

NMD/NOM/NMOC	Operational Instruction						Permanent	Doc. ID:
								OI/25-004
Issued on: 20/01/2025 By: WOO	Subject CPDLC check and Update to the IFPS Users Manual MAINT-2: Section 69 ITEM 10, Section 97 CODE (replacing OI/24-137)						Validity From: 23/01/2025 To: UFN	NOP Portal: Yes Briefing: No
Applicability	AD	✓	FM		FP	✓	TLP status	White

1. Introduction

From the AIRAC 2407 (11th of July), IFPS will start checking for the presence of the 24-bit address of the airframe in the flight plan when the aircraft is equipped with CPDLC ATN VDL Mode 2.

CPDLC=Controller Pilot Data Link Communications

In the ICAO FPL2012 format it translates into: If J1 is present in item 10 (field 10a) then CODE/ shall be present in item 18. For other formats the corresponding fields shall be considered.

2. Implementation of the check

The check is implemented through an EU restriction in CACD: EUCPDLC01A.

The geographical scope encompasses the following airspaces:

Laterally: EB, ED, EE, EH, EF, EGPXFIR, EGPXUIR, EGTTFIR, EGTTUIR, EI, EK, ES, EV, EY, EP, LK, LZ, LO, LH, LR, LB, LY, LD, LJ, LS, LI, LC, LM LF, LE, LPPCFIR.

Vertically: FL285+



Visualisation of the CPDLC airspace through CHMI

NOTE: The official electronic version takes precedence over any paper copies (except in the event of contingency)

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3. Publications

The check is supported by the following publications:

- ICAO Doc 4444
- Commission Implementing Regulation (EU) 2023/1772
- AIPs

Extract from EASA FAQ:

Do I need to indicate my ATN VDL Mode 2 CPDLC capability in the flight plan?

If the aircraft has ATN VDL Mode 2 CPDLC capability and the crew are appropriately trained, the operator should enter the J1 designator in item 10 of the flight plan in accordance with the provisions of the ICAO PANS-ATM (ICAO Doc 4444 'Procedures for Air Navigation Services (PANS-ATM)', Sixteen Edition 2016), as transposed by the Commission Regulation (EC) No 1033/2006 on 'requirements on procedures for flight plans in the pre-flight phase for the single European sky'.

EC 1033/2006 has been repealed by 2023/1772

Leaflet: https://ext.eurocontrol.int/WikiLink/index.php/File:FPL_Datalink_Reminder_v2.pdf

4. Update to the IFPS Users Manual

69 ITEM 10: Equipment & Capabilities

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(4) System Processing

The IFPS shall check any equipment indicators entries in messages submitted to the IFPS for processing. Where such entries are found, the IFPS shall check for compliance with the required format and pass those messages for manual processing by the FP staff where the required format is not followed.

All messages submitted to the IFPS that require a profile calculation to be made shall have the equipment indicators checked for specific equipment levels. Where such equipment is found, it shall be cross-referenced against the relevant conditions elsewhere in the message. Where the submitted message associates with an existing flight plan held by the IFPS, the conditions and/or equipment of that submitted message shall be cross-referenced against those of the existing flight plan.

The specific equipment cross-checks carried out by the IFPS shall be:

- **W** (RVSM) – The flight may enter RVSM airspace (FL290 – FL410).
– The sub-field REG/ is present in Item 18.
- **Y** (8.33kHz) – The flight may enter 8.33kHz-only airspace
- **U** (UHF) – The flight may enter UHF-minimum airspaces.
- **Z** – The sub-field NAV and/or COM and/or DAT is/are present with explanatory information in Item 18.

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- **R** – The sub-field PBN/ is present with minimum one and maximum 8 valid descriptors in Item 18.
- **J1** (CPDLC ATN VDL Mode 2) – The sub-field CODE/ is present in Item 18 (Only applicable to flights that enter the airspaces where it is mandated).

Submitted messages that associate with an existing flight plan shall be checked by the IFPS to be in compliance with the relevant equipment specified in that flight plan, and where compliance is not met, that message shall fail automatic processing.

The IFPS shall output any equipment details in a specific sequence. That sequence shall be the letter S, where present, then any other equipment designators in alphabetic sequence.

Any designator possible within field 10a and 10b can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

97 CODE

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(4) System Processing

The IFPS shall check that the sub-field CODE contains 6 alphanumeric ranging from 0 to 9 and/or from A to F where A=10 ,...,F=15.

The IFPS shall check any sub-field CODE entries in messages submitted to the IFPS for processing. Where multiple entries are found, the IFPS shall fail that message from automatic processing as duplicates are not permitted in this sub-field.

When the sub-field CODE is present in a message submitted to the IFPS for processing which does not contain 6 alphanumeric in the correct format, and the IFPS does not hold a CODE value from a previously processed associated message, then the sub-field CODE shall automatically be deleted from that message.

The warning message:

COMMENT: INVALID AIRCRAFT ADDRESS (CODE) HAS NOT BEEN STORED

shall be included in the ACK message.

Whenever the sub-field CODE is present in a message submitted to the IFPS for processing that does not contain 6 alphanumeric in the correct format, and the IFPS does hold a CODE value from a previously processed associated message, then the sub-field CODE and its contents shall be automatically removed from that message and from the previously processed associated message.

The following warning message:

COMMENT: INVALID AIRCRAFT ADDRESS (CODE) HAS NOT BEEN STORED PREVIOUS AIRCRAFT ADDRESS HAS BEEN REMOVED

shall be included in the ACK ORM.

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The IFPS shall accept and process, for AFP messages, the CODE field (ICAO format) or the –ARCADDR field (ADEXP format) in order to enable ATC to:

Add the 24-bit aircraft address of the airframe when it is missing or

Amend the 24-bit aircraft address of the airframe when it is incorrect.

The presence of the CODE/ designator can be used as a condition in a RAD restriction. The condition, when satisfied or not satisfied, may validate or invalidate the message.

This is the case when 'J1' (CPDLC ATN VDL Mode 2) is present in the flight plan. If CODE is not present, then the message is invalidated.

5. Check and corresponding Error

Non-compliant flight plans will be invalidated with the following error:

PROF204: RS: TRAFFIC VIA EB ED EE EF EGPXFIR EGPXUIR EGTTFIR EGTTUIR EH EI EK EP
ES EV EY LB LC LD LE LF LH LI LJ LK LM LO LR LS LY LZ LPPCFIR IS ON FORBIDDEN ROUTE
REF:[EUCPDLC01A] AIRCRAFT ADDRESS MANDATORY WHEN J1

Head of NMOC