

Foul Weather Plans: In the British Isles, sustained fine weather is a rarity, and the primary route plan should have taken into account normal bad weather. A foul weather plan is only necessary to take account of extreme conditions, loss of reasonable visibility etc. A decision to Switch to the alternative route and back to primary route should normally be agreed with the assessor.

Start GR	Direction of Bearing as required	Distance in km/miles	Time Estimated	Height Climbed m/ft.	Extra Time Estimated	Time for stops , meals etc.	Time for leg	Route Information	Possible return to Primary Route
To GR									
To GR									
To GR									
To GR									
To GR									
To GR									
Totals for day									NOTE: This route need not be provided if the primary route is unlikely to be seriously effected by extreme weather.

Space for journey notes (Incidents, actual times, observations etc.)