

FAA Data Communications

CPDLC DCL Frequently Asked Questions

Data Com Contact Information

Information & Documentation: dcis.harris.com

General Questions: dcit@harris.com

CPDLC Problem Reporting: opr@harris.com

Data Com Basics

Do I need to get FAA approval to participate?

Part 121, 125, 135, & 91K operators must establish or update their OpSpec A056 for CPDLC DCL; Part 129 must update OpSpec A003 for CPDLC DCL.
No OpSpec or LOA is required for Part 91 operators for CPDLC DCL.

Where can I find documents on operating with CPDLC?

Documents for information on operator participation can be found on dcis.harris.com under [New Operator Documents](#).

How do I know what airports are participating in CPDLC DCL?

Once a facility is CPDLC DCL operational, a NOTAM will be issued and broadcasted on the ATIS as well as airport charts updated during the next publishing cycle.
The DCL Site Deployment Schedule can be found on dcis.harris.com under “user participation”.

I’m planning to quick turn at a DCL airport. Can I log in while still airborne and receive my outbound DCL?

No. The system will reject your logon unless you are on field at your departure airport and your originating flight plan has cleared the system (10 mins after landing). Repeated attempts to log on while airborne will result in your aircraft being temporarily restricted from DCL participation system-wide.

Avionics Equipage

What equipage does the aircraft need to participate in CPDLC DCL?

FANS 1/A with VDL Mode 2 or VDL Mode 0/A

I have SATCOM, am I not able to participate?

According to FAA [AC120-70C](#), the aircraft must be equipped with VHF (VDL Mode 2 or 0/A) as the primary means of communication. The FAA Data Comm system does not restrict SATCOM messages from being delivered.

Flight Plan Filing

What is the difference between DAT/1FANSP and DAT/1FANS?

1FANSP indicates FANS 1/A+ while 1FANS indicates FANS 1/A (no plus). Both equipment types are acceptable and there is no different in system behavior.

I would like to use CPDLC DCL but I am not a PDC subscriber, how should I file?

Operators that wish to use CPDLC DCL but are not PDC subscribers should simply file DAT/1FANSP or DAT/1FANS in field 18. This will allow them to receive DCL where available and clearance by voice otherwise. Voice is always available to all flights so need not be specified in the DAT/ code.

What do I enter in field in field 18?

For PDC subscribers we recommend DAT/1FANSP2PDC

This will enable you to receive DCL where it is available. When DCL is not available you will revert to PDC.

For non PDC subscribers we recommend DAT/1FANSP.

You will receive DCL where is it available and revert to voice otherwise

For an in depth explanation and all possible DCL DAT codes please refer to [S1P1 CPDLC Departure Clearance End2End Description](#).

What if I have other items that I typically enter in field 18?

Utilize field 18 in accordance with FAA Aeronautical Information Manual (AIM) Chapter 5.

Will DAT/1FANSP2PDC in item 18 show up as a remark in the flight plan to the controllers that does not participate in CPDLC DCL?

No.

Has the FAA published any documentation on the use of DAT/1FANS2PDC for Flight Plan Service Providers?

The FAA's documentation on filing requirements for CPDLC DCL are under development. The best source document for the DAT/ filing requirement is currently the [S1P1 CPDLC Departure Clearance End2End Description](#); Appendix D.

Is DAT/1FANS2PDC an international standard, or just for use in the U.S.?

DAT/1FANS2PDC is not an international standard, it is used to receive CPDLC DCL logon service in the United States. However the FAA has worked with several global ANSPs to make sure that the FAA CPDLC DCL codes do not impact operations outside the U.S.

Is the use of DAT/1FANS2PDC being processed by a computer, or is "DAT/1FANS2PDC" provided to the controller as text only?

The use of DAT/1FANS2PDC is processed by a computer only to determine eligibility for CPDLC clearance.

Can you receive both PDC AND DCL for the same flight?

No, you will receive one or the other based on the preference filed in DAT/.

Departure Clearance Delivery

Can you receive both PDC AND DCL for the same flight?

No, you will receive one or the other based on the preference filed in DAT/.

If DAT/1FANS2PDC is entered as DAT/1FANS 2PDC (space between them), will this still be processed?

Yes and No. If you file DAT/1FANS (space) 2PDC the computer will only recognize the "1FANS" piece, while recognizing the "2PDC" as text. The result will be that if CPDLC DCL are working at the selected airport, then the pilot will receive a DCL clearance. However, if CPDLC is not working, the pilot will receive no clearance, thus forcing him/her to revert to getting a voice clearance.

I am filing J3 and J4 in field 10 (nothing in field 18), is that good enough to receive a CPDLC DCL?

No. If desiring a CPDLC DCL, then it is required to file field 18 with (at least) “DAT/1FANS”, regardless of Box 10a. If nothing was filed in Box 18, then the clearance would automatically revert back to PDCs or voice.

I am a PDC subscriber. Will filing a DAT/ code at a non-DCL airport interrupt my ability to receive PDC?

If you receive PDC today filing DAT/1FANSP2PDC will not inhibit your ability to receive a PDC at a non CPDLC DCL airport.

What is the default hierarchy for receiving departure clearance if DAT/1FANSP2PDC is not entered?

If DAT/ is not entered, you will not receive a DCL. You will receive your clearance in the same manner as you receive it today.

Does the aircraft have to request a clearance?

No. The DCL the clearance will be pushed to the aircraft upon successful logon and within 30 minutes of the departure time.
Please review the [DCIT TDLS Flight Deck Users Guide V2.0](#) guide for further clarification.

Why do I see the latitude/longitude along with NAVAID and named waypoint names in my DCL re-route clearance?

It’s normal for the system to send lat/longs in addition to the navaid code or waypoint name in order to allow the FMS to distinguish between two with the same name. This information is sent in an optional field which is processed differently by different sets of avionics. Some avionics display/print the lat/long along with the name of the waypoint however, you should see a normal route on your nav display.

Problem Reporting

Who do I contact if I had trouble connecting/ receiving my clearance?

Please use the OPR ([Operational Problem Reporting Form](#)) ticket to report all issues. Any issues can be reported to OPR@harris.com with the date, time, flight ID, tail number, and airport.