



ATN Data link Flight Planning Clarification

The Data link Performance Monitoring Function

This note is to provide a short summary of what should be filed in the flight plan for aircraft operating above FL285 in the airspace covered by the EC regulation 29/2009 (as amended). As from February 5th 2020 all aircraft operating in this airspace should be capable of performing CPDLC over the ATN unless the aircraft has been granted an exemption.

Listed below are different cases of capability and illustrates what should be filed in the flight plan for an aircraft with the ICAO code '1CA0DE'

- **The aircraft is CPDLC/ATN equipped and the crew are trained**

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

- **The aircraft is CPDLC/ATN equipped but the crew are not trained**

Nothing should be filed for CPDLC/ATN. This flight is in contravention of the regulation.

- **The aircraft is not exempt and is not capable of CPDLC over the ATN**

Nothing should be filed for CPDLC/ATN. This flight is in contravention of the regulation.

- **The aircraft is exempt**

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

- **The aircraft is exempt but capable of CPDLC over FANS 1/A**

File the appropriate J codes for FANS1/A capability and 'Z' in field 10 and 'DAT/CPDLCX' in field 18

- **The aircraft is exempt but capable of CPDLC over the ATN**

File either i) 'J1' in field 10 and 'CODE/1CA0DE' in field 18 or ii) 'Z' in field 10 and 'DAT/CPDLCX' in field 18, depending on whether or not the crew intend to use CPDLC/ATN on this particular flight.