



On Track



Articles Of Interest for the Professional Aviator
ICP Flight - Central Flying School

U.S. Domestic Flight Plan Changes

By: Chad Pate, Maj, USAF, ICP Flight

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En Route Automation Modernization is the largest U.S. National Airspace System equipment replacement program in FAA history. One of the improvements this system will provide is the assignment of preferential routes based on the equipment listed in the aircrew's flight plan. In order to take advantage of this new system, crews flying in the U.S. must now use an ICAO flight plan (<http://forms.faa.gov/forms/faa7233-4.pdf>) versus the traditional U.S. Domestic flight plan (<http://forms.faa.gov/forms/faa7233-1.pdf>).

Beginning 29 Jun 08, the ICAO flight plan will be the expected form for automated preferential route assignment.

RNAV Routing:

Users will be required to file an ICAO flight plan, with appropriate ICAO Item 10 equipment codes and Item 18 entry, to indicate the desire and ability to accept RNAV routes.

ICAO Item 10 equipment codes are identical to those listed in GPH 204A, Chapter 4 and General Planning, Chapter 4. In addition to the aircraft equipment, the following code must also be included:

Z: MUST be used to draw ATC's attention to the RNAV capability information in Item 18

If the aircraft is RNAV 1 (a total system error of not more than 1 NM for 95% of the total flight time) and/or RNAV 2 (a total system error of not more than 2 NM for 95% of the total flight time) capable, insert the following information in Item 18 after 'NAV/RNV':

To be assigned an RNAV 1 SID, insert the characters 'D1'

To be assigned an RNAV 1 STAR, insert the characters 'A1'

To be assigned en route extensions and/or RNAV point-to-point, insert the characters '**E2**'

For example:

The aircraft equipment in Item 10 lists:

SDGZ

Item 18 would contain the following data:

To file a full RNAV flight use, **NAV/RNVD1E2A1**

To use RNAV for en route only use, **NAV/RNVE2**

Common errors that will reject the flight plan:

Putting spaces between RNV, D1, A1 and/or E2

Filing NAV/RNAV vs NAV/RNV (the system does not recognize RNAV)

Omitting Item 18 data may restrict RNAV operations.

Estimated Elapsed Time:

EET should be placed in Item 18 for flights originating in the U.S. and returning to Canada.

For example:

The aircraft will enter Winnipeg's FIR 1+35 after takeoff:

EET/CZWG0135

The flight plan will be rejected if 'EET/' is placed in Item 18 and no data follows

Notes:

Aircrew may still file the U.S. Domestic flight plan (FAA Form 7233-1) but they will only be assigned conventional routing/procedures.

Aircrew are not required to include a 'Z' in their equipment list when entering the U.S. and desiring RNAV routing. The 'Z' plus additional information in Item 18 is only required for Domestic flights (i.e. flights that originate and terminate in the U.S.)

Reference:

1. http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/flight_plan_filing/