



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

ISSUED: June 19, 2008

EFFECTIVE: June 29, 2008

FAA HEADQUARTERS LETTER TO AIRMEN No. 08-01

SUBJECT: Flight Plan Filing Changes for Pilots Desiring Area Navigation (RNAV)
Arrival or Departure Routes

FAA is implementing a software change on June 29th at all U.S. domestic Air Route Traffic Control Centers (ARTCC) except Anchorage. This change could affect how you file a flight plan if you are qualified to fly Area Navigation (RNAV) arrival and departure routes.

How does this affect you?

NO CHANGE

Pilots can continue to file a NAS Flight Plan/FAA Form 7233-1, as you do today, in these cases:

- Pilots filing **Visual Flight Rules (VFR) flight plans** are not affected by this change.
- Pilots filing **Instrument Flight Rules (IFR) flight plans who are not qualified for, or who do not want departure or arrival RNAV routes**, are not affected by this change.
- Pilots filing **point to point (RNAV direct) and "T-routes"** are not affected by this change.

CHANGE REQUIRED

Effective June 29th at 0900 UTC, pilots filing **domestic IFR flight plans who are qualified for and desire RNAV departure or arrival routing, including RNAV Standard Instrument Departures (SID) and RNAV Standard Terminal Arrival Routes (STAR)**, will need to file using FAA Form 7233-4, International Flight Plan, commonly called an ICAO FPL (International Civil Aviation Organization Filed Flight Plan).

- When contacting a flight plan filing service, pilots should advise the flight plan filer that they need to file **an ICAO FPL for domestic RNAV**.
- To assist you with questions the filer may have on your equipment and RNAV capability when you call to file, pilots should review the information provided in the attachment to this notice. Being familiar with this information will also help you communicate with controllers in the event you are qualified for RNAV but do not receive the RNAV arrival or departure route you were expecting.

Information on flight plan filing and the June 29th transition is available on the internet at: faa.gov/ato?k=fpl. Additional pilot guidance is available on the website at [Pilot Guidance](#).

Richard L. Day
Vice President, En Route and Oceanic Services

CANCELLATION: June 29, 2010

ICAO FPL Equipment and RNAV Capability Information

Equipment Information for ICAO FPL Item 10

When you file a NAS FP today, you provide a single equipment “suffix” to the flight plan filer. For ICAO FPLs, the flight plan filer must enter a separate equipment “qualifier” for each available and serviceable piece of equipment carried on your aircraft. Please refer to the following list of ICAO qualifiers for radio communication (COM), navigation (NAV), approach aid (APCH) and surveillance (SRV) equipment so the filer can enter your equipment information correctly.

- The filer inserts **one** of the following letters for your COM/NAV/APCH equipment:

N	No COM/NAV/APCH equipment carried, or equipment is unserviceable
S	Standard COM/NAV/APCH equipment is carried & serviceable (i.e., VHF RTF, ADF, VOR and ILS)

- AND/OR** the filer inserts **one or more** of the following letters for serviceable COM/NAV/APCH equipment:

C	LORAN C	M	Omega
D	DME	O	VOR
F	ADF	R	RNP (Required Navigation Performance) type certification
G	GPS	T	TACAN
H	HF Radio	U	UHF Radio
I	Inertial Navigation	V	VHF Radio
J	Data Link	W	RVSM (Reduced Vertical Separation minimum)
K	MLS	X	MNPS (Minimum Navigation Performance Specification)
L	ILS	Z	Other equipment carried (entered by filer for RNAV)

- AND** the filer inserts **one or two** of the following letters for serviceable SRV equipment carried:

N	Nil; no SURV equipment
A	Transponder - Mode A (4 digits - 4,096 codes)
C	Transponder - Mode A (4 digits - 4,096 codes) & Mode C
X	Transponder - Mode S without both aircraft identification & pressure-altitude transmission
P	Transponder - Mode S with pressure-altitude transmission but no aircraft ID transmission
I	Transponder - Mode S with aircraft ID transmission but no pressure-altitude transmission
S	Transponder - Mode S with both pressure-altitude & aircraft ID transmission.
D	ADS capability

References: [ICAO Document 4444, Attachment 2](#) and [FAAO 7110.10, Appendix A](#)

RNAV Capability Information for ICAO FPL Item 18

It is important to communicate your maximum RNAV capability so the filer can enter information which allows FAA automation to generate RNAV arrival and departure routes for qualified aircraft.

- If you are RNAV 1 / RNAV 2 capable in accordance with [Advisory Circular \(AC\) 90-100A, U.S. Terminal and En Route Area Navigation \(RNAV\) Operations](#), advise the flight plan filer that you are qualified for advanced RNAV –or- that you are qualified for RNAV 1 / RNAV 2.
- If you are RNAV capable in accordance with [AC 90-45A, Approval of Area Navigation Systems for Use in the U.S. National Airspace System](#), advise the flight plan filer that you are qualified for basic RNAV.