

Moving from the domestic flight plan to the international flight plan

Item	Domestic Flight Plan	International Flight Plan
Aircraft Identification	2 to 7 characters; registration number or operator designator and flight number	Same
Flight Rules	I for IFR; V for VFR	Same
Type of Flight	n/a	G for GA, or other letter in para. 1
Number of aircraft	Indicate when more than one	Same
Type of aircraft	Approved type designator	Same- automation enforces
Wake turbulence category	n/a	See para. 2
Departure	Departure airport or fix	Same
Destination	Destination airport or fix	Same
Route	Route from departure to destination	Minor format deltas; see para. 3
Equipment and capabilities	Single letter equipment suffix	Set of codes; see para. 4
Requested altitude	Altitude or flight level	Same
Cruise speed	Knots or mach	Same
Reasons for Special Handling	Indicate in Remarks	See para. 5

1. Type of Flight

Type of flight can be one of the following:

- G if general aviation
- S if scheduled air service
- N if non-scheduled air transport operation
- M if military
- D if DVFR
- X if other than any of the defined categories above

2. Wake Turbulence Category

Enter the appropriate designator:

- H - HEAVY, to indicate an aircraft type with a maximum certificated take-off mass of 300,000 lbs or more;
- M - MEDIUM, to indicate an aircraft type with a maximum certificated take-off mass of less than 300,000 lbs but more than 15,500 lbs;
- L - LIGHT, to indicate an aircraft type with a maximum certificated take-off mass of 15,500 lbs or less.

The wake turbulence category for each aircraft type is listed in FAA Order 7360.1

(http://www.faa.gov/documentLibrary/media/Order/Order_7360.1_.pdf).

3. Route

The route in an international flight plan is generally the same as in a domestic flight plan, except use the letters 'DCT' to indicate direct from one fix to another. 'DCT' is not required between fixes expressed as latitude/longitude.

4. Equipment and Capabilities

Equipment and capabilities are described using

- ICAO Field 10a, Navigation, Communications, and Approach Aid Equipment and Capabilities,
- ICAO Field 10b, Surveillance Capabilities,
- ICAO Field 18 PBN/, Performance Based Navigation,
- ICAO Field 18 SUR/, Additional Surveillance Capabilities,
- ICAO Field 18 NAV/, Additional Navigation Capabilities, and
- ICAO Field 18 CODE/, Mode S Address (also known as ICAO Address or 24-bit Address)
- ICAO Field 18 REG/, Registration

Basic Capabilities

The following navigational capabilities should be indicated in ICAO Field 10a when available:

- N (None)
- D (DME)
- G (GNSS)
- I (INS)
- O (VOR)
- T (TACAN)

Transponder capability should be indicated in ICAO Field 10b, using one of the following:

- N (no transponder)
- A (transponder with no Mode C)
- C (transponder with Mode C)

Note that it is not necessary to distinguish Mode S capability.

ADS-B

To indicate ADS-B capability compliant with U.S. requirements, include codes as follows for 1090 MHz extended squitter (ES) or Universal Access Transceiver (UAT):

- ADS-B, 1090-ES- enter one of the following codes. Also, in Item 18 (Other Information) include SUR/260B.
 - B1 (ADS-B, 1090ES, Out)
 - B2 (ADS-B, 1090ES, Out/In)
- ADS-B, UAT- enter one of the following codes. Also, in Item 18 (Other Information) include SUR/282B.
 - U1 (ADS-B, UAT, Out)
 - U1 (ADS-B, UAT, Out/In)

If capable of ADS-B Out on one frequency and ADS-B In on another, only indicate your Out frequency, e.g., B1 or U1. Aircraft will not receive different services based on what they indicate their In frequency to be on their flight plan. Future air traffic applications may require knowledge of In capability but those are still being developed.

RVSM (Reduced Vertical Separation Minima)

When the flight is RVSM-capable and approved for RVSM operations, indicate using a ‘W’. Also include the aircraft registration number in Field 18 REG/. This is essential for activities that monitor RVSM performance and ensures continued safety.

If a flight is non-RVSM but requesting operation in RVSM airspace, indicate NONRVSM in Reasons for Special Handling (STS/NONRVSM). **Never file both a ‘W’ and STS/NONRVSM.**

If an aircraft is RVSM-capable but the operator does not hold a current approval, then the flight is non-RVSM and the W should not be filed.

PBN (Performance Based Navigation)

PBN capability is required to fly certain routes in the National Airspace System. The table below indicates the capabilities required and how to file for them.

Routing	Capability Required	Item 10a	Item 18 PBN/	Notes
RNAV SID or STAR	PBN- RNAV 1	R	D2	If GNSS
		R	D4	If DME/DME/IRU
Q Route	PBN- RNAV 2	R	C2	If GNSS
		R	C4	If DME/DME/IRU
T Route	PBN- RNAV 2	GR	C2	GNSS is required for T Routes
RNAV point to point	RNAV	G		If GNSS
		I		If INS
		DOR	B4	If VOR/DME
		DR	B3	If DME/DME

5. Reasons for Special Handling

There are a number of designated Special Handling codes defined, to be filed in ICAO Field 18 STS/. Any other FAA information that is to be filed in “Remarks” should be placed in ICAO Field 18 RMK/.

Special Handling Codes:

ALTRV:	for a flight operated in accordance with an altitude reservation;
ATFMX:	for a flight approved for exemption from ATFM measures by the appropriate ATS authority;
FFR:	fire-fighting;
FLTCK:	flight check for calibration of navaids;
HAZMAT:	for a flight carrying hazardous material;
HEAD:	a flight with Head of State status;
HOSP:	for a medical flight declared by medical authorities;
HUM:	for a flight operating on a humanitarian mission;
MARSA:	for a flight for which a military entity assumes responsibility for separation of military aircraft;
MEDEVAC:	for a life critical medical emergency evacuation;
NONRVSM:	for a non-RVSM capable flight intending to operate in RVSM airspace;
SAR:	for a flight engaged in a search and rescue mission; and
STATE:	for a flight engaged in military, customs or police services.