

**TBL 4-13**  
**Filing for Performance Based Navigation (PBN) Routes**

Type of Routing	Capability Required	Item 10a	Item 18 PBN/ See NOTE 2	Item 18 NAV/ See NOTE 3	Notes
RNAV SID or STAR (See NOTE 1)	RNAV 1	GR	D2		If GNSS
		DIR	D4		If DME/DME/IRU
RNP SID or STAR (See NOTE 2)	RNP 1 GNSS	GR	O2		If GNSS only
	RNP 1 GNSS	DGIR	O1		If GNSS primary and DME/DME/IRU backup
RNP SID or STAR with RF required (See NOTE 2)	RNP 1 GNSS	GRZ	O2	Z1	If GNSS only
	RNP 1 GNSS	DGIRZ	O1	Z1	If GNSS primary and DME/DME/IRU backup
Domestic Q-Route (see separate requirements for Gulf of Mexico Q-Routes)	RNAV 2	GR	C2		If GNSS
		DIR	C4		If DME/DME/IRU
T-Route	RNAV 2	GR	C2		GNSS is required for T-Routes
RNAV (GPS) Approach	RNP Approach, GPS	GR	S1		<i>Domestic arrivals do not need to file PBN approach capabilities to request the approach.</i>
RNAV (GPS) Approach	RNP Approach, GPS Baro-VNAV	GR	S2		
RNAV (GPS) Approach with RF required	RNP Approach, GPS RF Capability	GRZ	S2	Z1	
RNP AR Approach with RF	RNP (Special Autho- rization Required) RF Leg Capability	GR	T1		
RNP AR Approach with- out RF	RNP (Special Autho- rization Required)	GR	T2		

**NOTE-**

**1.** If the flight is requesting an RNAV SID only (no RNAV STAR) or RNAV STAR only (no RNAV SID) then consult guidance on the FAA website at

[https://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/air\\_traffic\\_services/flight\\_plan\\_filing](https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/air_traffic_services/flight_plan_filing).

**2.** PBN descriptor D1 includes the capabilities of D2, D3, and D4. PBN descriptor B1 includes the capabilities of B2, B3, B4, and B5. PBN descriptor C1 includes the capabilities of C2, C3, and C4.

**3.** In NAV/, descriptors for advanced capabilities (Z1, P1, R1, M1, and M2) should be entered as a single character string with no intervening spaces, and separated from any other entries in NAV/ by a space.

**EXAMPLE-**

NAV/Z1P1M2 SBAS

**7.** Automated Departure Clearance Delivery (DCL or PDC). When planning to use automated pre-departure clearance delivery capability, file as indicated below.

(a) PDC provides pre-departure clearances from the FAA to the operator’s designated flight operations center, which then delivers the clearance to the pilot by various means. Use of PDC does not require any special flight plan entry.

(b) DCL provides pre-departure clearances from the FAA directly to the cockpit/FMS via Controller Pilot Datalink Communications (CPDLC). Use of DCL requires flight plan entries as follows: