



**U.S. Department  
of Transportation  
Federal Aviation  
Administration**

# InFO

Information for Operators

InFO 15015  
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Flight Standards Service  
Washington, DC

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*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:** Filing REG/ and CODE/ in Item 18 of the Flight Plan

**Purpose:** This InFO notifies operators about the need to file CODE/ and REG/ in Item 18 of the flight plan.

**Background:** In June 2015, the North Atlantic (NAT) Region Systems Planning Group amended the International Civil Aviation Organization (ICAO) NAT Regional Supplementary Procedures (Doc 7030) to require all operators in the NAT Region to file aircraft registration (i.e. REG/) and the ICAO aircraft address (i.e. CODE/) in Item 18 of the flight plan. From July 6 to 12, 2015, the Federal Aviation Administration reviewed filed flight plans. Review of the flight plans showed that only 7% included CODE/ and 62% included REG/ in Item 18. Furthermore, only 64% of the flight plans that filed Automatic Dependent Surveillance–Broadcast (ADS-B) capability in Item 10b and 46% of the flight plans that filed SATVOICE capability in Item 10a included CODE/ in Item 18.

**Discussion:** In accordance with ICAO *Procedures for Air Navigation Services/Air Traffic Management* (PANS-ATM, Doc 4444), the registration mark of the aircraft (REG/) should be filed in Item 18 (e.g. REG/N2567GA). The aircraft address (CODE/) should be filed in Item 18 as a six-character hexadecimal code (e.g. CODE/A1529D).

Air traffic systems use REG/ and CODE/ to uniquely identify an aircraft and associate it with related capabilities filed in Item 10. For example, air traffic systems use REG/ to correlate logon information for Controller Pilot Data Link Communications (CPDLC), denoted in item 10a by J2 through J7 (CPDLC FANS 1/A ...). In addition, air traffic systems use CODE/ to:

1. Correctly identify the aircraft position and other information obtained from ADS-B;
2. Derive the satellite voice (SATVOICE) number, which is the aircraft address expressed as an eight-digit octal code, for an aircraft that has filed SATVOICE, denoted in item 10a by M1 (Inmarsat), M2 (MTSAT) and/or M3 (Iridium) (e.g. CODE/A1529D = SATVOICE number 50251235); and
3. In Europe, to correlate logon information for CPDLC, denoted in item 10a by J1 (CPDLC ATN VDL Mode 2).

**Note:** REG/ should be filed in Item 18 even when it duplicates the aircraft identification filed in Item 7.

**Recommended Action:** Directors of safety and directors of operations (Title 14 of the Code of Federal Regulations (14 CFR) part 121), directors of operations (14 CFR parts 125 and 135), and training managers, per part 91 § 91.153, must ensure flight crews and operations personnel (dispatchers) know and comply with ICAO filing protocols, and always file REG/ and CODE/ in Item 18. FAA flight planning information can be found at the following website: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/air\\_traffic\\_services/flight\\_plan\\_filing/#icao](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/air_traffic_services/flight_plan_filing/#icao).

**Contact:** Questions or comments regarding this InFO should be directed to the Flight Technology Requirements Branch, AFS-430 at (202) 267-7890.