

**(b)** File the appropriate aircraft equipment suffix in the flight plan.

**(c)** Plan the random route portion of the flight plan to begin and end over appropriate arrival and departure transition fixes or appropriate navigation aids for the altitude stratum within which the flight will be conducted. The use of normal preferred departure and arrival routes (DP/STAR), where established, is recommended.

**(d)** File route structure transitions to and from the random route portion of the flight.

**(e)** Define the random route by waypoints. File route description waypoints by using degree-distance fixes based on navigational aids which are appropriate for the altitude stratum.

**(f)** File a minimum of one route description waypoint for each ARTCC through whose area the random route will be flown.

**(g)** File an additional route description waypoint for each turnpoint in the route.

**(h)** Plan additional route description waypoints as required to ensure accurate navigation via the filed route of flight. Navigation is the pilot's responsibility unless ATC assistance is requested.

**(i)** Plan the route of flight so as to avoid prohibited and restricted airspace by 3 NM unless permission has been obtained to operate in that airspace and the appropriate ATC facilities are advised.

**NOTE-**

*To be approved for use in the National Airspace System, RNAV equipment must meet system availability, accuracy, and airworthiness standards. For additional information and guidance on RNAV equipment requirements, see Advisory Circular (AC) 20-138, Airworthiness Approval of Positioning and Navigation Systems, and AC 90-100, U.S. Terminal and En Route Area Navigation (RNAV) Operations.*

**3.** Pilots of aircraft equipped with latitude/longitude coordinate navigation capability, independent of VOR/TACAN references, may file for random RNAV routes at and above FL 390 within the conterminous U.S. using the following procedures.

**(a)** File airport-to-airport flight plans prior to departure.

**(b)** File the appropriate RNAV capability certification suffix in the flight plan.

**(c)** Plan the random route portion of the flight to begin and end over published departure/arrival transition fixes or appropriate navigation aids for airports without published transition procedures. The use of preferred departure and arrival routes, such as DP and STAR where established, is recommended.

**(d)** Plan the route of flight so as to avoid prohibited and restricted airspace by 3 NM unless permission has been obtained to operate in that airspace and the appropriate ATC facility is advised.

**(e)** Define the route of flight after the departure fix, including each intermediate fix (turnpoint) and the arrival fix for the destination airport in terms of latitude/longitude coordinates plotted to the nearest minute or in terms of Navigation Reference System (NRS) waypoints. For latitude/longitude filing the arrival fix must be identified by both the latitude/longitude coordinates and a fix identifier.

**EXAMPLE-**

*MIA<sup>1</sup> SRQ<sup>2</sup> 3407/10615<sup>3</sup> 3407/11546 TNP<sup>4</sup> LAX<sup>5</sup>*

<sup>1</sup> *Departure airport.*

<sup>2</sup> *Departure fix.*

<sup>3</sup> *Intermediate fix (turning point).*

<sup>4</sup> *Arrival fix.*

<sup>5</sup> *Destination airport.*

*or*

*ORD<sup>1</sup> IOW<sup>2</sup> KP49G<sup>3</sup> KD34U<sup>4</sup> KL16O<sup>5</sup> OAL<sup>6</sup> MOD2<sup>7</sup> SFO<sup>8</sup>*

<sup>1</sup> *Departure airport.*

<sup>2</sup> *Transition fix (pitch point).*

<sup>3</sup> *Minneapolis ARTCC waypoint.*

<sup>4</sup> *Denver ARTCC Waypoint.*

<sup>5</sup> *Los Angeles ARTCC waypoint (catch point).*

<sup>6</sup> *Transition fix.*

<sup>7</sup> *Arrival.*

<sup>8</sup> *Destination airport.*

**(f)** Record latitude/longitude coordinates by four figures describing latitude in degrees and minutes followed by a solidus and five figures describing longitude in degrees and minutes.

**(g)** File at FL 390 or above for the random RNAV portion of the flight.

**(h)** Fly all routes/route segments on Great Circle tracks or GPS-based tracks.