

Advisory Wire

REFERENCE NO: AW700-23-0725, Rev. 01

ATA: 23-23

**SUBJECT: US Domestic En Route CPDLC
– FAA Operational Notification**

INFORMATION TYPE: Operational

EFFECTIVITY: Global Express aircraft (9002 to 9153)
Global 5000 aircraft (9127 to 9411, 9417 to 9431 and 9998)
Global Express XRS aircraft (9159 to 9429)
Global 5000 aircraft featuring vision flight deck (9386, 9401, 9445 to 9997)
Global 6000 aircraft (9381, 9432 to 9997)
Global 5500 aircraft (60001 to 61999)
Global 6500 aircraft (9861, 9872, 60001 to 61999)
Global 7500 aircraft (70006 to 79999)

1. REFERENCES:

1.1. L3Harris Website

<https://www.harris.com/content/federal-aviation-administration-faa-data-communications-data-comm-user-information>

1.2 Global ICAO flight plans (located on Bombardier Customer Portal)

The web link in reference 1.1 is confirmed valid at the time of release of this Advisory Wire

2. INTRODUCTION:

This Advisory Wire (AW) revision is to update operators on the FAA Data Comm Implementing Team (DCIT) process allowing business aircraft to participate in En Route Controller Pilot Datalink Communication (CPDLC) operation on a trial basis.

This will assess operational performance of their avionics configuration prior to qualify for En Route CPDLC service. Consequently, once the fleet operational performance evaluation is completed, this will allow FAA to lift their current operational restriction on flight plan filing for US domestic En Route using CPDLC.

3. DESCRIPTION:

At the time of release of basic issue of the AW, US Domestic En Route CPDLC reported technical issues impacting business aircraft operational acceptability of service. Operators were requested to only file for En Route CPDLC (FANSE or FANSER DAT code) if aircraft met the configurations listed in Data Comm “Recommended Avionics Versions” document found on L3Harris Data Comm website (Ref 1.1).

For aircraft avionic configurations not listed, including Bombardier aircraft, operators are still requested to temporarily stop filing as eligible for US En Route CPDLC. Operators may continue to file for Departure Clearance (DCL) service with the appropriate flight plan filing data (DAT/ code).

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The FAA requests that all Operators adjust their flight plan to remove the En Route filing codes (“E” or “ER”) in the Field 18 DAT code and utilize voice communications and CPDLC-DCL services.

At this time, the Bombardier ICAO flight plan guidance document (Ref 1.2) should be used in conjunction with this restriction notification. As an example, if you currently file DAT/1FANSE2PDC or DAT/1FANSER2PDC, modify the entry to DAT/1FANS2PDC.

Global Express/XRS and Global 5000 equipped with Honeywell Avionic suite are not impacted by this notification and associated trials. These aircraft equipment do not support US En Route CPDLC operational capability due to the lack of VHF Data Link (VDL) Mode 2 capability and are currently not using codes (“E” or “ER”) in the Field 18 DAT.

Modifying your entry will ensure continued FANS 1/A+ operations outside of the US and to receive CPDLC-DCL at the US enabled airports as well as Pre-Departure Clearances (PDC), if desired.

Leaving the “FANSE” or “FANSER” filing codes in the Field 18 DAT code may result in the aircraft being placed on the FAA CPDLC block list.

As of March 25, 2020, CPDLC En-Route service is fully operational at Air Route Traffic Control Centers (ARTCC) of Kansas City, Indianapolis and Washington, refer to the site activation map on L3Harris website (Ref. 1.1). Currently, FAA DCIT is implementing a controlled re-entry process to return specific avionics configuration to En-Route eligibility.

Aircraft avionics configurations that can demonstrate consistent operational performance will be added to the Data Comm “Recommended Avionics Versions” document and allowed to resume US Domestic En Route CPDLC operation.

BA and Collins Aerospace are coordinating with L3Harris in gathering data from operators to identify potential aircraft candidates for trials. Operators interested to participate should meet the conditions described in sections 4.1 & 4.2.

4. ACTION:

Operators, dispatchers and flight plan service providers should be familiar with the new flight plan coding restriction described in this AW.

Global Vision operators interested in participating in trials should review the following details and submit their request to Bombardier.

Note that depending on the number of participants, the trial period may extend over several months allowing for sufficient CPDLC transactions rate

4.1. Conditions to participate in trials:

4.1.1. Avionics Equipment:

Aircraft must be appropriately equipped as follow:

- Global 5000GVFD/6000 must be equipped with following equipment and versions:
 - VHF-4000, CPN 822-1468-302 with SB-11, CPN 822-1468-310 with SB-8 or CPN 822-1468-390
 - RIU-4010, CPN 822-1863-175 or CPN 822-1863-178
 - AVIONICS SOFTWARE: VERSION 5 or VERSION 5.2

Note: A/C serial number 9779 and subs and post optional SB 700-34-5018/6018 (ADS-B Out & Link2000+) are systematically capable as they are equipped with VHF -390, RIU -178. The VHF MOD status verification is not required.

- Global 5500/6500 are baseline capable as they are equipped with VHF -390, RIU -178 and Avionics Version 5.5. The VHF MOD status verification is not required
- Global 7500 are baseline capable as it is equipped with capable VHF -390, RIU -671 and Avionics Version 2.0.2 or later. The VHF MOD status verification is not required

4.1.2. Operational:

Targeting an acceptable CPDLC transactions rate, the operators operating in US domestic airspace are the preferred candidates, especially those frequently flying the Kansas City, Indianapolis or Washington areas.

4.1.3. Pilot's Training:

There is no additional flight crew training required, however the pilots are encouraged to be familiar with the supplemental guidance and material available on L3-Harris website (Ref. 1.1). As reminder, pilots should always ensure they are responding to CPDLC messages in a timely manner and appropriately notifying ATC of any failures or indications of degraded performance.

4.1.4. Monitoring/Reporting:

Continuous coordination and follow up with operators may be required during trials to support FAA close monitoring and assessment, so pilots may be contacted by Bombardier, Collins Aerospace or FAA/L3-Harris for detailed operational questions.

4.2. Submitting a request to participate:

Please send the following information, for each aircraft serial number you wish to add to the trials.

Email: tech.services.global.series@aero.bombardier.com

- Aircraft Serial Number
- Aircraft Registration/Tail Number
- Operator Contact Information (Pilot/Maintenance Personnel)
- Aircraft Location/Home Base address
- Aircraft ICAO Identification (e.g. GL5T...)
- RIU-1 part number,
- Avionics Software Version (e.g. V5...)
- VHF-3 part number and SB status if applicable
- If second datalink option is installed:
 - RIU-2 part number,
 - VHF-2 part number and SB status if applicable.

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Once the submittal is received Bombardier will confirm acceptance in the trial participation. In addition, Bombardier will keep customers informed on the outcome of the fleet operational performance evaluation via revision of this AW.

Should you have any query pertaining to this AW, please contact your Bombardier Field Service Representative (FSR) or the Customer Response Center (CRC).