CHANGE TO AERONAUTICAL INFORMATION MANUAL TO INCORPORATE NEW ICAO FLIGHT PLAN FILING REQUIREMENTS – PLANNED EFFECTIVE DATE 11/15/2012

1. PARAGRAPH NUMBER AND TITLE:

4-2-4. Aircraft Call Signs
4-6-1. Applicability and RVSM Mandate (Date/Time and Area)
4-6-5. Pilot RVSM Operating Practices and Procedures
4-6-10. Procedures for Accommodation of Non-RVSM Aircraft
5-1-9. International Flight Plan (FAA Form 7233-4)-IFR Flights (For Domestic or International Flights)

2. BACKGROUND: ICAO 2012 changes the way aircraft are required to file flight plans. There are two impacts to the AIM:

First, the FAA will require the use of the MEDEVAC for civilian air ambulance flights in the Special Handling Section of the ICAO flight plan. To maintain consistency between ICAO and HOST flight plan filing, all civilian air ambulance flights will be required to file as MEDEVAC instead of the previous term Lifeguard. The previous meaning of the term MEDEVAC has been removed. The term HOSP has been added. This change affects sections 4-24, 4-6-1, 4-6-5, and 4-6-10.

Second, the Equipment and Capabilities (ICAO Item 10) and Other Information (ICAO Item 18) sections of the international flight plan have new and changed items defined. These changes are reflected in section 5-1-9.

3. EXPLANATION OF CHANGE: The term Lifeguard is being replaced by the term MEDEVAC. The previous MEDEVAC meaning has been removed. The term HOSP has been added. ICAO Items 10 and 18 are changed in the International Flight Plan instructions. Please note that all of section 5-1-9 is included in this notice to provide a single complete set of instructions; the only sections with changes are Items 10 (b. 4.) and 18 (b. 8.).

4. CHANGE:

4–2–4. AIRCRAFT CALL SIGNS

b. Air Ambulance Flights.

Because of the priority afforded air ambulance flights in the ATC system, extreme discretion is necessary when using the term **"MEDEVAC."** It is only intended for those missions of an urgent medical nature and to be utilized only for that portion of the flight requiring expeditious handling. When requested by the pilot, necessary notification to expedite ground handling of patients, etc., is provided by ATC; however, when possible, this information should be passed in advance through non−ATC communications systems.

1. Civilian air ambulance flights responding to medical emergencies (first call to an accident scene, carrying patients, organ donors, organs, or other urgently needed lifesaving medical material) will be expedited by ATC when necessary. When expeditious handling is necessary, include the word

“MEDEVAC” in the flight plan per paragraphs 5-1-8 and 5-1-9. In radio communications, use the call sign **“MEDEVAC”** followed by the aircraft registration letters/numbers.

2. Similar provisions have been made for the use of ~~“~~AIR EVAC” and **“HOSP”** by **air ambulance** flights, except that **these flights** will receive priority handling only when specifically requested.

EXAMPLE −
MEDEVAC *Two Six Four Six.*

3. Air carrier and Air Taxi flights responding to medical emergencies will also be expedited by ATC when necessary. The nature of these medical emergency flights usually concerns the transportation of urgently needed lifesaving medical materials or vital organs. IT IS IMPERATIVE THAT THE COMPANY/PILOT DETERMINE, BY THE NATURE/URGENCY OF THE SPECIFIC MEDICAL CARGO, IF PRIORITY ATC ASSISTANCE IS REQUIRED. Pilots must include the word **“MEDEVAC”** in the flight plan per paragraphs 5-1-8 and 5-1-9, and use the call sign **“MEDEVAC”** followed by the company name and flight number for all transmissions when expeditious handling is required. It is important for ATC to be aware of **“MEDEVAC”** status, and it is the pilot’s responsibility to ensure that this information is provided to ATC.

EXAMPLE −

MEDEVAC *Delta Thirty−Seven.*

4−6−1. APPLICABILITY AND RVSM MANDATE (DATE/TIME AND AREA)

c. **RVSM Authorization**. In accordance with 14 CFR Section 91.180, with only limited exceptions, prior to operating in RVSM airspace, operators and aircraft must have received RVSM authorization from the responsible civil aviation authority. (See paragraph 4−6−10, Procedures for Accommodation of Non−RVSM Aircraft.) If the operator or aircraft or both have not been authorized for RVSM operations, the aircraft will be referred to as a ~~“~~non−RVSM” aircraft. Paragraph 4−6−10 discusses ATC policies for accommodation of non−RVSM aircraft flown by the Department of Defense, Air Ambulance **(MEDEVAC)** operators, foreign State governments and aircraft flown for certification and development. Paragraph 4−6−11, Non−RVSM Aircraft Requesting Climb to and Descent from Flight Levels Above RVSM Airspace Without Intermediate Level Off, contains policies for non−RVSM aircraft climbing and descending through RVSM airspace to/from flight levels above RVSM airspace.

4−6−5. PILOT RVSM OPERATING PRACTICES AND PROCEDURES

1. The flight is conducted by a non−RVSM DOD, **MEDEVAC**, certification/development or foreign State (government) aircraft in accordance with paragraph 4−6−10, Procedures for accommodation of Non−RVSM Aircraft.

4-6-10. PROCEDURES FOR ACCOMMODATION OF NON−RVSM AIRCRAFT

3. Active air ambulance flights utilizing a **“MEDEVAC”** call sign.

5-1-9. International Flight Plan (FAA Form 7233-4 - IFR Flights (For Domestic or International Flights)

a. General

Use of FAA Form 7233-4 is recommended for domestic IFR flights and is mandatory for all IFR flights that will depart U.S. domestic airspace.

NOTE –

1. An abbreviated description of FAA Form 7233-4 (International Flight Plan) may be found in this section. A detailed description of FAA Form 7233-4 may be found on the FAA website at:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/flight_plan_filing/

2. *Filers utilizing FAA Form 7233-1 (Flight Plan) may not be eligible for assignment of RNAV SIDs and STARs. Filers desiring assignment of these procedures should file using FAA Form 7233-4, as described in this section.*

3. *When filing an IFR flight plan using FAA Form 7233-4, it is recommended that filers include all operable navigation, communication, and surveillance equipment capabilities by adding appropriate equipment qualifiers as shown in Tables 5-1-3 and 5-1-4. These equipment qualifiers should be filed in Item 10 of FAA Form 7233-4.*

4. *ATC issues clearances based on equipment qualifiers filed in Items 10 and aircraft capabilities filed in Item 18 (NAV/) of FAA Form 7233-4. Operators should file all equipment qualifiers for which the aircraft is certified and capable. They should also file aircraft capabilities in Item 18 as described below.*

b. Explanation of Items Filed in FAA Form 7233-4

Procedures and other information provided in this section are designed to assist operators using FAA Form 7233-4 to file IFR flight plans for flights that will be conducted entirely within U.S. domestic airspace. Requirements and procedures for operating outside U.S. domestic airspace may vary significantly from country to country. It is, therefore, recommended that operators planning flights outside U.S. domestic airspace become familiar with applicable international documents, including Aeronautical Information Publications (AIP); International Flight Information Manuals (IFIM); and ICAO Document 4444, Procedures for Air Navigation Services/Air Traffic Management, Appendix 2.

NOTE –
FAA Form 7233-4 is shown in FIG 5-1-3. The filer is normally responsible for providing the information required in Items 3 through 19.

FIG 5-1-3
FAA International Flight Plan Form 7233-4 (9-06)

Form Approved OMB No. 2120-0026
09/30/2006

U.S.Department of Transportation
Federal Aviation Administration

International Flight Plan

PRIORITY
<=FF

ADDRESSEE(S)

<=

FILING TIME

ORIGINATOR <=

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND / OR ORIGINATOR

3 MESSAGE TYPE
<=(FPL

7 AIRCRAFT IDENTIFICATION

8 FLIGHT RULES

TYPE OF FLIGHT <=

9 NUMBER

TYPE OF AIRCRAFT

WAKE TURBULENCE CAT.
/

10 EQUIPMENT
/ <=

13 DEPARTURE AERODROME

TIME <=

15 CRUISING SPEED

LEVEL

ROUTE

<=

16 DESTINATION AERODROME

TOTAL EET
HR MIN

ALTN AERODROME

2ND ALTN AERODROME <=

18 OTHER INFORMATION

<=

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)

19 ENDURANCE
HR MIN
E/

PERSONS ON BOARD
P/

EMERGENCY RADIO
UHF VHF ELBA
R/

SURVIVAL EQUIPMENT
/ POLAR DESERT MARITIME JUNGLE

JACKETS
/ LIGHT FLUORES UH F VHF

DINGHIES
NUMBER CAPACITY COVER COLOR
D / <=

AIRCRAFT COLOR AND MARKINGS
A/

REMARKS
N / <=

PILOT-IN-COMMAND
C/)<=

FILED BY | ACCEPTED BY | ADDITIONAL INFORMATION

FAA Form 7233-4 (7-93)

Pre-Flight Pilot Checklist

Aircraft Identification			Time of Briefing			
Weather (Destination) (Alternate)	☐ Present	Remarks	**Report Weather Conditions Aloft**			
	☐ Forecast		*Report immediately weather conditions encountered---particularly cloud tops, upper cloud layers, thunderstorms, ice, turbulence, winds and temperature*			
			Position	Altitude	Time	Weather Conditions
Weather (En Route)	☐ Present					
	☐ Forecast					
	☐ Pireps					
Winds Aloft	Best Crzg. Alt.					
Nav. Aid & Comm. Status.	☐ Destination					
	☐ En Route					
Airport Conditions	☐ Destination					
	☐ Alternate					
ADIZ	☐ Airspace Restrictions					

Civil Aircraft Pilots

FAR Part 91 states that each person operating a civil aircraft of U S. registry over the high seas shall comply with Annex 2 to the Convention of International Civil Aviation, International Standards - Rules of the Air. Annex 2 requires the submission of a flight plan containing items 1-1 9 prior to operating any flight across international waters. Failure to file could result in a civil penalty not to exceed $1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended).

International briefing information may not be current or complete. Data should be secured, at the first opportunity, from the country in whose airspace the flight will be conducted.

Paperwork Reduction Act Statement: Flight Plan information is collected for the protection and identification of aircraft and property and persons on the ground. Air Traffic uses the information to provide control services and search and rescue services. An individual respondent would require about 2.5 minutes to provide the information. FAR Part 91 requires an Instrument Flight Rules (IFR) flight plan to operate under IFR in controlled airspace. Filing a Visual Flight Rules flight plan is recommended but not mandatory. It is FAA policy to make factual information available to persons properly and directly concerned except information held confidential for good cause, i.e., pilot's address/telephone number. All flight plan data is destroyed when 15 days old except for data retained due to an accident/incident investigation. An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection is 2120-0026. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ABA-20

1. Item 7. Aircraft Identification. Insert the full registration number of the aircraft, or the approved FAA/ICAO company or organizational designator, followed by the flight number.

EXAMPLE -
N235RA, AAL3342, BONGO33

NOTE –
Callsigns filed in this item must begin with a letter followed by 1-6 additional alphanumeric characters.

2. Item 8. Flight Rules and Type of Flight.

(a) Flight Rules. Insert the character "I" to indicate IFR

(b) Type of Flight. Insert one of the following letters to denote the type of flight:

(1) **S** if scheduled air service

(2) **N** if non-scheduled air transport operation

(3) **G** if general aviation

(4) **M** if military

(5) **X** if other than any of the defined categories above.

NOTE -
Type of flight is optional for flights that will be conducted entirely within U.S. domestic airspace.

3. Item 9. Number, Type of Aircraft, and Wake Turbulence Category.

(a) Number. Insert the number of aircraft, if more than 1 (maximum 99).

(b) Type of Aircraft.

(1) Insert the appropriate designator as specified in ICAO Doc 8643, Aircraft Type Designators;

(2) Or, if no such designator has been assigned, or in the case of formation flights consisting of more than one type;

(3) Insert ZZZZ, and specify in Item 18, the (numbers and) type(s) of aircraft preceded by TYP/.

(c) Wake Turbulence Category. Insert an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

(1) H — HEAVY, to indicate an aircraft type with a maximum certificated takeoff weight of 300,000 pounds (136 000 kg), or more;

(2) M — MEDIUM, to indicate an aircraft type with a maximum certificated takeoff weight of less than 300,000 pounds (136,000 kg), but more than 15,500 pounds (7,000 kg);

(3) L — LIGHT, to indicate an aircraft type with a maximum certificated takeoff weight of 15,500 pounds (7,000 kg) or less.

4. Item 10. Equipment

TBL 5-1-3
Aircraft COM, NAV, and Approach Equipment Qualifiers

INSERT one letter as follows:

N if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable,

(OR)

S if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (see Note 1),

(AND/OR)

INSERT one or more of the following letters to indicate the COM/NAV/approach aid equipment available and serviceable:

NOTE −
The capabilities described below comprise the following elements:

a. Presence of relevant serviceable equipment on board the aircraft.

b. Equipment and capabilities commensurate with flight crew qualifications.

c. Where applicable, authorization from the appropriate authority.

A	GBAS landing system		
B	LPV (APV with SBAS)	J7	CPDLC FANS 1/A SATCOM (Iridium)
C	LORAN C	K	MLS
D	DME	L	ILS
E1	FMC WPR ACARS	M1	ATC RTF SATCOM (INMARSAT)
E2	D-FIS ACARS	M2	ATC RTF (MTSAT)
E3	PDC ACARS	M3	ATC RTF (Iridium)
F	ADF	O	VOR
G	(GNSS) – *see Note 2*	P1-P9	Reserved for RCP
H	HF RTF	R	PBN approved - *see Note 4*
I	Inertial navigation	T	TACAN
J1	CPDLC ATN VDL Mode 2 − *see Note 3*	U	UHF RTF
J2	CPDLC FANS 1/A HFDL	V	VHF RTF
J3	CPDLC FANS 1/A VDL Mode 4	W	RVSM approved
J4	CPDLC FANS 1/A VDL Mode 2	X	MNPS approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Y	VHF with 8.33 kHz channel spacing capability
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Z	Other equipment carried or other capabilities - *see Note 5*

NOTE –

1. *If the letter S is used, standard equipment is considered to be VHF RTF, VOR, and ILS within U.S. domestic airspace.*

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

3. See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard – DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

4. If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route, or area is contained in the Performance Based Navigation Manual (Doc 9613). Note that FAA instructions for inclusion of RNAV capability per Advisory Circular 90-100A in NAV/ also apply (additionally see the Aeronautical Information Publication (AIP) ENR 1.10-12).

5. If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, NAV/, and/or DAT/, as appropriate.

6. Information on navigation capability is provided to ATC for clearance and routing purposes.

TBL 5-1-4
Aircraft Surveillance Equipment

INSERT N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable, *OR* *INSERT* one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:	
SSR Modes A and C	
A	Transponder - Mode A (4 digits – 4096 codes)
C	Transponder - Mode A (4 digits - 4096 codes) and Mode C
SSR Mode S	
E	Transponder - Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B)capability
H	Transponder - Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
I	Transponder - Mode S, including aircraft identification, but no pressure-altitude capability
L	Transponder - Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
P	Transponder - Mode S, including pressure-altitude, but no aircraft identification capability
S	Transponder - Mode S, including both pressure-altitude and aircraft identification capability
X	Transponder - Mode S with neither aircraft identification nor pressure-altitude capability
NOTE— *Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.*	
Followed by one or more of the following codes if the aircraft has ADS-B capability:	
B1	ADS-B with dedicated 1090 MHz ADS-B ―out" capability
B2	ADS-B with dedicated 1090 MHz ADS-B ―out" and ―in" capability
U1	ADS-B ―out" capability using UAT
U2	ADS-B ―out" and ―in" capability using UAT
V1	ADS-B ―out" capability using VDL Mode 4
V2	ADS-B ―out" and ―in" capability using VDL Mode 4
NOTE— *File no more than one code for each type of capability, e.g. file B1 or B2 and not both.*	
Followed by one or more of the following codes if the aircraft has ADS-C capability:	
D1	ADS-C with FANS 1/A capabilities
G1	ADS-C with ATN capabilities

EXAMPLE −

1. SDGW/SB1U1 (VOR, ILS, VHF, DME, GNSS, RVSM, Mode S transponder, ADS-B 1090 Extended Squitter out, ADS-B UAT out)

2. S/C (VOR, ILS, VHF, Mode C transponder)

NOTE –
The equipment qualifier Z indicates that additional equipment or capability information can be found in Item 18, following the NAV/ indicator. Operators requesting assignment of RNAV SIDs and/or STARs are required to include a Z in Item 10 and associated RNAV capabilities in Item 18 following the NAV/ indicator.

5. Item 13. Departure Aerodrome/Time

(a) Insert the ICAO four-letter location indicator of the departure aerodrome, or

NOTE –
ICAO location indicators must consist of 4 letters. Airport identifiers such as 5IA7, 39LL and Z40 are not in ICAO standard format.

(b) If no four-letter location indicator has been assigned to the departure aerodrome, insert ZZZZ and specify the non-ICAO location identifier, or fix/radial/distance from a nearby navaid, followed by the name of the aerodrome, in Item 18, following characters DEP/,

(c) Then, without a space, insert the estimated off-block time.

EXAMPLE –

1. *KSMF2215*

2. *ZZZZ0330*

6. Item 15. Cruise Speed, Level and Route

(a) Cruise Speed (maximum 5 characters). Insert the true airspeed for the first or the whole cruising portion of the flight, in terms of knots, expressed as N followed by 4 digits (e.g. N0485), or Mach number to the nearest hundredth of unit Mach, expressed as M followed by 3 digits (for example, M082).

(b) Cruising level (maximum 5 characters). Insert the planned cruising level for the first or the whole portion of the route to be flown, in terms of flight level, expressed as F followed by 3 figures (for example, F180; F330), or altitude in hundreds of feet, expressed as A followed by 3 figures (for example, A040; A170).

(c) Route. Insert the requested route of flight in accordance with guidance below.

NOTE –
Speed and/or altitude changes en route will be accepted by FAA computer systems, but will not be

processed or forwarded to controllers. Pilots are expected to maintain the last assigned altitude and request revised altitude clearances directly from ATC.

(d) Insert the desired route of flight using a combination of published routes and/or fixes in the following formats:

(1) Consecutive fixes, navaids and waypoints should be separated by the characters ―DCT", meaning direct.

EXAMPLE –
FLACK DCT IRW DCT IRW125023

NOTE –
IRW125023 identifies the fix located on the Will Rogers VORTAC 125 radial at 23 DME.

(2) Combinations of published routes, and fixes, navaids or waypoints should be separated by a single space.

EXAMPLE –
WORTH5 MQP V66 ABI V385

(3) Although it is recommended that filed airway junctions be identified using a named junction fix when possible, there may be cases where it is necessary to file junctioning airways without a named fix. In these cases, separate consecutive airways with a space.

EXAMPLE -
V325 V49

NOTE –
This method of filing an airway junction may result in a processing ambiguity. This might cause the flight plan to be rejected in some cases.

7. Item 16. Destination Aerodrome, Total EET, Alternate and 2nd Alternate Aerodrome

(a) Destination Aerodrome and Total Estimated Elapsed Time (EET).

(1) Insert the ICAO four-letter location identifier for the destination aerodrome; or, if no ICAO location identifier has been assigned, (Location identifiers, such as WY66, A08, and 5B1, are not an ICAO standard format),

(2) Insert ZZZZ and specify the non-ICAO location identifier, or fix/radial/distance from a nearby navaid, followed the name of the aerodrome, in Item 18, following characters DEST/,

(3) Then, without a space, insert the total estimated time en route to the destination.

EXAMPLE –
1. *KOKC0200*

2. *ZZZZ0330*

(b) Alternate and 2nd Alternate Aerodrome (Optional).

(1) Following the intended destination, insert the ICAO four-letter location identifier(s) of alternate aerodromes; or, if no location identifier(s) have been assigned;

(2) Insert ZZZZ and specify the name of the aerodrome in Item 18, following the characters ALTN/.

EXAMPLE –

1. *KDFW0234 KPWA*

2. *KBOS0304 ZZZZ*

NOTE –
Although alternate airport information filed in an FPL will be accepted by air traffic computer systems, it will not be presented to controllers. If diversion to an alternate airport becomes necessary, pilots are expected to notify ATC and request an amended clearance.

8. Item 18. Other Information

(a) Insert 0 (zero) if no other information; or, any other necessary information in the sequence shown below, in the form of the appropriate indicator followed by an oblique stroke and the information to be recorded:

NOTE –
1. Operators are warned that the use of indicators not included in the provisions may result in data being rejected, processed incorrectly or lost.
2. Hyphens "-" or oblique strokes "/" should only be used as described.
3. Avoid use of any other special characters in Field 18 information- use only letters and numbers.
4. An indicator without any associated information will result in flight plan rejection.

(b) STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:

(1) ALTRV: For a flight operated in accordance with an altitude reservation;

(2) ATFMX: For a flight approved for exemption from ATFM measures by the appropriate ATS authority;

(3) FFR: Fire-fighting;

(4) FLTCK: Flight check for calibration of navaids;

(5) HAZMAT: For a flight carrying hazardous material;

(6) HEAD: A flight with Head of State status;

(7) HOSP: For a medical flight declared by medical authorities;

(8) HUM: For a flight operating on a humanitarian mission;

(9) MARSA: For a flight for which a military entity assumes responsibility for separation of military aircraft;

(10) MEDEVAC: For a life critical medical emergency evacuation;

(11) NONRVSM: For a non-RVSM capable flight intending to operate in RVSM airspace;

(12) SAR: For a flight engaged in a search and rescue mission; and

(13) STATE: For a flight engaged in military, customs or police services.

NOTE —
Other reasons for special handling by ATS are denoted under the designator RMK/.

(c) PBN/Indication of RNAV and/or RNP capabilities. Include as many of the descriptors below as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

TBL 5-1-5
PBN/ RNAV Specifications

PBN/	RNAV SPECIFICATIONS
A1	RNAV 10 (RNP 10)
B1	RNAV 5 all permitted sensors
B2	RNAV 5 GNSS
B3	RNAV 5 DME/DME
B4	RNAV 5 VOR/DME
B5	RNAV 5 INS or IRS
B6	RNAV 5 LORAN C
C1	RNAV 2 all permitted sensors
C2	RNAV 2 GNSS
C3	RNAV 2 DME/DME
C4	RNAV 2 DME/DME/IRU
D1	RNAV 1 all permitted sensors
D2	RNAV 1 GNSS
D3	RNAV 1 DME/DME
D4	RNAV 1 DME/DME/IRU
	RNP SPECIFICATIONS
L1	RNP 4
O1	Basic RNP 1 all permitted sensors
O2	Basic RNP 1 GNSS
O3	Basic RNP 1 DME/DME
O4	Basic RNP 1 DME/DME/IRU
S1	RNP APCH
S2	RNP APCH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

NOTE −
Combinations of alphanumeric characters not indicated above are reserved.

(d) NAV/ Significant data related to navigation equipment, other than as specified in PBN/.

(1) In addition to filing appropriate equipment qualifiers in Item10, operators requesting assignment of FAA RNAV 1 departure and/or arrival procedures should file appropriate RNAV capabilities for each segment of flight, following the NAV/ indicator.

(2) Operators should file their maximum capabilities in order to qualify for the most advanced procedures.

EXAMPLE −
NAV/RNVD1A1

(3) Explanation: NAV/ Indicates the beginning of additional navigation information. This includes:

(i) RNV precedes RNAV capability for each phase of flight.

(ii) D# ─ Departure segment RNAV capability.

(iii) E# ─ En route segment RNAV capability.

(iv) A# ─ Arrival segment RNAV capability.

NOTE −
1. In the examples above, "#" indicates the numeric RNAV accuracy values, based on aircraft certification and capabilities.
2. Operators filing FAA Form 7233−4 may suppress application of RNAV procedures by omitting, or filing a 0(zero) value in Item 18 data for any or all segments of flight.
3. Approval of Area Navigation Systems for Use in the U.S. National Airspace System, and AC 90−100A, U.S. Terminal and En Route Area Navigation (RNAV) Operations, as amended.

(e) COM/ Indicate communications capabilities not specified in 10a, when requested by an Air Navigation Service Provider.

(f) DAT/ Indicate data applications or capabilities not specified in 10a, when requested by an Air Navigation Service Provider.

(g) SUR/ Indicate surveillance capabilities not specified in 10b, when requested by an Air Navigation Service Provider. If ADS-B capability filed in Item 10 is compliant with RTCA DO-260B, include the item "260B" in SUR/. If ADS-B capability filed in Item 10 is compliant with RTCA DO-282B, include the item "282B" in SUR/.

EXAMPLE -
1. SUR/260B
2. SUR/260B 282B

(h) DEP/ Insert the non−ICAO identifier, or fix/radial/distance from navaid, or Latitude/Longitude, if ZZZZ is inserted in Item 13. Optionally append the name of the departure point

EXAMPLE −

1. DEP/T23 ALBANY MUNI
2. DEP/T23
3. DEP/UKW197011 TICK HOLLR RANCH
4. DEP/4620N07805W

(i) DEST/ Insert the non−ICAO identifier, or fix/radial/distance from navaid, or Latitude/Longitude, if ZZZZ is inserted in Item 13. Optionally append the name of the destination point.

EXAMPLE −
1. DEST/T23 ALBANY MUNI
2. DEST/PIE335033 LEXI DUNES
3. DEST/4620N07805W

(j) DOF/ The date of flight departure in a six figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day). The FAA will not accept flight plans filed with Date of Flight resulting in more than a day in advance.

(k) REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7. Note that the FAA uses this information in monitoring of RVSM and ADS-B performance.

(l) EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times to such points or FIR boundaries.

EXAMPLE −
EET/KZLA0745 KZAB0830

(m) SEL/ SELCAL code.

(n) TYP/ Insert the type of aircraft if ZZZZ was entered in Item 9. If necessary, insert the number and type(s) of aircraft in a formation.

EXAMPLE −
1. TYP/Homebuilt
2. TYP/2 P51 B17 B24

(o) CODE/ Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters) when required by the appropriate ATS authority. Include CODE/ when ADS-B capability is filed in Item 10.

EXAMPLE −
"F00001" is the lowest aircraft address contained in the specific block administered by ICAO.

(p) DLE/ Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm).

EXAMPLE –
DLE/MDG0030

(q) OPR/ Name of the operator, if not obvious from the aircraft identification in Item 7.

(r) ORGN/ The originator's 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority. The FAA does not require ORGN/ information.

NOTE –
In some areas, flight plan reception centres may insert the ORGN/ identifier and originator's AFTN address automatically.

(s) PER/ Aircraft performance data, indicated by a single letter as specified in the Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume I — Flight Procedures, if so prescribed by the appropriate ATS authority. Note that the FAA does not require PER/ information.

(t) ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.

EXAMPLE −
1. ALTN/F35 POSSUM KINGDOM
2. ALTN/TCC233016 LAZY S RANCH

(u) RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in Doc 7910, Location Indicators, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

(v) TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in Doc 7910, Location Indicators, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

(w) RIF/ The route details to the revised destination aerodrome, following by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.

EXAMPLE –
1. RIF/DTA HEC KLAX
2. RIF/ESP G94 CLA YPPH

(x) RMK/ Any other plain−language remarks when required by the ATC or deemed necessary.

EXAMPLE −
1. RMK/NRP
2. RMK/DRVSN

(y) RVR/ The minimum RVR requirement of the flight in meters. This item is defined by Eurocontrol, not ICAO. The FAA does not require or use this item, but will accept it in a flight plan.

NOTE –
This provision is detailed in the European Regional Supplementary Procedures (EUR SUPPs, Doc 7030), Chapter 2.

(z) RFP/ Q followed by a digit to indicate the sequence of the replacement flight plan being submitted. This item is defined by Eurocontrol, not ICAO. The FAA will not use this item, but will accept it in a flight plan.

NOTE –
This provision is detailed in the European Regional Supplementary Procedures (EUR SUPPs, Doc 7030), Chapter 2.