

## **UK CPDLC**

# **'Hints and Tips' for Flight Crews and Airline Operators.**

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## UK CPDLC

Within London (EGTT) and Scottish (EGPX) areas a CPDLC service is available for both ATN and FANS aircraft at FL285 and above. (FANS service currently limited to specific airlines)

Service may be available **FL285 and below** where possible. This excludes the London and Manchester TMAs, where a CPDLC service is not provided. Both profile changing and non-profile changing messages are available

This information must be read in conjunction with **AIC Y 085/2013**

## CPDLC Log on

**Entry to UK:** Log on is available prior to the entry time for the relevant FIR boundary (EGTT or EGPX)

**UK Departures:** on the ground where coverage exists, see AIC for the appropriate CPDLC Data Authority to select prior to departure.

Manchester area airports SID plates updated to include detail of first data authority

## Flight Plan

As a **minimum one** of the following J codes **must** be included in the Flight Plan

- J1: CPDLC ATN VDL Mode 2
- J3: CPDLC FANS 1/A VDL Mode A
- J4: CPDLC FANS 1/A VDL Mode 2

**To successfully log on, the flight crew need to correctly enter**

- The address of the first ACC with whom they will be conducting CPDLC
- Mode-S Aircraft-ID
- ICAO (Flight plan item 7) callsign
- Departure and destination airfields (four letter ICAO Flight plan codes, not IATA codes)

## Log-on for ATN

- Aircraft ID: 24bit address

## Log-on for FANS

- Aircraft registration
- DO NOT INCLUDE 24 bit address if possible

## Connection for ATN

- Automatically establishes CDA with ground systems

## Connection for FANS

- Aircraft equipped with FANS must receive and respond to a CPDLC welcome message for CDA to be established

- On receipt of a response from the aircraft CDA will be established. Flight crews are requested to respond promptly when a welcome message is received.

## Phraseology

### Correcting a message sent by CPDLC

*"[Aircraft Callsign] DISREGARD CPDLC [message type] MESSAGE, BREAK [followed by the correct clearance, instruction information or request]"*

### FANS Time-out

*"[Aircraft Callsign] DISREGARD CPDLC [climb/route/clearance, followed by executive instruction to clarify clearance] DISCONNECT CPDLC AND REVERT TO VOICE"*

## How crews can help ATC

- Respond promptly to uplink requests – when able, close the dialogue rather than trigger a time-out
- Respond "UNABLE" to an unanswered message that has been corrected by voice. This closes the dialogue and avoids a time-out disconnection
- Check that the **position** element of  
UM79 CLEARED TO [position] VIA [route clearance]  
is part of the original flight plan. If not the onward route may be deleted from the FMS.
- Ensure full message including 'via' is understood before responding, especially in older Boeing aircraft
- Accept that 'UNABLE' is sometimes the only response ATC can offer at that time but a subsequent clearance may be issued
- If disconnected from CPDLC do not quiz the controller – they are unlikely to know more. Manual LOG-ON to the next ANSP will be required
- State preferred level response MUST be written as 'FL\*\*\*' with no other text in the message
- No requirement to readback clearance by voice following a CPDLC message
- No requirement to state 'CPDLC equipped' on first contact
- IF IN DOUBT - REVERT TO VOICE