

## Simplified Guidance for United States Domestic Flights using the ICAO Flight Plan Format

### *Item 10- Equipment and Capabilities*

The FAA currently (as of November 2013) does not require any indication of

- a. Communications Capabilities
- b. Approach Capability
- c. LORAN C
- d. 8.33 kHz VHF
- e. Mode S Transponder
- f. ADS-C
- g. ADS-B using VDL Mode 4

Therefore, only the following codes need to be provided in Field 10 when applicable:

<b>Nav, Comm, Approach (Field 10a):</b>	<b>Surveillance (Field 10b):</b>
S (Standard)	A (Transponder, no Mode C)
D (DME)	C (Transponder, Mode C)
G (GNSS)	B1 (ADS-B, 1090ES, Out)
I (INS)	B2 (ADS-B, 1090ES, Out/In)
O (VOR)	U1 (ADS-B, UAT, Out)
R (PBN)	U1 (ADS-B, UAT, Out/In)
T (TACAN)	
W (RVSM)	
Z (Other Cap.)	

***Item 18, Other Information***

The following indicators should be included when applicable. All other indicators are not necessary for domestic only flights.

STS/ (Special Handling)
PBN/ (Performance Based Navigation)
NAV/ (Optional for PBN)
SUR/ (for ADS-B)
DEP/ (Non-std Departure point)
DEST/ (Non-std Destination)
REG/ (Registration)
TYP/ (Non-std Type of A/C)
CODE/ (ICAO Address)
DLE/ (Delay at a fix)
RMK/ (Remarks)

See the quick reference brochure and/or AIM Section 5-1-9 for entries allowed in each of the above indicators.