



## ICAO 2012 Change Summary

This document provides an overview of the ICAO 2012 changes. See the complete set of ICAO instructions [here](#).

### ICAO FPL 2012 Change Overview

- Starting on November 15, 2012, Filed Flight Plans must be filed in the 2012 format.
- From July 1 through November 14, 2012, pilots and carriers will be able to file either the “old” ICAO flight plan format or the “new” ICAO 2012 flight plan format. This period of time is known as the “transition period.” During this time, either flight plan format will be accepted, but not both for the same flight.
- Flight plan data changes:
  - *Item 10a Equipment* —new indicators for communication and navigation equipment and capabilities
  - *Item 10b Equipment* —new indicators for surveillance equipment and capabilities
  - *Item 18 Other Information* —new indicators, definitions, and requirements
  - New relationships and dependencies between Items 10 and 18
  - Additional guidance on using the various ICAO 2012 codes is provided by EUROCONTROL [here](#).

### Item 10a Equipment Code Changes

10a Code	Pre-2012 Definition	Change	2012 Definition
N	No COM/NAV/Approach aid equipment	No	No COM/NAV/Approach aid equipment
S	VHF RTF, ADF, VOR, ILS	Yes	VHF RTF, VOR, ILS
A	Not used	Yes	GBAS landing system
B	Not used	Yes	LPV (APV with SBAS)
C	LORANC	No	LORANC
D	DME	No	DME
E	Not used	No	Not used
E1	Does not exist	Yes	FMC WPR ACARS
E2	Does not exist	Yes	D-FIS ACARS
E3	Does not exist	Yes	PDC ACARS
F	ADF	No	ADF
G	GNSS	New Item 18 Dependency	GNSS NOTE: Specify type of external GNSS augmentation to be specified in NAV/

10a Code	Pre-2012 Definition	Change	2012 Definition
H	HF RTF	No	HF RTF
I	Inertial Navigation	No	Inertial Navigation
J	Data Link	Yes	Does not exist
J1	Does not exist	Yes	CPDLC ATN VDL Mode 2
J2	Does not exist	Yes	CPDLC FANS 1/A HFDL
J3	Does not exist	Yes	CPDLC FANS 1/A VDL Mode A
J4	Does not exist	Yes	CPDLC FANS 1/A VDL Mode 2
J5	Does not exist	Yes	CPDLC FANS 1/A SATCOM (INMARSAT)
J6	Does not exist	Yes	CPDLC FANS 1/A SATCOM (MTSAT)
J7	Does not exist	Yes	CPDLC FANS 1/A SATCOM (Iridium)
K	MLS	No	MLS
L	ILS	No	ILS
M	Omega	Yes	Does not exist
M1	Does not exist	Yes	ATC RTF SATCOM (INMARSAT)
M2	Does not exist	Yes	ATC RTF (MTSAT)
M3	Does not exist	Yes	ATC RTF (Iridium)
O	VOR	No	VOR
P	Not used	No	Not used
P1 to P9	Not allocated/used	Yes	Reserved for RCP (future)
Q	Not used	No	Not used
R	RNP type certification	New Item 18 Dependency	PBN Approved NOTE: PBN levels must be specified in PBN/ in Item18. Refer Doc 9613
T	TACAN	No	TACAN
U	UHF RTF	No	UHF RTF
V	VHF RTF	No	VHF RTF
W	When prescribed by ATS	Yes	RVSM Approved
X	When prescribed by ATS	Yes	MNPS Approved
Y	When prescribed by ATS	Yes	VHF with 8.33 channel spacing capability
Z	Other equipment carried	New Item 18 Dependency	Other equipment carried NOTE Modified: Equipment or capabilities that are not specified in Item 10 must be specified in Item 18 preceded by COM/, NAV/, or DAT/

### *Item 10b Surveillance Equipment Code Changes*

<b>10b Code</b>	<b>Pre-2012 Definition</b>	<b>Change</b>	<b>2012 Definition</b>
N	Nil	Definition change	No surveillance equipment is carried for the route to be flown, or is unserviceable
A	Mode A transponder - 4 digits (4096 codes)	No	Mode A transponder - 4 digits (4096 codes)
C	Mode C transponder - Mode A and Mode C	No	Mode C transponder - Mode A and Mode C
E	Does not exist	Yes	Mode S transponder with aircraft ID, pressure altitude and extended squitter (ADS-B) capability
H	Does not exist	Yes	Mode S transponder with aircraft ID, pressure altitude and enhanced surveillance capability
I	Mode S transponder with aircraft ID, but no pressure altitude transmission	Definition change	Mode S transponder with aircraft ID, but no pressure altitude capability
L	Does not exist	Yes	Mode S with aircraft ID, pressure altitude, extended squitter (ADS-B) and enhanced surveillance capability
P	Mode S transponder with pressure altitude but no aircraft ID transmission	Definition change	Mode S transponder with pressure altitude but no aircraft ID capability
S	Mode S transponder including both pressure altitude and aircraft ID transmission	Definition change	Mode S transponder including both pressure altitude and aircraft ID capability
X	Mode S transponder with neither aircraft ID nor pressure altitude transmission	Definition change	Mode S transponder with neither aircraft ID nor pressure altitude capability
D	ADS Capability	Yes	Removed and expanded with the codes that follow next.
B1	Does not exist	Yes	ADS-B with dedicated 1090 MHz ADS-B "out" capability
B2	Does not exist	Yes	ADS-B with dedicated 1090 MHz ADS-B "out" and "in" capability
U1	Does not exist	Yes	ADS-B "out" capability using UAT
U2	Does not exist	Yes	ADS-B "out" and "in" capability using UAT
V1	Does not exist	Yes	ADS-B "out" capability using VDL Mode 4
V2	Does not exist	Yes	ADS-B "out" and "in" capability using VDL Mode 4
D1	Does not exist	Yes	ADS-C with FANS 1/A capabilities
G1	Does not exist	Yes	ADS-C with ATN capabilities

### ***Item 18 Other Information Indicator Change Summary***

Indicators that are applicable to a flight must be included in the flight plan in the order listed in the following table.

<b>Indicator</b>	<b>Usage</b>	<b>Major Change</b>	<b>Comments</b>
0	0 (zero) if no Item 18 indicators	No	Managed by JetPlan Filing Service
STS/	Special handling information	Yes	Code-driven for 2012. See STS/ section below.
PBN/	Performance Based Navigation	Yes	New indicator indicating RNAV and/or RNP capabilities. See PBN/ section below.
NAV/	Navigation equipment	No	
COM/	Communication applications or capabilities	No	Definition revision. See ICAO reference.
DAT/	Data applications and capabilities	No	
SUR/	Surveillance applications and capabilities	Yes	New indicator.
DEP/	Name and location of departure airport if ZZZZ in Item 13	No	Definition revision. See ICAO reference.
DEST/	Name and location of destination airport if ZZZZ in Item 13	No	Definition revision. See ICAO reference.
DOF/	Date of flight departure	Yes	Previously optional.
REG/	Nationality or common mark and registration mark of aircraft	No	
EET/	Significant points or FIR boundary designators and accumulated estimated elapsed times	No	
SEL/	Special Code, for aircraft so equipped	No	
TYP/	Type(s) of aircraft if ZZZZ in Item 9	No	
CODE/	Aircraft address	No	
DLE/	Enroute delay or holding	Yes	New indicator.
OPR/	ICAO designator or name of the aircraft operating agency	No	
ORGN/	Originator's 8 letter AFTN address	Yes	New indicator.
PER/	Aircraft performance data	Yes	New indicator.
ALTN/	Destination alternate if ZZZZ in Item 16	No	
RALT/	Enroute alternates	No	
TALT/	Takeoff alternate	Yes	New indicator.
RIF/	Reclear information	No	
RMK/	Other remarks	No	

## Special Handling Codes (STS/)

Only the following codes can be used in Special Handling:

Code	Definition
ALTRV	Flight operated in accordance with an altitude reservation
ATFMX	Flight approved for exemption from ATFM measures by the appropriate ATS authority
FFR	Fire-fighting
FLTCK	Flight check for calibration of NAVAIDs
HAZMAT	Flight carrying hazardous material
HEAD	Flight with Head of State status
HOSP	Medical flight declared by medical authorities
HUM	Flight operating on a humanitarian mission
MARSA	Flight for which a military entity assumes responsibility for separation of military aircraft
MEDEVAC	Life critical medical emergency evacuation
NONRVSM	Non-RVSM capable flight intending to operate in RVSM airspace
SAR	Flight engaged in a search and rescue mission
STATE	Flight engaged in military, customs, or police services

## Performance Based Navigation Codes (PBN/)

Performance Based Navigation usage:

- If the aircraft has Area Navigation and/or Required Navigation Performance capabilities, these capabilities must be described using the PBN/ indicator in Item 18 Other Information using only the codes in the table below.
- If “R” is in Item 10a, then Item 18 Other Information must have a PBN/ indicator and vice versa.
- Currently, a maximum of eight Performance Based Navigation codes are allowed in ICAO 2012 filings, but this is subject to change by ICAO.
- Also see the EUROCONTROL guidance mentioned at the start of this document for more information about Performance Based Navigation.

Code	Definition
<b>RNAV Specifications:</b>	
A1	RNAV 10 (RNP10)
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 LORANC
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 ACH with BARO-VNAV
T1	RNP AR APCH with RF (special authorization required)
T2	RNP AR APCH without RF (special authorization required)