



ATN Datalink Flight Planning Clarifications

Version 3, 3 April 2023

Datalink Performance Monitoring

All aircraft intending to operate above FL285 in the airspace covered by the EC regulation 29/2009 as amended (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), unless the aircraft has been granted an exemption.

This note provides examples for different cases of a/c exemption status and capabilities, of what should be filed in the datalink fields (fields 10 and 18) of the flight plan 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):

Case 1: Aircraft is not exempt:	
	Case 1a: a/c is CPDLC/ATN equipped and crew is trained to use CPDLC
	File 'J1' in FPL field 10 and 'CODE/1CA0DE' in FPL field 18
	Case 1b: a/c is CPDLC/ATN equipped but crew is not trained
	Nothing should be filed for CPDLC/ATN in the FPL fields.
	Case 1c: a/c is not capable of CPDLC over the ATN
	Nothing should be filed for CPDLC/ATN in the FPL fields.
Case 2: Aircraft is exempt	
	Case 2a: a/c has no datalink capabilities
	File 'Z' in FPL field 10 and 'DAT/CPDLCX' in FPL field 18
	Case 2b: a/c is capable of CPDLC over the ATN and crew intends to use CPDLC/ATN in this particular flight
	File 'J1' in field 10 and 'CODE/1CA0DE' in field 18
	Case 2c: a/c is capable of CPDLC using FANS 1/A and crew intends to use CPDLC/FANS in this particular flight in the airspace supporting FANS1/A
	File appropriate J codes for FANS1/A capability and 'CODE/1CA0DE' in field 18

IMPORTANT NOTES:

- 1) If the datalink fields of the flight plan are not filed correctly, aircraft may not be able to perform datalink. 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.
- 2) The flights in cases 1b and 1c above are in contravention of the DLS IR regulation, if requesting to fly above FL285 in DLS IR airspace.