



ATN Datalink: Flight Plan Filing Guidance

Version 5, 05 July 2024

All aircraft intending to operate **above FL285** in the airspace covered by the EC Datalink regulations (and referred to as DLS IR airspace) must be capable of performing Controller-Pilot Datalink Communications (CPDLC) over the ATN/VDL Mode 2 (CPDLC/ATN equipped) unless the aircraft has been granted an exemption.

This note provides the different cases of a/c capabilities and exemption status, of what should be filed in the datalink fields (fields 10 and 18) of the flight plan (FPL) for a flight operating in the DLS IR airspace and performed by an aircraft with an example ICAO code (a/c 24-bit address) '1CA0DE' (in hexadecimal).

Any other cases than the ones described below, for flight intending to operate above FL285, will be contravening the Datalink regulation.

Case 1: Aircraft is CPDLC/ATN equipped, and crew is trained to use CPDLC.

File **'J1'** in field 10 and **'CODE/1CA0DE'** in field 18.

If CPDLC/ATN equipment is temporarily inoperative (under MEL).

File **'Z'** in field 10 and **'DAT/CPDLCX'** in field 18.

Note: 'J1' should NOT be filed in field 10 (or should be removed in repetitive FPLs).

Case 2: Aircraft is exempt.

Case 2a: a/c has no datalink capability.

File **'Z'** in field 10 and **'DAT/CPDLCX'** in field 18.

Case 2b: a/c is CPDLC/ATN equipped, crew trained and intending to use CPDLC/ATN.

File **'J1'** in field 10 and **'CODE/1CA0DE'** in field 18.

IMPORTANT NOTES:

1. From 11th July 2024 (AIRAC 2407), IFPS will check for the presence of the 24-bits address of the aircraft in the flight plan when the aircraft is equipped with CPDLC/ATN VDL Mode 2, crew trained and planned to operate above FL285. In ICAO FPL2012 format, this translates into: if 'J1' is present in field 10, then 'CODE/' shall be present in field 18.
If 'J1' is present and 'CODE/' is missing, the flight plan will be rejected.
2. If the datalink fields of the flight plan are not filed correctly, aircraft may not be able to logon. For example, if there is not an exact match between the actual a/c 24-bit address (Mode S address) and the one indicated in field 18 (with CODE/), pilot logon will be rejected. Therefore, when for operational reasons, the a/c needs to change after the flight plan has been submitted, operators need to also update the flight plan field 18 code info via a flight plan CHG message.
3. A/C capable of FANS/CPDLC and crew intending to use FANS/CPDLC should file the appropriate 'J' codes for FANS 1/A in field 10 and the appropriate 'CODE/' or 'DAT/' in field 18.