

**En Route and Oceanic Services
Aeronautical Information and Flight Planning Enhancements**

FAA ICAO Flight Planning Interface Reference Guide

Version 2.1



**Federal Aviation
Administration**

November 15, 2012

Air Traffic Organization En Route and Oceanic Services, ATO-E

Technical Performance Support Group, AJE- 36

Table of Contents

1.	Introduction	7
1.1	Scope	7
1.2	Background	7
1.3	FAA FPL Services	8
1.4	Document Organization	8
2.	Operational Use of Flight Planning Messages	8
2.1	Initial FPL Filing	8
2.1.1	Flights Remaining Entirely within U.S. Domestic Airspace	8
2.1.2	Flights Leaving U.S. Domestic Airspace	9
2.1.3	Flights Entering U.S. Domestic Airspace (from or Through Canada)	9
2.1.4	Flights Entering U.S. Domestic Airspace (Except from Canada).....	9
2.1.5	Addressing an FPL Message.....	9
2.1.6	Aircraft Identification	9
2.1.7	Optional Message Number	10
2.1.8	FPLs with the Same Aircraft Identification	10
2.2	Changing an FPL after Filing.....	11
2.2.1	Eligibility to Change FPL Data	11
2.2.2	Identifying an FPL to be Changed	11
2.2.3	Message Types Used to Change an FPL	12
3.	Automated Filing of ICAO-Format Flight Planning Messages	12
3.1	General Message Construction.....	12
3.1.1	Header.....	12
3.1.2	Message Syntax.....	12
3.1.3	Message Content.....	14
3.2	Filed Flight Plan (FPL) Message.....	15
3.2.1	FPL Contents.....	15
3.2.2	FPL Examples.....	21
3.3	Modification (CHG) Message	29
3.3.1	CHG Contents.....	30
3.3.2	CHG Examples	32
3.4	Delay (DLA) Message	34

FAA ICAO Flight Planning Interface Reference Guide

3.4.1	DLA Contents	34
3.4.2	DLA Examples	36
3.5	Cancellation (CNL) Message	36
3.5.1	CNL Contents	36
3.5.2	CNL Examples	38
3.6	ACK Responses.....	38
3.6.1	Use of Optional Elements in Field 3 (Message Type), to Identify a Filed Flight Plan (FPL).....	39
3.6.2	Examples of ACK Messages	40
3.7	REJ Response.....	41
3.7.1	Examples of REJ Messages.....	42
3.7.2	Reason for a REJ Message	44
4.	FAA Guidance for Equipment and Capabilities.....	51
4.1	Reduced Vertical Separation Minimum (RVSM).....	51
4.2	Navigation Capability.....	51
4.3	Communications/Data Link Capability	51
4.4	Global Navigation Satellite System (GNSS)	52
4.5	Performance Based Navigation	52
4.5.1	North Atlantic Minimum Navigation Performance Specification (MNPS)	52
4.5.2	Oceanic RNP10 and 50 NM lateral or 50 NM longitudinal separation	52
4.5.3	Oceanic RNP4 and 30/30 separation.....	53
4.5.4	Domestic Area Navigation (RNAV) Capability	53
4.5.5	Domestic U.S. RNAV 1 Capability.....	53
4.5.6	Domestic U.S. RNP Capability	54
4.5.7	General Specification of RNAV Capability for FAA domestic route assignment	54
5.	Reference Material	55
5.1	Acronyms	55
5.2	References.....	58
5.3	ARTCC Four-letter Location Identifiers.....	59

Attachments

FAA ICAO Flight Planning Interface Reference Guide

Attachment 1. Route (Field 15) Additions	36
Attachment 2. Other Information (Item 18) Additions	40

Change History

Change Description	Action	Date	Version
Initial Release		12/20/07	1.1
<ul style="list-style-type: none"> • Add change table; • Change EET/ data filing instructions for flights remaining entirely within U.S. domestic airspace 	<ul style="list-style-type: none"> • Insert table on pg. 3; • Replace Section 2.1.1, para. 2, with new para. 	1/15/08	1.2
<ul style="list-style-type: none"> • Add specific information about allowable characters in messages • CHG example did not include a complete Field 15 (Fields 15a/b missing); • Add “Reserved” route-to-route transition information 	<ul style="list-style-type: none"> • Section 3.1.2, insert para. 4 Message Syntax, Allowable Characters in accordance with ICAO Annex 10, Aeronautical Communications. • Replace example in Section 3.3.2, para. 2, with new example • Replace “Reserved” para. with new 3rd para. in Attachment 1, Section 2 	4/30/08	1.3
<ul style="list-style-type: none"> • Revised document to reflect changes associated with ICAO 2012. • Updated filing guidance to be consistent with other FAA documents & added references. 	See comments in document.	4/5/11	2.0 draft
<ul style="list-style-type: none"> • Corrected Items identified in reviews 	Final draft review version.	12/21/11 2/13/12	2.0

FAA ICAO Flight Planning Interface Reference Guide

Change Description	Action	Date	Version
<ul style="list-style-type: none"> Released 2.0 Version for ICAO Amendment 1 (FPL 2012) 	Updates: <ol style="list-style-type: none"> Various editorial cleanup Clarified requirement for Field 8b Added requirements for ADS-B filing Clarified some items where behavior is different for the en route and oceanic systems 	6/5/12	2.0
<ul style="list-style-type: none"> Released 3.0 Version with rewrite to comply with ICAO requirements as of November 15th 2012 	Updates: <ol style="list-style-type: none"> Added guidance on addressing domestic and international flight plans Added guidance on message processing and response Added table of error messages and their resolution Added sample flight plans Clarified oceanic guidance on RNP10 and 50NM separation 	11/15/12	2.1

1. Introduction

1.1 Scope

This document provides references for filing International Civil Aviation Organization (ICAO) Filed Flight Plans (FPL) and associated flight planning messages for flights within United States domestic airspace. The information provided in this document augments instructions found in the ICAO Procedures for Air Navigation Services – Air Traffic Management, Document 4444 (ICAO Doc. 4444), including Amendment 1 effective 11/15/2012, and incorporates published supplementary requirements, instructions and guidelines for proper filing of FPLs with the Federal Aviation Administration’s (FAA) En Route Automation System (ERAS).

This document provides instructions for filing ICAO flight planning messages within ERAS to ensure message acceptance and the most efficient automation processing.

This document describes interface requirements for sending ICAO-format flight planning messages via Aeronautical Fixed Telecommunications Network (AFTN) to ERAS. It identifies the standards on which these messages are based, describes FAA-specific content requirements, and identifies data allowed in ICAO-format messages that is not used by FAA. The intended audiences are flight plan service providers, military organizations, and airlines in the direct file program that send flight planning messages to ERAS. These flight planning messages include:

1. Filed Flight Plan (FPL);
2. Modification (CHG);
3. Delay (DLA); and
4. Cancellation (CNL).

1.2 Background

The ability to fly a Performance Based Navigation (PBN) route depends on both the equipage of the aircraft and the capability of the crew. The availability of a PBN route depends on current airspace configuration and compatibility of the route with current Air Traffic Control (ATC) conditions and procedures.

The current ERAS uses International Flight Plan (FAA Form 7233-4), Field 10 and Field 18, NAV/RNV data, to determine a flight’s eligibility for PBN routing. In most cases, operators filing a Domestic Flight Plan (FAA Form 7233-1) will be ineligible for assignment of PBN routes, including Area Navigation (RNAV) departures and arrivals. FAA Form 7233-1 may not be used for flights that will enter oceanic or non-U.S. airspace, or when PBN procedures are requested, for the following reasons:

1. Incorrect assumptions may be made about flights filing Global Navigation Satellite System (GNSS) or PBN with respect to navigation capability; and
2. FAA-unique equipment qualifiers cannot always be accurately translated to ICAO equivalents; which is an issue for flights that traverse another country’s airspace (one that follows ICAO conventions)

FAA has resolved these issues by requiring an ICAO-format FPL to be filed, which accurately specifies PBN capability and is compatible with ICAO standards. In addition, the implemented solution improves the ability for the user to control the type of departure and arrival route assigned by ERAS. This has been done by providing the means to specify PBN capability by phase of flight in an FPL, and adapting computer assigned routes, based on filed ICAO equipment qualifiers and navigation capabilities filed in ICAO Field 18, NAV/RNV.

1.3 FAA FPL Services

FAA FPL services include the ability to:

1. File an FPL up to 24 hours in advance of the filed Estimated Off-Blocks Time (EOBT);
2. Make modifications (CHG/DLA) to that FPL up to a set time before EOBT (nominally 30 minutes); and
3. Cancel a previously filed FPL up to a set time before EOBT (nominally 30 minutes).

Flight plan filer addresses adapted within ERAS will receive acknowledgement messages (i.e., acceptance (ACK) and/or rejection (REJ)) for each flight planning message sent to ERAS.

1.4 Document Organization

Section 2 describes the operational use of FPL messages, including rules and limitations for use, expected responses and use by ATC.

Section 3 describes the format and content accepted by the ERAS for each type of flight planning message and its associated fields.

Section 4 identifies FAA and ICAO documents, defines terms and acronyms, and provides detailed reference material for field content.

Section 5 provides suggested guidelines for user flight planning interfaces.

2. Operational Use of Flight Planning Messages

2.1 Initial FPL Filing

2.1.1 Flights Remaining Entirely within U.S. Domestic Airspace

File an ICAO FPL if your flight will remain entirely within U.S. domestic airspace¹ and the operator desires application of RNAV routes. File only with the Air Route Traffic Control Center (ARTCC) containing the departure airport; flight information is automatically passed to each ARTCC along the route of flight. FPLs filed with any other ARTCCs along the route may create duplicate flight plans and/or unnecessary flight plan rejections by downstream facilities.

ERAS does not require EET/ data in an ICAO FPL for the route portion in U.S. domestic airspace. ERAS will accept EET/ data; however, it will not process that data if filed.

¹ **U.S. Domestic Airspace:** In this document U.S. domestic airspace includes that airspace over the 48 contiguous United States and Puerto Rico. It does not include any foreign or international airspace (e.g. oceanic airspace controlled by Oakland, New York and/or Anchorage ARTCCs).

Note: U.S. domestic airspace does not include any foreign or international airspace (e.g. oceanic airspace controlled by ARTCCs at Oakland, New York and/or Anchorage).

2.1.2 Flights Leaving U.S. Domestic Airspace

File an FPL for any flight leaving U.S. domestic airspace. For the U.S. domestic portion of the flight, file only with the ARTCC containing the departure airport. Flight information is automatically passed to each ARTCC along the route of flight within U.S. airspace. FPLs filed with any other U.S. domestic ARTCC along the route may be discarded or rejected by subsequent ARTCCs.

Provide EET/ data starting with the first Oceanic or non-U.S. Flight Information Region (FIR) in accordance with (IAW) guidance in ICAO Doc. 4444.

Note: If a flight leaves U.S. domestic airspace and later re-enters U.S. domestic airspace, the reentry portion of the flight should be handled per Section 2.1.3, and 2.1.4 below.

2.1.3 Flights Entering U.S. Domestic Airspace (from or Through Canada)

Do not address the FPL to any U.S. domestic facility when entering U.S. domestic airspace from, or through Canada. Current flight plan data will be automatically forwarded from the Canadian Automated Air Traffic System (CAATS) to ERAS, prior to boundary crossing. FPLs addressed to any U.S. domestic ARTCC along the route may create processing problems, including duplicate flight plans and/or flight plan rejections by downstream facilities.

2.1.4 Flights Entering U.S. Domestic Airspace (Except from Canada)

An FPL is required when entering U.S. domestic airspace from international or oceanic airspace, except from or through Canada. The FPL should be addressed to the first U.S. domestic FIR in the route of flight. FPLs addressed to any other U.S. domestic ARTCC along the route may create processing problems for downstream facilities. They may also be discarded or rejected by those ARTCCs.

2.1.5 Addressing an FPL Message

Guidance on addressing flight plans for domestic or international flight planning can be found in the Aeronautical Information Publication (AIP) ENR Section 1.11. AFTN addresses for sending FPLs to ERAS are documented in ICAO Doc. 8585, Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services. The list of relevant addresses is also found in section 5.3. Identifying a Flight in an FPL

2.1.6 Aircraft Identification

A 2 - 7 character aircraft identification is required in Item 7 of an FPL in compliance with ICAO Doc. 4444 and ICAO Annex 7, Aircraft Nationality and Registration Marks, with the following exception:

Exception: For FPLs filed with ERAS, if the aircraft identification starts with a number, the FPL will be rejected. If this occurs, contact Flight Data at the ARTCC to which the FPL was sent so they can ensure acceptance in ERAS. (FPLs filed with oceanic automation are accepted if the aircraft identification starts with a number).

2.1.7 Optional Message Number

FAA allows use of an Optional Message Number in Item 3, Field 3b, for routing of ACK/REJ messages (see Section 3.6 for guidance on ACK/REJ messages). When provided, this Optional Message Number allows ERAS to distinguish between multiple flights with the same aircraft identification, departure point and destination. Field 3b consists of three parts and shall include:

- Part 1. The three-letter National Data Interchange Network (NADIN) address where the filer would like the ACK/REJ message sent, followed by an oblique stroke (XXX/);
- Part 2. The four-letter location identifier (LOCID) of the ARTCC to which the FPL is addressed by the filer (KZXX); and

Note: Allowable LOCIDs can be found in Section 5.3.

- Part 3. A three-digit sequential message number assigned by the filer (ddd).

Example: COA/KZHU004 is message #004 addressed to Houston ARTCC with ACK to Continental Airlines

Message numbers should be used sequentially, 001 through 999, before restarting the message numbering sequence again at 001. *Do not* restart the message numbering sequence based on time of day, e.g., restart at 001 at 0000Z, or there could be ambiguity when a CHG, CNL or DLA message is received if the FAA automation system is storing multiple FPLs with the same message number.

2.1.8 FPLs with the Same Aircraft Identification

Two or more FPLs filed to the same ARTCC with the same aircraft identification can be accepted under some circumstances; but often cause problems. The processing rules for such flight plans are summarized in Table 2-2-1.

Table 2-2-1. Duplicate Flight Plan Rules

Scenario	Recommendations	Issues
Flight with multiple stopovers	File each leg of the flight in a separate FPL as required.	None. Each FPL will have a different departure/destination and will thus be distinguishable as separate legs by ERAS.
Multiple FPLs filed for the same flight	<p>Do not file multiple FPLs with the same departure, destination and departure time.</p> <p>Send a CNL message for the original FPL, or contact the facility flight data unit to cancel the FPL prior to filing a new FPL with the same aircraft identification.</p>	<p>If departure, destination, departure time and route are identical, subsequent FPLs will be rejected.</p> <p>If multiple FPLs are filed for the same departure, destination, departure time and route, there is a risk of confusion in activating the wrong FPL, a risk of saturating computer resources, and additional ATC workload to manage the multiple proposals.</p>
Multiple flights from the same airport on the same day	As long as the flights have different departure times, each flight can be filed independently (i.e., multiple flights can be filed at the same time for the same day).	No issues.

2.2 Changing an FPL after Filing

2.2.1 Eligibility to Change FPL Data

An FPL can be changed by the filing entity until the flight data has been displayed to ATC. This is typically 30 minutes before proposed departure time, but may be an hour or longer in some cases. If a revision is made to a previously filed FPL after the departure flight data has been displayed to ATC, the message will be rejected. If this occurs, call the Flight Data Unit at the departure ARTCC to coordinate the change.

2.2.2 Identifying an FPL to be Changed

When submitting a revision (i.e. DLA, CNL, or CHG) to a previously filed flight plan, the FPL must be uniquely identifiable. The following information, when available, is used to match an FPL in the database:

1. Aircraft Identification (Field 7a)
2. Optional Reference Data (Field 3c) – refers to the Optional Message Number (Field 3b) of the FPL to be modified
3. Departure Aerodrome (Field 13a)

FAA ICAO Flight Planning Interface Reference Guide

4. Estimated Off-Block Time (EOBT)(Field 13b)
5. Destination Aerodrome (Field 16a)
6. Date of Flight (Field 18, DOF/), if one was filed

For example, if no Optional Reference Data or Departure Time is provided, and there is more than one FPL with the same aircraft identification, Departure Aerodrome and Destination Aerodrome, then the revision will be rejected. The most reliable form of reference is the Optional Reference Data (Field 3c) because it uniquely identifies the FPL being modified in all cases.

Note: IAW ICAO Doc. 4444, ERAS will not accept a CHG or CNL containing Field 16b (Total EET).

2.2.3 Message Types Used to Change an FPL

The following ICAO flight planning messages should be used to change an FPL. The messages should be formatted IAW Sections 3.3 through 3.5, below.

- Send a Modification (CHG) message to revise any FPL field, including an Estimated Off-Block Time (EOBT/Field 13b) that also requires a change to a previously filed Date of Flight (Field 18, DOF/).
- Send a Delay (DLA) message to change an EOBT that does not require a revision to the DOF/. (For flights delayed over midnight, use the CHG message to change EOBT and DOF/)Send a CNL message to cancel an FPL. If a CNL message is accepted, the FPL will be deleted from ERAS.

3. Automated Filing of ICAO-Format Flight Planning Messages

3.1 General Message Construction

3.1.1 Header

Each message must contain an International Alphabet No. 5 (IA-5) header IAW ICAO Annex 10, Aeronautical Telecommunications, Volume 2.

Note: ERAS does not process the Optional Data Fields defined in Annex 10. If included, the Optional Data Fields are ignored.

Note: ERAS does not process additional address lines (AD) as defined in Annex 10.

3.1.2 Message Syntax

Flight planning messages follow the structure described in ICAO Doc. 4444, Appendix 3, including:

1. After the header information, enclose message contents in parentheses.
2. Begin each field with a hyphen (“-“).

Note: Do not include a hyphen character within any field or the message will be rejected; this error is most commonly observed in Field 18. Do not include additional fields (e.g. Field 19) other than those allowed or the message will be rejected.

FAA ICAO Flight Planning Interface Reference Guide

3. ERAS accepts and processes the following messages:
 - a. FPL;
 - b. CHG;
 - c. DLA; and
 - d. CNL.

4. Allowable Characters per ICAO Annex 10, Aeronautical Communications:
 - Letters: A B C D E F G H I J K L M N O P Q R S T U V W X Y Z
 - Figures: 1 2 3 4 5 6 7 8 9 0
 - Other signs: It is strongly recommended that other special characters not be used, as the characters accepted vary for different systems around the world. Some other countries do not accept *any* special characters.

Character	Doc. 4444 Special Rules	Allowed in Field 18	Notes on FAA Implementation
Hyphen -	Only allowed as a field delimiter	No	
Open Bracket (Only allowed as a message delimiter.	No	
Close Bracket)	Only allowed as a message delimiter.	No	
Oblique /	Only allowed as a delimiter as specified in Doc. 4444.	Only as a delimiter for defined indicators per Doc. 4444	FAA systems will replace a hyphen with a space when not part of a known indicator.
Question mark ?		Yes	Translates to overcast weather symbol in domestic ERAS.
Colon :		Yes	Translates to the clear weather symbol in domestic ERAS.

FAA ICAO Flight Planning Interface Reference Guide

Character	Doc. 4444 Special Rules	Allowed in Field 18	Notes on FAA Implementation
Period .		Yes	
Comma ,		Yes	
Apostrophe '		Yes	
Equal sign =		Yes	
Plus sign +		Yes	

3.1.3 Message Content

Message content accepted by ERAS is per ICAO Doc. 4444, Appendix 3, except as noted in Sections 3.2 through 3.5. The content for response messages (ACK or REJ) sent from the ERAS is per Section 3.6. There are no corresponding ICAO message definitions in Doc. 4444 for these ACK/REJ messages.

3.2 Filed Flight Plan (FPL) Message

3.2.1 FPL Contents

FAA generally follows ICAO Doc. 4444 for FPL message construction. Table 3-2-1 provides instructions which address FAA-specific content requirements, limitations and exceptions.

Table 3-2-1. FPL Instructions

Field	Element	Required/ Optional/ Prohibited	Examples
3	(a) Message Type Designator	Required	FPL
	(b) Optional Message Number When included: <ol style="list-style-type: none"> 1. The three-letter NADIN address where the filer would like the ACK/REJ message sent, followed by an oblique stroke (XXX/); 2. The four-letter LOCID of the ARTCC to which the FPL is addressed by the filer (KZXX); and 3. A three-digit sequential message number assigned by the filer (ddd). 	Optional	NTD/KZDC351
	(c) Optional Reference Data	Prohibited	
7	(a) Aircraft Identification This field must contain a 2 to 7 character identifier. Note: The domestic ERAS will not accept an aircraft identification that begins with a number.	Required	N123W UAL101 CGXWL
	Oblique Stroke (b) Beacon Mode (c) Beacon Code	Prohibited Prohibited Prohibited	
8	(a) Flight Rules	Required	I

FAA ICAO Flight Planning Interface Reference Guide

Field	Element	Required/ Optional/ Prohibited	Examples
	(b) Type of Flight	Optional for domestic flights; otherwise Required	S
9	(a) Number of Aircraft Include the number of aircraft, up to 99, if the number is greater than 1. If there is one aircraft, omit this element. If there are more than 99 aircraft, use 99.	Required if number of aircraft is 2 or more; otherwise Prohibited	3 11
	(b) Type of Aircraft Must be an approved type designator consistent with ICAO Doc. 8643. ICAO type designators are available at http://www.icao.int/anb/ais/8643/index.cfm . If there is no approved type designator for the aircraft, insert the characters ZZZZ and enter the aircraft type in Field 18 after "TYP".	Required	C172 B753 ZZZZ
	(c) Wake Turbulence Category (WTC) Must match the WTC for the Field 9b Type of Aircraft as published in ICAO Doc. 8643; this information is available at http://www.icao.int/anb/ais/8643/index.cfm . <i>Note:</i> If ICAO and FAA standards differ, the user should file the ICAO standard for WTC indicator. <i>Note:</i> Use of a "J" for the Airbus 380 (type designator A388) is not defined in Doc. 4444 and the ERAS will not accept a "J" in Field 9c.	Required	H M L

FAA ICAO Flight Planning Interface Reference Guide

Field	Element	Required/ Optional/ Prohibited	Examples
10	<p>(a) Radio Communication, Navigation and Approach Aid Equipment and Capabilities</p> <p>Include capability per ICAO Doc. 4444, Appendix 3.</p> <p>Note: Codes which convey equipment capability may be listed in any sequence.</p> <p>Indicate PBN capability by filing “R” and describing the capability in PBN/ and NAV/ as described in Section 4 below. Note that filing an “R” without filing PBN/ will result in flight plan rejection.</p> <p>Indicate other navigation, communications, or data application capability by filing “Z” and describing the capability in NAV/, COM/, or DAT/ in Field 18. This should normally be done only per ANSP instruction.</p> <p>Note that filing a “Z” without filing NAV/, COM/, or DAT/ will result in flight plan rejection.</p> <p>The FAA instructions regarding when it is appropriate to file a particular capability are in Section 4.0</p>	Required	SG SGHIRW SE1J2DGW SDGW
	<p>(b) Surveillance Equipment</p> <p>Include capability per ICAO Doc. 4444, Appendix 3, as follows:</p> <ul style="list-style-type: none"> ● One letter indicating the transponder capability, if any, followed by ● A code for each ADS-B capability present, if any. File at most one code each for 1090ES, UAT, and VDL capabilities followed by ● A code for each ADS-C capability present. <p>Note: FPLs indicating ADS-C capability in Field 10b should also contain Field 18, REG/ data.</p> <p>Indicate other surveillance capability by describing the capability in SUR/ in Field 18. This should normally be done only per ANSP instruction. The FAA requires information in SUR/ when ADS-B capability for UAT or 1090ES compliant with RTCA DO-282B or DO-260B is filed. (No entry is required for 260A or 282A equipment)</p>	Required	C S E SB1G1 SB1U2

FAA ICAO Flight Planning Interface Reference Guide

Field	Element	Required/ Optional/ Prohibited	Examples
13	<p>(a) Departure Aerodrome</p> <p>File the location identifier (LOCID) of the departure point as listed in ICAO Doc. 7910,</p> <p><i>or</i></p> <p>If there is no Doc. 7910 location identifier, file a location identifier from FAA Order 7350.8 (at http://www.faa.gov/air_traffic/publications/) following the instructions in Section 1-4-1 of that order.</p> <p><i>or</i></p> <p>If the LOCID contains a number, if no LOCID is assigned or if the LOCID is not known:</p> <ul style="list-style-type: none"> • Insert “ZZZZ” in Item 13 and • Provide departure airport information in Item 18 by inserting “DEP/” followed by data described in Attachment 2, DEP/. <p>Note: The domestic ERAS does not accept “AFIL” in Field 13a.</p>	Required	KJFK KGAI ZZZZ
	<p>(b) Time</p> <p>Enter the Estimated Off-Block Time (EOBT)</p>		
15	<p>(a) Expected Cruise speed per ICAO Doc. 4444, Appendix 3.</p> <p>Note: The domestic ERAS will not accept metric speed (e.g., K0800). The Oceanic system in KZAK, KZWY, and PAZA will accept metric speed.</p> <p>Note: The speed filed in this Field should be the expected speed at the requested Initial Cruise Altitude filed in Field 15b below.</p>	Required	N0443 M081

FAA ICAO Flight Planning Interface Reference Guide

Field	Element	Required/ Optional/ Prohibited	Examples
	<p>(b) Requested Altitude per ICAO Doc. 4444, Appendix 3.</p> <p>Note: The domestic ERAS will not accept metric altitude (e.g., M1400). The Oceanic system in KZAK, KZWY, and PAZA will accept metric altitude.</p> <p>Note: Information in this Field should reflect the requested “Initial Cruise Altitude,” which is defined as the first planned en route altitude, determined without regard to intermediate level-offs due to airway, or airspace strata, or ATC departure procedures. This may be the final requested altitude, or an altitude associated with a filer planned step climb level-off.</p>	Required	F310 A070
	<p>(c) Route, IAW ICAO Doc. 4444, Appendix 3, with additions IAW Attachment 1, Route (Field 15) Additions.</p> <p>Note: Speed and altitude changes in Field 15c are permitted, but are not part of the clearance per the Aeronautical Information Publication (AIP). The controller has limited ability to see such data.</p>	Required	See Attachment 1
16	<p>(a) Destination Aerodrome</p> <p>File the location identifier (LOCID) of the destination as listed in ICAO Doc. 7910,</p> <p><i>or</i></p> <p>If there is no Doc. 7910 location identifier, file a location identifier from FAA Order 7350.8 (at http://www.faa.gov/air_traffic/publications/) following the instructions in Section 1-4-1 of that order.</p> <p><i>or</i></p> <p>If the LOCID contains a number, no LOCID is assigned or the LOCID is not known:</p> <ul style="list-style-type: none"> • Insert “ZZZZ” in Item 16 and • Provide destination airport information in Item 18 by inserting “DEST/” followed by the data described in Attachment 2, DEST/. 	Required	KSFO KOUN ZZZZ

FAA ICAO Flight Planning Interface Reference Guide

Field	Element	Required/ Optional/ Prohibited	Examples
	<p>(b) Total Estimated Elapsed Time (EET) Enter the EET per ICAO Doc. 4444, Appendix 3.</p>	Required	0344
	<p>(c) Alternate Aerodrome File the location identifier (LOCID) of the alternate as listed in ICAO Doc. 7910, <i>or</i> If there is no Doc. 7910 location identifier, file a location identifier from FAA Order 7350.8 (at http://www.faa.gov/air_traffic/publications/) following the instructions in Section 1-4-1 of that order. <i>or</i> If the LOCID contains a number, no LOCID is assigned or the LOCID is not known:</p> <ul style="list-style-type: none"> • Insert “ZZZZ” in Item 16 and • Provide alternate airport information in Item 18 by inserting “ALTN/” followed by the data described in Attachment 2, ALTN/. <p>Note: ERAS stores this data but performs no processing of it.</p>	Optional	<p>KLAS KGAI ZZZZ</p>
18	<p>Other Information IAW ICAO Doc. 4444, Appendix 3, with additions IAW Attachment 2, Other Information (Item 18) Additions. Note: If there is no information in Item 18, insert “-0” (single hyphen with a zero) IAW ICAO Doc 4444. For detailed instructions, see Attachment 2.</p>	Required	<p>-0 -EET/ CZYZ0201 KZOB0624 KZID0659 RMK/NRP ADCUS</p>
19	<p>ERAS will reject an FPL which includes Field 19. Note: Use of a hyphen within Field 18 will be interpreted as the beginning of Field 19 data and will cause rejection of the FPL.</p>	Prohibited	

3.2.2 FPL Examples

Following are examples of FPLs.

Basic Flight Plan

(FPL-N12345-IG
-C172/L-SD/C
-KGAI0710
-N0110A080 DCT EMI DCT
-ZZZZ0119 KEDG
-DEST/MD31)

Flight Capable of RNAV 1 which Remains Entirely within U.S. Domestic Airspace

(FPL-UAL1447-IS
-A320/M-SDGIRWZ/S
-KIAD2130
-N0440F360 DCT DAILY J61 HUBBS DCT KEMPR DCT ILM
AR21 CRANS FISEL2
-KFLL0206
-PBN/D1S1 NAV/RNVD1E2A1)

Flight which Remains Entirely within U.S. Domestic Airspace, Destination LOCID contains a number

(FPL-TST101-IG
-C172/L-SD/C
-KFDK1025
-N0110A080 DCT EMI DCT TAFFI DCT
-ZZZZ0026
-DEST/MD31)

Flight Leaving U.S. Domestic Airspace

(FPL-AAL945-IS
-B763/H-SXWJ5E3GDHIRYZ/SB2D1
-KDFW0210
-N0473F330 JPOOL9 BILEE J87 IAH DCT VUH B753 MARTE UB753 BZE

FAA ICAO Flight Planning Interface Reference Guide

DCT LIB UG436 LIXAS/N0465F370 UG436 TRU UL780 SULNA DCT TOY
UW208 EMBAL BAYOS3
-SCEL0902 SAEZ
-PBN/A1B2D1 NAV/RNVD1E2A1 REG/N396AN EET/MMID0114 SEGU0417
SPIM0455 MOXES0623 SCFZ0655 LIVOR0742 SCEZ0810 SEL/KLPS CODE/A49920)

Flight Entering U.S. Domestic Airspace, EET data for 1st U.S. FIR, only

Note: An FPL should not be addressed to any U.S. domestic FIR for flights inbound from or through Canadian airspace.

(FPL-AAL946-IS
-B763/H-SXWDHIJ5GRYZ/SD1
-SCEL0140
-N0473F310 ELBOS2 VTN DCT TOY UL302 LIM UG436 TRU UG436 TAL
UG436 RADIM/N0471F350 UG436 LIB DCT BZE UB753 MID B753 VUH DCT
CQY CQY5
-KDFW0928 KDAL
-PBN/A1C4D4 NAV/RNVD1E2A1 REG/N371AA EET/SCFZ0049 SPIM0210 SEGU0411
MHTG0449 MMID0706 KZHU0801 SEL/APGQ CODE/A43783)

Error-Multiple Transponder Codes

Note that while multiple characters are now permitted in Field 10b, you should still file only one letter for the transponder capability. The following is INCORRECT because it includes both “A” and “C” in Field 10b. FAA systems will reject this flight plan.

(FPL-N12345-IG
-C172/L-SD/AC
-KGAI0710
-N0110A080 DCT EMI DCT
-ZZZZ0119 KEDG
-DEST/MD31)

ADS-B

FAA ICAO Flight Planning Interface Reference Guide

The amendment provides a means in Field 10b to file up to 3 types of ADS-B capability. The United States will use two of them: UAT, and 1090-ES. VDL will not be used in the U.S. V1 and V2 can be filed, but will not be treated as ADS-B capable.

Furthermore, the FAA will look at SUR/ to determine whether the filed capability is RTCA DO-260B or DO-282B compliant.

Finally, in order to reliably match the ADS-B reports to a flight plan, the Mode S Code should be filed in CODE/. Here is a basic flight plan indicating UAT out capability, showing DO-282B compliance and providing the Mode S address.

```
(FPL-N141AB-IG
-C550/L-SGDW/CU1
-KA001245
-N0380F320 TATES3 TATES V469 NESTO DCT TVT KEATN5
-KCLE037
-SUR/282B CODE/A0A669)
```

ADS-B, Multiple Capabilities

A flight plan can indicate 1090-ES, UAT, and/or VDL capability as follows.

```
(FPL-FDX734-IS
-A310/M-SDGW/SB1U2V1
-KGSO0116
-N0462F360 QUAK3 CREWE J51 FAK DYLIN4
-KEWR0112
-SUR/260B 282B CODE/A519D9 REG/N248FE)
```

Error: Redundant ADS-B

File UAT out, or UAT in-out, but not both. File in the same manner for 1090-ES. The following is incorrect because it includes U1 and U2. FAA systems will reject this flight plan.

```
(FPL-N141AB-IG
-C550/L-SGDW/CU1U2
-KA001245
-N0380F320 TATES3 TATES V469 NESTO DCT TVT KEATN5
-KCLE037
-SUR/282B CODE/A0A669)
```

Error: Missing ADS-B Certification

The following won't be considered ADS-B capable in the U.S. because it does not indicate DO-282B certification. The flight plan will be accepted, but not considered ADS-B capable. Depending on the airspace and routes involved, a flight could be put on a less desirable route if it is not listed as ADS-B capable.

(FPL-N141AB-IG
-C550/L-SGDW/CU1
-KAOO1245
-N0380F320 TATES3 TATES V469 NESTO DCT TVT KEATN5
-KCLE037
-CODE/A0A669)

RVSM Capability

If the flight is approved for RVSM operations per 14 CFR, Sections 91.180 and 91.706 then indicate that approval by inserting a W in Field 10a. Any flight requesting an altitude in RVSM airspace must be approved for RVSM operations unless it meets one of the exceptions noted in the AIM Section 4-6.

(FPL-FDX734-IS
-A310/M-SDGW/CB1U2
-KGSO0116
-N0462F360 QUAK3 CREWE J51 FAK DYLIN4
-KEWR0112
-SUR/260B 282B REG/N248FE CODE/A519D9)

Non-RVSM Operation in RVSM Airspace

If one of the exceptions in AIM Section 4-6 is met, the aircraft may file for an altitude in RVSM airspace when not RVSM capable. When filing into RVSM airspace under one of these exceptions, aircraft must never file a W in Field 10a.

(FPL-LN141AB-IG
-C550/L-SGD/CU1
-KAOO1245
-N0380F320 TATES3 TATES V469 NESTO DCT
TVT KEATN5
-KCLE037
-STS/MEDEVAC NONRVSM SUR/282B CODE/A0A669)

Error: Inconsistent filing of RVSM Capability

The following flight plan is incorrect because it indicates the flight is RVSM approved and that it is Non-RVSM. Currently FAA systems will accept this flight plan and it is up to ATC to detect the issue. At some point Automation will be updated to reject such a flight plan.

(FPL-LN141AB-IG
-C550/L-SGDW/CU1
-KAOO1245
-N0380F320 TATES3 TATES V469 NESTO DCT
TVT KEATN5
-KCLE037
-STS/MEDEVAC NONRVSM SUR/282B CODE/A0A669)

Error: Non-RVSM indicated in the wrong place

The following flight plan is incorrect because it indicates Non-RVSM somewhere other than in STS/. FAA systems will accept this flight plan, but the NONRVSM indication is in the wrong place.

(FPL-LN141AB-IG
-C550/L-SGD/CU1
-KAOO1245
-N0380F320 TATES3 TATES V469 NESTO DCT
TVT KEATN5
-KCLE037
-STS/MEDEVAC SUR/282B CODE/A0A669
RMK/NONRVSM)

Performance Based Navigation: RNAV-1 (Domestic Flight)

For RNAV-1 operations the flight plan format dictates filing an R in Field 10a and PBN/ in Field 18. Codes D1, D2, and D4 indicate RNAV-1 capability that is consistent with FAA AC 90-100A. Initially the FAA will continue to require the existing filing practice which means no change is necessary for domestic flights. International flights will however need both PBN/ and NAV/ information as shown below. Note that PBN/ can also be filed for domestic flights if desired (but the NAV/RNV information is still required).

(FPL-N234W-IG
-C550/L-SDGLWZ/C

FAA ICAO Flight Planning Interface Reference Guide

-KPWM0030
-N0350F380 BRUWN2 ACK J62 RBV DCT CHS SSI3
-KJAX0119 KCRG
-NAV/RNVD1E2A1)

Performance Based Navigation: RNAV-1 (International Flight)

If a flight is international, it is important to include the PBN/ information to receive services from other countries.

(FPL-N234W-IG
-CRJ9/L-SDGLRWZ/C
-KIAH1245
-N0444F380 LOA6 ADM J52 LAA DCT DVV DCT
VUCAN SATUL2
-CYYC0347 CYEG
-PBN/D2 NAV/RNVD1E2A1)

Error: “R” filed in 10a without PBN/ data

Remember to file an R in 10a to signal PBN/, and a Z in 10a to signal NAV/, COM/, or DAT/ information. When “R” is filed in 10a, PBN/ data must be present. The FAA and most systems in the world will reject a flight plan with an R but no PBN/.

(FPL-N234W-IG
-C550/L-SDGLRWZ/C
-KPWM0030
-N0350F380 BRUWN2 ACK J62 RBV DCT CHS SSI3
-KJAX0119 KCRG
-NAV/RNVD1E2A1)

Error: PBN/ and Field 10a are Inconsistent

Remember to file equipment information that is consistent with the PBN/ capability file: If you file PBN/D2 (RNAV-1 using GNSS) and do not file a G in Field 10a to indicate GNSS capability, your flight plan will likely be rejected:

(FPL-N234W-IG
-CRJ9/L- SDLRWZ/C
-KIAH1245

FAA ICAO Flight Planning Interface Reference Guide

-N0444F380 LOA6 ADM J52 LAA DCT DVV DCT
VUCAN SATUL2
-CYYC0347 CYEG
-PBN/D2 NAV/RNVD1E2A1)

Performance Based Navigation: RNP-10 (Ocean)

File an R in Field 10a, and PBN/A1 to indicate Oceanic RNP-10. The example below shows a flight indicating both RNP-10 and RNAV-1 capability.

(FPL-UAL43-IS
-B763/H-SDGHIRWXYZ/SB1
-KDEN0030
-N0459F320 DCT DBL DC KROST DCT OAK DCT BEBOP R464
BITTA MAGGI3
-PHNL0654 POGG
-PBN/A1D2 NAV/RNVD1E2A1 REG/N669UA EET/KZLC0041
KZOA0131 KZAK0240 PHZH0608 CODE/A8D76B)

Performance Based Navigation: RNP-4; eligible for 30/30 separation

File an R in Field 10a and PBN/L1 to indicate RNP-4 capability. To be eligible for 30/30 separation the flight must have CPDLC capability and ADS-C capability. For operations in Oakland and New York Oceanic airspace, D1 is the only ADS-C capability supported. The CPDLC capabilities that can be supported are still being determined, but will include at a minimum J1, J5, and J7.

(FPL-UAL43-IS
-B763/H-SDGHIJ7RWXYZ/SB1D1
-KDEN0030
-N0459F320 DCT DBL DC KROST DCT OAK
DCT BEBOP R464 BITTA MAGGI3
-PHNL0654 POGG
-PBN/A1D2L1 NAV/RNVD1E2A1 REG/N669UA
EET/KZLC0041 KZOA0131 KZAK0240 PHZH0608
CODE/A8D76B)

Special Handling-e.g. MEDEVAC

FAA ICAO Flight Planning Interface Reference Guide

MEDEVAC is used for Life-Critical flights and will replace Lifeguard. However, for now the “L” prefix in the callsign may still be used.

(FPL-LN141AB-IG
-C550/L-SDGW/CU1
-KAOO1245
-N0380F320 TATES3 TATES V469 NESTO DCT
TVT KEATN5
-KCLE037
-STS/MEDEVAC SUR/282B CODE/A0A669)

Special Handling-e.g. HAZMAT

(FPL-XYZ144-IG
-LJ35/L-SGW/C
-KADS1245
-N0440F400 WORTH5 TXO DCT ABQ J6 HEC LYNXX8
-KBUR0300
-STS/HAZMAT REG/N108JN RMK/HAZARDOUS CARGO
RADIOACTIVE PHARMACEUTICALS)

Error: Invalid STS/ content

Do not put any information in STS/ other than one of the approved keywords. Any additional information must be put in RMK/ as shown above. The following flight plan will be rejected:

(FPL-XYZ144-IG
-LJ35/L-SGW/CB1
-KADS1245
-N0440F400 WORTH5 TXO DCT ABQ J6 HEC LYNXX8
-KBUR0300
-STS/HAZARDOUS CARGO RADIOACTIVE
PHARMACEUTICALS SUR/260B REG/N108JN)

Testing some Limits

The following flight plan shows a hypothetical Field 10 that exceeds the 69 character line limit. It will be acceptable for FAA systems to break the line between Field 10a and 10b. Also acceptable would be to break between Fields 9 and 10. Also at the limit is the PBN/ field. It has

FAA ICAO Flight Planning Interface Reference Guide

become apparent that some existing aircraft can exceed the capacity of PBN/ if they try to put in all capabilities.

(FPL-N123A-IG

-B772/L-SABDE1E2E3FGHIJ1J2J3J4J5J6J7M1M2M3RWXYZ

/SB2U2V2D1G1

-KIAD2257

-N0479F350 DCT SWANN V268 BROSS J42 RBV DCT

JFK DCT PUT DCT EBONY/N0478F370 N109B DOTTY/M083F370

NATT DOGAL/M082F370 NATT BABAN/N0486F370

UN544 DEVOL UN546 STU UL9 LINDY/N0435F250 UL9

BIG/N0440F230 UL9 DVR W71 VABIK UW70 KOK DCT

-EBBR0648 EBCI

-PBN/A1B1C2D2L1O2S1T1 NAV/RNVD1E2A1

EET/KZNY0020 KZBW0030 CZQM0111 CZQX0146 EGGX0405 EISN0506

EGTT0549 EBBU0625

SEL/AQBG CODE/AA84CB RALT/CYYR BIKF EINN

RMK/TCAS AGCS 120 ETOPS)

3.3 Modification (CHG) Message

The CHG message is used to revise any FPL field, including an Estimated Off-Block Time (EOBT/Field 13b) that also requires a change to a previously filed Date of Flight (Field 18, DOF/). Use the Delay (DLA) message to change an EOBT that does not revise a previously filed DOF/. (See Section 3.4, DLA Message, below). There are a number of rules for acceptable CHG messages, including:

1. The CHG must originate from the same source as the FPL.
2. A CHG can modify any of Fields 7, 8, 9, 10, 13, 15, 16 or 18.
3. A CHG cannot modify the same Field more than once in the same message.
4. If the aircraft identification (Field 7) is changed, it must be the only Field changed.
5. If Field 13a or 16a is changed, make sure the original departure or destination is included in Fields 13a and 16a, and the new departure or destination is included in Field 22 of the CHG.
6. If Field 13 or 16 is modified to contain “ZZZZ”, a corresponding Field 18 entry following DEP/ or DEST/, as appropriate, must also be included.
7. If Field 15 is modified, always include Field 13 and 16 in the message.

Note: Fields 7, 13, 16, and 18 in the CHG message must contain the entered information from the original FPL before the modification contained in Field 22.

FAA ICAO Flight Planning Interface Reference Guide

*Note: If a flight plan was filed with a valid DOF/, then a change to the departure time that also changes the date of flight (i.e. delays past midnight) should **not** be communicated using the DLA message—a CHG message should be used to convey the Field 13 and Field 18 changes using Field 22. Remember that the Field 18 filed in CHG and DLA should always reflect the DOF/ that was previously filed.*

3.3.1 CHG Contents

FAA generally follows ICAO Doc. 4444 with regard to CHG message construction. Table 3-3-1 provides instructions which address FAA-specific content requirements, limitations and exceptions.

Table 3-3-1. CHG Instructions

Field	Element	Required/ Optional/ Prohibited	Examples
3	(a) Message Type Designator	Required	CHG
	(b) Optional Message Number When included: <ol style="list-style-type: none"> 1. The three-letter NADIN address where the filer would like the ACK/REJ message sent, followed by an oblique stroke (XXX/); 2. The four-letter LOCID of the ARTCC to which the FPL is addressed by the filer (KZXX); and 3. A three-digit sequential message number assigned by the filer (ddd). 	Optional	NTD/KZDC351

FAA ICAO Flight Planning Interface Reference Guide

Field	Element	Required/ Optional/ Prohibited	Examples
	<p>(c) Optional Reference Data</p> <p>When included, the Optional Reference Data should match the Optional Message Number (Field 3b) of the FPL message being modified by the CHG. If a CHG message is submitted without the Optional Reference Data, the FAA automation system will attempt to amend that flight if no ambiguity exists; however, if multiple FPLs exist which meet the criteria of that CHG message, the CHG message will be rejected.</p>	Optional	NTD/KZDC347
7	<p>(a) Aircraft Identification</p> <p>This field must contain the 2 to 7 character aircraft identification that matches the FPL previously sent.</p>	Required	N123W AWE101
	<p>Oblique Stroke</p> <p>(b) Beacon Mode</p> <p>(c) Beacon Code</p>	Prohibited Prohibited Prohibited	
13	<p>(a) Departure Airport</p> <p>LOCID that matches the LOCID previously sent.</p> <p><i>Note:</i> ERAS does not accept “AFIL” in Field 13a.</p>	Required	KJFK ZZZZ KRDM
	<p>(b) Time</p> <p><i>Note:</i> Use a DLA message to change the time if that is the only modification. Time in 13b in any case is the estimated off-block time <u>before</u> this change.</p>	Required	1330
16	<p>(a) Destination Airport</p> <p>LOCID that matches the LOCID previously sent.</p>	Required	KMIA KDVT ZZZZ
	(b) Time of Arrival	Prohibited	
	(c) Alternate Airport	Prohibited	

FAA ICAO Flight Planning Interface Reference Guide

Field	Element	Required/ Optional/ Prohibited	Examples
18	Other Information, DOF/ portion if available, else -0 The DOF/ sent should match what was previously sent in the FPL (or last CHG that affected the DOF/). If no DOF/ was included in Field 18 then include -0. <i>Note: It is important to send only the DOF/ portion and not the entire contents of Field 18.</i>	Required	-DOF/121205 -0
22	(a) Field Indicator The 1 to 2 digit number identifying the field to be modified.	Required	13
	Oblique stroke	Required	/
	(b) Amended Data Complete new contents of the field, per the specifications for that field. Always include the entire field contents, including elements that did not change.	Required	<i>Field 13 example:</i> KJFK1200 <i>Field 8 example:</i> IS

3.3.2 CHG Examples

Following are examples of CHG messages.

Always include Fields 7, 13, 16 and Field 18, DOF/ in a CHG message as they were before the change. In the following example, the original Departure Aerodrome was KJFK, and the new Departure Aerodrome is KLGA:

(CHG-TST001-KJFK1205-KBOS-DOF/121205-13/KLGA1200-15/N0485F310 DCT
MERIT DCT ORW 16/KBOS0028)

Additional examples can be found below:

Change to flight plan equipment

(FPL-FDX734-IS
-A310/M-SDE1GJ2RW/SB1
-KGSO0116
-N0462F360 QUAK3 CREWE J51 FAK DYLIN4
-KEWR0112
-PBN/A1D1 SUR/260B CODE/A519D9 REG/N248FE)

FAA ICAO Flight Planning Interface Reference Guide

(CHG-FDX734-KGSO0116-KEWR-0-10/SDE1GJ2RW/S)

Notice that the CHG must contain a Field 18. Because there was no DOF/ filed, the Field 18 is simply -0.

Change to EOBT over midnight, DOF/ was filed in the FPL

(FPL-N123A-IG

-C550/L-SDE1GJ2RW/S

-KINT2344

-N0462F360 DCT CREWE J51 FAK DYLIN4

-KEWR0112

-PBN/A1D1 DOF/121120 REG/N123A)

(CHG-FDX734-KINT2344-KEWR-DOF/121120-13/KINT0016-18/PBN/A1D1
DOF/121121)

Then a second delay on the same day. The CHG references the last EOBT and DOF provided.

(CHG-FDX734-KINT0016-KEWR-DOF/121121-13/KINT0130)

Note: In the second case, DLA could have been used instead.

(DLA-FDX734-KINT0130-KEWR-DOF/121121)

Change to EOBT over midnight, DOF/ was not filed in the FPL

Because the FAA does not require a DOF/, if a flight plan is filed for today and then delayed after midnight, no reference to DOF/ is necessary.

(FPL-N123A-IG

-C550/L-SDE1GJ2RW/S

-KINT2344

-N0462F360 DCT CREWE J51 FAK DYLIN4

-KEWR0112

-PBN/A1D1 REG/N123A)

(CHG-N123A-KINT2344-KEWR-0-13/KINT0016)

Once again, DLA can be used instead:

(DLA-N123A-KINT0016-KEWR-0)

ERROR: Attempt to Change EOBT in Field 13 of a CHG

EOBT cannot be changed by using Field 13 in a CHG. Field 13 serves to identify the flight plan being modified; you must put the Field 13 change in a Field 22.

FAA ICAO Flight Planning Interface Reference Guide

(FPL-N123A-IG
 -C550/L-SDE1GJ2RW/S
 -KINT2344
 -N0462F360 DCT CREWE J51 FAK DYLIN4
 -KEWR0112
 -PBN/A1D1 REG/N123A)
 (CHG-N123A-KINT0016-KEWR-0)

ERROR: Attempt to Change DOF/ in Field 18 of a CHG

(FPL-N123A-IG
 -C550/L-SDE1GJ2RW/S
 -KINT2344
 -N0462F360 DCT CREWE J51 FAK DYLIN4
 -KEWR0112
 -PBN/A1D1 DOF/121120 REG/N123A)
 (CHG-FDX734-KINT2344-KEWR-DOF/121121)

3.4 Delay (DLA) Message

The DLA message is used to change the proposed departure time of a previously filed FPL.

*Note: If a flight plan was filed with a valid DOF/, then a change to the departure time that also changes the date of flight (i.e. delays past midnight) should **not** be communicated using the DLA message—a CHG message should be used to convey the Field 13 and Field 18 changes using Field 22. Remember that the Field 18 filed in CHG and DLA should always reflect the DOF/ that was previously filed. If a DLA message is used to process a delay over midnight the message will be accepted; however, ERAS will not update DOF/. Any further changes to the flight plan after the DLA message is processed would require the original DOF/ be referenced.*

3.4.1 DLA Contents

FAA generally follows ICAO Doc. 4444 with regard to DLA message construction. Table 3-4-1 provides instructions which address FAA-specific content requirements, limitations and exceptions.

Table 3-4-1. DLA Instructions

Field	Element	Required/ Optional/ Prohibited	Examples

FAA ICAO Flight Planning Interface Reference Guide

Field	Element	Required/ Optional/ Prohibited	Examples
03	(a) Message Type Designator	Required	DLA
	(b) Optional Message Number When included: 1. The three-letter NADIN address where the filer would like the ACK/REJ message sent, followed by an oblique stroke (XXX/); 2. The four-letter LOCID of the ARTCC to which the FPL is addressed by the filer (KZXX); and 3. A three-digit sequential message number assigned by the filer (ddd).	Optional	NTD/KZDC351
	(c) Optional Reference Data When included, the Optional Reference Data should match the Optional Message Number (Field 3b) of the FPL message being modified by the DLA. If a DLA message is submitted without the Optional Reference Data, the FAA automation system will attempt to amend that flight if no ambiguity exists; however, if multiple FPLs exist which meet the criteria of that DLA message, the DLA message will be rejected.	Optional	NTD/KZLA347
07	(a) Aircraft Identification This field must contain the 2 to 7 character aircraft identification that matches the FPL previously sent.	Required	N123W DAL32 SWA1142
	Oblique Stroke (b) Beacon Mode (c) Beacon Code	Prohibited Prohibited Prohibited	
13	(a) Departure Airport LOCID that matches the LOCID previously sent. <i>Note:</i> ERAS does not accept “AFIL” in Field 13a.	Required	KORD KFNB ZZZZ

FAA ICAO Flight Planning Interface Reference Guide

Field	Element	Required/ Optional/ Prohibited	Examples
	(b) Time The revised proposed time of departure.	Required	
16	(a) Destination Airport LOCID that matches the LOCID previously sent.	Required	KLAX ZZZZ KTLH
	(b) Time of Arrival	Prohibited	
	(c) Alternate Airport	Prohibited	
18	Other Information, DOF/ portion if available, else -0 The DOF/ sent should match what was previously sent in the FPL (or last CHG that affected the DOF/). If no DOF/ was included in Field 18 then include -0.	Required	-DOF/121205 -0

3.4.2 DLA Examples

Following is an example of a DLA message with no message numbers and no previously filed DOF/.

(DLA-TST003-KBOS1230-KIAD-0)

Note: If a DOF/ is stored in the FPL, use the following format...

(DLA-TST003-KBOS1230-KIAD-DOF/121121)

3.5 Cancellation (CNL) Message

The CNL message is used to cancel a previously filed FPL.

3.5.1 CNL Contents

FAA generally follows ICAO Doc. 4444 with regard to CNL message construction. Table 3-5-1 provides instructions which address FAA-specific content requirements, limitations and exceptions.

Table 3-5-1. CNL Instructions

Field	Element	Required/ Optional/ Prohibited	Examples
3	(a) Message Type Designator	Required	CNL

FAA ICAO Flight Planning Interface Reference Guide

Field	Element	Required/ Optional/ Prohibited	Examples
	<p>(b) Optional Message Number</p> <p>When included:</p> <ol style="list-style-type: none"> 1. The three-letter NADIN address where the filer would like the ACK/REJ message sent, followed by an oblique stroke (XXX/); 2. The four-letter LOCID of the ARTCC to which the FPL is addressed by the filer (KZXX); and 3. A three-digit sequential message number assigned by the filer (ddd). 	Optional	OLU/KZLC351
	<p>(c) Optional Reference Data</p> <p>When included, the Optional Reference Data should match the Optional Message Number (Field 3b) of the FPL message being modified by the CNL. If a CNL message is submitted without the Optional Reference Data, the FAA automation system will attempt to amend that flight if no ambiguity exists; however, if multiple FPLs exist which meet the criteria of that CNL message, the CNL message will be rejected.</p>	Optional	POP/KZMA347
7	<p>(a) Aircraft Identification</p> <p>This field must contain the 2 to 7 character aircraft identification that matches the FPL previously sent.</p>	Required	N657WT HAL201
	<p>Oblique Stroke</p> <p>(b) Beacon Mode</p> <p>(c) Beacon Code</p>	Prohibited Prohibited Prohibited	
13	<p>(a) Departure Airport</p> <p>LOCID that matches the LOCID previously sent.</p> <p>Note: ERAS does not accept “AFIL” in Field 13a.</p>	Required	KSTL KMSY ZZZZ
	<p>(b) Time</p> <p>The proposed departure time previously sent.</p>	Required	2320

FAA ICAO Flight Planning Interface Reference Guide

Field	Element	Required/ Optional/ Prohibited	Examples
16	(a) Destination Airport LOCID that matches the LOCID previously sent.	Required	KLAS KSUX ZZZZ
	(b) Time of Arrival	Prohibited	
	(c) Alternate Airport	Prohibited	
18	Other Information, DOF/ portion if available, else -0 The DOF/ sent should match what was previously sent in the FPL (or last CHG that affected the DOF/). If no DOF/ was included in Field 18 then include -0.	Required	-DOF/121205 -0

3.5.2 CNL Examples

Following are examples of a CNL messages.

This is an example of a CNL with no Optional Message Number and no previously filed DOF/:

(CNL-TST004-KJFK1815-KMSP-0)

Note: If a DOF/ is stored in the FPL, use the following format...

(CNL-TST004-KJFK1815-KMSP-DOF/121121)

This is an example using Optional Reference Data (Field 3c), assuming the original FPL had an Optional Message Number (Field 3b) of ISP/KZNY025:

(CNLISP/KZNY037ISP/KZNY025-TST005-KLGA0845-KDEN-0)

3.6 ACK Responses

There are no ACK messages defined in ICAO Doc. 4444 that allow a receiving ATS unit to respond to flight planning messages filed without message numbers. FAA has therefore defined ACK message responses, as outlined in Table 3-6-1. Domestic ERAS systems support use of ACK responses to FPL, CHG, DLA and CNL messages. If ERAS is able to process the FPL and determines there are no errors an ACK message will be provided in the following format:

Table 3-6-1 ACK Message Composition

Field	Element	Required/ Optional/ Prohibited	Examples
n/a	Message Type	Required	ACK

FAA ICAO Flight Planning Interface Reference Guide

Field	Element	Required/ Optional/ Prohibited	Examples
n/a	Single space character	Required	
03	(a) Message Type Designator (FPL, CNL, CHG, DLA) of the message being responded to	Required	FPL CHG
03	(b) The FPF supplied Optional Message Number	Optional	/004
n/a	Receiving unit – Four letter identifier of the ARTCC generating the ACK	Required	-KZDC -KZOB
	Input message identification:		
07	(a) Aircraft Identification	Required	-AWE603
13	(a) Departure Aerodrome (b) Estimated Off-Block Time	Required	-KBWI1230
16	(a) Destination	Required	-KPHL

Note: If the three-letter NADIN address (Field 3b) is not adapted or not filed, response will be sent to the AFTN originator address.

3.6.1 Use of Optional Elements in Field 3 (Message Type), to Identify a Filed Flight Plan (FPL)

FAA's automation system will accept an Optional Message Number (*Field 3b*) in an FPL. The Optional Message Number consists of three parts as defined in section 2.1.7. Also, sections 3.2.1, 3.3.1, 3.4.1 and 3.5.1 show where the element is filed for each message type (FPL, CHG, DLA, CNL).

When the optional message number is included, the message number is provided in the ACK message as positive identification of the message being acknowledged.

3.6.2 Examples of ACK Messages

3.6.2.1 *ACK for FPL with Optional Message Number – ACK to Optional NADIN address vice FPF/AFTN address*

US Airways (AFTN address KTULUSAD) filed for America West (NADIN address AWE). ACK or REJ response will be sent to NADIN address AWE, not AFTN address KTULUSAD. The complete rules for routing responses are as follows:

1. AFTN originator address must be adapted as answerable in the receiving center, or no response is provided.
2. If optional NADIN address in ICAO Field 03b is not adapted or not present, response is sent to AFTN originator.
3. If optional NADIN address is present in Field 03b and is adapted, response is sent to that address.

Input from US Airways

FF KZDCZQZX
231411 **KTULUSAD**
(FPL**AWE/KZDC004**-AWE603-IS
-A319/M-SDIW/C
-KBWI1230
-N0291F090 SWANN3 SWANN V214 DQO DCT
-KPHL0017
-RMK/DVRSN)

Output to AWE (Adapted in NADIN as KPHXAWED)

ACK FPL/004 KZDC AWE603 KBWI 1230 KPHL

3.6.2.2 *ACK for FPL without Optional Message Number – ACK to Filer NADIN address*

If there is no Optional Message Number in Field 3b, the Aircraft ID, departure airport, departure time and destination airport are used to identify the flight.

Input from United Airlines

FF KZDCZQZX
101714 KCHIUALE
(FPL-UAL1447-IS
-A320/M-SDGIRWZ/S
-KIAD2130
-N0360F360 DCT DAILY J61 HUBBS DCT KEMPR DCT ILM
AR21 CRANS FISEL2

-KFL0206
-PBN/A1B1C1D1 NAV/RNVD1E2A1)

Output to KCHIUALE

ACK FPL KZDC UAL1447 KIAD 2130 KFL

3.6.2.3 ACK for CNL with an Optional Message Number

This example shows cancellation by Pope AFB of a previously filed FPL; departure and destination are both KPOB. The CNL message number is 015 in the Optional Message Data (*Field 3c*), and it refers to message number 008 in the Optional Message Number (*Field 3b*) of the previous FPL. Note the message number can refer to a NADIN address (POP in this case) that is the same location as the AFTN originator (KPOBYXYX), so the response is returned to the originator.

Input from Pope Air Force Base

FF KZDCZQZX
231411 KPOPYXYX
(CNLPOP/KZDC015POP/KZDC008-FRTTN23-KPOB1230-KPHL-0)

Output to POP

ACK CNL/015 KZDC FRTTN23 KPOB 1230 KPHL

3.6.2.4 ACK for CHG filed without an Optional Message Number

If there is no Optional Message Number in Item 3b, the departure time, Aircraft ID, departure airport, and destination airport are used to identify the FPL; if no duplicate FPL exists, the CHG message will be acknowledged.

Input from DUATS

FF KZDCZQZX
251201 KIADXCLX
(CHG-N96747-KFDK1400-KDAN-0-15/N0110F080 DCT JYO DCT CSN DCT)

Output to KIADXCLX

ACK CHG KZDC N96747 KFDK 1400 KDAN

3.7 REJ Response

FAA has defined REJ message responses, as outlined in Table 3-7-1. A table defining acronyms used in reject messages can be found in section 5.1. Domestic ERAS systems support use of

FAA ICAO Flight Planning Interface Reference Guide

REJ responses to FPL, CHG, DLA and CNL messages. If ERAS identifies errors in the processing of a message, a REJ message will be provided in the following format:

Table 3-7-1 REJ Message Composition

Field	Element	Required/ Optional/ Prohibited	Examples
n/a	Message Type	Required	REJ
n/a	Single space character	Required	
03	(a) Message Type Designator (FPL, CNL, CHG, DLA) of the message being responded to	Required	FPL CHG
03	(b) The FPF supplied Optional Message Number	Optional	/004
n/a	Receiving unit – Four letter identifier of the ARTCC generating the ACK	Required	-KZDC -KZOB
n/a	Rejection reason	Required	See Table 3-7-2 Error Messages in ERAM and Host
n/a	Input message identification:	Required	CNL-DAL1964-KDCA2125-KLGA (Entire input message)

Note: *If the three-letter NADIN address (Field 3b) is not adapted or not filed, response will be sent to the AFTN originator address.*

3.7.1 Examples of REJ Messages

3.7.1.1 REJ for invalid FPL

Field 15a (Cruising Speed) is invalid due to an illegal prefix (K). The REJ identifies the element and data in error, and provides the entire contents of the erroneous incoming message.

Input from Leesburg Flight Service Station

```
FF KZDCZQZX
101714 KDCAYFYX
```

FAA ICAO Flight Planning Interface Reference Guide

(FPLDCA/KZDC015-N57FC-IG
-C500/L-SDGWZ/C
-KDAN1530
-**K0300**F210 DCT FVX DCT
-KCHO0020
-PBN/A1B2B3 NAV/RNVE99 RMK/PTP PATTERN WORK IRMK/FRC)

Output to DCA

REJ FPL/015 KZDC **SPD K0300F210 DCT FVX DCT FORMAT**
FPLDCA/KZDC015-N57FC-IG-C500/L-SDGWZ/C-KDAN1530-K0300F210 DCT FVX DCT-
KCHO0020-PBN/A1B2B3 NAV/RNVE99 RMK/PTP PATTERN WORK IRMK/FRC)

3.7.1.2 *REJ of CNL with Multiple Flight Plans*

An Optional Message Number was not included in the CNL. The CNL will be rejected if more than one FPL exists with the same ACID, departure airport, EOBT and destination airport.

Input from Delta Airlines

FF KZDCZQZX
231411 KATLDALW
(CNL-DAL1964-KDCA2125-KLGA-0)

Output to KATLDALW

REJ CNL KZDC **MULTIPLE FLIGHT PLANS MANUAL COORDINATION REQUIRED**
CNL-DAL1964-KDCA2125-KLGA-0

3.7.2 Reason for a REJ Message

The REJ message generated in response to an erroneous FPL, CNL, CHG or DLA message provides feedback on the reason for the REJ. Please see Table 5-1-2 for a list of abbreviations used in REJ messages.

Please see Table 3-7-2 for information on error messages and their resolution. In the table, “[err data]” is used as a placeholder for actual erroneous data that caused the REJ. For example, “REJ AID [err data] FORMAT” might result in the actual message “REJ AID T1234567 FORMAT” (i.e., 8 character AID exceeds the 7 character limit for the AID field).

Table 3-7-2 Error Messages in ERAM and Host

ICAO Field	Error Message & Cause	Resolution
Not field-specific	<p>[aircraft id] EXCEEDS ALPHANUMERIC DATABASE</p> <p>The total length in characters of all variable-length fields in a flight plan exceeds the space allocated (approximately 1800 characters). This would most likely be caused by an excessively long ICAO Field 18.</p>	Shorten ICAO Field 18 and resubmit.
Not field-specific	<p>MESSAGE TOO SHORT</p> <p>The hyphen (“-“) is the field delimiter for ICAO messages. This error is returned if fewer than the expected number of hyphens is identified in a message.</p>	Review the message and ensure that all required fields are included and delimited by a hyphen.
Not field-specific	<p>MESSAGE TOO LONG</p> <p>The hyphen (“-“) is the field delimiter for ICAO messages. This error is returned if more than the expected number of hyphens is identified in a message. Two likely causes of this problem are (1) including a Field 19 or (2) including a hyphen somewhere in Field 18.</p>	Make sure there is no Field 19 and that no hyphen is used in the text of a field.
Not field-specific	<p>CORRECTION PENDING AT [source]</p> <p>CHG, CNL or DLA was received for a message currently being processed by a position at the center.</p>	Wait a short time & try the message again.

FAA ICAO Flight Planning Interface Reference Guide

Not field-specific	<p>DEPARTURE STRIP PRINTED</p> <p>Departure strip has printed for a uniquely identified FPL; users cannot change an FPL once the 1st flight strip has printed.</p>	Call Flight Data at the center & manually coordinate the change.
Not field-specific	<p>FLIGHT PLAN NOT ORIGINATED FROM THIS SOURCE</p> <p>Uniquely identified FPL did not originate from the same source as the entered message.</p>	Call Flight Data at the center & manually coordinate the change.
Field 03	<p>[err data] INVALID RECEIVING FACILITY ID</p> <p>ARTCC to which the FPL is addressed in Field 3b of an FPL, CHG, DLA or CNL message received from an answerable NADIN source does not match the ARTCC identification.</p>	Call Flight Data at the center to get the correct facility ID and/or manually coordinate the data.
Field 03	<p>[err data] INVALID REFERENCE NUMBER</p> <p>Optional Reference Data in Field 3c of a CHG, DLA or CNL message does not match Optional Message Number in Field 3b of the FPL for the referent FPL.</p>	Call Flight Data at the center to determine why the FPL is not stored.
Field 03	<p>[err data] INVALID SENDING FACILITY ID</p> <p>NADIN address before the oblique stroke (/) in Field 3c does not match the NADIN address before the “/” in Field 3b of a CNL, CHG or DLA message.</p>	Call Flight Data at the center to get the correct facility ID and/or manually coordinate the data.
Field 07	<p>AID EXACT DUPLICATE FP IN SYSTEM</p> <p>Departure Airport, Destination Airport, Departure Time & Route Fields all match those of an existing stored FPL.</p>	Call Flight Data at the center to identify exactly which FPL you want to change & coordinate the data.
Field 07	<p>AID [err data] FORMAT</p> <p>Entered aircraft identification does not comply with format requirements for Field 7a.</p>	If the AID starts with a number, call Flight Data at the center. Otherwise, review format requirements & resubmit.
Field 07	<p>AID [err data] INVALID MODIFICATION</p> <p>Entered aircraft identification in Field 7a of a CHG message is not the only Field being changed in the message.</p>	Submit a CHG that modifies <i>only</i> Field 7; submit the other change(s) in a separate message.

FAA ICAO Flight Planning Interface Reference Guide

Field 07	<p>BCN [err data] FORMAT</p> <p>CHG message received via AFTN contains a Field 7c beacon code change in Field 22.</p>	Do not attempt to submit a beacon code in an FPL or CHG.
Field 07	<p>MULTIPLE FLIGHT PLANS MANUAL COORDINATION REQUIRED</p> <p>Identification process for a CHG, DLA or CNL message has identified more than one FPL.</p>	Call Flight Data at the center & identify the exact FPL to be modified.
Field 07	<p>NO FLIGHT PLAN MANUAL COORDINATION REQUIRED</p> <p>Flight identification in a CHG, DLA or CNL cannot be matched to an FPL.</p>	Call Flight Data at the center to determine why the FPL is not available in the system.
Field 08	<p>FLR [err data] FORMAT</p> <p>Entered flight rules do not comply with format requirements for Field 8a.</p>	Resubmit with proper letter in Field 8a.
Field 09	<p>ACT [err data] FORMAT</p> <p>Entered type of aircraft does not comply with format requirements for Field 9b.</p>	Resubmit with proper aircraft type designator per ICAO Doc. 8643.
Field 09	<p>ACT [err data] INVALID</p> <p>FPL message was entered with an aircraft type (Field 9b) that is not ZZZZ & is not adapted in the system. The aircraft type designator must match one in ICAO Doc. 8643.</p>	Resubmit with proper aircraft type designator per ICAO Doc. 8643. If problem persists, contact Flight Data at the center to ensure proper interpretation of type designators.
Field 09	<p>WAK [err data] FORMAT</p> <p>Entered wake turbulence category does not comply with format requirements for Field 9c.</p>	Resubmit with proper wake turbulence indicator per the aircraft type in ICAO Doc. 8643.
Field 09	<p>WAK [err data] INVALID</p> <p>Filed Wake Turbulence Category in Field 9c does not match Wake Turbulence Category adapted for filed Aircraft Type in an FPL.</p>	Resubmit with proper wake turbulence indicator per aircraft type in ICAO Doc. 8643. If problem persists, contact Flight Data at the center to ensure proper interpretation of the data.

FAA ICAO Flight Planning Interface Reference Guide

Field 10a	<p>EQP [err data] EQUIP DESIGNATOR DUPLICATION (<i>ERAM</i>)</p> <p>[err data] FORMAT (<i>HOST</i>)</p> <p>The same equipment designator was entered more than once.</p>	Remove the duplicate equipment designator and resubmit the flight plan.
Field 10b	<p>SRV [err data] EQUIP DESIGNATOR DUPLICATION (<i>ERAM</i>)</p> <p>[err data] FORMAT (<i>HOST</i>)</p> <p>The same equipment designator was entered more than once.</p>	Remove the duplicate equipment designator and resubmit the flight plan.
Field 10a	<p>EQP [err data] INAVLID EQUIP DESIGNATOR [err data] FORMAT (<i>HOST</i>)</p> <p>An invalid equipment designator was entered, e.g. A1</p>	Remove or correct the invalid designator and resubmit the flight plan.
Field 10b	<p>SRV [err data] INAVLID EQUIP DESIGNATOR (<i>ERAM</i>)</p> <p>[err data] FORMAT (<i>HOST</i>)</p> <p>An invalid equipment designator was entered, e.g. B3</p>	Remove or correct the invalid designator and resubmit the flight plan.
Field 10a	<p>EQP [err data] INVALID EQUIP DESIGNATOR COMBINATION (<i>ERAM</i>)</p> <p>[err data] FORMAT (<i>HOST</i>)</p> <p>An “N” was entered with other designators (when filed, N must be the only designator filed).</p>	Correct the equipment designators and resubmit the flight plan.
Field 10b	<p>SRV [err data] INVALID EQUIP DESIGNATOR COMBINATION (<i>ERAM</i>)</p> <p>[err data] FORMAT (<i>HOST</i>)</p> <p>An “N” was entered with other designators (when filed, N must be the only designator filed).</p>	Correct the equipment designators and resubmit the flight plan.
Field 10b	<p>SRV [err data] INVALID ADS-B EQUIP DESIGNATOR (<i>ERAM</i>)</p> <p>Two designators for the same ADS-B link type were entered, e.g. B1 and B2.</p>	Enter only B1 or B2, U1 or U2, V1 or V2.
Field 13	<p>DEP [err data] FORMAT</p> <p>Entered departure aerodrome does not comply with format requirements for Field13a.</p>	If departure point is not four letters, use the ZZZZ filing procedure described earlier.

FAA ICAO Flight Planning Interface Reference Guide

Field 13	<p>TIM [err data] FORMAT</p> <p>Entered proposed departure time (also called off block time) does not comply with format requirements for Field 13b in an FPL message.</p>	Resubmit with a correct time in HHMM format.
Field 15	<p>RAL [err data] INVALID BLOCKED ALTITUDE</p> <p>In a blocked altitude, the 2nd altitude must be greater than the 1st altitude.</p>	Resubmit with a correct altitude.
Field 15	<p>RAL [err data] FORMAT</p> <p>Entered requested altitude does not comply with format requirements for Field 15b.</p>	Resubmit with a correct altitude.
Field 15	<p>RTE [causative c4. element] EXCEEDS RACE/ LIMIT</p> <p>Data base allocated for storing Field 15c4 elements into the Field18 RACE/ indicator is exceeded.</p>	Ensure no more than 14 fixes in the route have an associated element c4.
Field 15	<p>RTE FLIGHT DOES NOT ENTER CENTER AIRSPACE</p> <p>For an FPL categorized as “inbound”, a coordination fix is not found & boundary penetration is not detected.</p>	Ensure FPL enters airspace of center to which it was addressed. In rare cases there can be disagreement between computers if the route barely enters the airspace or if stratified airspace is present (usually involving long direct route segments).
Field 15	<p>RTE [err data] FORMAT</p> <p>A route element of Field 15c in an FPL message violates the format rules for a route element.</p>	Resubmit with the route data corrected.
Field 15	<p>RTE [err data] INVALID BLOCKED ALT</p> <p>Cruising level in Field 15c4 contains a blocked altitude & the 2nd altitude is not greater than the 1st altitude.</p>	Resubmit with a correct altitude in the c4 data.
Field 15	<p>RTE NO COORDINATION FIX</p> <p>Coordination fix cannot be determined for an FPL categorized as “inbound” (however flight does enter the center airspace).</p>	Ensure an airway or direct route fix is traversed prior to but within 10 minutes flying time of the center boundary.

FAA ICAO Flight Planning Interface Reference Guide

Field 15	RTE [err data] NO ROUTE DATA Field 15c (Route Data) is missing in an FPL message.	Resubmit including route data. Note the minimum route data possible is DCT (direct from departure to destination).
Field 15	RTE TOO MANY ELEMENTS Field 15c in an FPL message contains more than the maximum number of elements (46); or after Field 10 is constructed, Field 10 contains more than 48 elements.	Resubmit with fewer route elements. If necessary, file "continuation" FPL with a down-route center. A future ERAM enhancement will expand the route capacity to 1,000 characters.
Field 15	SPD [err data] FORMAT Entered speed does not comply with format requirements for Field 15a.	Resubmit with a valid cruising speed.
Field 15	SPD [err data] ILLEGAL Speed of zero was entered in Field 15a.	Resubmit with a valid cruising speed.
Field 15	RTE [err data] ZERO SPEED Cruising speed in Field 15c4 contains a zero speed, which is illegal.	Resubmit with a valid speed in the c4 data.
Field 16	ALA [err data] FORMAT Entered alternate arrival point(s) does not comply with format requirements for Field 16c.	If the alternate arrival point is not four letters, use the ZZZZ filing procedure described earlier.
Field 16	DST [err data] FORMAT Entered destination aerodrome does not comply with format requirements for Field 16a.	If the destination is not four letters, use the ZZZZ filing procedure described earlier.
Field 16	ETE [err data] FORMAT Entered estimated time en route does not comply with format requirements for Field 16b in an FPL message.	Resubmit with a time in proper HHMM format.
Fields 10 and 18	EQP [err data] R PRESENT BUT PBN ABSENT (<i>ERAM and HOST</i>) An "R" was filed in Field 10a but there is no PBN/ in Field 18	If the flight has PBN capability, add the appropriate PBN/ entry in Field 18 (otherwise remove the R from Field 10a)

FAA ICAO Flight Planning Interface Reference Guide

Fields 10 and 18	<p>EQP [err data] Z PRESENT BUT COM/DAT/NAV ABSENT (<i>ERAM and HOST</i>)</p> <p>A “Z” was filed in Field 10a but there is no COM/, NAV/, or DAT/ in Field 18.</p>	<p>A “Z” in Field 10a indicates there is COM/, NAV/, or DAT/ information in Field 18. Only use a “Z” in 10a when one or more of those indicators are filed in Field 18.</p>
Field 18	<p>PBN [err data] INVALID PBN DATA (<i>ERAM and HOST</i>)</p> <p>The filed PBN/ contains one or more of the following problems:</p> <ol style="list-style-type: none"> 1. Repeated values, 2. Invalid values, 3. Embedded spaces, 4. Too many (more than 8) values 	<p>File only values described in the amendment, file no more than 8 values, and do not include any spaces.</p>
Field 18	<p>INVALID DATE OF FLIGHT (<i>ERAM and HOST</i>)</p> <p>DOF/ was filed in invalid format, or is outside of the permitted time window (i.e. more than 24 hours in the future).</p>	<p>Do not include DOF/ if filing only with the FAA. Do not file flight plans with FAA ATC systems more than 24 hours in advance.</p>
Field 10 Field 18	<p>EQP/PBN [err data] REQUIRED EQP ABSENT FOR FILED PBN (<i>ERAM</i>)</p> <p>A PBN/ code was filed that implies a specific equipage, and that equipment code was not found in Field 10. For example, PBN/ code D2 (RNAV 1 using GNSS) requires a G be filed in Field 10a.</p>	<p>Ensure Field 10 includes the correct equipment to support the PBN codes that were filed.</p>
Field 22	<p>AMD (contents of Field indicator) NO AMENDMENT DATA</p> <p>Amended data was omitted in Field 22b of a CHG message.</p>	<p>After field number in Field 22, ensure there is a slant followed by the new, complete contents for the indicated Field.</p>
Field 22	<p>DUPLICATE FIELD REFERENCE</p> <p>Same Field reference entered more than once in the same CHG message.</p>	<p>Ensure a Field number is included in only one Field 22 of a CHG message.</p>

FAA ICAO Flight Planning Interface Reference Guide

Field 22	IND [err data] FORMAT Entered field indicator does not comply with format requirements of Field 22a.	Ensure Field number is 2 digits & one of the Fields allowed to be amended (i.e., Fields 7, 8, 9, 10, 13, 15, 16 or 18).
----------	---	---

4. FAA Guidance for Equipment and Capabilities

4.1 Reduced Vertical Separation Minimum (RVSM)

File RVSM capability as a “W” in Field 10 in accordance with Doc. 4444 and the United States AIP Section ENR 1.1, paragraph 38.4.2:

38.4.2 The operator will annotate the equipment block of the FAA or ICAO Flight Plan with an aircraft equipment suffix indicating RVSM capability only after the responsible civil aviation authority has determined that both the operator and its aircraft are RVSM-compliant and has issued RVSM authorization to the operator.

Non-RVSM flights authorized for operation in RVSM airspace should follow procedures in the [AIM Section 4.6.10](#) (also in the AIP section ENR-38.10).

A flight authorized to request Non-RVSM operations in RVSM airspace may file STS/NONRVSM to indicate this, but filing NONRVSM in STS/ does not substitute for the coordination required in the AIM and AIP.

Note: STS/NONRVSM should **never** be filed in combination with a ‘W’ equipment qualifier in ICAO Field 10a.

Note: A flight that is not authorized for RVSM operations should **never** file a ‘W’ equipment qualifier in ICAO Field 10a.

4.2 Navigation Capability

File each of the capabilities in Field 10a per Doc. 4444 as applicable. Filing a capability indicates that the equipment is installed, serviceable, certified and meets all applicable standards. Inclusion of a specific capability also implies the crew is trained as required, and any data required by the airborne system is current and available.

4.3 Communications/Data Link Capability

File each of the following capabilities in Field 10a per Doc. 4444 as applicable:

- V- VHF RTF
- U- UHF RTF
- H- HF RTF
- M1-M3- Satellite RTF

- J1-J7- CPDLC
 - *Note that the FAA uses CPDLC in Oakland Oceanic (KZAK) and New York Oceanic (KZNY) airspaces only. The applicable capabilities are J5, J6, and J7.*
- E1-E3- ACARS applications
 - *The FAA provision of services does not depend on filing of the ACARS capability items.*

4.4 Global Navigation Satellite System (GNSS)

File a “G” in Field 10a if the flight has a capability that meets FAA Advisory Circular 20-138A.

Per Doc. 4444, Augmentation capability (if any) should be filed in Field 18 following NAV/. The possible augmentation capabilities are described in Doc. 9849 and in Annex 10, Volume 1 but precise filing guidance is not provided in those documents.

Augmentation capability should be filed as required by ANSPs. The FAA at this time has no requirement for GNSS augmentation information in Field 18.

4.5 Performance Based Navigation

4.5.1 North Atlantic Minimum Navigation Performance Specification (MNPS)

Consistent with Doc. 4444, file an “X” in Field 10a to indicate MNPS capability in accordance with the guidance in FAA Advisory Circular AC 91-70A and current NOTAMs.

4.5.2 Oceanic RNP10 and 50 NM lateral or 50 NM longitudinal separation

RNP 10 is the minimum navigation specification for the application of 50 NM lateral separation. Per Doc. 4444, file an “R” in Field 10a and PBN/A1 in Field 18 to indicate RNP 10 capability. 50 NM lateral separation is also applied to aircraft filing PBN/L1 in Field 18 to indicate RNP 4 capability. FAA guidance is in FAA Advisory Circular AC 91-70A, and FAA Order 8400.12.

Note: As of 15 November 2012, for aircraft not authorized RNP 10, existing FAA guidance in NOTAMs to file STS/NONRNP10 is no longer applicable. STS/ can only contain information prescribed by Doc. 4444. Instead, file RMK/NONRNP10.

4.5.2.1 Application of 50 NM Longitudinal Separation

For the application of 50 NM longitudinal separation, the FAA requires RNP 10 navigation capability and FANS 1/A CPDLC and ADS-C capabilities via INMARSAT or IRIDIUM. File these capabilities as follows:

- Per Doc 4444, as of 15 November 2012, file “R” in Field 10a and PBN/A1 in Field 18.
- File J5 (INMARSAT) and/or J7 (IRIDIUM) in Field 10a. If so equipped, MTSAT (J6) can also be filed, however, MTSAT coverage is only available in a portion of Oakland Oceanic airspace. To indicate FANS 1/A ADS-C capability, file D1 in Field 10b. The FAA supports only FANS 1/A capability.

Note: HF Data Link (J2) is not considered adequate for the application of 50 NM longitudinal separation. The FAA does not currently support ATN capability (J1) and VHF Data Link (VDL) is not an Oceanic operations system (J3-J4).

Note: Advisory Circulars can be found at the following web site:

http://www.faa.gov/regulations_policies/advisory_circulars/

Note: Current NOTAMs can be found at the following web site:

http://www.faa.gov/air_traffic/publications/notices/

4.5.3 Oceanic RNP4 and 30/30 separation

For the application of 30 NM lateral and 30 NM longitudinal separation, the FAA requires RNP 4 navigation capability and FANS 1/A CPDLC and ADS-C capabilities via INMARSAT or IRIDIUM. See FAA Advisory Circular AC 91-70A and FAA Order 8400.33. File these capabilities as follows:

- Per Doc 4444, as of November 15, 2012, file “R” in Field 10a and PBN/L1 in Field 18 to indicate Oceanic RNP 4 capability.
- File J5 (INMARSAT) and/or J7 (IRIDIUM) in Field 10a. If so equipped, MTSAT (J6) can also be filed, however, MTSAT coverage is only available in a portion of Oakland Oceanic airspace.
- To indicate FANS 1/A ADS-C capability, file D1 in Field 10b. The FAA supports only FANS 1/A capability.

Note: HF Data Link (J2) is not considered adequate for the application of 30 NM lateral and longitudinal separation. The FAA does not currently support ATN capability (J1) and VHF Data Link (VDL) is not an Oceanic operations system (J3-J4).

4.5.4 Domestic Area Navigation (RNAV) Capability

Area Navigation capability in accordance with [AC 90-45A, Approval of Area Navigation Systems for Use in the U.S. National Airspace System](#), is required for assignment of RNAV routes that do not have performance requirements.

To indicate Area Navigation capability as defined by AC 90-45A file “RNVE99” following the NAV/ indicator in Field 18. Also see Section 4.5.7 for more detailed information on the NAV/ information format for FAA.

Note: There is no ICAO PBN/ equivalent to this capability.

4.5.5 Domestic U.S. RNAV 1 Capability

RNAV 1 capability IAW [Advisory Circular \(AC\) 90-100A, U.S. Terminal and En Route Area Navigation \(RNAV\) Operations](#) is required for assignment of RNAV Standard Instrument Departures (SID) and Standard Terminal Arrivals (STAR).

File the RNAV capability in accordance with FAA Order 7110.10, section 6-2-3. The full syntax rules for filing this capability are also described in Section 4.5.7 below.

4.5.6 Domestic U.S. RNP Capability

FAA requirements for filing RNP capability are not yet defined. File “R” in Field 10a and the appropriate PBN/ information in Field 18 as specified in Doc. 4444 and as required by other ANSPs.

4.5.7 General Specification of RNAV Capability for FAA domestic route assignment

For the complete specification of RNAV format for aircraft operating within U.S. domestic airspace please reference AIM Sections 4-7-8 and 5-1-9.

5. Reference Material

5.1 Acronyms

The following acronyms are used throughout this Reference Guide.

Table 5-1-1. Acronyms

Term	Description
AC	Advisory Circular
ACK	Acknowledgement Message
AFTN	Aeronautical Fixed Telecommunications Network
AIP	Aeronautical Information Publication
ANSP	Air Navigation Service Provider
ARTCC	Air Route Traffic Control Center
ATC	Air Traffic Control
ATS	Air Traffic Service
CDM	Collaborative Decision Making
CDR	Coded Departure Routes
CHG	Modification Message
CNL	Cancellation Message
DLA	Delay Message
DP	Departure Procedure
EET	Estimated Elapsed Time
ERAS	En Route Automation System
FAA	Federal Aviation Administration
FAAO	FAA Order
FIR	Flight Information Region
FP	Domestic Flight Plan IAW FAA Form 7233-1 (non-ICAO)

FAA ICAO Flight Planning Interface Reference Guide

Term	Description
FPL	Filed Flight Plan
IAW	In Accordance With
ICAO	International Civil Aviation Organization
LOCID	Location Identifier
NADIN	National Data Interchange Network
NAR	North Atlantic Route
NAS	National Airspace System
NAVAID	Navigational Aid
NFDC	National Flight Data Center
NM	Nautical Mile(s)
PBN	Performance Based Navigation
PTP	Point-to-Point
REJ	Rejection Message
RNAV	Area Navigation
RNP	Required Navigation Performance
RVSM	Reduced Vertical Separation Minimum
SID	Standard Instrument Departure
STAR	Standard Terminal Arrival Route
VOR	VHF (Very High Frequency) Omni directional Range

FAA ICAO Flight Planning Interface Reference Guide

Table 5-1-2 Abbreviations Used in REJ Messages

Field 7a	AID	Aircraft Identification
Field 7c	BCN	Beacon Code
Field 8a	FLR	Flight Rules
Field 8b	FLT	Type of Flight
Field 9a	ACT	Type of Aircraft
Field 9c	WAK	Wake Turbulence Category
Field 10a	EQP	Communications & Navigation Equipment
Field 10b	SRV	Surveillance Equipment
Field 13a	DEP	Departure Aerodrome
Field 13b	TIM	Departure Time
Field 15a	SPD	Cruising Speed
Field 15b	RAL	Requested Altitude
Field 15c	RTE	Route
Field 16a	DST	Destination Aerodrome
Field 16b	ETE	Estimated Time En route
Field 16c	ALA	Alternate Aerodrome
Field 18	OTH	Other Information
Field 22	AMD	Amended Data

5.2 References

The following are references for information in this Reference Guide.

Table 5-2. References

Reference	Relevancy to ICAO FPL filing:	Internet Availability
ICAO Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM), Document 4444	Describes ICAO standards for FPL, CHG, DLA, and CNL messages and their use.	http://www.icao.int
Aeronautical Information Publication (AIP)	Describes FAA exceptions to ICAO Doc. 4444. Describes when FAA expects a legacy domestic format or ICAO-format FPL to be used.	http://www.faa.gov/atpubs/
International Flight Information Manual (IFIM)	Provides instructions for completing FAA Form 7233-4, International Flight Plan.	http://www.faa.gov/ats/aat/ifim/
Aeronautical Information Manual (AIM)	Describes basic flight information and ATC procedures for use in the U.S. National Airspace System.	http://www.faa.gov/atpubs/
FAAO 7210.3, Facility Operation and Administration	Describes the Air Carrier Interface Program for filing domestic format FPLs over NADIN.	http://www.faa.gov/atpubs/

FAA ICAO Flight Planning Interface Reference Guide

Reference	Relevancy to ICAO FPL filing:	Internet Availability
FAAO 7350.7, Location Identifiers	Defines valid fix identifiers for NAVAIDs, waypoints, intersections, etc., which can be filed in FPLs.	http://www.faa.gov/atpubs/
Advisory Circulars	Defines requirements for filing certain capabilities or exceptions.	http://www.faa.gov/regulations_policies/advisory_circulars/
Notices to Airmen	Defines requirements for filing certain capabilities or exceptions.	http://www.faa.gov/air_traffic/publications/notices/
RVSM Guidance	Defines requirements for filing certain information relative to RVSM capability.	http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/rvsm/drvsm/
Oceanic and Offshore Operations	Defines requirements for filing information relative to equipment/capability for operations in FAA-controlled Oceanic airspace.	http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/

5.3 ARTCC Four-letter Location Identifiers

Table 5-3 ARTCC Four-letter Location Identifiers for Domestic ICAO FPL Field 3b/c

FAA ICAO Flight Planning Interface Reference Guide

ARTCC Name	Field 3b/c Four-letter Location Identifier	AFTN Address	Notes
Albuquerque (ZAB)	KZCA*	KZCAZQZX	Requires border coordination – will change to KZAB on January 26, 2009
Chicago (ZAU)	KZAU	KZAUZQZX	
Boston (ZBW)	KZBW	KZBWZQZX	
Washington (ZDC)	KZDC	KZDCZQZX	
Denver (ZDV)	KZDV	KZDVZQZX	
Fort Worth (ZFW)	KZFW	KZFWZQZX	
Houston (ZHU)	KZCH*	KZCHZQZX	Requires border coordination – will change to KZHU on January 26, 2009
Indianapolis (ZID)	KZID	KZIDZQZX	
Jacksonville (ZJX)	KZJX	KZJXZQZX	
Kansas City (ZKC)	KZKC	KZKCZQZX	
Los Angeles (ZLA)	KZCL*	KZCLZQZX	Requires border coordination – will change to KZLA on January 26, 2009
Salt Lake (ZLC)	KZLC	KZLXZQZX	
Miami (ZMA)	KZMA	KZMAZQZX	
Memphis (ZME)	KZME	KZMEZQZX	
Minneapolis (ZMP)	KZMP	KZMPZQZX	
New York (ZNY)	KZNY	KZNYZQZX	

FAA ICAO Flight Planning Interface Reference Guide

ARTCC Name	Field 3b/c Four-letter Location Identifier	AFTN Address	Notes
Oakland (ZOA)	KZOA	KZOAQZX	
Cleveland (ZOB)	KZOB	KZOBQZX	
Seattle (ZSE)	KZSE	KZSEQZX	
Atlanta (ZTL)	KZTL	KZTLQZX	

*Location identifiers (KZCA, KZCH, and KZCL) shall not be filed anywhere other than in Fields 3b/c of a U.S. domestic ICAO flight planning message.

Attachment 1. Route (Field 15) Additions

Field 15b – Level

Some non-ICAO altitude formats are permissible in Field 15b for FPLs with routes of flight entirely in U.S. domestic airspace. These are described below. Do not use these formats in an International FPL.

- **Item 15, Field 15b, Level** – The following non-ICAO altitude formats are permissible in Field 15b of a Domestic IFR FPL. Do not use these formats in an international FPL:

OTP – “**OTP**” followed by the requested altitude.

Example: OTP/125

Block Altitude – in the format “dddBddd” where the first “ddd” is the lowest altitude in the block and the second “ddd” is the highest altitude in the block

Example: 210B290

Note: Information in this Field should reflect the requested “Initial Cruise Altitude,” which is defined as the first planned en route altitude, determined without regard to intermediate level-offs due to airway, or airspace strata, or ATC departure procedures. This may be the final requested altitude, or an altitude associated with a filer planned step climb level-off.

Field 15c – Route

Some non-ICAO route elements are permissible in Field 15c for FPLs with routes of flight entirely in U.S. domestic airspace. These are described below. Do not use these formats in an International FPL.

Item 15, Field 15c, Route – The following non-ICAO route elements are permissible in Field 15c for Domestic FPL. Do not use these formats in an international FPL:

Delay at a fix may be requested using the format “FIX/Dh+mm”

Example: KORRY/D0+25

Coded Route Re-entry Indicator using the format “Route+Rd”

Example: IR107+R1

Most U.S. domestic Departure Procedures (DPs) have a coded designator published in a [Terminal Procedure Publication](#). Include the coded designator, if one exists, as the first element in Field 15c. Follow any instructions in the published DP regarding whether and how to file the route in a flight plan.

FAA ICAO Flight Planning Interface Reference Guide

Route-to-Route Transition: When a transition is planned between two (2) routes in U.S. domestic airspace, the point of transition should normally be inserted in Field 15c. The point of transition may be omitted in the following cases:

- When filing published Preferred Routes ([NDFC Preferred Routes Database](#)²) or Coded Departure Routes ([CDM Operational Coded Departure Routes](#)³); and
- When the intersection between the two (2) routes is unambiguous but not published.

When omitting the point of transition in the portion of the route in U.S. domestic airspace, file the two (2) route names separated by a space. Transition between any combinations of the following types of routes will be supported:

- Published High altitude airways (J- or Q-Routes); Published Low altitude airways (V- or T-Routes); and
- Radial Routes.

Note: Do not use this format/convention in the portion of the route outside domestic U.S. unless directed by the appropriate ANSP.

Do not use this convention for transition between any combinations of the following types of routes:

- SIDs;
- STARs;
- Atlantic Routes;
- Aerial Refueling Routes;
- Military IFR and VFR training routes (IR and VR routes);
- LF/MF “colored” airways (e.g., Amber airways, Blue airways); and
- North Atlantic Routes (NAR).

Table 1-1 provides examples of acceptable Field 15c entries for route-to-route transitions in U.S. domestic airspace:

Table 1-1 Route-to-Route Transition Examples

² Access the NDFC Preferred Routes Database at “http://www.fly.faa.gov/rmt/nfdc_preferred_routes_database.jsp”

³ Access the CDM Operational Coded Departure Routes at http://www.fly.faa.gov/rmt/cdm_operational_coded_departur.jsp”

FAA ICAO Flight Planning Interface Reference Guide

Type(s) of Route Transition	Route as published*	Route as filed in ICAO Field 15c
Jet airway to jet airway	Coded swap route MVYCLTT7 (KMVY to MCLT): KMVY SEY HTO J174 ORF J121 J4 FLO HUSTN1 KCLT	DCT SEY DCT HTO J174 ORF J121 J4 FLO HUSTN1
Radial route to radial route & jet airway to jet airway	Published IFR Preferred Route KCLE to KAPF: KCLE DJB DJB200 APE021 APE J186 J91 ATL J89 J75 TEPEE ZEILR1 KAPF	DCT DJB DJB200 APE021 APE J186 J91 ATL J89 J75 TEPEE ZEILR1
Radial route to jet airway	Published IFR Preferred Route KBDR to KMCO: KBDR BEADS CCC148 J174 SWL CEBEE WETRO ILM AR15 HIBAC CWRLD1 KMCO	DCT BEADS CCC148 J174 SWL DCT CEBEE DCT WETRO DCT ILM AR15 HIBAC CWRLD1
Victor airway to victor airway	Published IFR Preferred Route KAJO to KMYF: KAJO PDZ V186 V66 MZB KMYF	DCT PDZ V186 V66 MZB

Field 15c1, Standard Departure Route

File a published Standard Departure Route in Field 15c1 of an FPL. FAA departure (and arrival) routes are available at http://aeronav.faa.gov/index.asp?xml=aeronav/applications/d_tpp.

Field 15c2 – ATS route

File published ATS Route designators in Field 15c2 of an FPL.

Field 15c3 – Significant point

A significant point can be expressed in any of the following formats:

- Fix or NAVAID ID: 2-5 character ID as published in FAAO 7350.8 (which is available at <http://www.faa.gov/atpubs>). ERAS checks both the format and validity of a Fix or NAVAID ID within 50 nautical miles (NM) of U.S. domestic airspace; outside of this airspace only the format of the ID is checked.
- Fix Radial Distance: 2-5 character Fix or NAVAID ID, followed by a three digit direction in degrees magnetic, followed by 3 digits in NM.
- Latitude/Longitude (Lat/Long)

FAA ICAO Flight Planning Interface Reference Guide

- 2 digits Lat. in degrees, followed by N or S, followed by 3 digits Long. in degrees, followed by E or W.
- 4 digits Lat. in degrees and minutes, followed by N or S, followed by 5 digits Long. in degrees and minutes, followed by E or W.

Note: ERAS accepts a different Lat/Long format for non-ICAO domestic flight plans (e.g., ddN/dddW, dd/ddd). Do not use that format in an FPL.

Field 15c4 – Change of speed or level

Entries in Field 15c4 for change of speed or level at a point are accepted by ERAS but not processed. Be aware of the caution in the AIP, En Route, paragraph 31.6, which reads:

31.6 “Cleared to (destination) airport as filed,” does NOT include the en route altitude filed in a flight plan. An en route altitude will be stated in the clearance or the pilot will be advised to expect an assigned/filed altitude within a given time frame or at a certain point after departure. This may be done verbally in the departure instructions or stated in the DP.

Note: For processing purposes and controller displays, ERAS uses only the speed and altitude information filed as the first element in Field 15 (i.e. Initial Cruise). This element should reflect data at the requested “Initial Cruise Altitude,” which is defined as the first planned en route altitude, determined without regard to intermediate level-offs due to airway, or airspace strata, or ATC departure procedures. This may be the final requested altitude, or an altitude associated with a filer planned step climb level-off.

Field 15c5 – Change of flight rules (Composite Flights)

ERAS will not accept an FPL containing “IFR” in a route portion within U.S. domestic airspace in Field 15c. If you plan to change flight rules within U.S. domestic airspace during your flight (i.e., VFR then IFR, or IFR then VFR), ensure you file the VFR portion of the flight IAW [FAAO 7110.10](#) and the IFR portion of your flight IAW this document.

Note: ERAS accepts “IFR” if included in a route portion outside of U.S. domestic airspace.

Note: While ERAS does not accept metric speed and altitude in Fields 15a and 15b, they are accepted in Field 15c4.

Field 15c6 – Cruise Climb

ERAS will accept an FPL containing a cruise climb request if the climb is outside of U.S. domestic airspace. FAA does not provide for cruise climb clearances in U.S. domestic airspace.

Attachment 2. Other Information (Item 18) Additions

1. Standard Other Information Indicators

ERAS accepts all Item 18 indicators defined in ICAO Doc. 4444 in any order but filers are urged to file in the order specified in Doc. 4444. Some ANSPs may truncate Field 18, and the order specified reflects the importance of the information. Per Amendment 1, some ANSPs may enforce the correct order.

Any indicator not defined in ICAO Doc. 4444 should not be used, except those published in Regional Supplementary Procedures (Doc. 7030) or an AIP. See item 4 below for additional details.

File only one instance of each indicator. Multiple instances of an indicator (e.g. RMK/TEXT RMK/OTHER TEXT) may cause rejection of the flight plan (will vary by ANSP). FAA systems will accept multiple indicators but combine them into one instance.

Table 2-1 outlines rules for ERAS acceptance of each ICAO-defined indicator.

- The first column lists the indicators.
- The second column describes the FAA requirements for filing the indicator. Note that these reflect the FAA requirements. International flights need to be aware of any other ANSP requirements with respect to Field 18. The FAA ERAS should accept information filed in these indicators for other ANSPs.
- The third column provides any applicable references.
- The fourth column provides examples for each indicator.

Table 2-1. ERAS Rules for Acceptance of ICAO Item 18 Indicators

Indicator	FAA Requirements	References	Examples
STS/	Include values per Doc. 4444. See details of when to use each in table 2-2 below.		STS/STATE STS/HOSP STS/STATE NONRVSM

FAA ICAO Flight Planning Interface Reference Guide

Indicator	FAA Requirements	References	Examples
PBN/	<p>Include A1 for RNP10 and L1 for RNP4 as described in Sections 4.5.2 and 4.5.3 above.</p> <p>Include other entries as defined in ICAO Doc. 4444 and required by other ANSPs.</p> <p>Note: The FAA will use information in NAV/ to determine eligibility for RNAV 1 routes, not the information in PBN/. However other ANSPs will likely use the PBN/ information.</p>	<p>FAA AC 91-70A</p> <p>FAA Order 8400.12</p> <p>FAA Order 8400.33</p>	<p>PBN/A1B4B6L1O1S2T2</p> <p>PBN/A1L1</p>
NAV/	<p>Include domestic RNAV capability when applicable, per Sections 4.5.4 and 4.5.5 above.</p> <p>Note: Requires a 'Z' in Field 10a.</p>	<p>United States AIP, ENR 1.10 Section 12</p>	<p>NAV/RNVD1E2A1</p> <p>NAV/RNVE2</p> <p>NAV/RNVE99</p>
COM/	<p>The FAA currently has no requirements for any information to be filed in COM/.</p> <p>Note: Requires a 'Z' in Field 10a.</p>	<p>Doc. 4444</p>	
DAT/	<p>The FAA currently has no requirements for any information to be filed in DAT/.</p> <p>Note: Requires a 'Z' in Field 10a.</p>	<p>Doc. 4444</p>	
SUR/	<p>Flights that comply with FAA CFR requirements for ADS-B (RTCA DO-260B or DO-282B) should file SUR/260B for 1090ES capability, and SUR/282B for UAT capability. Note that no SUR/ entry is necessary for other ADS-B equipment (e.g. 260A or 282A equipment)</p>	<p>Doc. 4444</p> <p>RTCA DO 260B</p> <p>FAA AIM</p>	<p>SUR/260B</p> <p>SUR/260B 282B</p>
DEP/	<p>If ZZZZ is filed in Field 13, include the departure point as follows:</p> <ol style="list-style-type: none"> 1. If there is a location identifier for the airport but it is not four letters (e.g. it includes numerals), include only the location identifier as published in FAA Doc. 7350.8. 2. If there is no location identifier, include a significant point as described in Doc. 4444 (fix name, fix/radial/distance, or Lat/Lon). 	<p>Doc. 4444</p> <p>FAA Doc. 7350.8</p> <p>ICAO Doc. 7910</p>	<p>DEP/S20</p> <p>DEP/MD21</p> <p>DEP/JACOX</p> <p>DEP/ERI090012</p>

FAA ICAO Flight Planning Interface Reference Guide

Indicator	FAA Requirements	References	Examples
DEST/	<p>If ZZZZ is filed in Field 16, include the destination as follows</p> <ol style="list-style-type: none"> 1. If there is a location identifier for the airport (but it is not four letters), include only the location identifier as published in FAA Doc. 7350.8. 2. If there is no location identifier, include a significant point as described in Doc. 4444 (fix name, fix/radial/distance, or Lat/Lon). 	<p>Doc. 4444</p> <p>FAA Doc. 7350.8</p> <p>ICAO Doc. 7910</p>	<p>DEST/S20</p> <p>DEST/MD21</p> <p>DEST/JACOX</p> <p>DEST/ERI090012</p>
DOF/	<p>The FAA has no requirements for DOF/.</p> <p>The FAA ERAS does not support filing more than 24 hours in advance. Flight Plans with a DOF/ more than 24 hours in advance are subject to rejection.</p> <p>Flight plans filed within 24 hours of proposed departure should not contain a DOF/, but inclusion is permissible.</p> <p>Note that filers using a flight planning service may already have the ability to file more than a day in advance. Any such existing capabilities will be unaffected; they already hold flight plans and submit to the ERAS at an appropriate time.</p>	<p>Doc. 4444</p>	<p>DOF/111024</p> <p>(i.e., October 24, 2011)</p>
REG/	<p>File when the callsign is not the registration number as indicated in ICAO Doc. 4444.</p> <p>This information is used for monitoring, and is important to include when relevant.</p> <p><i>Note: REG/ number is required for all RVSM flights.</i></p> <p><i>Note: REG/ number is required for flights through oceanic airspace that desire CPDLC or ADS-C services.</i></p> <p><i>Note: REG/ number is required for all flights intending to operate in the North Atlantic (NAT) Region.</i></p>	<p>Global Operational Data Link Document (GOLD), Doc. 7030 NAM, NAT, and PAC regions</p>	<p>REG/N23721</p>

FAA ICAO Flight Planning Interface Reference Guide

Indicator	FAA Requirements	References	Examples
EET/	<p>Information after EET/ must contain the FIR identifier from ICAO Doc. 7910 of each FIR boundary crossed and the estimated time to that boundary. See Section 2.1, Initial FPL Filing, above.</p> <p>Note: This information is important for international flights. It is not required for domestic flights.</p>	<p>United States AIP GEN 1.7</p> <p>ICAO Doc. 7910</p>	EET/KZMA1234
SEL/	<p>The FAA currently has no requirements for any information to be filed in SEL/. Filing of SELCAL code in SEL is recommended as good practice when applicable as it can be used for contingencies even in airspace where HF is not a primary means of communication.</p>	<p>Doc. 4444</p> <p>FAA JO 7110.65 para. 10-4-4</p>	SEL/CKAS
TYP/	<p>If ZZZZ is filed in Field 9, include a description of the type of aircraft when there is no type designator in ICAO Doc. 8643, or there is a formation flight with multiple aircraft types.</p>	<p>Doc. 4444</p> <p>Doc. 8643</p>	TYP/EXPERIMENTAL TYP/2F16 2K35R
CODE/	<p>File the aircraft's Mode S address, when one has been assigned. This information will be used to pair ADS-B surveillance reports to a flight plan.</p> <p>The information should be filed as six hexadecimal digits.</p>	<p>Doc. 4444</p> <p>FAA AIM</p>	CODE/23A16C
DLE/	<p>The FAA currently has no requirements for any information to be filed in DLE/.</p> <p>The FAA can accept DLE/ information, but it is not processed or presented to controllers. Do not use DLE/ for fixes in U.S. airspace at this time.</p>	<p>Doc. 4444</p>	DLE/VSA0130
OPR/	<p>The FAA currently has no requirements for any information to be filed in OPR/.</p>	<p>Doc. 4444</p>	OPR/FLEXJET

FAA ICAO Flight Planning Interface Reference Guide

Indicator	FAA Requirements	References	Examples
ORGN/	The FAA currently has no requirements for any information to be filed in ORGN/.	Doc. 4444	ORGN/EDDTBERX
PER/	<p>Speeds are Indicated Air Speed at runway threshold for an arriving aircraft:</p> <p>A less than 91 knots IAS</p> <p>B at least 91 and less than 121 knots IAS</p> <p>C at least 121 and less than 141 knots IAS</p> <p>D at least 141 and less than 166 knots IAS</p> <p>E greater than 166 and less than 211 knots IAS</p> <p>H Helicopters</p> <p>The FAA currently has no requirements for any information to be filed in PER/.</p> <p><i>Note:</i> The ERAS will enforce the Doc. 4444 requirements for this field- PER/, if filed, must contain one letter, being one of the valid codes described in Doc. 8168.</p>	Doc. 8168	PER/C
ALTN/	The FAA currently has no requirements for any information to be filed in ALTN/.	Doc. 4444	ALTN/5AR2
RALT/	The FAA currently has no requirements for any information to be filed in RALT/.	Doc. 4444	RALT/KEWR KRDU KTPA
TALT/	The FAA currently has no requirements for any information to be filed in TALT/.	Doc. 4444	TALT/KEWR
RIF/	The FAA currently has no requirements for any information to be filed in RIF/.	Doc. 4444	RIF/ESP G94 CLA APPH
RMK/	<p>Any FAA guidance that instructs filing of information in “Remarks” should be filed in an FPL after RMK/.</p> <p>See “Filing Remarks”, below.</p>	<p>Doc. 4444</p> <p>United States AIP</p> <p>United States AIM</p>	<p>RMK/NRP</p> <p>RMK/PTP</p> <p>RMK/CDR CAPABLE</p> <p>RMK/ADCUS NO STAR</p>

2. Reasons for Special Handling (STS/)

ICAO Doc. 4444 defines a set of 13 possible “reasons for special handling”. Some of these reasons conflict with current FAA practices and others are not relevant to current FAA practice (i.e. there is no equivalent filing). The following table indicates the recommended filing practices for these items.

Table 2-2. Filing Reason for Special Handling with the FAA

STS/ Item	FAA Requirements	Flight Planning References
ALTRV	Follow all current procedures for ALTRVs. Optionally file ALTRV in STS/ to indicate intention to operate in an ALTRV, however including this item will not be cause for special handling and does not substitute for any existing requirements for coordination.	Military Flight Data Telecommunications (Army Regulation 95–11, AFR 11-213, OPNAVINST 3722.8L) National SAR Supplement (available at http://www.uscg.mil/hq/cg5/cg534/SAR_Manuals.asp)
ATFMX	File only as required by other ANSPs. The FAA will make no use of this item.	N/A
FFR	Follow all current procedures for coordination of Fire Fighting flights. RBA Check PCG (see STATE wording below) Optionally include this item to indicate involvement in firefighting, however including this item will not be cause for special handling and does not substitute for any existing requirements for coordination.	N/A
HEAD	Follow all current procedures for coordination of Head of State flights. Optionally include this item as appropriate, however including this item will not be cause for special handling and does not substitute for any existing requirements for coordination.	N/A
HUM	Follow all current procedures for coordination of Humanitarian flights. Optionally include this item as appropriate, however including this item will not be cause for special handling and does not substitute for any existing requirements for coordination.	N/A

FAA ICAO Flight Planning Interface Reference Guide

STS/ Item	FAA Requirements	Flight Planning References
MARSA	<p>Follow all current procedures for flights that expect to declare MARSA.</p> <p>Include MARSA in STS/ in an international flight plan in lieu of MARSA in remarks. If additional information is required, file them in RMK/. For example: STS/MARSA RMK/MARSA WITH ZAPP21</p> <p>MARSA may still be filed in remarks of a domestic flight plan.</p> <p>Note that including MARSA in STS/ will not be cause for special handling and does not substitute for any existing requirements for declaration of MARSA.</p>	<p>Military Flight Data Telecommunications (Army Regulation 95-11, AFR 11-213, OPNAVINST 3722.8L)</p>
STATE	<p>Follow all current procedures for law enforcement and military flights.</p> <p>Optionally include this item for flights that meet the definition of State Aircraft in the Pilot/Controller Glossary. However including this item will not be cause for special handling and does not substitute for any existing requirements for coordination.</p>	<p>FAA Pilot Controller Glossary (PCG) in the AIM (available at http://www.faa.gov/atpubs)</p>
FLTCK	<p>File FLTCK in STS/ of an ICAO flight plan <i>or</i> in the remarks section of a domestic flight plan.</p> <p>If a fix and action need to be specified put that information in RMK/.</p>	<p>Order JO 7110.65 (available at http://www.faa.gov/atpubs)</p>
HAZMAT	<p>Include HAZMAT when carrying hazardous materials per CFR Part 175, or when instructed to include remarks in a flight plan pertaining to hazardous materials.</p>	<p>CFR Part 175 AF Joint Instr. 11-204 Army Reg. 95-27</p>
HOSP	<p>File HOSP for a medical flight that does not meet the criteria for MEDEVAC. No operational priority is given solely due to filing of HOSP; any priority must be requested.</p>	<p>United States AIM Section 4-2-4 United States AIP GEN 3.4 (available at http://www.faa.gov/atpubs)</p>
MEDEVAC	<p>File MEDEVAC for a life-critical medical emergency flight. Operational priority will be given to MEDEVAC flights.</p> <p>Note: Use of MEDEVAC replaces previous use of the term “Lifeguard”. Many documents and procedures need to be updated to reflect this.</p>	<p>United States AIM Section 4-2-4 United States AIP GEN 3.4 (available at http://www.faa.gov/atpubs)</p>

FAA ICAO Flight Planning Interface Reference Guide

STS/ Item	FAA Requirements	Flight Planning References
NONRVSM	File NONRVSM in STS/ when the flight is eligible for NONRVSM operations in RVSM airspace per the guidance in AIM Section 6. Note that including NONRVSM does not substitute for any required coordination with ATC described in the AIM.	United States AIM, Section 6 United States AIP ENR 1.1 Paragraphs 38.3, 38.10 (available at http://www.faa.gov/atpubs)
SAR	Follow all current procedures for Search and Rescue operations. Optionally include this item for informational purposes when appropriate. Inclusion of SAR in STS/ does not substitute for any current requirements for coordination with FAA Air Traffic Control.	United States AIM, Section 6-2-5 (available at http://www.faa.gov/atpubs)

3. Filing Remarks with the FAA (RMK/)

As indicated above, all FAA instructions to file information in Remarks should be considered to apply to RMK/ in Field 18 of an ICAO flight plan. As stated in the AIM, the FAA instructs filers to “Enter only those remarks pertinent to ATC or to the clarification of other flight plan information”.

Remarks to be filed for specific purposes are directed in the AIM, the AIP, various Advisory Circulars and NOTAMs. All of these items apply to RMK/ in an ICAO flight plan.

4. Non-Standard Other Information Indicators

With the advent of Amendment 1, non-standard indicators in Field 18 are strongly discouraged if not banned outright, and in particular, “reasons for special handling” are mandated to be filed in STS/ or, if no appropriate code exists there, in RMK/.

Therefore no non-standard indicators should be filed in Field 18 except for limited cases that are documented in Doc. 7030 or an AIP.

The known non-standard indicators right now include:

1. RVR/, defined by Eurocontrol. RVR/ contains a 3-digit Runway Visual Range expressed in meters.
2. RFP/, defined by Eurocontrol. RFP/ contains a replacement flight plan number (a type of version number).
3. IRMK/, defined by the FAA. IRMK/ is used only to identify FRC (Full Route Clearance) is necessary for the subject flight.