ATN Datalink: Flight Plan Filing Guidance

Version 4, 05 January 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 examples for 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):

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 CPDLC/ATN equipped	
	Nothing should be filed for CPDLC/ATN in the FPL fields.
Case 1d: a/c CPDLC/ATN equipment is temporarily inoperative	
	J1 should NOT be filed in FPL field 10 (or should be removed in repetitive FPLs). When inoperative CPDLC/ATN equipment is declared in active MEL, then File 'Z' in FPL field 10 and 'DAT/CPDLCX' in FPL field 18.
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 CPDLC/ATN equipped and crew intends to use CPDLC/ATN in this particular flight	
	File 'J1' in FPL field 10 and 'CODE/1CA0DE' in FPL 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.