

IBAC Bulletin 15- 03

Subject: Options for operators not capable of FANS 1/A (or equivalent) CPDLC & ADS-C operation in NAT Data Link Mandate airspace.

This bulletin is a supplement to Bulletin 15-01.

The attachment hereto was prepared by FAA based on consultations which included the undersigned.

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Attachment.

ATTACHMENT

Rev 1.2 - 29 Jan 2015

NAT Data Link Mandate (DLM) guidance and direction:

- FANS 1/A (or equivalent) **CPDLC and ADS-C capability requirements for Phase 2A** of the NAT Data Link Mandate (DLM) (effective 5 February 2015) and...
- **Guidance for operators not capable of FANS 1/A (or equivalent)** CPDLC and ADS-C operation.

Acronyms: CPDLC: Controller-Pilot Data Link Communication; ADS-C: Automatic Dependent Surveillance-Contract; DLM: Data Link Mandate

Rev 1.2: see additional text highlighted in grey shading.

U.S. FAA “NAT Resource Guide for U.S. Operators URL: (the guidance below will be posted in early Feb. 2015).

http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs470/media/NAT.pdf

Introduction. This item was developed by the U.S. FAA Performance Based Flight Systems Branch (AFS-470). Input was provided by two other NAT Air Navigation Service Providers (ANSPs).

NAT DLM Phase 2A operating policy.

On/after 5 Feb 2015, during the Organized Track System (OTS) validity times, between FL 350-390 (inclusive), an operator may **not** fly on any OTS track or routing that includes a published OTS waypoint, unless the operator is capable of using FANS 1/A Data Link (or equivalent).

Explanatory notes re OTS validity time:

1. NAT OTS validity times are published in the NAT Track Message.

2. If an aircraft crosses 30 WEST on an OTS track during the OTS validity time, it is considered to be operating on the OTS and is subject NAT DLM requirements.

3. If an aircraft crosses 30 WEST outside the OTS validity time, it is considered to be operating on a Random route and is NOT subject to NAT DLM requirements.

OPTIONS? What are my options, if my aircraft is **not** capable of FANS 1/A CPDLC and ADS-C (or equivalent) operation?

1. During the OTS validity times,

- a. Fly on an OTS track below FL 350.
- b. ****Request a continuous climb**, without intermediate level off, to fly an OTS track above FL 390.
- c. ****If operating on an OTS track above FL 390, request a continuous descent**, without intermediate level off, to fly the track below 350.
- d. Operate on a route outside the OTS. The NAT DLM altitude restrictions do not apply.

****Requests will be considered on a tactical basis. Operators are advised not to fuel plan under the assumption that they will receive clearance to climb or descend through DLM airspace.**

****Prior to departure, operators not FANS 1/A (or equivalent) capable can make their request by filing an ICAO Flight Plan (FPL) with: the requested track and flight level and FPL annotations correctly indicating the aircraft's capabilities!!**

****Once airborne, operators can make their request to the appropriate Oceanic Control Area.**

2. **Outside OTS validity times**, operators that are not FANS 1/A Data Link (or equivalent) capable, may operate, as cleared by ATC, on routes and altitudes without restriction to routing or altitude. **See the explanatory note above in regard to 30 WEST.**

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