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**Federal Aviation
Administration**

InFO

Information for Operators

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http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: 2012 ICAO Flight Plan Implementation, Change to the International Civil Aviation Organization (ICAO) Flight Plan Format for Instrument Flight Rules (IFR) Flight Planning

Purpose: This InFO outlines the importance of accurate flight plan filing and the changes to the IFR ICAO format flight plans effective November 15, 2012.

Background: In an effort to harmonize with the international airspace standards with respect to flight planning, the Federal Aviation Administration (FAA) has transitioned to the ICAO format for IFR flight plan filing. Any operator with an advanced area navigation (RNAV) system who wishes to file any RNAV procedure or any international flight must file using the ICAO format and FAA form 7233-4.

NOTE: The original National Airspace System (NAS) flight plan is still available for limited technology domestic operations.

On November 15, 2012 the ICAO flight plan content of fields 10 and 18 will be changed. The changes are needed to correctly identify the operational Communication, Navigation and Surveillance (CNS) capabilities of the aircraft. It is important that each operator planning to file an ICAO flight plan accurately denote the appropriate equipment and authorization codes in the flight plan.

Air Navigation Service Providers worldwide have been modifying their computer systems to accept the new format. The Air Traffic Organization (ATO) has thoroughly tested their computer systems and have been accepting the flight plan filings since September 15, 2012. The new format changes will be required on November 15, 2012.

Discussion: Separation standards in the New York Oceanic Airspace are being changed from the standard separation to 50nm longitudinal, or 30nm longitudinal and 30nm lateral separation. These standards are based on the operational equipment capability of the aircraft. The requirements for the reduced separation standards will be based on a combination of CNS capabilities the operator states in fields 10 and 18 of the ICAO flight plan. Air Traffic Control (ATC) will apply the reduced separation based on the flight plan equipment codes filed between eligible aircraft. Operators should understand that any degradation of CNS

capability via a system deferral in accordance with the minimum equipment list (MEL) will require them to re-file the flight plan with the correct codes in fields 10 and 18.

Failure to correctly flight plan the appropriate operational equipment may result in a hazardous loss of separation.

This is an example of an advanced navigation aircraft and the filing codes in fields 10A and B

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(FPL-XXX999-IS
-B772/L-SADE1E3GHIJ3J5M1RWXYZ/SB2D1
-KIAD2257
-N0479F350 DCT SWANN V268 BROSS J42 RBV DCT
Performance
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/A1B1C2D2L102S1 NAV/RNVD1E2A1 SUR/260B
REG/N777XX EET/KZNY0020 KZBW0030 CZQM0111 CZQX0146
EGGX0405 EISN0506
EGTT0549 EBBU0625
SEL/AQBG CODE/AA84CB RALT/CYYR BIKF EINN
RMK/TCAS AGCS 120 ETOPS)
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10A and B

- PBN capabilities
- U.S. FAA RNAV1 and 2 and Q route capability
- ADS-B RTCA DO-260B compliance capability
- 24 Bit code
- En Route Alternate Airports

NOTE: For a detailed discussion on the changes, reference the Planned Change to Filed Flight Plans 2012 website.

Recommended Action: Directors of Safety, Directors of Operations, and Training Managers, review the ICAO 2012 guidance for flight planning found on the FAA Planned Changes to Filed Flight Plans in 2012 website.http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/flight_plan_filing/general/icao_2012/

Each aircraft’s MEL should be reviewed for system deferrals that may affect the CNS capabilities of the aircraft. The remarks and exceptions column should provide the specific guidance for flight plan filing.

The operators manual system should be updated if necessary to require flight plan amendments when CNS capabilities are changed during the preflight planning phase prior to departure. The manual should contain procedures for flight plan amendments and cancellations as appropriate.

Pilot and Dispatcher training should be updated to reflect the changes and emphasize the importance of correct flight plan filing capabilities.

Contact: Questions or comments regarding this InFO should be directed to Gordon Rother, New Program Implementation and International Support Branch, AFS-240 at (202) 267-8166.