

**11. Block 11.** Enter only those remarks pertinent to ATC or to the clarification of other flight plan information, such as the appropriate radiotelephony (call sign) associated with the FAA-assigned three-letter company designator filed in Block 2, if the radiotelephony is new or has changed within the last 60 days. In cases where there is no three-letter designator but only an assigned radiotelephony or an assigned three-letter designator is used in a medical emergency, the radiotelephony must be included in the remarks field. Items of a personal nature are not accepted.

**NOTE–**

1. *The pilot is responsible for knowing when it is appropriate to file the radiotelephony in remarks under the 60-day rule or when using FAA special radiotelephony assignments.*

2. *“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.*

3. *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.*

**12. Block 12.** Specify the fuel on board, computed from the departure point.

**13. Block 13.** Specify an alternate airport if desired or required, but do not include routing to the alternate airport.

**14. Block 14.** Enter the complete name, address, and telephone number of pilot-in-command, or in the case of a formation flight, the formation commander. Enter sufficient information to identify home base, airport, or operator.

**NOTE–**

*This information would be essential in the event of search and rescue operation.*

**15. Block 15.** Enter the total number of persons on board including crew.

**16. Block 16.** Enter the predominant colors.

**NOTE–**

*Close IFR flight plans with tower, approach control, or ARTCC, or if unable, with FSS. When landing at an airport with a functioning control tower, IFR flight plans are automatically canceled.*

**g.** The information transmitted to the ARTCC for IFR flight plans will consist of only flight plan blocks 2, 3, 4, 5, 6, 7, 8, 9, 10, and 11.

**h.** A description of the International Flight Plan Form is contained in the International Flight Information Manual (IFIM).

**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/service\\_units/enroute/flight\\_planning\\_filing/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/flight_planning_filing/)*

2. *Filers utilizing FAA Form 7233–1 (Flight Plan) may not be eligible for assignment of RNAV SIDs and STARs. Filers desiring assignment of these procedures should file using FAA Form 7233–4, as described in this section.*

3. *When filing an IFR flight plan using FAA Form 7233–4, it is recommended that filers include all operable navigation, communication, and surveillance equipment capabilities by adding appropriate equipment qualifiers as shown in Tables 5–1–3 and 5–1–4. These equipment qualifiers should be filed in Item 10 of FAA Form 7233–4.*

4. *ATC issues clearances based on aircraft capabilities filed in Items 10 and 18 of FAA Form 7233–4. Operators should file all capabilities for which the aircraft and crew is certified, capable, and authorized. PBN/ capability should be filed as per paragraph 5-1-9 b 8 Items 18 (c) and (d).*

**b. Explanation of Items Filed in FAA Form 7233–4**

Procedures and other information provided in this section are designed to assist operators using FAA Form 7233–4 to file IFR flight plans for flights that will be conducted entirely within U.S. domestic airspace. Requirements and procedures for operating

outside U.S. domestic airspace may vary significantly from country to country. It is, therefore, recommended that operators planning flights outside U.S. domestic airspace become familiar with applicable international documents, including Aeronautical Information Publications (AIP); International Flight Information Manuals (IFIM); and ICAO Document 4444, Procedures for Air Navigation Services/Air Traffic Management, Appendix 2.

**NOTE—**

*FAA Form 7233-4 is shown in FIG 5-1-3. The filer is normally responsible for providing the information required in Items 3 through 19.*

**1. Item 7. Aircraft Identification.** Insert the full registration number of the aircraft, or the approved FAA/ICAO company or organizational designator, followed by the flight number.

**EXAMPLE—**

*N235RA, AAL3342, BONGO33*

**NOTE—**

*Callsigns filed in this item must begin with a letter followed by 1-6 additional alphanumeric characters.*

**2. Item 8. Flight Rules and Type of Flight.**

**(a) Flight Rules.** Insert the character “I” to indicate IFR

**(b) Type of Flight.** Insert one of the following letters to denote the type of flight:

- (1) **S** if scheduled air service
- (2) **N** if non-scheduled air transport operation
- (3) **G** if general aviation
- (4) **M** if military
- (5) **X** if other than any of the defined categories above.

**NOTE—**

*Type of flight is optional for flights that will be conducted entirely within U.S. domestic airspace.*

**3. Item 9. Number, Type of Aircraft, and Wake Turbulence Category.**

**(a) Number.** Insert the number of aircraft, if more than 1 (maximum 99).

**(b) Type of Aircraft.**

**(1)** Insert the appropriate designator as specified in ICAO Doc 8643, Aircraft Type Designators;

**(2)** Or, if no such designator has been assigned, or in the case of formation flights consisting of more than one type;

**(3)** Insert *ZZZZ*, and specify in Item 18, the (numbers and) type(s) of aircraft preceded by TYP/.

**(c) Wake Turbulence Category.** Insert an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

**(1)** H — HEAVY, to indicate an aircraft type with a maximum certificated takeoff weight of 300,000 pounds (136 000 kg), or more;

**(2)** M — MEDIUM, to indicate an aircraft type with a maximum certificated takeoff weight of less than 300,000 pounds (136,000 kg), but more than 15,500 pounds (7,000 kg);

**(3)** L — LIGHT, to indicate an aircraft type with a maximum certificated takeoff weight of 15,500 pounds (7,000 kg) or less.

**4. Item 10. Equipment**

FIG 5-1-3  
FAA International Flight Plan Form 7233-4 (9-06)

Form Approved OMB No. 2120-0026  
09/30/2006

U.S. Department of Transportation Federal Aviation Administration		<b>International Flight Plan</b>	
PRIORITY <b>&lt;=FF</b>	ADDRESSEE(S)		
FILING TIME	ORIGINATOR	<b>&lt;=</b>	
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR			
3 MESSAGE TYPE <b>&lt;=(FPL</b>	7 AIRCRAFT IDENTIFICATION	8 FLIGHT RULES	TYPE OF FLIGHT <b>&lt;=</b>
9 NUMBER	TYPE OF AIRCRAFT	WAKE TURBULENCE CAT.	10 EQUIPMENT <b>&lt;=</b>
13 DEPARTURE AERODROME	TIME		<b>&lt;=</b>
15 CRUISING SPEED	LEVEL	ROUTE	
16 DESTINATION AERODROME	TOTAL EET HR MIN	ALTN AERODROME	2ND ALTN AERODROME <b>&lt;=</b>
18 OTHER INFORMATION			
<b>&lt;=</b>			
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)			
19 ENDURANCE HR MIN	PERSONS ON BOARD	EMERGENCY RADIO	
<b>E/</b> [ ] [ ]	<b>P/</b> [ ] [ ]	<b>R/</b> UHF [ ] VHF [ ] ELBA [ ]	
SURVIVAL EQUIPMENT		JACKETS	
POLAR [ ] DESERT [ ] MARITIME [ ] JUNGLE [ ]	LIGHT [ ] FLUORES [ ] UH [ ] VHF [ ]		
DINGHIES			
NUMBER [ ] CAPACITY [ ] COVER [ ]	COLOR [ ] <b>&lt;=</b>		
<b>D/</b> AIRCRAFT COLOR AND MARKINGS			
<b>A/</b> [ ]			
REMARKS			
<b>N/</b> [ ] <b>&lt;=</b>			
PILOT-IN-COMMAND			
<b>C/</b> [ ] <b>)&lt;=</b>			
FILED BY	ACCEPTED BY	ADDITIONAL INFORMATION	

FAA Form 7233-4 (7-93)

**Pre-Flight Pilot Checklist**

Aircraft Identification			Time of Briefing			
Weather <i>(Destination) (Alternate)</i>	<input type="checkbox"/> Present	Remarks	<b>Report Weather Conditions Aloft</b>			
	<input type="checkbox"/> Forecast		<i>Report immediately weather conditions encountered--particularly cloud tops, upper cloud layers, thunderstorms, ice, turbulence, winds and temperature</i>			
			Position	Altitude	Time	Weather Conditions
Weather <i>(En Route)</i>	<input type="checkbox"/> Present					
	<input type="checkbox"/> Forecast					
	<input type="checkbox"/> Pireps					
Winds Aloft	Best Crzg. Alt.					
Nav. Aid & Comm. Status.	<input type="checkbox"/> Destination					
	<input type="checkbox"/> En Route					
Airport Conditions	<input type="checkbox"/> Destination					
	<input type="checkbox"/> Alternate					
ADIZ	<input type="checkbox"/> Airspace Restrictions					
<b>Civil Aircraft Pilots</b>						
<p>FAR Part 91 states that each person operating a civil aircraft of U.S. registry over the high seas shall comply with Annex 2 to the <u>Convention of International Civil Aviation, International Standards - Rules of the Air</u>. Annex 2 requires the submission of a flight plan containing items 1-19 prior to operating any flight across international waters. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended).</p>						
<i>International briefing information may not be current or complete. Data should be secured, at the first opportunity, from the country in whose airspace the flight will be conducted.</i>						
<p><b>Paperwork Reduction Act Statement:</b> Flight Plan information is collected for the protection and identification of aircraft and property and persons on the ground. Air Traffic uses the information to provide control services and search and rescue services. An individual respondent would require about 2.5 minutes to provide the information. FAR Part 91 requires an Instrument Flight Rules (IFR) flight plan to operate under IFR in controlled airspace. Filing a Visual Flight Rules flight plan is recommended but not mandatory. It is FAA policy to make factual information available to persons properly and directly concerned except information held confidential for good cause, i.e., pilot's address/telephone number. All flight plan data is destroyed when 15 days old except for data retained due to an accident/incident investigation. An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection is 2120-0026. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ABA-20</p>						

**TBL 5-1-4**  
**Aircraft COM, NAV, and Approach Equipment Qualifiers**

INSERT one letter as follows:  
 N if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable,  
 (OR)  
 S if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable (see Note 1),  
 (AND/OR)  
 INSERT one or more of the following letters to indicate the COM/NAV/approach aid equipment available and serviceable:  
**NOTE-**  
*The capabilities described below comprise the following elements:*  
 a. Presence of relevant serviceable equipment on board the aircraft.  
 b. Equipment and capabilities commensurate with flight crew qualifications.  
 c. Where applicable, authorization from the appropriate authority.

A	GBAS landing system	J6	CPDLC FANS 1/A SATCOM (MTSAT)
B	LPV (APV with SBAS)	J7	CPDLC FANS 1/A SATCOM (Iridium)
C	LORAN C	L	ILS
D	DME	M1	ATC RTF SATCOM (INMARSAT)
E1	FMC WPR ACARS	M2	ATC RTF (MTSAT)
E2	D-FIS ACARS	M3	ATC RTF (Iridium)
E3	PDC ACARS	O	VOR
F	ADF	P1-P9	Reserved for RCP
G	(GNSS) – see Note 2	R	PBN approved - see Note 4
H	HF RTF	T	TACAN
I	Inertial navigation	U	UHF RTF
J1	CPDLC ATN VDL Mode 2 – see Note 3	V	VHF RTF
J2	CPDLC FANS 1/A HF DL	W	RVSM approved
J3	CPDLC FANS 1/A VDL Mode 4	X	MNPS approved/North Atlantic (NAT) High Level Airspace (HLA) approved
J4	CPDLC FANS 1/A VDL Mode 2	Y	VHF with 8.33 kHz channel spacing capability
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	Z	Other equipment carried or other capabilities - see Note 5

**NOTE-**

1. If the letter S is used, standard equipment is considered to be VHF RTF, VOR, and ILS within U.S. domestic airspace.
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.
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 are authorized must be specified in Item 18 following the indicator PBN/. For further details, see Paragraph 5-1-9 b 8, Item 18 (c) and (d).
5. If the letter Z is used, specify in Item 18 the other equipment carried, preceded by COM/, DAT/, and/or NAV/, as appropriate.
6. Information on navigation capability is provided to ATC for clearance and routing purposes.

*TBL 5-1-5*

**Aircraft Surveillance Equipment, Including Designators for Transponder, ADS-B, ADS-C, and Capabilities**

<p><i>INSERT N</i> if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,  OR  <i>INSERT</i> one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:</p>	
<b>SSR Modes A and C</b>	
A	Transponder - Mode A (4 digits – 4096 codes)
C	Transponder - Mode A (4 digits – 4096 codes) and Mode C
<b>SSR Mode S</b>	
E	Transponder - Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability
H	Transponder - Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability
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 capability
<p><b>NOTE-</b>  <i>Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.</i></p>	
<b>Followed by one or more of the following codes if the aircraft has ADS-B capability:</b>	
B1	ADS-B with dedicated 1090 MHz ADS-B “out” capability
B2	ADS-B with dedicated 1090 MHz ADS-B “out” and “in” capability
U1	ADS-B “out” capability using UAT
U2	ADS-B “out” and “in” capability using UAT
V1	ADS-B “out” capability using VDL Mode 4
V2	ADS-B “out” and “in” capability using VDL Mode 4
<p><b>NOTE-</b>  <i>File no more than one code for each type of capability; for example, file B1 or B2, but not both.</i></p>	
<b>Followed by one or more of the following codes if the aircraft has ADS-C capability:</b>	
D1	ADS-C with FANS 1/A capabilities
G1	ADS-C with ATN capabilities

**EXAMPLE-**

1. SDGW/SB1U1 {VOR, ILS, VHF, DME, GNSS, RVSM, Mode S transponder, ADS-B 1090 Extended Squitter out, ADS-B UAT out}
2. S/C {VOR, ILS, VHF, Mode C transponder}

### 5. Item 13. Departure Aerodrome/Time

(a) Insert the ICAO four-letter location indicator of the departure aerodrome, or

**NOTE–**

ICAO location indicators must consist of 4 letters. Airport identifiers such as 51A7, 39LL and Z40 are not in ICAO standard format.

(b) If no four-letter location indicator has been assigned to the departure aerodrome, insert ZZZZ and specify the non-ICAO location identifier, or fix/radial/distance from a nearby navaid, followed by the name of the aerodrome, in Item 18, following characters DEP/,

(c) Then, without a space, insert the estimated off-block time.

**EXAMPLE–**

1. KSMF2215

2. ZZZZ0330

### 6. Item 15. Cruise Speed, Level and Route

(a) Cruise Speed (maximum 5 characters). Insert the true airspeed for the first or the whole cruising portion of the flight, in terms of knots, expressed as N followed by 4 digits (e.g. N0485), or Mach number to the nearest hundredth of unit Mach, expressed as M followed by 3 digits (for example, M082).

(b) Cruising level (maximum 5 characters). Insert the planned cruising level for the first or the whole portion of the route to be flown, in terms of flight level, expressed as F followed by 3 figures (for example, F180; F330), or altitude in hundreds of feet, expressed as A followed by 3 figures (for example, A040; A170).

(c) Route. Insert the requested route of flight in accordance with guidance below.

**NOTE–**

Speed and/or altitude changes en route will be accepted by FAA computer systems, but will not be processed or forwarded to controllers. Pilots are expected to maintain the last assigned altitude and request revised altitude clearances directly from ATC.

(d) Insert the desired route of flight using a combination of published routes and/or fixes in the following formats:

(1) Consecutive fixes, navaids and waypoints should be separated by the characters “DCT”, meaning direct.

**EXAMPLE–**

FLACK DCT IRW DCT IRW125023

**NOTE–**

IRW125023 identifies the fix located on the Will Rogers VORTAC 125 radial at 23 DME.

(2) Combinations of published routes, and fixes, navaids or waypoints should be separated by a single space.

**EXAMPLE–**

WORTH5 MQP V66 ABI V385

(3) Although it is recommended that filed airway junctions be identified using a named junction fix when possible, there may be cases where it is necessary to file junctioning airways without a named fix. In these cases, separate consecutive airways with a space.

**EXAMPLE–**

V325 V49

**NOTE–**

This method of filing an airway junction may result in a processing ambiguity. This might cause the flight plan to be rejected in some cases.

### 7. Item 16. Destination Aerodrome, Total EET, Alternate and 2nd Alternate Aerodrome

(a) Destination Aerodrome and Total Estimated Elapsed Time (EET).

(1) Insert the ICAO four-letter location identifier for the destination aerodrome; or, if no ICAO location identifier has been assigned, (Location identifiers, such as WY66, A08, and 5B1, are not an ICAO standard format),

(2) Insert ZZZZ and specify the non-ICAO location identifier, or fix/radial/distance from a nearby navaid, followed the name of the aerodrome, in Item 18, following characters DEST/,

(3) Then, without a space, insert the total estimated time en route to the destination.

**EXAMPLE–**

1. KOKC0200

2. ZZZZ0330

(b) Alternate and 2nd Alternate Aerodrome (Optional).

(1) Following the intended destination, insert the ICAO four-letter location identifier(s) of

alternate aerodromes; or, if no location identifier(s) have been assigned;

(2) Insert ZZZZ and specify the name of the aerodrome in Item 18, following the characters ALTN/.

**EXAMPLE-**

1. KDFW0234 KPWA

2. KBOS0304 ZZZZ

**NOTE-**

Although alternate airport information filed in an FPL 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.

**8. Item 18. Other Information**

(a) Insert 0 (zero) if no other information; or, any other necessary information in the sequence shown below, in the form of the appropriate indicator followed by an oblique stroke and the information to be recorded:

**NOTE-**

1. Operators are warned that the use of indicators not included in the provisions may result in data being rejected, processed incorrectly, or lost.

2. Hyphens “-” or oblique strokes “/” should only be used as described.

3. Avoid use of any other special characters in Field 18 information- use only letters and numbers.

4. An indicator without any associated information will result in flight plan rejection.

(b) STS/ Reason for special handling by ATS as follows:

(1) ALTRV: For a flight operated in accordance with an altitude reservation.

(2) ATFMX: For a flight approved for exemption from ATFM measures by the appropriate ATS authority.

(3) FFR: Fire-fighting.

(4) FLTCK: Flight check for calibration of nav aids.

(5) HAZMAT: For a flight carrying hazardous material.

(6) HEAD: A flight with Head of State status.

(7) HOSP: For a medical flight declared by medical authorities.

(8) HUM: For a flight operating on a humanitarian mission.

(9) MARSAS: For a flight for which a military entity assumes responsibility for separation of military aircraft.

(10) MEDEVAC: For a life critical medical emergency evacuation.

(11) NONRVSM: For a non-RVSM capable flight intending to operate in RVSM airspace.

(12) SAR: For a flight engaged in a search and rescue mission.

(13) STATE: For a flight engaged in military, customs, or police services.

**NOTE-**

Other reasons for special handling by ATS are denoted under the designator RMK/.

(c) PBN/ Indication of RNAV and/or RNP capabilities. Include as many of the descriptors below as apply to the flight, up to a maximum of 8 entries; that is a total of not more than 16 characters.

*TBL 5-1-6*

**PBN/RNAV Specifications**

<b>PBN/</b>	<b>RNAV SPECIFICATIONS</b>
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



	<b>RNP SPECIFICATIONS</b>
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 (special authorization required)
T2	RNP AR APCH without RF (special authorization required)

**NOTE-**  
Combinations of alphanumeric characters not indicated above are reserved.

(d) NAV/ Significant data related to navigation equipment, other than as specified in PBN/.

(1) When Performance Based Navigation Capability has been filed in PBN/, if PBN routing is desired for only some segment(s) of the flight then that information can be conveyed by inserting the character “Z” in Item 10 and “NAV/RNV” in field 18 followed by the appropriate RNAV accuracy value(s) per the following:

[a] To be assigned an RNAV 1 SID, insert the characters “D1”.

[b] To be assigned an RNAV 1 STAR, insert the characters “A1”.

[c] To be assigned en route extensions and/or RNAV PTP, insert the characters “E2”.

[d] To prevent assignment of an RNAV route or procedure, insert a numeric value of “0” for the segment of the flight. Alternatively, you may simply remove the segment of the flight indicator and numeric value from the character string.

**EXAMPLE-**

1. NAV/RNVD1 or NAV/RNVD1E0A0 (Same meaning)
2. NAV/RNVA1 or NAV/RNVD0E0A1 (Same meaning)
3. NAV/RNVE2 or NAV/RNVD0E2A0 (Same meaning)
4. NAV/RNVD1A1 or NAV/RNVD1E0A1 (Same meaning)

**5. NAV/RNVD1E2A1**

**NOTE-**

1. Route assignments are predicated on NAV/ data over PBN/ data in ERAS.

2. Aircraft certification requirements for RNAV operations within U.S. airspace are defined in AC 90-45A, Approval of Area Navigation Systems for Use in the U.S. National Airspace System, and AC 90-100A, U.S. Terminal and En Route Area Navigation (RNAV) Operations, as amended.

(2) Operators should file their maximum capabilities in order to qualify for the most advanced procedures.

(e) COM/ Indicate communications capabilities not specified in Item 10a, when requested by an air navigation service provider.

(f) DAT/ Indicate data applications or capabilities not specified in Item 10a, when requested by an Air Navigation Service Provider.

(g) SUR/ Indicate surveillance capabilities not specified in Item 10b, when requested by an Air Navigation Service Provider. If ADS-B capability filed in Item 10 is compliant with RTCA DO-260B, include the item “260B” in SUR/. If ADS-B capability filed in Item 10 is compliant with RTCA DO-282B, include the item “282B” in SUR/.

**EXAMPLE-**

1. SUR/260B
2. SUR/260B 282B

(h) DEP/ Insert the non-ICAO identifier, or fix/radial/distance from navaid, or latitude/longitude, if ZZZZ is inserted in Item 13. Optionally, append the name of the departure point.

**EXAMPLE-**

1. DEP/T23 ALBANY MUNI
2. DEP/T23
3. DEP/UKW197011 TICK HOLLR RANCH
4. DEP/4620N07805W

(i) DEST/ Insert the non-ICAO identifier, or fix/radial/distance from navaid, or latitude/longitude, if ZZZZ is inserted in Item 16. Optionally, append the name of the destination point.

**EXAMPLE-**

1. DEST/T23 ALBANY MUNI
2. DEST/PIE335033 LEXI DUNES
3. DEST/4620N07805W

(j) DOF/ The date of flight departure in a six figure format (YYMMDD, where YY equals the year, MM equals the month, and DD equals the day). The FAA will not accept flight plans filed with Date of Flight resulting in more than a day in advance.

(k) REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7. Note that the FAA uses this information in monitoring of RVSM and ADS-B performance.

(l) EET/ Significant points or FIR boundary designators and accumulated estimated elapsed times to such points or FIR boundaries.

**EXAMPLE-**  
EET/KZLA0745 KZAB0830

(m) SEL/ SELCAL code.

(n) TYP/ Insert the type of aircraft if ZZZZ was entered in Item 9. If necessary, insert the number and type(s) of aircraft in a formation.

**EXAMPLE-**  
1. TYP/Homebuilt  
2. TYP/2 P51 B17 B24

(o) CODE/ Aircraft address (expressed in the form of an alphanumeric code of six hexadecimal characters) when required by the appropriate ATS authority. Include CODE/ when ADS-B capability is filed in Item 10.

**EXAMPLE-**  
"F00001" is the lowest aircraft address contained in the specific block administered by ICAO.

(p) DLE/ En route delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm).

**EXAMPLE-**  
DLE/MDG0030

(q) OPR/ Name of the operator, if not obvious from the aircraft identification in Item 7.

(r) ORGN/ The originator's 8-letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority. The FAA does not require ORGN/ information.

**NOTE-**

*In some areas, flight plan reception centers may insert the ORGN/ identifier and originator's AFTN address automatically.*

(s) PER/ Aircraft performance data, indicated by a single letter as specified in the Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS, Doc 8168), Volume I - Flight Procedures, if so prescribed by the appropriate ATS authority. Note that the FAA does not require PER/ information.

(t) ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16.

**EXAMPLE-**  
1. ALTN/F35 POSSUM KINGDOM  
2. ALTN/TCC233016 LAZY S RANCH

(u) RALT/ ICAO 4-letter indicator(s) for en-route alternate(s), as specified in Doc 7910, Location Indicators, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/ LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

(v) TALT/ ICAO 4-letter indicator(s) for take-off alternate, as specified in Doc 7910, Location Indicators, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/ LONG or bearing and distance from the nearest significant point, as described in DEP/ above.

(w) RIF/ The route details to the revised destination aerodrome, followed by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.

**EXAMPLE-**  
1. RIF/DTA HEC KLAX  
2. RIF/ESP G94 CLA YPPH

(x) RMK/ Any other plain-language remarks when required by the ATC or deemed necessary.

**EXAMPLE-**  
1. RMK/NRP  
2. RMK/DRVSN

(y) RVR/ The minimum RVR requirement of the flight in meters. This item is defined by

Eurocontrol, not ICAO. The FAA does not require or use this item, but will accept it in a flight plan.

**NOTE-**

*This provision is detailed in the European Regional Supplementary Procedures (EUR SUPPs, Doc 7030), Chapter 2.*

(z) RFP/ Q followed by a digit to indicate the sequence of the replacement flight plan being submitted. This item is defined by Eurocontrol, not ICAO. The FAA will not use this item, but will accept it in a flight plan.

**NOTE-**

*This provision is detailed in the European Regional Supplementary Procedures (EUR SUPPs, Doc 7030), chapter 2.*

### 9. Item 19. Supplementary Information

**NOTE-**

*Item 19 data must be included when completing FAA Form 7233-4. This information will be retained by the facility/organization that transmits the flight plan to Air Traffic Control (ATC), for Search and Rescue purposes, but it will not be transmitted to ATC as part of the FPL.*

(a) E/ (ENDURANCE). Insert 4–digits group giving the fuel endurance in hours and minutes.

(b) P/ (PERSONS ON BOARD). Insert the total number of persons (passengers and crew) on board.

(c) Emergency and survival equipment

(1) R/ (RADIO).

[a] Cross out “UHF” if frequency 243.0 MHz is not available.

[b] Cross out “VHF” frequency 121.5 MHz is not available.

[c] Cross out “ELBA” if emergency locator transmitter (ELT) is not available.

(2) S/ (SURVIVAL EQUIPMENT).

[a] Cross out “POLAR” if polar survival equipment is not carried.

[b] Cross out “DESERT” if desert survival equipment is not carried.

[c] Cross out “MARITIME” if maritime survival equipment is not carried.

[d] Cross out J if “JUNGLE” survival equipment is not carried.

(3) J/ (JACKETS).

[a] Cross out “LIGHT” if life jackets are not equipped with lights.

[b] Cross out “FLUORES” if life jackets are not equipped with fluorescein.

[c] Cross out “UHF” or “VHF” or both as in R/ above to indicate radio capability of jackets, if any.

(4) D/ (DINGHIES).

[a] NUMBER. Cross out indicators “NUMBER” and “CAPACITY” if no dinghies are carried, or insert number of dinghies carried; and

[b] CAPACITY. Insert total capacity, in persons, of all dinghies carried; and

[c] COVER. Cross out indicator “COVER” if dinghies are not covered; and

[d] COLOR. Insert color of dinghies if carried.

(5) A/ (AIRCRAFT COLOR AND MARKINGS). Insert color of aircraft and significant markings.

(6) N/ (REMARKS). Cross out indicator N if no remarks, or indicate any other survival equipment carried and any other remarks regarding survival equipment.

(7) C/ (PILOT). Insert name of pilot–in–command.

### 5–1–10. IFR Operations to High Altitude Destinations

a. Pilots planning IFR flights to airports located in mountainous terrain are cautioned to consider the necessity for an alternate airport even when the forecast weather conditions would technically relieve them from the requirement to file one.

**REFERENCE-**

*14 CFR Section 91.167.*

*AIM, Paragraph 4–1–19, Tower En Route Control (TEC)*

b. The FAA has identified three possible situations where the failure to plan for an alternate airport when flying IFR to such a destination airport could result in a critical situation if the weather is less than forecast and sufficient fuel is not available to proceed to a suitable airport.

1. An IFR flight to an airport where the Minimum Descent Altitudes (MDAs) or landing