

# **Filing ICAO Flight Plans**

#### A Tutorial on Upcoming FAA Requirements

#### Howard Deevers, CFII Carl Foster

Antarctic Cirlce (66° 33



#### Background



 The FAA has agreed to begin using the ICAO flight plan forms in place of the traditional FAA flight plan

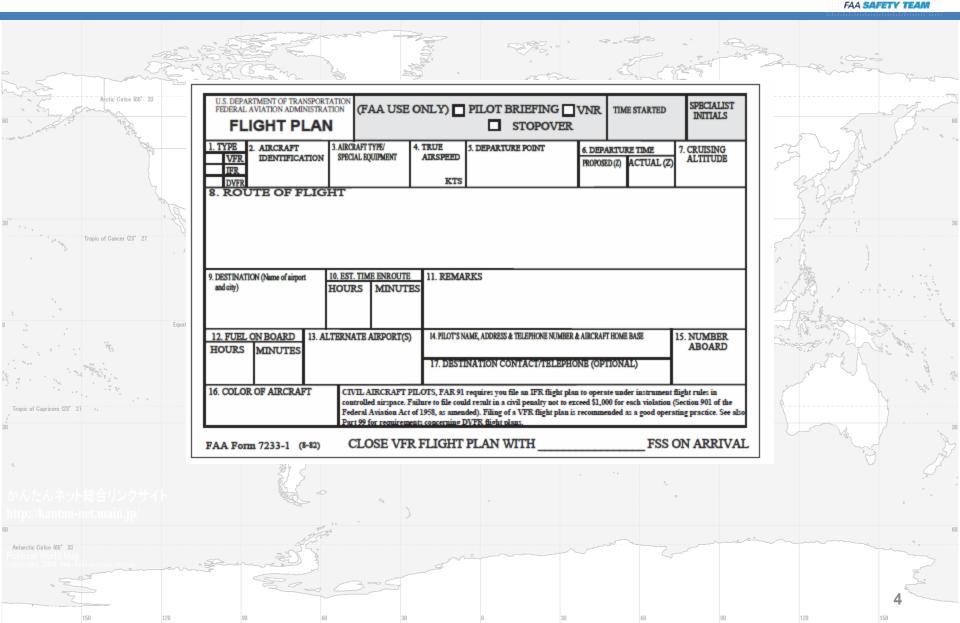
- International Standard
  - Like having "English Proficient" on your certificate

#### Information



 The information is generally the same - Different place - Different order The aircraft information is the same for most flights in the same aircraft Once you file the first one, subsequent ones will be easy

#### **Current Flight Plan**



#### **ICAO Flight Plan**



	Form Approved OMB No. 2120-0023	
Actic Cirlee (66° 33	PERIORITY ADDRESSEE(S)  FILING TIME  FILING TIME  SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR  ORIGINATOR	
Tropic of Gancer (23' 27	3 MESSAGE TYPE       7. AIRCRAFT IDENTIFICATION       8 FLIGHT RULES       TYPE OF FLIGHT         <=(FPL	
Equator	TOTAL EET  16 DESTINATION AERODROME HR MIN ALTN AERODROME 2ND ALTN AERODROME  18 OTHER INFORMATION	
Tropic of Capricorn (23° 27	SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)     EMERGENCY RADIO       19     ENDURANCE     EMERGENCY RADIO       HR     MIN     PERSONS ON BOARD     UHF       VHF     ELBA     R/     Image: Comparison of the second of the	
かんたんネット総合リンクサイト http://kantan-net.main.jp/ Antarctic Girlee (66° 33 Political World Map copyright 2004-m. fablovisent in.cog	A/ ARCRAFT COLOR AND MARKINGS A/ N / REMARKS <= PILOT-IN-COMMAND C/ FILED BY ACCEPTED BY ACCEPTED BY ACCEPTED BY ACCEPTED BY ACCEPTED BY	· · · · · · · · · · · · · · · · · · ·
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#### **General Instructions**



- General
  - Use BLOCK CAPITALS when completing each item.
  - Adhere closely to the prescribed formats and manner of specifying data.
  - Begin inserting data in the first space provided.
  - Where excess space is available, leave unused spaces blank.
  - Insert all clock times in 4 figures UTC.
  - Insert all estimated elapsed times in 4 figures (hours and minutes).
  - Shaded area preceding Item 3 is to be completed by FAA unless the responsibility for originating flight plan messages has been delegated.
- NOTE
  - The term "aerodrome" where used in the flight plan is intended to cover also sites other than aerodromes which may be used by certain types of aircraft; e.g., helicopters or balloons.

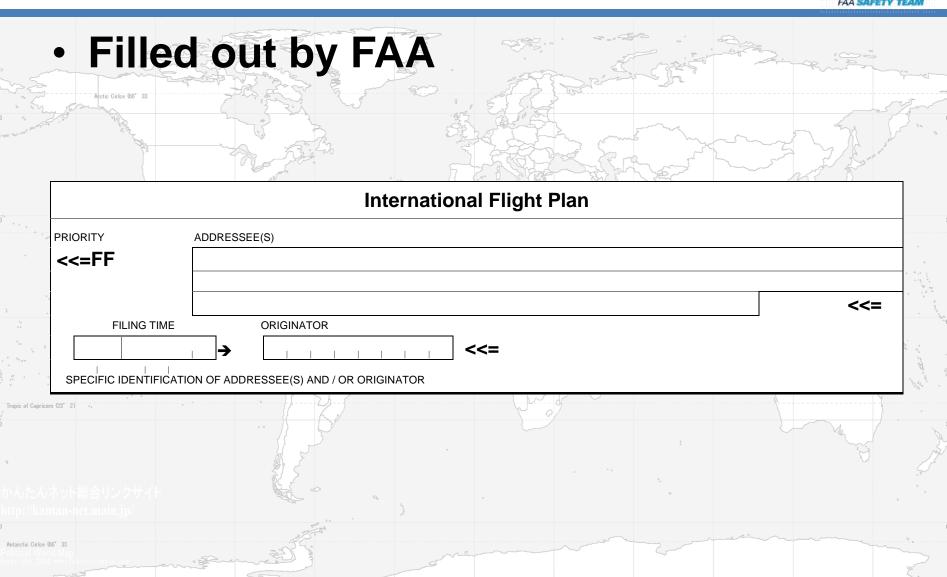
## **Main Flight Plan**



- Complete Items 3 to 19
  - Aircraft ID
  - Departure and arrival airports
  - Flight Rules (VFR / IFR)
  - Route
  - En route time
  - Cruising speed and altitude
  - Equipment
  - Complete Item 19 (Supplementary Information) when required or when otherwise deemed necessary.
- Item numbers on the form are not consecutive, as they correspond to Field Type numbers in ATS messages.

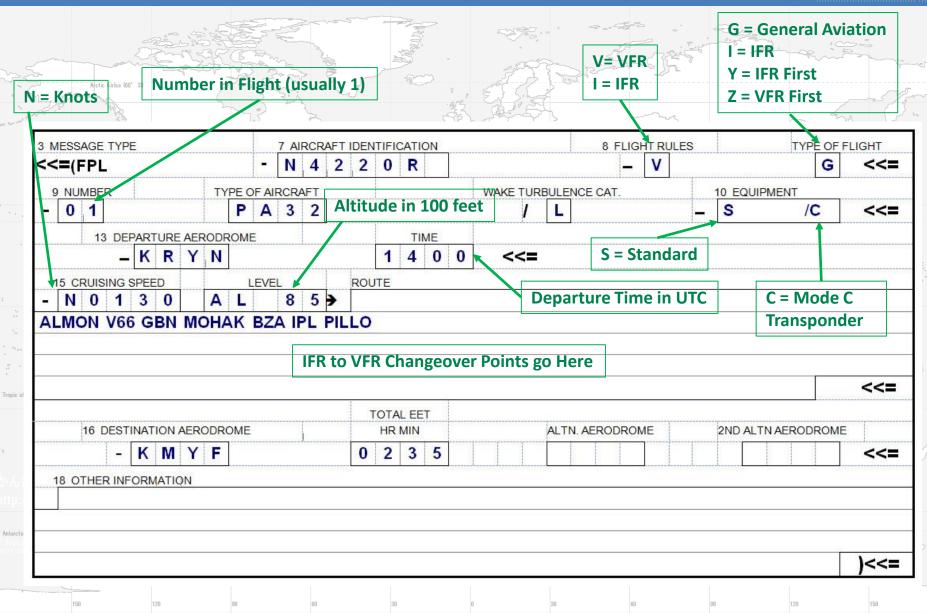
#### **Top of Form**





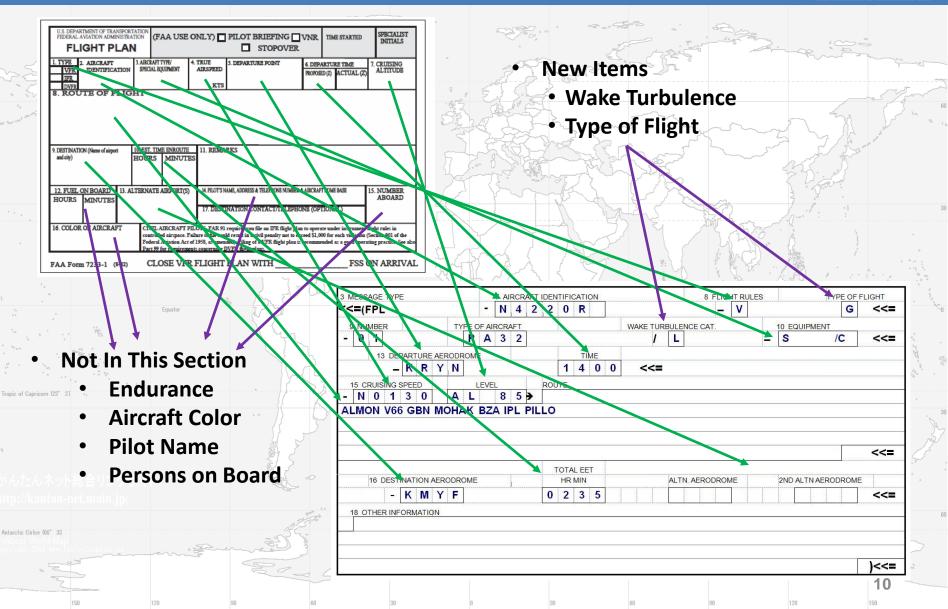
#### Items 3 through 18





#### **Old to New**





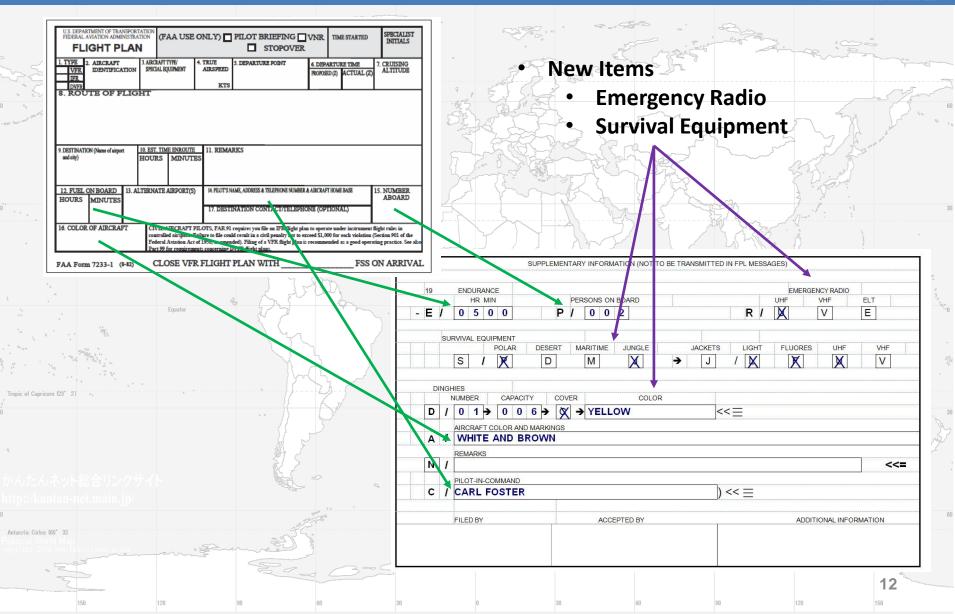
#### **Bottom Section Item 19**

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#### Old to New Part 2





#### Item 8 – Flight Rules

 $\bullet$  I = IFR



# V = VFR Y = IFR first)\* Z = VFR first)\* \*If indicating either Y or Z, specify in Item 15 the point or points where a change of flight rules is planned.

## **Type of Flight**



- Note: Type of flight is optional for flights that will be conducted entirely within U.S. domestic airspace.
- S = scheduled Air Transport
- N = non-scheduled air transport
- G = general aviation
- M = military
- X = other than any of the defined categories above

#### Wake Turbulence Category



- H = HEAVY, to indicate an aircraft type with a maximum certificated take-off mass of 136,000 kg or more;
- M = MEDIUM, to indicate an aircraft type with a maximum certificated takeoff mass of less than 136,000 kg but more than 7,000 kg;
- L = LIGHT, to indicate an aircraft type with a maximum certificated take-off mass of 7,000 kg or less.

## Item 10 - Equipment



- S = Standard equipment

   VHF RTF, ADF, VOR and ILS
- O = VOR
   D = DME
- **F** = **ADF**
- G = (GNSS)
  - I = Inertial Navigation
  - W = RVSM Certified
  - J = (Data Link)( see Note 3 )
- K = (MLS)
- L = ILS
  - Z = Other equipment carried

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

## **Surveillance Equipment**



- After the NAV/COM entry there is a slash that separates the NAV/COM from the surveillance equipment
- N = None
- A = Transponder Mode A
- C = Transponder Mode A and Mode C
- X = Transponder Mode S without both aircraft identification and pressure- altitude transmission
- P = Transponder Mode S, including pressure-altitude transmission, but no aircraft identification transmission
- I = Transponder Mode S, including aircraft identification transmission, but no pressure-altitude transmission
- S = Transponder Mode S, including both pressurealtitude and aircraft identification transmission ADS equipment
- D = ADS capability

## **ADS Capability**



B1 = ASD-B with dedicated 1090 out
B2 = ADS-B with 1090 out and in
U1 = ADS-B out using UAT
U2 = ADS-B out and in using UAT
V1 = ADS-B out using VDL Mode 4
V2 = ADS-B out and in using VDL Mode 4

#### Item 15 – Route



- Cruising Speed

   Kilometers per hour, expressed as K followed by 4 figures (e.g., K0830), or
   Knots, expressed as N followed by 4 figures (e.g., N0485), or
   Mach Number, when so prescribed by the appropriate ATS, to the nearest hundredth of unit Mach, expressed as M followed by 3 figures (e.g., M082).
- Cruising level for the first or whole flight (maximum 5 characters)
  - Flight Level, expressed as F followed by 3 figures (e.g., F085; F330
  - Altitude in hundreds of feet, expressed as A followed by 3 figures (e.g., A045; A100
  - For uncontrolled VFR flights, the letters VFR.
- Route (including changes of speed, level and/or flight rules)
  - Flights along designated ATS routes

#### **Item 16 - Destination**



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#### **Item 18 – Other Information**



 INSERT 0 (zero) if no other information,
 Include any other necessary information

 REG/ [The registration markings of the aircraft, if different from the aircraft

identification in Item 7.]

#### **Item 19 – Supplementary Information**



	Most i	tems a	re self	-expla	natory	
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Antarctic Cirlce (66° 3

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#### AIM 5-1-9



#### 5–1–9. International Flight Plan (FAA Form 7233–4)– IFR Flights (For Domestic or International Flights)

#### a. General

Use of FAA Form 7233-4 is:

- **1.** Mandatory for assignment of RNAV SIDs and STARs or other PBN routing,
- **2.** Mandatory for all IFR flights that will depart U.S. domestic airspace, and
  - 3. Recommended for domestic IFR flights.

#### NOTE-

**1.** An abbreviated description of FAA Form 7233–4 (International Flight Plan) may be found in this section. A detailed description of FAA Form 7233–4 may be found on the FAA website at:

http://www.faa.gov/about/office\_org/headquarters\_offices/ato/se rvice\_units/enroute/flight\_plan\_filing/

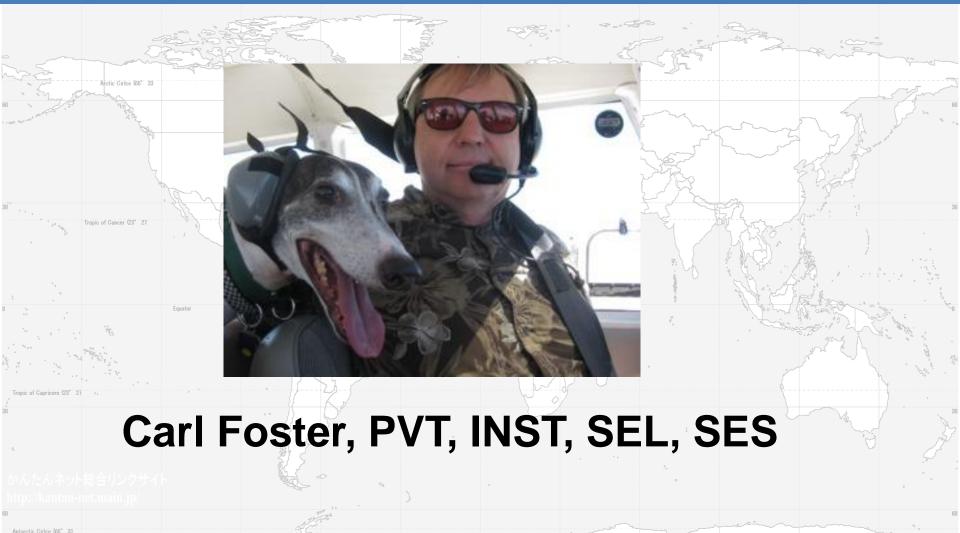
#### Questions





#### **Presentation**





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