazine Numbers (feed & take-up).

(11)   The drive unit number of the camera (for example, M-13024).

(12)   Enter type of aircraft.

(13)   Aircraft tail number (for example, N52RF).

(14)   Command pilot's name.

(15)   Copilot's name.

(16)   Aerial photographer's name.

(17)   The number of blanks at the beginning of roll.

(18)   The OC number (the AL number from the Approach Plate), and the three character airport identifier.

(19)   The airport name, city, and state.

(20)   The date and line number, indicate a date change with "new day".

(21)   Enter line start and end times, in correct UTC, marked "Z" (HHMM).

(22)   The running total of exposures taken.

(23)   The heading and drift (the number of degrees left or right).

(24)   The miles of visibility (estimated).

(25)   The cloud symbols (indicates type of clouds on line).

      ○   = clear

      ⦶   = scattered or broken

      ⨁   = high thin

      ⨁   = solid overcast

(26)   The outside temperature at altitude (+ or -, Celsius).

(27)   The altitude in feet, above MSL.

(28)   The vacuum, in water columns.

(29)   The shutter speed (range, for example 250-300).

(30)   List the aperture used.

(31)   The rheostat setting (or list ASA used).

(32)   The percentage of forward overlap used (60%).

(33)   The meter readings and remarks (PEM readings, Sekonic readings, and type of terrain readings were taken over; haze conditions (light, medium, heavy); turbulence, sway or any condition that would affect the photography on line).

(34)   Enter "TO RE-DO" or "RERUN" note, if applicable. "TO RE-DO" indicates a future flight. A "RERUN" note is the actual refly.

(35)   The reason for the broken line (for example: nav, camera problem, clouds, Air Traffic Control (ATC), etc.). Note, a line reflown shall have the original flight line number.

(36)   Enter if cassettes are removed (allow three blanks to remove and three to restart roll).

(37)   End of roll note, either "Blanks & Roll End" (meaning a full roll) or "Blanks & Cut Roll" (meaning a roll that has been cut).

(38)   REAR PAGE - Fill in any remarks in the left-hand column, and sign and date at the bottom.

Note:
1. Submit the original version of the Report, not a recopied version nor a photo-copy.
2. Neither the "Spot Number" nor the "Add Number" columns are filled-in by flight crews.
3. All other spaces shall be completed. If non-applicable, enter "NA".
4. Use three rows on the form for each flight line.
5. Print text in black ink. On the original copy, print the word "ORIGINAL" at top of the page in BLUE ink.