Appendix A. FAA FORM 7233-4 - INTERNATIONAL FLIGHT PLAN

a. The FAA will accept a flight plan in international format for IFR, VFR, SFRA, and DVFR flights. File the flight plan electronically via a Flight Service Station (FSS), FAA contracted flight plan filing service, or other commercial flight plan filing service. Depending on the filing service chosen, the flight plan input interface may be different but the information required is generally the same.

b. The international flight plan format is mandatory for:

1. Any flight plan filed through a FSS or FAA contracted flight plan filing service, with the exception of Department of Defense flights, who may continue to use the format prescribed in FAA Form 7233-1.

NOTE-
DOD Form DD-175 and FAA Form 7233-1 are considered to follow the same format.

2. Any flight that will depart U.S. domestic airspace. For DOD flight plan purposes, offshore Warning Areas may utilize FAA Form 7233-1 or military equivalent.

3. Any flight requesting routing that requires Performance Based Navigation.

4. Any flight requesting services that require filing of capabilities only supported in the international flight plan format.

NOTE−
Additional information to assist with filing a flight plan using the international format can be found at http://www.faa.gov/ato?k=fpl.

c. Flight Plan Contents

1. A flight plan will include information shown below:

(a) Flight Specific Information (Table (TBL) A-1)

(b) Aircraft Specific Information (TBL A-19)

(c) Flight Routing Information (TBL A-20)

(d) Flight Specific Supplementary Information (Item 19)

2. The tables indicate where the information is located in the international flight plan format, the information required for U.S. domestic flights, and the location of equivalent information in the domestic flight plan format.

3. International flights, including those that temporarily leave domestic U.S. airspace and return, require all applicable information in the international flight plan. Consult ICAO Doc. 4444 (Procedures for Air Traffic Services, Air Traffic Management and ICAO Doc. 7030 (Regional Supplemental Procedures) as well as the AIPs, AICs, and NOTAMs of applicable other countries.

TBL A-1

Flight Specific Information

Item	International Flight Plan (FAA Form 7233-4)	Domestic U.S. Requirements	Equivalent Item on Domestic Flight Plan (FAA Form 7233-1)
Aircraft Identification	Item 7	Required	Item 2
Flight Rules	Item 8	Required	Item 1
Type of Flight	Item 8	No need to file for domestic U.S. flight	N/A
Equipment and Capabilities	Item 10 Item 18 PBN/; NAV/; COM/; DAT/; SUR/	Required	Item 3
Date of Flight	Item 18 DOF/	Include when date of flight is not today	N/A
Reasons for Special Handling	Item 18 STS/; RMK/	Include when special category is applicable	Item 11

Remarks	Item 18 RMK/	Include when necessary	Item 11
Operator	Item 18 OPR/	No need to file for domestic U.S. flight	N/A
Flight Plan Originator	Item 18 ORGN/	No need to file for domestic U.S. flight	N/A

d. Instructions for Flight-Specific Information Items

1. Aircraft Identification (Item 7) Aircraft Identification is always required. Aircraft identification must not exceed seven alphanumeric characters and be either:

(a) An approved FAA/ICAO company or organizational designator, followed by the flight number; or

(b) An aircraft registration mark without any hyphens or blanks.

NOTE−
Some state (country) registration marks begin with a number. U.S. ATC automation cannot process aircraft identification that starts with a numeral. The FAA will add a leading letter temporarily to gain automation acceptance for aircraft identification with a numeral.

EXAMPLE−
N235RA, CGYGA, Q8PABC, AAL3342, BONGO33

2. Flight Rules (Item 8a)

(a) Flight rules are always required.

(b) Flight rules must indicate IFR (I) or VFR (V).

(c) Do not submit a composite flight, (IFR then VFR [“Y”] or VFR then IFR [“Z”]). Submit separate flight plans for the IFR and VFR portions of the flight. The IFR plan will be routed to ATC, and the VFR plan will be routed to a Flight Service for Search and Rescue services.

NOTE−
The pilot is responsible for opening and closing the VFR flight plan. ATC does not have knowledge of a VFR flight plan’s status.

3. Type of Flight (Item 8b)

(a) The type of flight is optional for flights remaining wholly within U.S. domestic airspace.

(b) Indicate the type of flight as follows:

- G - General Aviation
- S - Scheduled Air Service
- N - Non-Scheduled Air Transport Operation
- M - Military
- D - DVFR
- X - other than any of the defined categories above

4. Equipment and Capabilities (Item 10, Item 18 NAV/, COM/, DAT/, SUR/)

(a) Equipment and capabilities that can be filed in a flight plan include:

- Navigation capabilities in Item 10a, Item 18 PBN/, and Item 18 NAV/
- Voice communication capabilities in Item 10a and Item 18 COM/
- Data communication capabilities in Item 10a and Item 18 DAT/
- Approach capabilities in Item 10a and Item 18 NAV/
- Surveillance capabilities in Item 10b and Item 18 SUR/

(b) Codes allowed in Item 10a are shown in Table A-2. Codes allowed in Item 10b are shown in Table A-3. Codes recognized in Item 18 NAV/, COM/, DAT/ and SUR/ / are shown in Table A-4. Note that other service providers may define additional allowable (and required) codes for use in Item 18 NAV/, COM/, DAT/, or SUR/. Codes to designate PBN capability are described in Table A-5.

TBL-A-2
Item 10a Navigation, Communication, and Approach Aid Capabilities
(Show table equivalent to PANS-ATM Field Item 10a)

A	GBAS Landing System	J7	CPDLC FANS 1/A SATCOM (Iridium)
B	LPV (APV with SBAS)	K	MLS
C	LORAN C	L	ILS
D	DME	M1	ATC SATVOICE (INMARSAT)
E1	FMC WPR ACARS	M2	ATC SATVOICE (MTSAT)
E2	D-FIS ACARS	M3	ATC SATVOICE (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P1	CPDLC RCP 400 *(See Note 7)*
G	GNSS – If any portion of the flight is planned to be conducted under IFR, it refers to GNSS receivers that comply with requirements of Annex 10, Volume I *(See Note 2)*	P2	CPDLC RCP 240 *(See Note 7)*
		P3	SATVOICE RCP 400 *(See Note 7)*
		P4-P9	Reserved for RCP
H	HF RTF	R	PBN Approved *(See Note 4)*
I	Inertial Navigation	T	TACAN
J1	CPDLC ATN VDL	U	UHF RTF
J2	CPDLC FANS 1/A HFDL	V	VHF RTF
J3	CPDLC FANS 1/A VDL Mode A	W	RVSM Approved
J4	CPDLC FANS 1/A Mode 2	X	MNPS Approved
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Y	VHF with 8.33 kHz Channel Spacing Capability
J6	CPDLC FANS 1/A SATCOM (MTSAT)	Z	Other equipment carried or other capabilities *(See Note 5)*

Any alphanumeric characters not indicated above are reserved.

NOTE-
1. *If the letter "S" is used, standard equipment is considered to be VHF RTF, VOR, and ILS, unless another combination is prescribed by the appropriate ATS authority.*

2. *If the letter "G" is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.*

EXAMPLE-
NAV/SBAS

3. *See RTCA/EUROCAE Interoperability Requirements Standard for ATN Baseline 1 (ATN B1 INTEROP Standard – DO – 280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.*

4. *If the letter "R" is used, the performance-based navigation levels that can be met are specific in Item 18 following the indicator PBN/. Guidance material on the application of performance-based navigation to a specific route segment, route, or area is contained in the Performance-based Navigation (PBN) Manual (Doc 9613)*

5. *If the letter "Z" is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/, NAV/, and/or DAT, as appropriate.*

6. *Information on navigation capability is provided to ATC for clearance and routing purposes.*

7. *Guidance on the application of performance-based communication, which prescribes RCP to an air traffic service in a specific area, is contained in the Performance-based Communication and Surveillance (PBCS) Manual (Doc 9869)*

TBL A-3
Item 10b Surveillance Capabilities

INSERT "N" if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,

or

INSERT One or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Modes A and C

A	Transponder	Mode A (4 digits – 4096 codes)
C	Transponder	Mode A (4 digits – 4096 codes)

SSR Mode S

E	Transponder	Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
H	Transponder capability	Mode S, including aircraft identification, pressure-altitude and enhanced surveillance
I	Transponder	Mode S, including aircraft identification, but no pressure-altitude capability
L	Transponder	Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability
P	Transponder	Mode S, including pressure-altitude, but no aircraft identification capability
S	Transponder	Mode S, including both pressure-altitude and aircraft identification capability
X	Transponder	Mode S, with neither aircraft identification nor pressure-altitude

NOTE-Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via Mode S transponder.

ADS-B

B1	ADS-B with dedicated 1 090 MHz ADS-B "out" capability
B2	ADS-B with dedicated 1 090 MHz ADS-B "out" and "in" capability
U1	ADS-B with "out" capability using UAT
U2	ADS-B with "out" and "in" capability using UAT
V1	ADS-B with "out" capability using VDL Mode 4
V2	ADS-B with "out" and "in" capability using VDL Mode 4

ADS-C

D1	ADS-C with FANS 1/A capabilities
G1	ADS-C with ATN capabilities

Alphanumeric characters not included above are reserved.

NOTE-

1. *The RSP specification(s) if applicable, will be listed in Item 18 following the indicator SUR/, using the characters 'RSP' followed by the specifications value. Currently RSP180 and RSP400 are in use.*

2. *Additional surveillance equipment or capabilities will be listed in Item 18 following the indicator SUR/, as required by the appropriate authority.*

TBL A-4

Item 18 NAV/, COM/, DAT/, and SUR/ capabilities used by FAA

Item	Purpose	Entry	Explanation
NAV/ entries used by FAA	Qualify PBN for departure or arrival only	RNVD0E2A1	Indicates that flight is capable of RNAV 1 arrivals and RNAV 2 enroute, but cannot fly an RNAV 1 departure.
		RNVD1E2A0	Indicates that flight is capable of RNAV 1 departures and RNAV 2 enroute, but cannot fly an RNAV 1 arrival.
COM/ entries used by FAA	N/A	N/A	The FAA currently does not use any entries in COM/
DAT/ entries used by FAA	Capability and preference for delivery of pre-departure clearance	Priority number followed by: • FANS • FANSP • PDC • VOICE	Entries are combined with a priority number, for example; 1FANS2PDC means a preference for departure clearance delivered via FANS 1/A; with capability to also receive the clearance via ACARS PDC. FANS = FANS 1/A DCL FANSP = FANS 1/A+ DCL PDC = ACARS PDC VOICE = PDC via voice (no automated delivery)
SUR/ entries used by FAA	Req. Surveillance Performance	RSP180	Aircraft is authorized for Required Surveillance Performance RSP180
		RSP400	Aircraft is authorized for Required Surveillance Performance RSP400
	ADS-B	260B	Aircraft has 1090 MHz Extended Squitter ADS-B compliant with RTCA DO-260B (complies with FAA requirements)
		282B	Aircraft has 978 MHz UAT ADS-B compliant with RTCA DO-282B (complies with FAA requirements)

NOTE-
Other entries in NAV/, COM/, DAT/, and SUR/ are permitted for international flights when instructed by other service providers. Direction on use of these capabilities by the FAA is detailed in the following sections.

TBL A-5

Item 18. PBN/ Specifications

PBN/	RNAV SPECIFICATIONS
A1	**RNAV 10 (RNP 10)**
B1	**RNAV 5 all permitted sensors**
B2	**RNAV 5 GNSS**
B3	**RNAV 5 DME/DME**
B4	**RNAV 5 VOR/DME**
B5	**RNAV 5 INS or IRS**
B6	**RNAV 5 LORAN C**
C1	**RNAV 2 all permitted sensors**

C2	**RNAV 2 GNSS**
C3	**RNAV 2 DME/DME**
C4	**RNAV 2 DME/DME/IRU**
D1	**RNAV 1 all permitted sensors**
D2	**RNAV 1 GNSS**
D3	**RNAV 1 DME/DME**
D4	**RNAV 1 DME/DME/IRU**
PBN/	**RNP SPECIFICATIONS**
L1	**RNP 4**
O1	**Basic RNP 1 all permitted sensors**
O2	**Basic RNP 1 GNSS**
O3	**Basic RNP 1 DME/DME**
O4	**Basic RNP 1 DME/DME/IRU**
S1	**RNP APCH**
S2	**RNP APCH with BARO-VNAV**
T1	**RNP AR APCH with RF**
T2	**RNP AR APCH without RF (special authorization required)**

NOTE-

1. *PBN Codes B1-B6 indicates RNAV 5 capability. The FAA considers these B codes to be synonymous and qualifying for point-to-point routing but not for assignment to the PBN routes shown in the table.*

2. *Combinations of alphanumeric characters not included above are reserved.*

3. *The PBN/ specifications are allowed per ICAO Doc. 4444. The FAA makes use of a subset of these codes as described in the section on filing navigation capability.*

(c) The following sections detail what capabilities need to be provided to obtain services from the FAA for:

- IFR flights (general).
- Assignment of Performance-Based Navigation (PBN) routes.
- Automated Departure clearance (via Datacom DCL or PDC).
- Reduced Vertical Separation Minima (if requesting FL 290 or above).
- Reduced Separation in Oceanic Airspace.

(d) Capabilities such as voice communications, required communications performance, approach aids, and ADS-C, are not required in a flight plan that remains entirely within domestic airspace.

(e) Flights that leave domestic United States airspace may be required to include additional capabilities, per requirements for the FIRs being overflown. Consult the appropriate State Aeronautical Information Publications for requirements.

(f) Include the capability only if:

- The requisite equipment is installed and operational;
- The crew is trained as required; and
- Any required Operations Specification, Letter of Authorization, or other approvals are in hand.

NOTE-
Do not include a capability solely based on the installed equipment, if an operational approval is required.

5. Filing equipment and capability in an IFR Flight Plan. This section details the minimum requirements to identify capabilities in an IFR flight plan for flights in the domestic United States. Other requirements to file a capability are associated with obtaining specific services as described in subsequent sections. The basic capabilities that must be addressed include Navigation, Transponder, Voice and ADS-B Out as described below. A designator for "Standard" capability is also allowed to cover a suite of commonly carried voice, navigation, and approach equipment with one code.

(a) Standard Capability and No Capability (Item 10a)

- Use "S" if VHF radio, VOR, and ILS equipment for the route to be flown is carried and serviceable. Use of the 'S' removes the need to list these three capabilities separately.
- Use "N" if no communications, navigation, or approach aid equipment for the route to be flown is carried or the equipment is unserviceable.
- When there is no transponder, ADS-B, or ADS-C capability then file only the letter 'N' in Item 10b.

(b) Navigation Capabilities (Item 10a, Item 18 NAV/)

- Indicate radio navigation capability by filing one or more of the codes in TBL A-6.
- Indicate Area Navigation (RNAV) capability by filing one or more of the codes in TBL A-7.

TBL A-6
Radio Navigation Capabilities

Capability	Item 10a	Item 18 NAV/
VOR	O	
DME	D	
TACAN	T	

TBL A-7
Area Navigation Capabilities

Capability	Item 10a	Item 18 NAV/
GNSS	G	SBAS (if WAAS equipped) GBAS (if LAAS equipped)
INS	I	
DME / DME	DR	
VOR / DME	DOR	

NOTE−
1. *SBAS – Space-Based Augmentation System*
GBAS − Ground-Based Augmentation System

2. *No PBN/ code needs to be filed to indicate the ability to fly point-to-point routes using GNSS or INS.*

3. *Filing one of these four area navigation capabilities as shown does not indicate performance based navigation sufficient for flying Q-Routes, T-Routes, or RNAV SIDs or STARs. To qualify for these routes, see the section on Performance Based Navigation Routes.*

(c) Transponder Capabilities (Item 10b)

- For domestic flights, it is not necessary to indicate Mode S capability. It is acceptable to simply file one of the following codes in TBL A-8.

TBL A-8
Mode C

Capability	Item 10b

Transponder with no Mode C	A
Transponder with Mode C	C

- International flights must file in accordance with relevant AIPs and regional supplements. Include one of the Mode S codes in TBL A-9, if appropriate.

NOTE-
File only one transponder code.

TBL A-9
Mode S

Capability	Aircraft ID	Altitude Encoding	Item 10b
Mode S Transponder	No	No	X
Mode S Transponder	No	Yes	P
Mode S Transponder	Yes	No	I
Mode S Transponder	Yes	Yes	S
Mode S Transponder with Extended Squitter	Yes	Yes	E
Enhanced Mode S Transponder	Yes	Yes	H
Enhanced Mode S Transponder with Extended Squitter	Yes	Yes	L

(d) ADS-B Capabilities (Item 10b, Item 18 SUR/ and Item 18 CODE/)

- Indicate ADS-B capability as shown in TBL A-10. The accompanying entry in Item 18 indicates that the equipment is compliant with 14 CFR §91.227. Some ADS-B equipment used in other countries is based on an earlier standard and does not meet U.S. requirements.
- Do not file an ADS-B code for "in" capability only. There is currently no way to indicate that an aircraft has "in" capability but no "out" capability.
- For aircraft with ADS-B "out" on one frequency and "in" on another, include only the ADS-B "out" code. For example, B1 or U1, (See TBL A-10).

TBL A-10
ADS-B Capabilities

Capability	Item 10b	Item 18 SUR/
1090 ES Out Capability	B1	260B
1090 ES Out and In Capability	B2	260B
UAT Out Capability	U1	282B
UAT Out and In Capability	U2	282B

(e) Voice Communication Capabilities (Item 10a)

The FAA does not require indication of voice communication capabilities in a flight plan for domestic flights, but it is permissible. For flights outside the domestic United States, all relevant capabilities must be indicated as follows (See TBL A-11):

TBL A-11
Voice Communication Capabilities

Capability	Item 10a

VHF Radio	V
UHF Radio	U
HF Radio	H
VHF Radio (8.33 kHZ Spacing)	Y
ATC SATVOICE (INMARSAT)	M1
ATC SATVOICE (Iridium)	M2
ATC SATVOICE (MTSAT)	M3

(f) Approach Aid Capabilities (Item 10a).

The FAA does not require filing of approach aid capability in order to request a specific type of approach, however any of the codes indicated in TBL A-12 in 10a are permissible.

- International flights may be required to indicate approach capability, based on instructions from relevant service providers.

TBL A-12

Approach Aid Capabilities

Capability	Item 10a
ILS	L
MLS	K
LPV Approach (APV with SBAS) (WAAS)	B
GBAS Landing System (LAAS)	A

6. Performance-Based Navigation Routes (Item 10a, Item 18 PBN/, Item 18 NAV/)- When planning to fly routes that require PBN capability, file the appropriate capability as shown in Table A-13.

TBL A-13

Filing for Performance Based Navigation (PBN) Routes

Type of Routing	Capability Required	Item 10a	Item 18 PBN/ See NOTE 4	Notes
RNAV SID or STAR (See NOTE 1)	RNAV 1	GR	D2	If GNSS
		DIR	D4	If DME/DME/IRU
Domestic Q-Route (see separate requirements for Gulf of Mexico Q-Routes)	RNAV 2	GR	C2	If GNSS
		DIR	C4	If DME/DME/IRU
T-Route	RNAV 2	GR	C2	GNSS is required for T-Routes
RNAV (GPS) Approach	RNAV Approach, GPS	GR	S1	*Domestic arrivals do not need to file PBN approach capabilities to request the approach.*
RNAV (GPS) Approach	RNAV Approach, GPS Baro-VNAV	GR	S2	
RNP AR Approach	RNP Approval Required RF Leg Capability	GR	T1	
RNP AR Approach	RNP Approval Required	GR	T2	

NOTE-

1. *If the flight is requesting an RNAV SID only (no RNAV STAR) or RNAV STAR only (no RNAV SID) then the flight plan can include the following entries in Item 18 NAV/:*

- *Assign RNAV SID, but no RNAV STAR: NAV/RNVD1E2A0 (optionally, the A0 may be omitted)*

- *Assign RNAV STAR, but no RNAV SID: NAV/RNVD0E2A1 (optionally, the D0 may be omitted)*

2. *PBN code D1 includes the capabilities of D2, D3, and D4. PBN code B1 includes the capabilities of B2, B3, and B4. PBN code C1 includes the capabilities of C2, C3, and C4.*

7. Automated Departure Clearance Delivery (DCL or PDC). When planning to use automated pre-departure clearance delivery capability, file as indicated below.

(a) PDC provides pre-departure clearances from the FAA to the operators designated flight operations center, which then delivers the clearance to the pilot by various means. Use of PDC does not require any special flight plan entry.

(b) DCL provides pre-departure clearances from the FAA directly to the cockpit/FMS via Controller Pilot Datalink Communications (CPDLC). Use of DCL requires flight plan entries as follows:

- Include CPDLC codes in Item 10a only if the flight is capable of en route/oceanic CPDLC, the codes are not required for DCL.
- Include Z in Item 10a to indicate there is information provided in Item 18 DAT/
- Include the clearance delivery methods of which the flight is capable, and order of preference in Item 18 DAT/ (See AIM 5-2-2)
  - VOICE − deliver clearance via Voice
  - PDC − deliver clearance via PDC
  - FANS − deliver clearance via FANS 1/A
  - FANSP − deliver clearance via FANS 1/A+
  - *EXAMPLE−*
    DAT/1FANS2PDC
  - *DAT/1FANSP2VOICE*

8. Operating in Reduced Vertical Separation Minima (RVSM) Airspace (Item 10a). When planning to fly in RVSM airspace (FL 290 up to and including FL 410) then file as indicated below.

(a) If capable and approved for RVSM operations, per AIM 4-6-1, Applicability and RVSM Mandate (Date/Time and Area), file a W in Item 10a. Include the aircraft registration mark in Item 18 REG/, which is used to post-operationally monitor the safety of RVSM operations.

- Do not file a "W" in Item 10a if the aircraft is capable of RVSM operations, but is not approved to operate in RVSM airspace.
- If RVSM capability is lost after the flight plan is filed, request that ATC remove the 'W' from Item 10a.

(b) When requesting to operate non-RVSM in RVSM airspace, using one of the exceptions identified in AIM 4-6-10, do not include a "W" in Item 10a. Include STS/NONRVSM in Item 18. STS/NONRVSM is used only as part of a request to operate non-RVSM in RVSM airspace.

9. Eligibility for Reduced Oceanic Separation. Indicate eligibility for the listed reduced separation minima as indicated in the tables below. Full Operational Requirements for these services are found in Part 3, Section 2, "International Oceanic Airspace Notices" of the NOTAM book available at *http://www.faa.gov/air_traffic/publications/notices/*.

TBL A-14

Filing for Gulf of Mexico CTA

Dimension of Separation	Separation Minima	ADS-C Surveillance Requirements	Comm. Requirement	PBN Requirement	Flight Plan Entries			
					ADS-C in Item 10b	CPDLC in Item 10a	PBN in Item 18 PBN/ (also File 'R' in Item 10a)	PBN in Item 18 NAV/
Lateral	50 NM	N/A (ADS-C not required)	Voice comm-HF or VHF as required to maintain contact over the entire route to be flown.	RNP10 or RNP4	N/A	N/A	A1 or L1	N/A

NOTE-
If not RNAV10/RNP10 capable and planning to operate in the Gulf of Mexico CTA, then put the notation NONRNP10 in Item 18 RMK/, preferably first.

TBL A-15

Filing for 50 NM Lateral Separation in Anchorage Arctic FIR

Dimension of Separation	Separation Minima	ADS-C Surveillance Requirements	Comm. Requirement	PBN Requirement	Flight Plan Entries			
					ADS-C in Item 10b	CPDLC in Item 10a	PBN in Item 18 PBN/ (also File 'R' in Item 10a)	PBN in Item 18 NAV/
Lateral	50 NM	N/A (ADS-C not required)	None beyond normal requirements for the airspace	RNP10 or RNP4	N/A	N/A	A1 or L1	N/A

TBL-A-16

Filing for 30 NM Lateral, 30 NM Longitudinal, and 50 NM Longitudinal Oceanic Separation in Anchorage, Oakland, and New York Oceanic CTAs

Dimension of Separation	Separation Minima	ADS-C Surveillance Requirements	Comm. Requirement	PBN Requirement	Flight Plan Entries			
					ADS-C in Item 10b	CPDLC in Item 10a	PBN in Item 18 PBN/ (also File 'R' in Item 10a)	PBN in Item 18 NAV/
Longitudinal	50 NM	Position report at least every 27 minutes (at least every 32 minutes if both aircraft are approved for RNP-4 operations)	CPDLC	RNP10	D1	J5, and/or J6, and/or J7	A1	N/A
Longitudinal	30 NM	ADS-C position report at least every 10 minutes	CPDLC	RNP4	D1	J5, and/or J6, and/or J7	L1	N/A
Lateral	30 NM	ADS-C-based lateral deviation event contract with 5NM lateral deviation from planned routing set as threshold for triggering ADS report of lateral deviation event	CPDLC	RNP4	D1	J5, and/or J6, and/or J7	L1	N/A

TBL-A-17

Filing for Reduced Oceanic Separation when RSP/RCP Required on March 29, 2018

Dimension of Separation	Separation Minima	RSP Requirement	RCP Requirement	PBN Requirement	Flight Plan Entries				
					RSP in Item 18 SUR/	RCP in Item 10a	CDPLC in Item10a	PBN in Item 18 PBN/ (also File 'R' in Item 10a)	PBN in Item 18 NAV/
Lateral	55.5 km 30 NM	180	240	RNP 2 or RNP4	RSP180	P2	J5, and/or J6, and/or J7	L1	
Performance-based Longitudinal	5 Minutes	180	240	RNAV10 (RNP10) RNP4, or RNP2	RSP180	P2	J5, and/or J6, and/or J7	A1 or L1	RNP2(See Note)
Performance-based Longitudinal	55.5 km 30 NM	180	240	RNP4 or RNP2	RSP180	P2	J5, and/or J6, and/or J7	L1	RNP2(See Note)
Performance-based Longitudinal	93 km 50 NM	180	240	RNAV10 (RNP10) or RNP4,	RSP180	P2	J5, and/or J6, and/or J7	A1 or L1	

NOTE-
Filing of RNP2 alone is not supported in FAA controlled airspace; PBN/L1 (for RNP4) must be filed to obtain the indicated separation.

10. Date of Flight (Item 18 DOF/)

Flights planned more than 23 hours after the time the flight plan is filed, must include the date of flight in DOF/ expressed in a six-digit format YYMMDD, where YY equals the year (Y), MM equals the month, and DD equals the day.

NOTE−
FAA ATC systems will not accept flight plans more than 23 hours prior to their proposed departure time. FAA Flight Service and commercial flight planning services generally accept flight plans earlier and forward to ATC at an appropriate time, typically 2 to 4 hours before the flight.

EXAMPLE−
DOF/171130

11. Reasons for Special Handling (Item 18 STS/)

(a) Indicate the applicable Special Handling in Item 18 STS/ as shown in TBL A-18.

NOTE−
Priority for a flight is not automatically granted based on filing one of these codes but is based on documented procedures. In some cases, additional information may also be required in remarks; follow all such instructions as well.

TBL A-18

Special Handling

Special Handling	Item 18 STS/
Flight operating in accordance with an altitude reservation	ALTRV
Flight approved for exemption from ATFM measures by the appropriate ATS authority	ATFMX
Fire Fighting	FFR
Flight check for calibration of NAVAIDS	FLTCK
Flight carrying hazardous material(s)	HAZMAT
Flight with Head of State status	HEAD
Medical flight declared by medical authorities	HOSP
Flight operating on a humanitarian mission	HUM
Flight for which a military entity assumes responsibility for separation of military aircraft	MARSA
Life critical medical emergency evacuation	MEDEVAC
Non-RVSM capable flight intending to operate in RVSM airspace	NONRVSM
Flight engaged in a search and rescue mission	SAR
Flight engaged in military, customs, or police services	STATE

(b) Any other requests for special handling must be made in Item 18 RMK/.

(c) Include plain-language remarks when required by ATC or deemed necessary. Do not use special character, for example; / * - = +.

EXAMPLE−
RMK/NRP
RMK/DVRSN

12. Remarks

Include when necessary.

13. Operator (Item 18 OPR/)

When the operator is not obvious from the aircraft identification, the Operator may be indicated.

EXAMPLE−
OPR/NETJETS

14. Flight Plan Originator (Item 18 ORGN/)

(a) VFR flight plans originating outside of FAA FSS or FAA contracted flight plan filing services must enter the AFTN address of the service where the FPL was originally filed. Alternately, enter the name of the service where the FPL was originally filed. This information is critical to locating the FPL originator in the event additional information is needed.

(b) For IFR flight plans, the original filers AFTN address may be indicated, which is helpful in cases where a flight plan has been forwarded.

EXAMPLE−
ORGN/Acme Flight Plans
ORGN/KDENXLDS

TBL A-19

Aircraft Specific Information

Item	International Flight Plan (FAA Form 7233-4)	Domestic U.S. Requirements	Equivalent Item on Domestic Flight Plan (FAA Form 7233-1)
Number of Aircraft	Item 9	Included when more than one a/c in flight	Item 3
Type of Aircraft	Item 9	Required	Item 3
Wake Turbulence Category	Item 9	Required	N/A
Aircraft Registration	Item 18 REG/	Include when planning to operate in RVSM airspace	N/A
Mode S Address	Item 18 CODE/	Include when ADS-B equipped	N/A
SELCAL Codes	Item 18 SEL/	Include when SELCAL equipped	N/A
Performance Category	Item 18 PER/	Not required for domestic flights	N/A

e. Instructions for Aircraft-Specific Information.

1. Number of Aircraft (Item 9) when there is more than one aircraft in the flight; indicate the number of aircraft up to 99.

2. Type of Aircraft (Item 9)

(a) Provide the appropriate 2-4-character aircraft type designator listed in FAA Order 7360.1, Aircraft Type Designators at: http://www.faa.gov/documentLibrary/media/Order/2017-03-07_FAA_Order_JO_7360.1B_Aircraft_Type_Designators.pdf

(b) When there is no designator for the aircraft type use 'ZZZZ', and provide a description in Item 18 TYP/.

3. Wake Turbulence Category (Item 9)

Provide the appropriate wake turbulence category for the aircraft type as listed in FAA Order 7360.1. The categories include:

(a) **H - HEAVY**, to indicate an aircraft type with a maximum certificated take-off mass of 300,000 lbs. or more.

(b) **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.

(c) **L - LIGHT**, to indicate an aircraft type with a maximum certificated take-off mass of 15,500 lbs. or less.

NOTE−
1. *The FAA does not use the ICAO Medium or Light categories for separation. ATC Automation requires the information be available in case flight plan information needs to be provided to a neighboring country that does use these categories.*

2. *The FAA does not use the "J" (Jumbo)/ "Super" heavy wake turbulence category.*

4. Aircraft Registration (Item 18 REG/)

The aircraft registration mark must be provided here if different from the Item 7 entry. The registration mark must not include any spaces or hyphens. Additionally, the actual aircraft registration must also be included if Item 7 would have contained a leading numeric and was modified to be prefixed with the appropriate alphabetic character for US ATC acceptance.

E***XAMPLE−***
U.S. aircraft with registration N789AK
REG/N789AK

Belgian aircraft with registration OO-FAH
REG/OOFAH

5. Mode S Address (Item 18 CODE/)

There is no U.S. requirement to file the aircraft Mode S Code in Item 18.

EXAMPLE-
CODE/AC7D80

6. SELCAL code (Item 18 SEL/)

(a) Flights with HF radio and Selective Calling capability should include their 4-letter SELCAL code. Per the U.S. AIP, GEN 3.4, Paragraph 9, Selective Calling System (SELCAL) Facilities Available.

(b) The SELCAL is a communication system that permits the selective calling of individual aircraft over radio−telephone channels from the ground station to properly equipped aircraft, to eliminate the need for the flight crew to constantly monitor the frequency in use.

EXAMPLE−
SEL/CLEF

7. Performance Category (Item 18 PER/)

Include the appropriate single-letter Aircraft Approach Category as defined in the Pilot-Controller Glossary.

EXAMPLE−
PER/A

TBL A-20
Flight Routing Information

Item	International Flight Plan (FAA Form 7233-4)	Domestic U.S. Requirements	Equivalent Item on Domestic Flight Plan (FAA Form 7233-1)
Departure Airport	Item 13	Required	Item 2
Departure Time	Item 13	Required	Item 1
Cruise Speed	Item 15	Required	N/A
Requested Altitude	Item 15	Required	Item 3
Route	Item 15	Required	N/A
Delay En Route	Item 15, Item 18 DLE/	Required	N/A
Destination Airport	Item 16	Required	Item 11
Total Estimated Elapsed Time	Item 16	Required	Item
Alternate Airport	Item 16 Item 18 ALTN/; RALT/; TALT/	No need to file for domestic U.S. flight	N/A
Estimated Elapsed Times	Item 18 EET/	Include when filing flight plan with center other than departure center	N/A

f. Instructions for Flight Routing Items

1. Departure Airport (Item 13, Item 18 DEP/)

(a) Enter the departure airport. The airport should be identified using the four-letter location identifier from FAA Order JO 7350.9, Location Identifiers, or from ICAO Document 7910. FSS and FAA contracted flight plan filing services will allow up to 11 characters in the departure field. This will permit entry of non-ICAO identifier airports, and other fixes such as an intersection, fix/radial/distance, and latitude/longitude coordinates. Other electronic filing services may require a different format.

NOTE−
While user interfaces for flight plan filing are not specified, all flight plan filing services must to adhere to the appropriate Interface Control Document upon transmission of the flight plan to the control facility.

(b) When the intended departure airport (Item 13) is outside of domestic US airspace, or if using the paper version of FAA Form 7233-4, or DOD equivalent, if the chosen flight plan filing service does not allow non-ICAO airport identifiers in Item 13 or Item 16, use the following ICAO procedure. Enter four Z's (ZZZZ) in Item 13 and include the non- ICAO airport location identifier, fix, or waypoint location in Item 18 DEP/. A text description following the location identifier is permissible in Item 18 DEP/.

NOTE-
Use of non-ICAO identifiers in Item 13 and Item 16 is only permissible when flight destination is within U.S. airspace. If the destination is outside of the U.S., then both (Item 13) and Item (16 must) contain either a valid ICAO airport identifier or ZZZZ. Use of non-ICAO departure point is not permitted in (Item 13) if destination in (Item 16) is outside of U.S.

EXAMPLES−
DEP/MD21
DEP/W29 BAY BRIDGE AIRPORT
DEP/EMI211017
DEP/3925N07722W

2. Departure Time (Item 13)

Indicate the expected departure time using 4 digits, 2 digits for hours and 2 digits for minutes. Time is to be entered as Coordinated Universal Time (UTC).

3. Requested Cruising Speed (Item 15)

(a) Include the requested cruising speed as True Airspeed in knots using an N followed by four digits.

EXAMPLE−
N0450

(b) Indicate the requested cruising speed in Mach using an M followed by three digits.

EXAMPLE−
M081

4. Requested Cruising Altitude or Flight Level (Item 15)

(a) Indicate a Requested Flight Level above the Minimum Assignable Flight Level using the letter F followed by 3 digits.

EXAMPLE−
F350

(b) Indicate a Requested Altitude using the letter A followed by 3 digits.

EXAMPLE−
A080

5. Route (Item 15)

Provide the requested route of flight using a combination of published routes, latitude/longitude, and/or fixes in the following formats.

(a) Consecutive fixes, lat/long points, NAVAIDs, and waypoints should be separated by the characters "DCT", meaning direct.

EXAMPLES−
FLACK DCT IRW DCT IRW12503
4020N07205W DCT MONEY

(b) A published route should be preceded by a fix that is published on the route, indicating where the route will be joined. The published route should be followed by a fix that is published as part of the route, indicating where the route will be exited.

EXAMPLE−
DALL3 EIC V18 MEI LGC4

(c) It is acceptable to specify intended speed and altitude changes along the route by appending an oblique stroke followed by the next speed and altitude. However, note that FAA ATC systems will neither process this information nor display it to ATC personnel. Pilots are expected to maintain the last assigned altitude and request revised altitude clearances from ATC.

EXAMPLE−
DCT APN J177 LEXOR/N0467F380 J177 TAM/N0464F390 J177

NOTE−
Further guidance on route construction can be found at http://www.faa.gov/ato?k=fpl.

6. Delay En Route (Item 15, Item 18 DLE/)

(a) ICAO defines Item 18 DLE/ to provide information about a delay en route. International flights with a delay outside U.S. domestic airspace should indicate the place and duration of the delay in Item 18 DLE/. The delay is expressed by a fix identifier followed by the duration in hours (H) and minutes (M), HHMM.

EXAMPLE−
DLE/EMI0140

(b) U.S. ATC systems will accept but not process information in DLE/. Therefore, for flights in the lower 48 states, it is preferable to include the delay as part of the route (Item 15). Delay in this format is specified by an oblique stroke (/) followed by the letter D, followed by 2 digits for hours (H) of delay, followed by a plus sign (+), followed by 2 digits for minutes (M) of delay: /DHH+MM

EXAMPLE−
DCT EMI/D01+40 DCT MAPEL/D00+30 V143 DELRO DCT

7. Destination Airport (Item 16, Item 18 DEST/)

(a) Enter the destination airport. The airport should be identified using the four-letter location identifier from FAA Order JO 7350.9, Location Identifiers, or from ICAO Document 7910. FSS and FAA contracted flight plan filing services will allow up to 11 characters in the destination field. This will permit entry of non-ICAO identifier airports, and other fixes such as an intersection, fix/radial/distance, and latitude/longitude coordinates. Other electronic filing services may require a different format.

NOTE−
While user interfaces for flight plan filing are not specified, all flight plan filing services must adhere to the appropriate Interface Control Document upon transmission of the flight plan to the control facility.

(b) When the intended destination (Item 16) is outside of domestic US airspace, or if using the paper version of FAA Form 7233-4, or if the chosen flight plan filing service does not allow non-ICAO airport identifiers in Item 13 or Item 16, use the following ICAO procedure. Enter four Z's (ZZZZ) in Item 13 and include the non- ICAO airport location identifier, fix, or waypoint location in Item 18 DEP/. A text description following the location identifier is permissible in Item 18 DEP/.

EXAMPLES−
DEST/06A MOTON FIELD
DEST/4AK6
DEST/MONTK
DEST /3925N07722W

8. Total Estimated Elapsed Time (Item 16)

All flight plans must include the total estimated elapsed time from departure to destination in hours (H) and minutes (M), format HHMM.

9. Alternate Airport (Item 16, Item 18 ALTN/)

(a) When necessary, specify an alternate airport in Item 16 using the four-letter location identifier from FAA Order 7350.9 or ICAO Document 7910. When the airport does not have a four-letter location identifier, include ZZZZ in Item 16c and file the non-standard identifier in Item 18 ALTN/.

(b) While the FAA does not require filing of alternate airports in the flight plan provided to ATC, rules for establishing alternate airports must be followed.

(c) Adding an alternate may assist during Search and Rescue by identifying additional areas to search.

(d) Although alternate airport information filed in a flight plan will be accepted by air traffic computer systems, it will not be presented to controllers. If diversion to an alternate airport becomes necessary, pilots are expected to notify ATC and request an amended clearance.

EXAMPLE-
ALTN/W50 2W2

10. Estimated Elapsed Times (EET) at boundaries or reporting points (Item 18 EET/)

EETs are required for international or oceanic flights when crossing a Flight Information Region (FIR) boundary. The EET will include the ICAO four-letter location identifier for the FIR followed by the elapsed time to the FIR boundary (e.g. KZNY0245 indicates 2 hours, 45 minutes from departure until the New York FIR boundary).

EXAMPLE-
EET/MMFR0011 MMTY0039 KZAB0105

11. Remarks (Item 18 RMK/)

Enter only those remarks pertinent to ATC or to the clarification of other flight plan information. Items of a personal nature are not accepted.

NOTE−
1. *"DVRSN" should be placed in Block 11 only if the pilot/company is requesting priority handling to their original destination from ATC as a result of a diversion as defined in the Pilot/Controller Glossary.*

2. *Do not assume that remarks will be automatically transmitted to every controller. Specific ATC or en route requests should be made directly to the appropriate controller.*

g. Flight Specific Supplemental Information (Item 19)

1. Supplemental Information is not to be transmitted as part of an IFR flight plan to Air Traffic Control. The ATC system will reject an FPL message that contains Item 19.

2. Do not include Supplemental Information as part of Item 18. The information in Item 19 is retained with the flight plan filing service for retrieval only if necessary.

NOTE−
Supplemental Information within Item 19 will be transmitted as a separate message to the destination FSS for VFR flight

plans filed with a FSS or FAA contracted flight plan filing service. This will reduce the time necessary to conduct SAR actions should the flight become overdue, as this information will be readily available to the destination Flight Service Station.

3. Minimum required Item 19 entries for a domestic flight are Endurance, Persons on Board, Pilot Name and Contact Information, and Color of Aircraft. Additional entries may be required by foreign air traffic services, or at pilot discretion.

(a) After E/ Enter fuel endurance time in hours and minutes.

(b) After P/ Enter total number of persons on board using up to 30 alphanumeric characters. Enter TBN (to be notified) if the total number of persons is not known at the time of filing.

EXAMPLES−
P/005
P/TBN
P/ON FILE CAPEAIR OPERATIONS

(c) R/ (Radio) Cross out items not carried

(d) S/ (Survival Equipment). Cross out items not carried.

(e) J/ (Jackets) Cross out items not carried.

(f) D/ (Life Raft/Dinghies) Enter number carried and total capacity. Indicate if covered and color.

(g) A/ (Aircraft Color and Markings) Enter aircraft color(s).

EXAMPLE-
White Yellow Blue

4. N/ (Remarks. Not for ATC) select N if no remarks. Enter comments concerning survival equipment and information concerning personal GPS locating service, if utilized. Enter name and contact information for responsible party to verify VFR arrival/closure, if desired. Ensure party will be available for contact at ETA. (for example; FBO is open at ETA)

5. C/ (Pilot) Enter name and contact information, including telephone number, of pilot-in-command. Ensure contact information will be valid at ETA in case SAR is necessary.

DRAFT ONLY

FAA FORM 7233-4, INTERNATIONAL FLIGHT PLAN

Approved OMB No. 2120-0026
Exp. 7/31/2020

U S Department of Transportation
Federal Aviation Administration

International Flight Plan

PRIORITY ADDRESSEE(S)

Approved OMB No. 2120-0026
Exp. 7/31/2020

U S Department of Transportation
Federal Aviation Administration

International Flight Plan

PRIORITY: <=FF

ADDRESSEE(S):

FILING TIME:

ORIGINATOR: <=

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND / OR ORIGINATOR

3 MESSAGE TYPE: <=(FPL

7 AIRCRAFT IDENTIFICATION: — N789AK

8 FLIGHT RULES: — I

TYPE OF FLIGHT: — G <=

9 NUMBER: —

TYPE OF AIRCRAFT: T B M 8

WAKE TURBULENCE CAT.: / L

10 EQUIPMENT: — SDGR /S <=

13 DEPARTURE AERODROME: — K B O S

TIME: 1 7 0 0 <=

15 CRUISING SPEED: — N 0 2 1 0

LEVEL: F 2 7 0

ROUTE: LBSTA4 LBSTA DCT ENE J573 YSJ DCT

<=

TOTAL EET

16 DESTINATION AERODROME: C Y S J

HR MIN: 0 1 4 5

ALTN AERODROME: Z Z Z Z

2ND ALTN AERODROME: <=

18 OTHER INFORMATION

— PBN/A1B1C1 EET/CZQM0100 ALTN/CCW3

<=

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)

19 ENDURANCE HR MIN: —E/ 0 6 0 0

PERSONS ON BOARD: P/ 0 0 5

EMERGENCY RADIO: R/ UHF [U] VHF [V] ELT [X]

SURVIVAL EQUIPMENT: [ ] / POLAR [X] DESERT [D] MARITIME [X] JUNGLE [J]

JACKETS: [X] / LIGHT [X] FLUORES [F] UHF [U] VHF [V]

DINGHIES

NUMBER: 0 1

CAPACITY: 0 1 0

COVER: [X]

COLOR: ORANGE <=

D /

AIRCRAFT COLOR AND MARKINGS

A/ WHITE RED YELLOW

REMARKS

N / SPOT GEN3 <=

PILOT-IN-COMMAND

C/ W. MORIARTY 555-555-5555)<=

FILED BY	ACCEPTED BY	ADDITIONAL INFORMATION

FAA Form 7233-4 (7/15)