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**Federal Aviation
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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: Flight Plan (FPL) Filing of “Operational” Communication, Navigation, and Surveillance (CNS) Capability Codes

Purpose: This InFO serves to inform all operators and pilots of the importance of filing the appropriate “operational” CNS capability code.

Background: In November 2012, the U.S. harmonized the Air Traffic Control (ATC) FPL with the International Civil Aviation Organization (ICAO) FPL field 10 and 18 changes. The FPL is used to identify the CNS capability of the proposed flight along the intended route filed. Advances in CNS capabilities have allowed Air Navigation Service Providers (ANSP) to reduce separation standards. Separation will be compromised if aircraft are not operationally capable to conduct these advanced CNS operations. The Federal Aviation Administration (FAA) continues to experience operators/pilots filing the incorrect CNS codes due to aircraft system deferrals, aircraft not properly equipped or approved, or pilots not qualified for CNS capability indicated on the FPL.

Discussion: Air Traffic Control routing and separation standards are based on a combination of CNS capabilities an operator/pilot files in fields 10 and 18 of the FPL. In order for ATC to assign the appropriate route and altitude to apply the appropriate separation standards, CNS capabilities/equipment must, as required by Title 14 of the Code of Federal Regulations (14 CFR) Part 91 § 91.153(a)(9), be correctly annotated by the operator. It is also important to note that the CNS capabilities indicate that an aircraft is properly equipped; the pilot operating the aircraft is properly trained and qualified; and has received operational approval. Failure to file the correct CNS codes may limit operational flexibility and may result in a loss of aircraft separation. Operators are encouraged to develop ATC filing procedures, and guidance for pilots and dispatchers when FPL amendments are required (reference InFO 14012 Flight Plan Discrepancies and Amendment Filing procedures).

Recommended Action: Directors of Operations, Directors of Safety, training managers, Operations center managers, dispatchers and pilots are urged to review the Ops Approval Guidance Table and FAA ICAO FPL Quick Reference Guide at:

[http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/air_traffic_services/flight_plan_filing/media/FPL_Brochure_\(change3\).pdf](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/air_traffic_services/flight_plan_filing/media/FPL_Brochure_(change3).pdf).

Additionally, flight plan filing guidance for Advanced CNS capabilities is available at:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/air_traffic_services/flight_plan_filing/media/op_approval_guidance.pdf.

Contact: Questions or comments regarding this InFO should be directed to the Future Flight Technology Branch (AFS-430) at (202) 267-8790.