**NOTICE**

**U.S. DEPARTMENT OF TRANSPORTATION**
FEDERAL AVIATION ADMINISTRATION

N 8900.678

National Policy

Effective Date:
10/5/23

Cancellation Date:
10/5/24

**SUBJ:** OpSpec/MSpec/LOA A056, Data Link Communications

**1. Purpose of This Notice.** This notice announces new guidance for data link communication operations and a nonmandatory revision to operations specification (OpSpec)/management specification (MSpec)/Letter of Authorization (LOA) A056. This notice provides guidance for Federal Aviation Administration (FAA) Flight Standards (FS) offices and principal inspectors (PI) assigned to operators conducting operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91 subpart K (part 91K), 121, 125 (including Letter of Deviation Authority (LODA) part 125 holders), and 135.

**2. Audience.** The primary audience for this notice is FS Safety Assurance PIs, and designees with oversight responsibilities for parts 91, 91K, 121, 125 (including LODA A125 holders), and 135. The secondary audience includes FS personnel in the Office of Safety Standards.

**3. Where You Can Find This Notice.** You can find this notice on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices and the Dynamic Regulatory System (DRS) at https://drs.faa.gov. Operators and the public can find this notice on the FAA's website at https://www.faa.gov/regulations_policies/orders_notices and DRS.

**4. Background.** Authorization for domestic data link communication (Controller-Pilot Data Link Communications (CPDLC)) use is no longer required for operation under any 14 CFR part. This revision removes the U.S. Domestic operations portion of the OpSpec/MSpec/LOA A056 authorization. Operators may conduct U.S. Domestic data link communications where aircraft are properly equipped, the data link service is available, and airspace requirements are met. All dropdown list selections regarding Domestic authorizations have been removed. See the sample templates in Appendices A through G to see all updates.

**5. Guidance.** Appendices to this notice show the revised templates. This notice contains the following:

| Appendix | Authorizing Document | Paragraph | Applicable to Part |
|---|---|---|---|
| A | OpSpec | A056 | 121 |
| B | OpSpec | A056 | 125 |
| C | OpSpec | A056 | 135 |

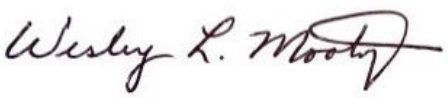
| Appendix | Authorizing Document | Paragraph | Applicable to Part |
|---|---|---|---|
| D | OpSpec | A056 | 121/135 |
| E | MSpec | A056 | 91K |
| F | LOA | A056 | 91 |
| G | LOA | A056 | 125 LODA holder |

**6. Action.**

**a. Operators.** Operators must understand and comply with the guidance in Advisory Circular (AC) 90-117, Data Link Communications, the capabilities of their avionics, and the U.S. Domestic airspace data link requirements. Upon the effective date of this notice, operators who have been issued OpSpec/MSpec/LOA A056 with a "U.S. Domestic CPDLC En-Route Prohibited" or any other U.S. Domestic limitation and who are properly equipped, have available data link service, and ensure any airspace requirements are met may conduct U.S. Domestic data link communications, regardless of the limitations included in Table 1, Authorized Aircraft and Equipment for Data Link Communications (limitations column), of their issued OpSpec/MSpec/LOA A056.

**b. Responsible Flight Standards Offices.** This is a nonmandatory OpSpec/MSpec/LOA A056 revision for parts 91, 91K, 121, 125, and 135. PIs should review this notice and corresponding InFO 23008, The Federal Aviation Administration (FAA) Policy Change for United States (U.S.) Domestic Data Link Operations, AC 90-117, and FAA Order 8900.1 when processing changes to OpSpec/MSpec/LOA A056. PIs have 12 calendar months from the effective date of this notice to remove all U.S. Domestic limitations (i.e., "U.S. Domestic CPDLC En-Route Prohibited" and/or "U.S. Domestic CPDLC En-Route Only" in the Limitations column) and/or dropdown list selections regarding U.S. Domestic authorizations from Table 1 of the revised OpSpec/MSpec/LOA A056 and reissue the authorization for their assigned operators. There is no requirement for Flight Technologies and Procedures Division (AFS-400) concurrence to make changes to U.S. Domestic limitations or dropdown menu item removals from OpSpec/MSpec/LOA A056. Additionally, since authorization for domestic data link communication (CPDLC) is no longer required, PIs will no longer review initial OpSpec/MSpec/LOA A056 applications for domestic operations compliance. The OpSpec/MSpec/LOA A056 application guide will be revised.

**7. Disposition.** We will incorporate the information in this notice into Order 8900.1 before it expires. Direct questions concerning the information in this notice to the Flight Technologies and Procedures Division, Flight Operations Group (AFS-410) at 202-267-8806.



Wesley L. Mooty
Acting Deputy Executive Director, Flight Standards Service

## Appendix A. Sample OpSpec A056, Data Link Communications: 14 CFR Part 121

a. The certificate holder is authorized to conduct data link communications in accordance with the limitations and provisions of this operations specification.

b. Authorized Aircraft and Equipment for Data Link Communications. The certificate holder is authorized to conduct data link communications using the following aircraft and FAA-certified data link communication systems with the selected performance specified in Table 1:

**Table 1 – Authorized Aircraft and Equipment for Data Link Communications**

| Aircraft M/M/S | Data Link System | | | Subnetworks | CSP | RCP | RSP | Limitations |
|---|---|---|---|---|---|---|---|---|
| | Manufacturer | Model | INTEROP Designator | | | | | |
| | | | Choose all that apply:<br>• FANS 1/A (+) with push to load<br>• FANS 1/A (+) without push to load<br>• ATN B1<br>• B2 | Choose all that apply:<br>• VDL M0/A<br>• VDL M2<br>• HFDL<br>• SATCOM Iridium<br>• SATCOM Inmarsat<br>• SATCOM SBB | Choose all that apply or enter text:<br>• Rockwell-Collins/ ARINC<br>• SITA<br>• Honeywell Go-Direct<br>• [or enter text] | Choose an item:<br>• N/A<br>• RCP 400<br>• RCP 240<br>• RCP 130 | Choose an item:<br>• N/A<br>• RSP 400<br>• RSP 180<br>• RSP 160 | Choose an item or enter free text:<br>• PBCS Prohibited<br>• No limitations<br>• ADS-C only<br>• [or enter text] |

c. Training. The certificate holder must ensure pilots and dispatchers have completed an approved training program prior to conducting data link communication operations. Pilots and dispatchers must be knowledgeable of and comply with:

(1) All provisions applicable to the use and operation of the installed data link system; and

(2) Flight planning designators and requirements.

d. Aircraft Alterations (Including Software Updates). The certificate holder must evaluate alterations to the aircraft and identify any changes to aircraft eligibility. The owner of the design approval for the alteration must confirm the alteration did not affect the data link system. If the alteration affected the data link system, the owner of the design must provide a statement of compliance (SOC) to the associated interoperability requirements standards (INTEROP), subnetworks, and performance standards. The certificate holder must determine aircraft eligibility after each alteration.

e. Communication Coverage. The certificate holder must ensure the aircraft's subnetwork communication coverage is adequate for the route flown. For adequate coverage, the certificate holder may have to adjust their aircraft's media management parameters (e.g., where the system automatically switches from Very High Frequency Data Link (VDL) to satellite communications (SATCOM)).

f. Communication Service Provider(s) (CSP). The certificate holder must ensure their CSP meets the specifications in Table 1. Agreements with the CSP must include:

(1) Failure notification;

(2) CSP performance allocations associated with the Required Communication Performance (RCP) and Required Surveillance Performance (RSP) in Table 1;

(3) Recording data link messages;

(4) CSP integrity; and

(5) Adequate subnetwork coverage for the route of flight.

g. Performance Monitoring and Reporting. The certificate holder must incorporate a performance monitoring and problem reporting process as part of their normal operations.

h. Limitations and Provisions. While conducting data link operations, the certificate holder must continuously monitor voice communications.

## Appendix B. Sample OpSpec A056, Data Link Communications: 14 CFR Part 125

a. The certificate holder is authorized to conduct data link communications in accordance with the limitations and provisions of this operations specification.

b. Authorized Aircraft and Equipment for Data Link Communications. The certificate holder is authorized to conduct data link communications using the following aircraft and FAA-certified data link communication systems with the selected performance specified in Table 1:

**Table 1 – Authorized Aircraft and Equipment for Data Link Communications**

| Aircraft M/M/S | Data Link System | | | Subnetworks | CSP | RCP | RSP | Limitations |
|---|---|---|---|---|---|---|---|---|
| | Manufacturer | Model | INTEROP Designator | | | | | |
| | | | Choose all that apply:<br>• FANS 1/A (+) with push to load<br>• FANS 1/A (+) without push to load<br>• ATN B1<br>• B2 | Choose all that apply:<br>• VDL M0/A<br>• VDL M2<br>• HFDL<br>• SATCOM Iridium<br>• SATCOM Inmarsat<br>• SATCOM SBB | Choose all that apply or enter text:<br>• Rockwell-Collins/ ARINC<br>• SITA<br>• Honeywell Go-Direct<br>• [or enter text] | Choose an item:<br>• N/A<br>• RCP 400<br>• RCP 240<br>• RCP 130 | Choose an item:<br>• N/A<br>• RSP 400<br>• RSP 180<br>• RSP 160 | Choose an item or enter free text:<br>• PBCS Prohibited<br>• No limitations<br>• ADS-C only<br>• [or enter text] |

c. Training. The certificate holder must ensure pilots have completed an approved training program prior to conducting data link communication operations. Pilots must be knowledgeable of and comply with:

(1) All provisions applicable to the use and operation of the installed data link system; and

(2) Flight planning designators and requirements.

d. Aircraft Alterations (Including Software Updates). The certificate holder must evaluate alterations to the aircraft and identify any changes to aircraft eligibility. The owner of the design approval for the alteration must confirm the alteration did not affect the data link system. If the alteration affected the data link system, the owner of the design must provide a statement of compliance (SOC) to the associated interoperability requirements standards (INTEROP), subnetworks, and performance standards. The certificate holder must determine aircraft eligibility after each alteration.

e. Communication Coverage. The certificate holder must ensure the aircraft's subnetwork communication coverage is adequate for the route flown. For adequate coverage, the certificate holder may have to adjust their aircraft's media management parameters (e.g., where the system automatically switches from Very High Frequency Data Link (VDL) to satellite communications (SATCOM)).

f. Communication Service Provider(s) (CSP). The certificate holder must ensure their CSP meets the specifications in Table 1. Agreements with the CSP must include:

(1) Failure notification;

(2) CSP performance allocations associated with the Required Communication Performance (RCP) and Required Surveillance Performance (RSP) in Table 1;

(3) Recording data link messages;

(4) CSP integrity; and

(5) Adequate subnetwork coverage for the route of flight.

g. Performance Monitoring and Reporting. The certificate holder must incorporate a performance monitoring and problem reporting process as part of their normal operations.

h. Limitations and Provisions. While conducting data link operations, the certificate holder must continuously monitor voice communications.

## Appendix C. Sample OpSpec A056, Data Link Communications: 14 CFR Part 135

a. The certificate holder is authorized to conduct data link communications in accordance with the limitations and provisions of this operations specification.

b. Authorized Aircraft and Equipment for Data Link Communications. The certificate holder is authorized to conduct data link communications using the following aircraft and FAA-certified data link communication systems with the selected performance specified in Table 1:

**Table 1 – Authorized Aircraft and Equipment for Data Link Communications**

| Aircraft M/M/S | Data Link System | | | Subnetworks | CSP | RCP | RSP | Limitations |
|---|---|---|---|---|---|---|---|---|
| | Manufacturer | Model | INTEROP Designator | | | | | |
| | | | Choose all that apply:<br>• FANS 1/A (+) with push to load<br>• FANS 1/A (+) without push to load<br>• ATN B1<br>• B2 | Choose all that apply:<br>• VDL M0/A<br>• VDL M2<br>• HFDL<br>• SATCOM Iridium<br>• SATCOM Inmarsat<br>• SATCOM SBB | Choose all that apply or enter text:<br>• Rockwell-Collins/ ARINC<br>• SITA<br>• Honeywell Go-Direct<br>• [or enter text] | Choose an item:<br>• N/A<br>• RCP 400<br>• RCP 240<br>• RCP 130 | Choose an item:<br>• N/A<br>• RSP 400<br>• RSP 180<br>• RSP 160 | Choose an item or enter free text:<br>• PBCS Prohibited<br>• No limitations<br>• ADS-C only<br>• [or enter text] |

c. Training. The certificate holder must ensure pilots and relevant operations personnel (e.g., dispatchers) have completed an approved training program prior to conducting data link communication operations. Pilots must be knowledgeable of and comply with:

(1) All provisions applicable to the use and operation of the installed data link system; and

(2) Flight planning designators and requirements.

d. Aircraft Alterations (Including Software Updates). The certificate holder must evaluate alterations to the aircraft and identify any changes to aircraft eligibility. The owner of the design approval for the alteration must confirm the alteration did not affect the data link system. If the alteration affected the data link system, the owner of the design must provide a statement of compliance (SOC) to the associated interoperability requirements standards (INTEROP), subnetworks, and performance standards. The certificate holder must determine aircraft eligibility after each alteration.

e. Communication Coverage. The certificate holder must ensure the aircraft's subnetwork communication coverage is adequate for the route flown. For adequate coverage, the certificate holder may have to adjust their aircraft's media management parameters (e.g., where the system automatically switches from Very High Frequency Data Link (VDL) to satellite communications (SATCOM)).

f. Communication Service Provider(s) (CSP). The certificate holder must ensure their CSP meets the specifications in Table 1. Agreements with the CSP must include:

(1) Failure notification;

(2) CSP performance allocations associated with the Required Communication Performance (RCP) and Required Surveillance Performance (RSP) in Table 1;

(3) Recording data link messages;

(4) CSP integrity; and

(5) Adequate subnetwork coverage for the route of flight.

g. Performance Monitoring and Reporting. The certificate holder must incorporate a performance monitoring and problem reporting process as part of their normal operations.

h. Limitations and Provisions. While conducting data link operations, the certificate holder must continuously monitor voice communications.

## Appendix D. Sample OpSpec A056, Data Link Communications: 14 CFR Part 121/135

a. The certificate holder is authorized to conduct data link communications in accordance with the limitations and provisions of this operations specification.

b. Authorized Aircraft and Equipment for Data Link Communications. The certificate holder is authorized to conduct data link communications using the following aircraft and FAA-certified data link communication systems with the selected performance specified in Table 1:

**Table 1 – Authorized Aircraft and Equipment for Data Link Communications**

| Aircraft M/M/S | Data Link System | | | Subnetworks | CSP | RCP | RSP | Limitations |
|---|---|---|---|---|---|---|---|---|
| | Manufacturer | Model | INTEROP Designator | | | | | |
| | | | Choose all that apply:<br>• FANS 1/A (+) with push to load<br>• FANS 1/A (+) without push to load<br>• ATN B1<br>• B2 | Choose all that apply:<br>• VDL M0/A<br>• VDL M2<br>• HFDL<br>• SATCOM Iridium<br>• SATCOM Inmarsat<br>• SATCOM SBB | Choose all that apply or enter text:<br>• Rockwell-Collins/ ARINC<br>• SITA<br>• Honeywell Go-Direct<br>• [or enter text] | Choose an item:<br>• N/A<br>• RCP 400<br>• RCP 240<br>• RCP 130 | Choose an item:<br>• N/A<br>• RSP 400<br>• RSP 180<br>• RSP 160 | Choose an item or enter free text:<br>• PBCS Prohibited<br>• No limitations<br>• ADS-C only<br>• [or enter text] |

c. Training. The certificate holder must ensure pilots and dispatchers have completed an approved training program prior to conducting data link communication operations. Pilots must be knowledgeable of and comply with:

(1) All provisions applicable to the use and operation of the installed data link system; and

(2) Flight planning designators and requirements.

d. Aircraft Alterations (Including Software Updates). The certificate holder must evaluate alterations to the aircraft and identify any changes to aircraft eligibility. The owner of the design approval for the alteration must confirm the alteration did not affect the data link system. If the alteration affected the data link system, the owner of the design must provide a statement of compliance (SOC) to the associated interoperability requirements standards (INTEROP), subnetworks, and performance standards. The certificate holder must determine aircraft eligibility after each alteration.

e. Communication Coverage. The certificate holder must ensure the aircraft's subnetwork communication coverage is adequate for the route flown. For adequate coverage, the certificate holder may have to adjust their aircraft's media management parameters (e.g., where the system

automatically switches from Very High Frequency Data Link (VDL) to satellite communications (SATCOM)).

f. Communication Service Provider(s) (CSP). The certificate holder must ensure their CSP meets the specifications in Table 1. Agreements with the CSP must include:

(1) Failure notification;

(2) CSP performance allocations associated with the Required Communication Performance (RCP) and Required Surveillance Performance (RSP) in Table 1;

(3) Recording data link messages;

(4) CSP integrity; and

(5) Adequate subnetwork coverage for the route of flight.

g. Performance Monitoring and Reporting. The certificate holder must incorporate a performance monitoring and problem reporting process as part of their normal operations.

h. Limitations and Provisions. While conducting data link operations, the certificate holder must continuously monitor voice communications.

## Appendix E. Sample MSpec A056, Data Link Communications: 14 CFR Part 91K

a. The program manager is authorized to conduct data link communications in accordance with the limitations and provisions of this management specification.

b. Authorized Aircraft and Equipment for Data Link Communications. The program manager is authorized to conduct data link communications using the following aircraft and FAA-certified data link communication systems with the selected performance specified in Table 1:

**Table 1 – Authorized Aircraft and Equipment for Data Link Communications**

| Aircraft M/M/S | Data Link System | | | Subnetworks | CSP | RCP | RSP | Limitations |
|---|---|---|---|---|---|---|---|---|
| | Manufacturer | Model | INTEROP Designator | | | | | |
| | | | Choose all that apply:<br>• FANS 1/A (+) with push to load<br>• FANS 1/A (+) without push to load<br>• ATN B1<br>• B2 | Choose all that apply:<br>• VDL M0/A<br>• VDL M2<br>• HFDL<br>• SATCOM Iridium<br>• SATCOM Inmarsat<br>• SATCOM SBB | Choose all that apply or enter text:<br>• Rockwell-Collins/ ARINC<br>• SITA<br>• Honeywell Go-Direct<br>• [or enter text] | Choose an item:<br>• N/A<br>• RCP 400<br>• RCP 240<br>• RCP 130 | Choose an item:<br>• N/A<br>• RSP 400<br>• RSP 180<br>• RSP 160 | Choose an item or enter free text:<br>• PBCS Prohibited<br>• No limitations<br>• ADS-C only<br>• [or enter text] |

c. Training. The program manager must ensure pilots and relevant operations personnel (e.g., dispatchers) have completed an approved training program prior to conducting data link communication operations. Pilots must be knowledgeable of and comply with:

(1) All provisions applicable to the use and operation of the installed data link system; and

(2) Flight planning designators and requirements.

d. Aircraft Alterations (Including Software Updates). The program manager must evaluate alterations to the aircraft and identify any changes to aircraft eligibility. The owner of the design approval for the alteration must confirm the alteration did not affect the data link system. If the alteration affected the data link system, the owner of the design must provide a statement of compliance (SOC) to the associated interoperability requirements standards (INTEROP), subnetworks, and performance standards. The program manager must determine aircraft eligibility after each alteration.

e. Communication Coverage. The program manager must ensure the aircraft's subnetwork communication coverage is adequate for the route flown. For adequate coverage, the program manager may have to adjust their aircraft's media management parameters (e.g., where the system automatically switches from Very High Frequency Data Link (VDL) to satellite communications (SATCOM)).

f. Communication Service Provider(s) (CSP). The program manager must ensure their CSP meets the specifications in Table 1. Agreements with the CSP must include:

(1) Failure notification;

(2) CSP performance allocations associated with the Required Communication Performance (RCP) and Required Surveillance Performance (RSP) in Table 1;

(3) Recording data link messages;

(4) CSP integrity; and

(5) Adequate subnetwork coverage for the route of flight.

g. Performance Monitoring and Reporting. The program manager must incorporate a performance monitoring and problem reporting process as part of their normal operations.

h. Limitations and Provisions. While conducting data link operations, the program manager must continuously monitor voice communications.

## Appendix F. Sample LOA A056, Data Link Communications: 14 CFR Part 91

1. The operator listed is authorized to conduct data link communications in accordance with the limitations and provisions of this Letter of Authorization (LOA).

2. Authorized Aircraft and Equipment for Data Link Communications. The operator is authorized to conduct data link communications using the following aircraft and FAA-certified data link communication systems with the selected performance specified in Table 1:

**Table 1 – Authorized Aircraft and Equipment for Data Link Communications**

| Aircraft M/M/S | Data Link System | | | Subnetworks | CSP | RCP | RSP | Limitations |
|---|---|---|---|---|---|---|---|---|
| | Manufacturer | Model | INTEROP Designator | | | | | |
| | | | Choose all that apply:<br>• FANS 1/A (+) with push to load<br>• FANS 1/A (+) without push to load<br>• ATN B1<br>• B2 | Choose all that apply:<br>• VDL M0/A<br>• VDL M2<br>• HFDL<br>• SATCOM Iridium<br>• SATCOM Inmarsat<br>• SATCOM SBB | Choose all that apply or enter text:<br>• Rockwell-Collins/ ARINC<br>• SITA<br>• Honeywell Go-Direct<br>• [or enter text] | Choose an item:<br>• N/A<br>• RCP 400<br>• RCP 240<br>• RCP 130 | Choose an item:<br>• N/A<br>• RSP 400<br>• RSP 180<br>• RSP 160 | Choose an item or enter free text:<br>• PBCS Prohibited<br>• No limitations<br>• ADS-C only<br>• [or enter text] |

3. Pilot Training. The operator must provide training for pilots using data link communications. This training is conducted by [Name of entity conducting the training]. Pilots must be knowledgeable of and comply with:

a. All provisions applicable to the use and operation of the installed data link system; and

b. Flight planning designators and requirements.

4. Aircraft Maintenance. The operator must maintain the aircraft and equipment listed in Table 1 using established maintenance procedures that address the applicable data link communication requirements. Additionally, the operator must:

a. Ensure the appropriate airworthiness requirements for the installed data link communication equipment.

b. Ensure maintenance personnel or contract maintenance personnel at facilities not staffed by the operator are able to properly implement digital communications-related maintenance procedures. This includes, but is not limited to addressing installation, modification, correction of reported system discrepancies, use of test equipment, procedures, minimum equipment list (MEL) relief, and “return-to-service” authorizations.

c. Evaluate alterations to the aircraft and identify any changes to aircraft eligibility. The owner of the design approval for the alteration must confirm the alteration did not affect the data link system. If the alteration affected the data link system, the owner of the design must provide a statement of compliance (SOC) to the associated interoperability requirements standards (INTEROP), subnetworks, and performance standards. The operator must determine aircraft eligibility after each alteration.

d. Ensure the aircraft's subnetwork communication coverage is adequate for the route flown. For adequate coverage, the operator may have to adjust their aircraft's media management parameters (e.g., where the system automatically switches from Very High Frequency Data Link (VDL) to satellite communications (SATCOM)).

5. Communication Service Provider(s) (CSP). The operator must ensure their CSP meets the specifications in Table 1. Agreements with the CSP must include:

a. Failure notification;

b. CSP performance allocations associated with the Required Communication Performance (RCP) and Required Surveillance Performance (RSP) in Table 1;

c. Recording data link messages;

d. CSP integrity; and

e. Adequate subnetwork coverage for the route of flight.

6. Performance Monitoring and Reporting. The operator must incorporate a performance monitoring and problem reporting process as part of their normal operations.

7. Limitations and Provisions. While conducting data link operations, the operator must continuously monitor voice communications.

8. Responsible Person. The Responsible Person for crew operations must be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen or holds a U.S. pilot certificate and accepts responsibility for complying with the stated regulations by signing this document.

a. If the Responsible Person signing this LOA relinquishes responsibility, this LOA becomes invalid.

b. The name, email address, and telephone number of the Responsible Person signing this LOA are listed in Table 2 below:

**Table 2 – Responsible Person**

| Name | Email Address | Telephone |
|---|---|---|
| | | |

## Appendix G. Sample LOA A056, Data Link Communications: 14 CFR Part 125 (LODA A125 Holders)

1. The operator/company authorized to conduct operations in accordance with the part 125 Letter of Deviation Authority (LODA A125 holders) is authorized to conduct data link communications in accordance with the limitations and provisions of this Letter of Authorization (LOA).

2. Authorized Aircraft and Equipment for Data Link Communications. The operator/company is authorized to conduct data link communications using the following aircraft and FAA-certified data link communication systems with the selected performance specified in Table 1:

**Table 1 – Authorized Aircraft and Equipment for Data Link Communications**

| Aircraft M/M/S | Data Link System | | | Subnetworks | CSP | RCP | RSP | Limitations |
|---|---|---|---|---|---|---|---|---|
| | Manufacturer | Model | INTEROP Designator | | | | | |
| | | | Choose all that apply:<br>• FANS 1/A (+) with push to load<br>• FANS 1/A (+) without push to load<br>• ATN B1<br>• B2 | Choose all that apply:<br>• VDL M0/A<br>• VDL M2<br>• HFDL<br>• SATCOM Iridium<br>• SATCOM Inmarsat<br>• SATCOM SBB | Choose all that apply or enter text:<br>• Rockwell-Collins/ ARINC<br>• SITA<br>• Honeywell Go-Direct<br>• [or enter text] | Choose an item:<br>• N/A<br>• RCP 400<br>• RCP 240<br>• RCP 130 | Choose an item:<br>• N/A<br>• RSP 400<br>• RSP 180<br>• RSP 160 | Choose an item or enter free text:<br>• PBCS Prohibited<br>• No limitations<br>• ADS-C only<br>• [or enter text] |

3. Training. The operator/company must ensure pilots and relevant operations personnel have completed an approved training program prior to conducting data link communication operations. Pilots must be knowledgeable of and comply with:

a. All provisions applicable to the use and operation of the installed data link system; and

b. Flight planning designators and requirements.

4. Aircraft Alterations (Including Software Updates). The operator/company must evaluate alterations to the aircraft and identify any changes to aircraft eligibility. The owner of the design approval for the alteration must confirm the alteration did not affect the data link system. If the alteration affected the data link system, the owner of the design must provide a statement of compliance (SOC) to the associated interoperability requirements standards (INTEROP), subnetworks, and performance standards. The operator/company must determine aircraft eligibility after each alteration.

5. Communication Coverage. The operator/company must ensure the aircraft's subnetwork communication coverage is adequate for the route flown. For adequate coverage, the

operator/company may have to adjust their aircraft's media management parameters (e.g., where the system automatically switches from Very High Frequency Data Link (VDL) to satellite communications (SATCOM)).

6. Communication Service Provider(s) (CSP). The operator/company must ensure their CSP meets the specifications in Table 1. Agreements with the CSP must include:

a. Failure notification;

b. CSP performance allocations associated with the Required Communication Performance (RCP) and Required Surveillance Performance (RSP) in Table 1;

c. Recording data link messages;

d. CSP integrity; and

e. Adequate subnetwork coverage for the route of flight.

7. Performance Monitoring and Reporting. The operator/company must incorporate a performance monitoring and problem reporting process as part of their normal operations.

8. Limitations and Provisions. While conducting data link operations, the operator/company must continuously monitor voice communications.