

# Filing an ICAO Flight Plan

Effective 27 August 2019, all flight plans must be filed in ICAO format. For those that use Foreflight, Garmin Pilot or FltPlan.com, Sporty's has provided a brief article on how to use those systems entitled, ["Here's How to Comply"](#). The software providers have provided more detail on their sites.

For those filing manually, the FAA has provided a [Flight Plan Filing Brochure](#) as well as [Simplified Guidance for ICAO Flight Plans](#). The gory details can be found in the [Aeronautical Information Manual \(AIM\) Section 1, Paragraph 5-1-9](#).

## CAP-specific Guidance

### Item 7, Aircraft Identification

Continue to file CAP Callsign in the format CAPXXXX as you have done before. Since the registration number is not being used in item 7, the N-number must be entered under Item 18 (see below).

### Item 8, Flight Rules and Type of Flight

Type of Flight will always be G, regardless of mission. CAP flights will not use M even if in an AFAM status.

### Item 9, Number/Type of Aircraft and Wake Turbulence

Type of aircraft codes remain the same. Use L for wake turbulence.

### Item 10, Equipment and Capabilities

These codes vary based on installation of equipment, equipment condition, and currency of databases. As a result, the PIC needs to file the codes that represent current aircraft capabilities. Some general guidance is provided below:

S – includes VOR, ILS and VHF, so these codes do not need to be repeated

B – when LPV capable

D – when DME equipped

F – when ADF equipped

G – when equipped with an IFR-certified GPS (PBN/ codes will be required at Item 18)

R – also include this code when equipped with IFR certified GPS (PBN/ codes will be required at Item 18)

### Transponder and ADS-B

C – when not equipped with ADS-B, but just a transponder with Mode A and C

ADS-B Codes vary depending on the type of system carried. We are predominately equipped with GTX-345 1090 Extended Squitter (ES) systems with In/Out capability. Those would be coded as **EB2**.

Appereo ESG systems that are only ADS-B Out would be coded as **EB1**. Both systems would require a SUR/260B and a CODE/XXXXX entry under Item 18 (see below).

For those ADS-B systems that are UAT and ADS-B Out only (ex: GDL82) use a **SU1** code and a SUR/282B and a CODE/XXXXX entry under Item 18 (see below).

### Item 18, Other Information:

REG/NXXXX – include the tail number here since the aircraft identification was a CAP Callsign

SUR/XXXX – include the appropriate code based on ADS-B capability (see Item 10 above).

CODE/XXXXXX where XXXXXX is the aircraft’s six-digit Mode S address. Note: This code can be obtained by going the [FAA registration search tool](#); entering the aircraft’s N-number, and referring to the field labeled “Mode S Code (base 16 / hex).” See example image below.

**FAA REGISTRY**  
N-Number Inquiry

\*N-Number:

**FAA REGISTRY**  
N-Number Inquiry Results

N414CV is Assigned

ated each Federal Working Day at Midnight

Aircraft Description			
Serial Number	T20609250	Status	Valid
Manufacturer Name	TEXTRON AVIATION INC	Certificate Issue Date	01/30/2017
Model	T206H	Expiration Date	01/31/2023
Type Aircraft	Fixed Wing Single-Engine	Type Engine	Reciprocating
Pending Number Change	None	Dealer	No
Date Change Authorized	None	Mode S Code (base 8 / oct)	51161502
MFR Year	2016	Mode S Code (base 16 / hex)	A4E342
Type Registration	Corporation	Fractional Owner	NO

SAR – Actual SAR missions only

### PBN/ Codes

This is where things get complicated. If you used the G and R codes in Item 18, you must further define those capabilities here. Since we are not concerned about oceanic and international operations, we don’t need to address every possible RNAV capability. Garmin has provided a table that shows the codes that apply to their equipment. An extract from that file is provided here –

[Garmin ICAO Flight Plan Codes](#)