**AOPA answered a question Beagle found interesting – AOPA answered my question as to the Berkut and I’m a “slant G” now:**

**Question:** On a recent IFR flight I experienced loss of RAIM capability on the GPS. I promptly notified ATC, and they requested a new equipment code. My aircraft has DME and a Mode C transponder, but I couldn’t remember the code! Where can I find that information?

**Answer:** In your case, the equipment code would have been slant alpha (/A). Refer to [table 5-1-2](http://www.aopa.org/epilot/redir.cfm?adid=19487) in the Aeronautical Information Manual for other aircraft equipment suffixes. The table is in section 5-1-8.

***TBL 5-1-2*Aircraft Suffixes**

|  |  |
| --- | --- |
| **Suffix** | **Equipment Capability** |
|  | **NO DME** |
| **/X** | No transponder |
| **/T** | Transponder with no Mode C |
| **/U** | Transponder with Mode C |
|  | **DME** |
| **/D** | No transponder |
| **/B** | Transponder with no Mode C |
| **/A** | Transponder with Mode C |
|  | **TACAN ONLY** |
| **/M** | No transponder |
| **/N** | Transponder with no Mode C |
| **/P** | Transponder with Mode C |
|  | **AREA NAVIGATION (RNAV)** |
| **/Y** | LORAN, VOR/DME, or INS with no transponder |
| **/C** | LORAN, VOR/DME, or INS, transponder with no Mode C |
| **/I** | LORAN, VOR/DME, or INS, transponder with Mode C |

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|  | **ADVANCED RNAV WITH TRANSPONDER AND MODE C** (If an aircraft is unable to operate with a transponder and/or Mode C, it will revert to the appropriate code listed above under Area Navigation.) |
| **/E** | Flight Management System (FMS) with DME/DME and IRU position updating |
| **/F** | FMS with DME/DME position updating |
| **/G** | Global Navigation Satellite System (GNSS), including GPS or Wide Area Augmentation System (WAAS), with en route and terminal capability. |
| **/R** | Required Navigational Performance (RNP). The aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned. |
|  | **Reduced Vertical Separation Minimum (RVSM).** Prior to conducting RVSM operations within the U.S., the operator must obtain authorization from the FAA or from the responsible authority, as appropriate. |
| **/J** | /E with RVSM |
| **/K** | /F with RVSM |
| **/L** | /G with RVSM |
| **/Q** | /R with RVSM |
| **/W** | RVSM |