

NAT DATA LINK MANDATE (DLM)

Question: “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 (see below):

- Fly on an OTS track below FL 350.
- ** Request a **continuous climb**, without intermediate level off, to fly an OTS track **above FL 390**.
- ** Request a **continuous descent**, without intermediate level off, to fly an OTS track **below 350**.
- 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 below in regard to 30 WEST.**

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Guidance and Direction

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).

- 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.

Link: **[U.S. FAA “NAT Resource Guide for U.S. Operators”](#)**

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:

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

- 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.
- 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.

Acronyms:

CPDLC: Controller-Pilot Data Link Communication

ADS-C: Automatic Dependent Surveillance-Contract

DLM: Data Link Mandate

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