

ICAO Flight Plan Equipment Codes	
Surveillance equipment and 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 carried and/or capabilities on board:	
SSR Modes A and C	
A	Transponder - Mode A (4 digits - 4,096 codes)
C	Transponder - Mode A (4 digits - 4,096 codes) and Mode C
SSR Modes S	
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
Note: Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.	
ADS-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
D1	D1 ADS-C with FANS 1/A capabilities
G1	G1 ADS-C with ATN capabilities
Alphanumeric characters not indicated above are reserved.	
Example: ADE3RV/HB2U2V2G1	
Note: Additional surveillance application should be listed in Item 18 following the indicator SUR/.	

NOTE	
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 ATSAuthority.
Note 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.
Note 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.
Note 4	Information on navigation capability is provided to ATC for clearance and routing purposes.
Note 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.
Note 6	If the letter R is used, the performance based navigation levels that can be met are specified 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 Manual (Doc 9613).
Note 7	RNAV- equipped aircraft capable of flying RNAV SIDs, putting “NO SID” in the remarks section will not always result in a clearance via a Preferential Departure Route (PDR). The Pilot/Dispatcher must amend Field 18 NAV from D1 to D0 and remove PBN/RNAV1 Code (D1-D4).
Note 8	If a RNAV DP is filed, an ICAO flight plan must be used. In Field 18, Pilots/Dispatchers must file a D1 or D2 depending on the RNAV DP. Additionally, Field 18 should include PBN/D1-D4 depending on the navigation update source. See AIM/PANSATM 4444 for ICAO filing procedures.
Note 9	RNAV Q-routes require en route RNAV2, corresponding NAV/E2 code and PBN/C1-C4 based on navigation system update source.
Note 10	If an aircraft does not meet the requirements for RVSM, then the W filed in ICAO flight plan Field 10A must be removed and STS/NONRVSM must be annotated in Field 18.
Note 11	Filing requirements for RNAV STARS. Field 18 of the ICAO flight plan must have a NAV/A1 or A2 assigned to the RNAV STAR. Additionally, PBN/D1-D4 for RNAV1 or C1-C4 for RNAV2 should be filed. If unable to accept the RNAV STAR, the flight plan must be amended to change the NAV/A1 or A2 to A0.

Figure 1-28. Flight plan equipment codes (continued).