



# U.S. Domestic CPDLC Flight and Route Planning Guide

Data Communications Integrated Services (DCIS)  
L3Harris Technologies  
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# Table of Contents

Introduction .....	3
Flight Plan Filing Requirements.....	4
ICAO FPL.....	4
Field 10a Equipage Codes.....	4
E and Z Codes .....	4
J Codes.....	5
Field 18 Codes.....	6
REG.....	6
Code.....	6
DAT/Codes.....	6
FAA Block List .....	9
Route Planning Guidance .....	10
General Rules.....	10
Departure Phase.....	10
Arrival Phase .....	11
Dynamic Routes (International Flight Plans) .....	11
Refiling a Flight Plan.....	12
Tail Swap Procedures.....	13
Appendix A: Acronyms.....	14
Appendix B: ICAO Flight Plan.....	15
Appendix D: E & Z Code .....	18
Appendix E: J Codes .....	18
Appendix F: Data Comm Rules Card .....	19

# Introduction

This document is intended to be a guide to best practices when filing for CPDLC services for both domestic and international carriers who intend to use Data Communications (Data Comm). Always refer to FAA regulations, company policies or company SOPs for guidelines. Specifically, the guidance offered in this document will be targeted towards Airline Operations Center (AOC) dispatchers and flight planners. The document details best practices for the use of Data Comm and obtaining a 'Cleared as Filed' (CAF) clearance as opposed to a revised departure clearance on the first filing attempt.

The guidance offered in this document will cover specific areas about flight planning and route planning guidance. They are as follows:

1. Flight Planning Guidance for obtaining a Controller Pilot Data Link Communications (CPDLC) Departure Clearance (CPDLC-DCL) and en route CPDLC
2. Route Planning Guidance
3. Refiling a flight plan

# Flight Plan Filing Requirements

## ICAO FPL

Using CPDLC requires the operator to file the relevant equipage codes in the Equipage Field 10a of the International Civil Aviation Organization (ICAO) Flight Plan (FPL). To specify a preference to receive a CPDLC-DCL, the appropriate delivery preference code is filed in the DAT/ sub-field of Field 18 (Additional information box).

## Field 10a Equipage Codes

### E and Z Codes

E-codes indicate the type of service that can be received over the Aircraft Communications Addressing and Reporting System (ACARS).

The z-code is a generic code for all other equipment or capabilities which are not specified in that item and apply to that flight.

Code	Description	Notes
<b>E-Code</b>		
E1	Flight Management Computer (FMC) WayPoint Reporting (WPR) ACARS	A number of airlines routinely receive ACARS position reports from their aircraft via satellite as part of their AOC flight monitoring. These position reports can be forwarded to an ATS provider and used to replace HF voice position reports. This method of delivery for aircraft position reports is known as FMC WPR.
E2	Data link (D)-Flight Information Services (FIS) ACARS.	The flight information services provided can be weather reports and operational data.
E3	Pre-Departure Clearance (PDC) ACARS.	PDC from ATC can be received in the cockpit via the ACARS.
<b>Z-Code</b>		
Z-Code	Indicates that other equipment or capabilities which are not specified in that Item, apply to that flight.	Additional equipment or capabilities, for the aircraft shall be specified in Item 18 preceded COM/, NAV/, DAT/.

Figure 1

## J Codes

J-Codes are used to indicate what radio communication, navigation, approach aid equipment and capabilities are onboard the aircraft. These are filed in box 10a (equipment box) of the ICAO FPL.

J-Code	Description	Notes
J3	CPDLC FANS 1/A VDL Mode A	Accepted for DCL ONLY
J4	CPDLC FANS 1/A VDL Mode 2	Required media for U.S. Domestic En Route CPDLC
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	
J7	CPDLC FANS 1/A SATCOM (Iridium)	

Figure 2

# Field 18 Codes

## REG

The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Field 7 (flight ID).

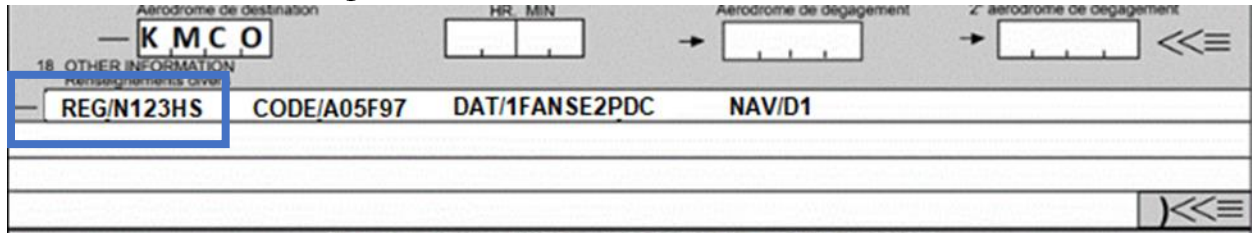


Figure 3

## Code

The registration number in this field correlate with the ADS-B Mode S Address (also known as the ICAO Address) filed for the aircraft in the CODE/ entry (if these items do not correlate, the CPDLC session will be terminated)

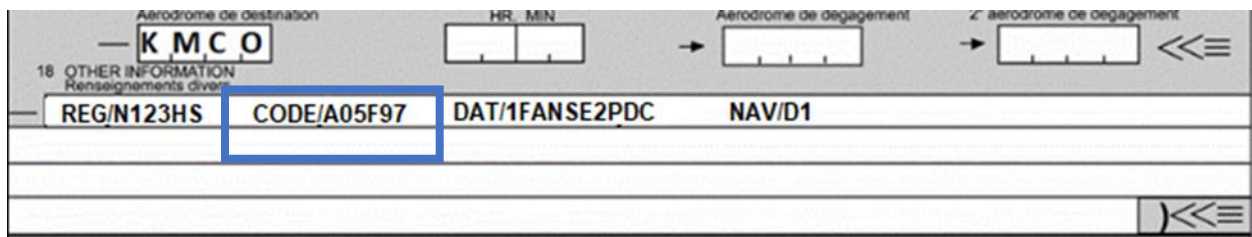


Figure 4

## DAT/Codes

The DAT/ codes, which are filed in Field 18 (additional information box) of the ICAO FPL, are the mechanisms which allow Federal Aviation Administration (FAA) automation to generate a CPDLC-DCL, PDC or voice clearance.

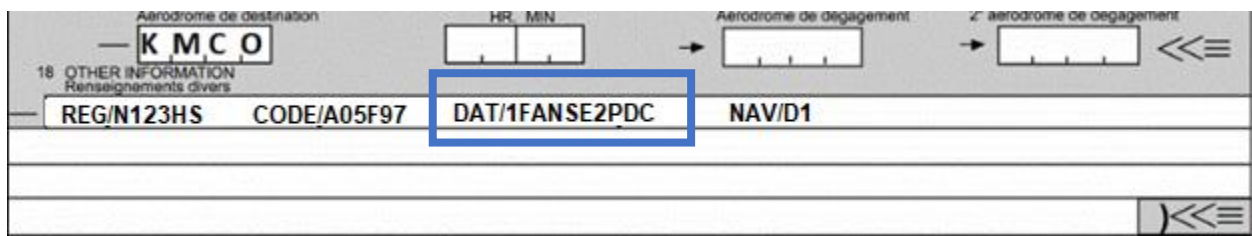


Figure 5

Additionally, the codes will be used for determining an aircraft's eligibility for U.S. domestic En Route CPDLC.

For En Route CPDLC, an option is made available for operators whose aircraft have known issues loading a route clearance with a STAR. An additional filing code has been created (1FANSER) that places the STAR in an appended free text message enabling those impacted aircraft to receive a CPDLC route clearance.

User Preference	Data Comm Capability Description	ICAO 2012 Field 10a	Data Comm Field 18 DAT/ Code	Comments
<b>PDC and CPDLC-DCL</b>				
PDC only*	Not ACARS equipped but gets PDC via manual means.	Z	1PDC	Some aircraft are non-ACARS equipped, and 10a is a physical equipage. Still get PDC via other means (e.g., gate printer). Optional if currently getting PDC.
PDC only*	Equipped only for ACARS/PDC.	E3 Z	1PDC	Optional if currently getting PDC.
PDC only*	Equipped for ACARS/PDC and FANS but wants PDC only.	E3J3Jx or E3J4Jx Z	1PDC	Equipped for ACARS/PDC and FANS 1/A or 1/A+, and possible other capabilities (Jx).
FANS 1/A & FANS 1/A+ CPDLC-DCL	Equipped for ACARS/PDC and FANS but wants FANS 1/A or FANS 1/A+ only for CPDLC-DCL.	J3Jx or J4Jx Z	1FANS	Identifies U.S. domestic preference for FANS 1/A or FANS 1/A+ CPDLC-DCL. (No PDC)
FANS 1/A & FANS 1/A+ CPDLC-DCL/PDC	Equipped for ACARS/PDC and FANS, with primary/secondary preferences.	E3J3Jx or E3J4Jx Z	1FANS2PDC	Code number shows priority preference (e.g., CPDLC-DCL is primary preference; PDC is secondary. PDC will be used if CPDLC-DCL is unavailable.
<b>PDC only and En Route Data Link Clearances</b>				
FANS 1/A & FANS 1/A+ PDC	For flights authorized for en route CPDLC that have <b>no</b> issues loading a route clearance with a STAR Arrival and Transition and for PDC service only.	E3J4Jx Z	1PDCFANSE	This code is to be used to obtain PDC and CPDLC en route clearances with aircraft that have <b>no</b> issues loading a route clearance with a STAR Arrival and Transition. (No CPDLC-DCL)
FANS 1/A & FANS 1/A+ PDC	For flights authorized for en route CPDLC that have issues loading a route clearance with a STAR Arrival and Transition and for PDC service only.	E3J4Jx Z	1PDCFANSER	This code is to be used to obtain PDC and CPDLC en route clearances with aircraft that have <b>issues</b> loading a route clearance with a STAR Arrival and Transition. (No CPDLC-DCL)
<b>CPDLC-DCL (No PDC) and En Route Data Link Clearances</b>				
FANS 1/A & FANS 1/A+ CPDLC-DCL	For flights authorized for CPDLC-DCL (no PDC) and en route CPDLC that have <b>no</b> issues loading a route clearance with a STAR Arrival and Transition.	J4Jx Z	1FANSE	This code is to be used to obtain CPDLC-DCL and en route clearances with aircraft that have <b>no</b> issues loading a route clearance with a STAR Arrival and Transition. (No PDC)
FANS 1/A & FANS 1/A+ CPDLC-DCL	For flights authorized for CPDLC-DCL (no PDC) and en route CPDLC that have issues loading a route clearance with a STAR Arrival and Transition.	J4Jx Z	1FANSER	This code is to be used to obtain CPDLC-DCL and en route clearances with aircraft that have <b>issues</b> loading a route clearance with a STAR Arrival and Transition. (No PDC)

(Continued on next page)

CPDLC-DCL (PDC secondary) and En Route Data Link Clearances				
FANS 1/A & FANS 1/A+ CPDLC-DCL/PDC	For flights authorized for CPDLC-DCL (PDC secondary) and en route CPDLC that have <b>no</b> issues loading a route clearance with a STAR Arrival and Transition	E3J4Jx Z	1FANSE2PDC	This code is to be used to obtain CPDLC-DCL and en route clearances with aircraft that have <b>no</b> issues loading a route clearance with a STAR Arrival and Transition. (PDC is secondary preference to DCL)
FANS 1/A & FANS 1/A+ CPDLC-DCL/PDC	For flights authorized for CPDLC-DCL (PDC secondary) and en route CPDLC that have issues loading a route clearance with a STAR Arrival and Transition	E3J4Jx Z	1FANSER2PDC	This code is to be used to obtain CPDLC-DCL and en route clearances with aircraft that have issues loading a route clearance with a STAR Arrival and Transition. (PDC is secondary preference to DCL)
En Route Data Link Clearances ONLY				
FANS 1/A & FANS 1/A+	For flights authorized for en route CPDLC that have <b>no</b> issues loading a route clearance with a STAR Arrival and Transition	J4Jx Z	FANSE	This code is to be used to obtain CPDLC en route clearances with aircraft that have <b>no</b> issues loading a route clearance with a STAR Arrival and Transition. (No CPDLC-DCL or PDC)
FANS 1/A & FANS 1/A+	For flights authorized for en route CPDLC that have issues loading a route clearance with a STAR Arrival and Transition	J4Jx Z	FANSER	This code is to be used to obtain CPDLC en route clearances with aircraft that have issues loading a route clearance with a STAR Arrival and Transition. (No CPDLC-DCL or PDC)

\* No ICAO flight plan change required if user currently gets PDC and does not want CPDLC DCL. The current PDC designation will be the default.

Figure 6

*Note: It makes no difference whether “1FANS” or “1FANSR” is filed in a flight plan for DCL only flights. Either entry will result in a CPDLC departure clearance. For flights participating in both DCL and En Route CPDLC, use “1FANSE” or “1FANSER” depending on aircraft type – reference the L3Harris Recommended and Required Avionics List.*

## Example Flight Plan

This example is not a one size fits all for equipment codes. This is to highlight an example of what a properly filed ICAO flight plan would look like for a CPDLC en route eligible flight.

Since the aircraft is equipped for FANS (J3, J4) and PDC (E3) a receive clearance hierarchy must be established in Field 18 DAT/1FANS2PDC.

Additional notes:

- Field 10a may be in any order and is applicable world-wide
- Z is required to get DAT/
- No spaces in actual DAT/field



1. If you have an approved flight ID, it goes in Field 7 (aircraft ID). For En Route CPDLC, you must file a flight ID. If you do not have a flight ID enter the aircraft tail number.

2. All acceptable J codes for DCL include: J3, J4, J5, J7. J4 is required for En Route use.

3. 1FANS2PDC indicates the hierarchy on how you will receive a DCL clearance. 1FANSE or 1FANSER (depending on aircraft type) are acceptable for DCL and En Route use.

Figure 7

## FAA Block List

If an aircraft has unknown or ineligible avionics and files to use U.S. domestic en route CPDLC, it will be manually added to the Block List and manually removed by FAA Flight Data once a U.S. Domestic En Route CPDLC Participation Form is completed, and its avionics are verified as eligible by L3Harris. While blocked, the aircraft will still be able to participate in CPDLC DCL, but its connection will be terminated after departure and any attempted en route logons will fail.

For any questions regarding the Block List or to submit a U.S. Domestic En Route CPDLC Participation Form, please contact [DCIT@l3harris.com](mailto:DCIT@l3harris.com).

# Route Planning Guidance

This section contains route construction rules for PDC or CPDLC clearances. If the user files a flight plan that does not adhere to these rules, the ground system will not create a PDC or CPDLC clearance for the flight; clearances will then be handled via voice. These rules are in place to ensure that the clearance can be correctly loaded into an aircraft's flight navigation computer. The following definitions apply:

**Fix** - As used below, the term 'fix' means published intersections, waypoints or navaid. A fix may also be a fix-radial-distance (FRD), also known as Place Bearing Distance (PBD), or a latitude/longitude (L/L). For the purposes of this document an airport is not considered a 'fix'.

**Route Element** - Airways and fixes defining a route of flight. Departure/Arrival airports are NOT considered route elements.

## General Rules

1. The first route element after the departure airport cannot be an airway.
2. Use of an airway as a route element requires a published entry and exit point for the airway (i.e..... SJN. J108. GINGR).
3. An implied airway/airway junction (i.e., no fix between airways) is NOT loadable, (i.e., J4. J65.).
4. If a named fix is published at the implied junction, it may be added to make the route loadable (e.g., J4. ABI. J65.).
5. A navaid radial is NOT a loadable route element in a Data Comm clearance (i.e., AIR111 or ABQ092R).
6. A fix-radial-distance (FRD) may be used in place of a navaid radial or unnamed airway junction (i.e., ...TCH..TCH094074..MTU..).
7. Pilot defined waypoints supporting random RNAV routes are not loadable.
8. Flight plans cannot contain Terminal Enroute Control ("TEC") coded route.
9. On departures, the first route elements must be a fix or a SID/ODP.
10. When using a SID, exit either at the common segment terminal waypoint or transition terminal waypoint.
11. When using a STAR, enter at the first transition waypoint or at the first waypoint on the common route.

## Departure Phase

1. The first route element after departure must NOT be an airway, (i.e., KPHX..J65...).

2. The first route element may be a fix, or a standard instrument departure (SID)/DP followed by the last fix on the common route, or a published transition fix. Other exit fixes are NOT loadable (i.e., KPHX..PXR..J65).

## Arrival Phase

1. The last route element prior to destination must NOT be an airway, (i.e....J78. KAMA)
2. The last route element must be a fix, or a standard terminal arrival (STAR) preceded by a published transition fix, or the first fix on the common route. Other entry fixes are NOT loadable (i.e.....J78.AMA..KAMA).
3. Arrival procedures (i.e., STARS) should be filed with a published arrival transition.

## Dynamic Routes (International Flight Plans)

When included in the filed flight plan, NAT tracks or other dynamic routes will be handled as any other initial or revised departure clearance. The following is a summary:

1. If the filed route has not changed and the flight is eligible, a 'CLEARED AS FILED' uplink message will be sent as the initial CPDLC departure clearance. The portion of the route contacting NAT tracks, as either lat/longs or name (i.e., NATW), will be considered part of the 'AS FILED' clearance.
2. If the filed route does not match the en route automation processed route and the change is inside the flight information region (FIR) boundary, then you will receive a revision. However, if the change is outside the FIR boundary, the system will not be able to create a revision and the revision will be given over voice.

# Refiling a Flight Plan

If the only change to a filed flight plan is a change in P time the operator may keep their filed flight plan by calling the tower or center to update the P-time. For all other changes (e.g., tail swap, route amendment) the operator should cancel the filed flight plan, wait until a confirmation of cancelation is received and then file a new flight plan in accordance with steps 1-5 below.

1. For U.S. domestic flights, if it is before P-45, the old flight plan should be cancelled, a new flight plan should be filed.
2. For international destinations, the old flight plan should be cancelled, and a new flight plan filed.
3. If after P-45, the old flight plan should be cancelled from the system.
4. If an Expect Departure Clearance Time (EDCT) is in effect, then it should be handled between AOC and Command Center.
5. AOC may use remarks field to include original assigned EDCT.

*Note: For all operators, both domestic and international, it is important to remove and receive acknowledgement of cancellation and refile a new flight plan.*

## Data Comm Rules Card

### FLIGHT PLAN FILING GUIDANCE FOR U.S. DOMESTIC CPDLC

- > If a flight plan needs to be amended; cancel the old flight plan, receive acknowledgment of cancellation, then file a new flight plan.
- > SIDs and STARs:
  - Must be valid and include a published transition
  - If the procedure is a short cut (joined after the transition fix), a **common point** must be included.
- > Avoid filing:
  - NavAid radials
  - Airway to airway junctions
  - Unpublished points (ghost fixes)
  - Multiple Flight Plans



Figure 8

## Tail Swap Procedures

When it becomes necessary to swap aircraft, cancel the old flight plan with acknowledgment and refile a new flight plan with the new aircraft. The tail number filed in the flight plan needs to exactly match the one used for logon in order for the crew to participate in CPDLC.

## Appendix A: Acronyms

Term	Description
AC	Aircraft
ACARS	Aircraft Communication Addressing and Reporting System
ADR	Adapted Departure Route
ADAR	Adapted Departure Arrival Route
AOC	Airline Operations Center
CAF	Cleared as Filed
CDR	Center Designated Route
CPDLC	Controller Pilot Data Link Communications
Data Comm	Data Communications
DCL	Departure Clearance
discon	Discontinuities
EDCT	Expect Departure Clearance Time
ERAM	En Route Automation Modernization
FAA	Federal Aviation Administration
FIR	Flight Information Region
FIS	Flight Information Services
FOC	Flight Operations Center
FRD	Fix-Radial Distance
ICAO	International Civil Aviation Organization
IFCET	Inter Facility Communications Engineering Team
IFR	Instrument Flight Rules
InFO	Information for Operators
L/L	Latitude/Longitude
NAT	North Atlantic Track
PAR	Preferential Arrival Route
PDAR	Preferential Arrival and Departure Route
PDC	Pre-Departure Clearance
PDR	Preferential Departure Route
SDB	Subscriber Database
SID	Standard Instrument Departure
SOP	Standard Operating Procedure
STAR	Standard Terminal Arrival
TDLS	Tower Data Link Services
UM	Uplink Message
VFR	Visual Flight Rules

# Appendix B: ICAO Flight Plan

PRIORITY Priorité <<< <b>FF</b> >>>		ADDRESSEE(S) Destinataire(s)			
FILING TIME Heure de dépôt		ORIGINATOR Expéditeur			
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR Identification précise du(des) destinataire(s) et/ou de l'expéditeur					
3 MESSAGE TYPE Type de message <<< <b>(FPL)</b> >>>		7 AIRCRAFT IDENTIFICATION Identification de l'aéronef		8 FLIGHT RULES Règles de vol	
9 NUMBER Nombre		TYPE OF AIRCRAFT Type d'aéronef		WAKE TURBULENCE CAT. Cat. de turbulence de sillage	
13 DEPARTURE AERODROME Aérodrôme de départ		TIME Heure		10 EQUIPMENT Equipement	
15 CRUISING SPEED Vitesse croisière		LEVEL Niveau		ROUTE Route	
16 DESTINATION AERODROME Aérodrôme de destination		TOTAL EET Durée totale estimée HR MIN		ALTN AERODROME Aérodrôme de dégagement	
18 OTHER INFORMATION Renseignements divers		2ND ALTN AERODROME 2 <sup>e</sup> aérodrôme de dégagement			
>>>>					
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES) Renseignements complémentaires (A NE PAS TRANSMETTRE DANS LES MESSAGES DE PLAN DE VOL DÉPOSÉ)					
19 ENDURANCE Autonomie E / HR MIN		PERSONS ON BOARD Personnes à bord P /		EMERGENCY RADIO Radio de secours R / U V E	
SURVIVAL EQUIPMENT/Equipement de survie S / P		DESERT Désert D		MARITIME Maritime M	
DINGHIES/Canots D /		JUNGLE Jungle J		JACKETS/Gilets de sauvetage J / L	
NUMBER Nombre D /		CAPACITY Capacité C /		LIGHT Lampes L / F	
COVER Couverture C /		COLOUR Couleur C /		FLUORES Fluores F / U	
AIRCRAFT COLOUR AND MARKINGS Couleur et marques de l'aéronef A /		REMARKS Remarques N /		UHF VHF U / V	
PILOT-IN-COMMAND Pilote commandant de bord C /		FILED BY / Déposé par		ELT E	
				SPACE RESERVED FOR ADDITIONAL REQUIREMENTS Espace réservé à des fins supplémentaires	

## Appendix C: Field 18 Codes

User Preference	Data Comm Capability Description	ICAO 2012 Field 10a	Data Comm Field 18 DAT/ Code	Comments
<b>PDC and CPDLC-DCL</b>				
PDC only*	Not ACARS equipped but gets PDC via manual means.	Z	1PDC	Some aircraft are non-ACARS equipped, and 10a is a physical equipage. Still get PDC via other means (e.g., gate printer). Optional if currently getting PDC.
PDC only*	Equipped only for ACARS/PDC.	E3 Z	1PDC	Optional if currently getting PDC.
PDC only*	Equipped for ACARS/PDC and FANS but wants PDC only.	E3J3Jx or E3J4Jx Z	1PDC	Equipped for ACARS/PDC and FANS 1/A or 1/A+, and possible other capabilities (Jx).
FANS 1/A & FANS 1/A+ CPDLC-DCL	Equipped for ACARS/PDC and FANS but wants FANS 1/A or FANS 1/A+ only for CPDLC-DCL.	J3Jx or J4Jx Z	1FANS	Identifies U.S. domestic preference for FANS 1/A or FANS 1/A+ CPDLC-DCL. (No PDC)
FANS 1/A & FANS 1/A+ CPDLC-DCL/PDC	Equipped for ACARS/PDC and FANS, with primary/secondary preferences.	E3J3Jx or E3J4Jx Z	1FANS2PDC	Code number shows priority preference (e.g., CPDLC-DCL is primary preference; PDC is secondary. PDC will be used if CPDLC-DCL is unavailable.
<b>PDC only and En Route Data Link Clearances</b>				
FANS 1/A & FANS 1/A+ PDC	For flights authorized for en route CPDLC that have <b>no issues</b> loading a route clearance with a STAR Arrival and Transition and for PDC service only.	E3J4Jx Z	1PDCFANSE	This code is to be used to obtain PDC and CPDLC en route clearances with aircraft that have <b>no issues</b> loading a route clearance with a STAR Arrival and Transition. (No CPDLC-DCL)
FANS 1/A & FANS 1/A+ PDC	For flights authorized for en route CPDLC that have <b>issues</b> loading a route clearance with a STAR Arrival and Transition and for PDC service only.	E3J4Jx Z	1PDCFANSER	This code is to be used to obtain PDC and CPDLC en route clearances with aircraft that have <b>issues</b> loading a route clearance with a STAR Arrival and Transition. (No CPDLC-DCL)
<b>CPDLC-DCL (No PDC) and En Route Data Link Clearances</b>				
FANS 1/A & FANS 1/A+ CPDLC-DCL	For flights authorized for CPDLC-DCL (no PDC) and en route CPDLC that have <b>no issues</b> loading a route clearance with a STAR Arrival and Transition.	J4Jx Z	1FANSE	This code is to be used to obtain CPDLC-DCL and en route clearances with aircraft that have <b>no issues</b> loading a route clearance with a STAR Arrival and Transition. (No PDC)
FANS 1/A & FANS 1/A+ CPDLC-DCL	For flights authorized for CPDLC-DCL (no PDC) and en route CPDLC that have <b>issues</b> loading a route clearance with a STAR Arrival and Transition.	J4Jx Z	1FANSER	This code is to be used to obtain CPDLC-DCL and en route clearances with aircraft that have <b>issues</b> loading a route clearance with a STAR Arrival and Transition. (No PDC)



CPDLC-DCL (PDC secondary) and En Route Data Link Clearances				
FANS 1/A & FANS 1/A+ CPDLC-DCL/PDC	For flights authorized for CPDLC-DCL (PDC secondary) and en route CPDLC that have <b>no issues</b> loading a route clearance with a STAR Arrival and Transition	E3J4Jx Z	1FANSE2PDC	This code is to be used to obtain CPDLC-DCL and en route clearances with aircraft that have <b>no issues</b> loading a route clearance with a STAR Arrival and Transition. (PDC is secondary preference to DCL)
FANS 1/A & FANS 1/A+ CPDLC-DCL/PDC	For flights authorized for CPDLC-DCL (PDC secondary) and en route CPDLC that have <b>issues</b> loading a route clearance with a STAR Arrival and Transition	E3J4Jx Z	1FANSER2PDC	This code is to be used to obtain CPDLC-DCL and en route clearances with aircraft that have <b>issues</b> loading a route clearance with a STAR Arrival and Transition. (PDC is secondary preference to DCL)
En Route Data Link Clearances ONLY				
FANS 1/A & FANS 1/A+	For flights authorized for en route CPDLC that have <b>no issues</b> loading a route clearance with a STAR Arrival and Transition	J4Jx Z	FANSE	This code is to be used to obtain CPDLC en route clearances with aircraft that have <b>no issues</b> loading a route clearance with a STAR Arrival and Transition. (No CPDLC-DCL or PDC)
FANS 1/A & FANS 1/A+	For flights authorized for en route CPDLC that have <b>issues</b> loading a route clearance with a STAR Arrival and Transition	J4Jx Z	FANSER	This code is to be used to obtain CPDLC en route clearances with aircraft that have <b>issues</b> loading a route clearance with a STAR Arrival and Transition. (No CPDLC-DCL or PDC)

*\* No ICAO flight plan change required if user currently gets PDC and does not want CPDLC DCL. Current PDC designation will be the default.*

## Appendix D: E & Z Code

Code	Description	Notes
<b>E-Code</b>		
E1	Flight Management Computer (FMC) WayPoint Reporting (WPR) ACARS	A number of airlines routinely receive ACARS position reports from their aircraft via satellite as part of their AOC flight monitoring. These position reports can be forwarded to an ATS provider and used to replace HF voice position reports. This method of delivery for aircraft position reports is known as FMC WPR.
E2	Data link (D)-Flight Information Services (FIS) ACARS.	The flight information services provided can be weather reports and operational data.
E3	Pre-Departure Clearance (PDC) ACARS.	PDC from ATC can be received in the cockpit via the ACARS.
<b>Z-Code</b>		
Z-Code	Indicates that other equipment or capabilities which are not specified in that Item, apply to that flight.	Additional equipment or capabilities, for the aircraft shall be specified in Item 18 preceded COM/, NAV/, DAT/.

## Appendix E: J Codes

J-Code	Description	Notes
J3	CPDLC FANS 1/A VDL Mode A	Accepted for DCL ONLY
J4	CPDLC FANS 1/A VDL Mode 2	Required media for U.S. Domestic En Route CPDLC
J5	CPDLC FANS 1/A SATCOM (INMARSAT)	
J7	CPDLC FANS 1/A SATCOM (Iridium)	

## Appendix F: Data Comm Rules Card

### FLIGHT PLAN FILING GUIDANCE FOR U.S. DOMESTIC CPDLC

- > If a flight plan needs to be amended; cancel the old flight plan, receive acknowledgment of cancellation, then file a new flight plan.
- > **SIDs and STARs:**
  - Must be valid and include a published transition
  - If the procedure is a short cut (joined after the transition fix), a **common point** must be included.
- > **Avoid filing:**
  - NavAid radials
  - Airway to airway junctions
  - Unpublished points (ghost fixes)
  - Multiple Flight Plans

