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**Future Air Navigation System 1/A –  
Aeronautical Telecommunication Network  
Interoperability Standard  
(FANS 1/A – ATN B1 Interop Standard)**

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## FOREWORD

This guidance document was jointly prepared by Special Committee 189 (SC-189) and the European Organization for Civil Aviation Equipment (EUROCAE) Working Group 53 (WG-53) and approved by the RTCA Program Management Committee (PMC) on June 26, 2007.

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## TABLE OF CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	Purpose .....	1
1.2	Scope.....	1
1.3	Relationships to other Documents .....	2
1.4	Description of this Document .....	4
1.4.1	Document Conventions.....	4
1.4.2	Document Organization .....	4
1.4.3	Acronyms and Glossary of Terms .....	5
1.5	References.....	8
<b>2</b>	<b>DESCRIPTION AND OPERATIONAL CONSIDERATIONS .....</b>	<b>9</b>
2.1	Data Link Initiation Capability .....	9
2.1.1	ATN B1 CM Application .....	9
2.1.2	FANS 1/A AFN Application .....	10
2.2	CPDLC Application.....	10
2.2.1	ATN B1 CPDLC Application.....	10
2.2.2	FANS 1/A CPDLC Application .....	10
<b>3</b>	<b>COMMUNICATION REQUIREMENTS.....</b>	<b>11</b>
<b>4</b>	<b>REQUIREMENTS FOR DATA LINK APPLICATIONS.....</b>	<b>13</b>
4.1	CM/AFN Application Requirements .....	13
4.1.1	ATN B1 CM and FANS 1/A AFN Primitives .....	13
4.1.2	ATN B1 and FANS 1/A Primitive Parameters .....	14
4.1.3	ATN B1 CM and FANS 1/A AFN Variables .....	17
4.1.4	Timers .....	20
4.2	CPDLC Application Requirements.....	20
4.2.1	Time, Timestamp and Message Latency .....	21
4.2.1.1	Time .....	21
4.2.1.2	Timestamp Generation.....	22
4.2.1.3	Message Latency.....	23
4.2.2	ATN B1 CPDLC Constructs and FANS 1/A ACARS IMIs.....	27
4.2.3	High-Level Data Structures .....	35
4.2.4	Message Attributes .....	36
4.2.5	LACK .....	38
4.2.5.1	LACK on Downlink Messages .....	38
4.2.5.2	LACK on Uplink Messages .....	38
4.2.6	CPDLC Disabling/Enabling .....	39
4.2.7	Message Header.....	42
4.2.8	Uplink Message Elements .....	43
4.2.9	Downlink Message Elements.....	57
4.2.9.1	Downlink Message Elements supporting AMC, ACL, and AMC .....	57

4.2.9.2	Aircraft emergency data communication capability .....	65
4.2.10	Concatenating Messages Elements .....	66
4.2.10.1	High-Level Requirements .....	66
4.2.10.2	Responding to Concatenated Messages .....	68
4.2.11	Error Information .....	69
4.2.11.1	General Rules .....	69
4.2.11.2	Uplink Error Information – UM159 [errorinformation] Parameter .....	73
4.2.11.3	Downlink Error Information when DM62 is received as Single Element in IMI AT1/DR1 .....	74
4.2.12	Message Element Parameters and Data Type .....	87
4.2.12.1	Level/Altitude Parameter .....	87
4.2.12.2	Position Parameter .....	88
4.2.12.3	Speed Parameter .....	90
4.2.12.4	Specified Distance/Distance Offset Parameter Message .....	92
4.2.12.5	Direction Parameter Message .....	93
4.2.12.6	Time Parameter .....	93
4.2.12.7	Vertical Rate Parameter Message .....	94
4.2.12.8	Facility and Facility Designation/ ICAO Facility Designation Parameter .....	95
4.2.12.9	Unit Name/ICAO Unit Name Parameter .....	96
4.2.12.10	Degrees Parameter .....	97
4.2.12.11	Route Clearance Parameter .....	98
4.2.12.12	Published Identifier Parameter .....	101
4.2.12.13	Place Bearing Distance Data Type .....	101
4.2.12.14	Leg Type Parameter .....	102
4.2.12.15	Latitude/Longitude Parameter .....	103
4.2.12.16	Frequency Parameter .....	107
4.2.12.17	Code Parameter .....	108
4.2.13	ATN B1 Message Elements Sent as Free Text .....	109
4.2.13.1	Uplink Message Elements .....	109
4.2.13.2	Downlink Message Elements .....	110
4.2.14	ATN B1 and FANS 1/A Message Element Pairing .....	111
4.2.14.1	Downlink Message Elements .....	111
4.2.14.2	Uplink Message Elements with Y Response Attribute .....	118
4.2.15	Timers .....	122
<b>5</b>	<b>DYNAMIC FUNCTIONS/OPERATIONS OF DATA LINK SERVICES .....</b>	<b>123</b>
5.1	DLIC .....	123
5.1.1	DLIC Logon Function .....	124
5.1.2	DLIC Contact Function .....	126
5.2	CPDLC .....	128
5.2.1	ATC Communication Management (ACM) Service .....	128
5.2.1.1	Handling of change of NDA .....	129
5.2.1.2	Transfer between T-ATSU and R-ATSU both using CPDLC .....	129
5.2.1.3	Transfer between T-ATSU not using CPDLC and R-ATSU using CPDLC .....	141

5.2.1.4	Transfer between T-ATSU using CPDLC and R-ATSU not using CPDLC.....	149
5.2.1.5	Transfer or Change of Frequency Using CPDLC with no Change of CPDLC Connection.....	155
5.2.1.6	Transfer with no Change of CPDLC Connection (T-Sector Using CPDLC and R-Sector not Using CPDLC) .....	161
5.2.1.7	Transfer with no Change of CPDLC Connection (T-Sector not Using CPDLC and R-Sector Using CPDLC) .....	165
5.2.1.8	Transfer between T-ATSU and R-ATSU both Using CPDLC without Instruction to Change Frequency .....	169
5.2.1.9	C-ATSU Ends CPDLC Connection.....	177
5.2.1.10	Abnormal Mode (T-ATSU and R-ATSU Use Air Ground Data Link, but Controller Does not Use Data Link for the Transfer Instruction) .....	179
5.2.2	ATC Clearance (ACL) Service.....	185
5.2.2.1	Flight crew-initiated Exchange using CPDLC.....	185
5.2.2.2	Controller-initiated Exchange using CPDLC .....	188
5.2.3	ATC Microphone Check (AMC) Service .....	191

## APPENDICES

Appendix A	GUIDELINES FOR ATN B1 GROUND SYSTEM USE OF FANS 1/A ADS APPLICATION
Appendix B	MEMBERSHIP
Appendix C	HISTORY AND TERMS OF REFERENCE OF SC-189/WG-53
Appendix D	IMPROVEMENT SUGGESTION FORM

## LIST OF FIGURES

Figure 1-1	Mixed technology environments.....	3
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## LIST OF TABLES

Table 2-1	Continental data link services and applications .....	9
Table 3-1	SMI Downlink and Uplink relationship for AFN, CPDLC and ADS.....	12
Table 3-2	Valid label/sub-label/MFI/IMI/SMI combinations for CPDLC and ADS uplink .....	12
Table 3-3	Valid label/sub-label/MFI/IMI/SMI combinations for AFN uplink .....	12
Table 4-1	ATN B1 CM and FANS 1/A AFN primitives .....	13
Table 4-2	Mapping of parameters into ATN B1 CM primitives and FANS 1/A AFN primitives .....	14
Table 4-3	ATN B1 CM and FANS 1/A AFN variables .....	17
Table 4-4	ATN B1 CM and FANS 1/A AFN timers .....	20
Table 4-5	ATN B1 and FANS 1/A CPDLC requirements for time source.....	21

Table 4-6	ATN B1 and FANS 1/A CPDLC requirements for timestamp generation.....	22
Table 4-7	ATN B1 and FANS 1/A CPDLC requirements for message latency .....	23
Table 4-8	ATN B1 CPDLC constructs and FANS 1/A CPDLC ACARS IMIs.....	27
Table 4-9	ATN B1 and FANS 1/A CPDLC high-level data structures .....	35
Table 4-10	ATN B1 and FANS 1/A CPDLC message response attributes .....	36
Table 4-11	Interoperability requirements for CPDLC disabling/enabling functionality available in the ATN B1 ground system.....	39
Table 4-12	ATN B1 and FANS 1/A CPDLC message headers .....	42
Table 4-13	ATN B1 and FANS 1/A CPDLC uplink message elements.....	43
Table 4-14	ATN B1 and FANS 1/A CPDLC downlink message elements .....	57
Table 4-15	FANS 1/A CPDLC emergency message elements .....	66
Table 4-16	ATN B1 and FANS 1/A CPDLC concatenation of message elements.....	66
Table 4-17	ATN B1 and FANS 1/A CPDLC responses to concatenated messages .....	68
Table 4-18	ATN B1 and FANS 1/A ERROR information requirements.....	70
Table 4-19	ATN B1 and FANS 1/A uplink [errorinformation] parameter .....	73
Table 4-20	ATN B1 and FANS 1/A downlink [errorinformation] parameter .....	74
Table 4-21	ATN B1 and FANS 1/A DOWNLINK error information .....	77
Table 4-22	ATN B1 LevelType and FANS 1/A altitude .....	88
Table 4-23	ATN B1 and FANS 1/A position data type .....	89
Table 4-24	ATN B1 and FANS 1/A speed data type.....	91
Table 4-25	ATN B1 specified distance and FANS 1/A distance offset data type.....	93
Table 4-26	ATN B1 and FANS 1/A vertical rate parameter.....	94
Table 4-27	ATN B1 facility parameter .....	95
Table 4-28	ATN B1 facility designation and FANS 1/A ICAO facility designation data type .....	96
Table 4-29	ATN B1 unit name and FANS 1/A ICAO unit name data type.....	97
Table 4-30	ATN B1 and FANS 1/A degrees data type.....	98
Table 4-31	ATN B1 and FANS 1/A route clearance data type.....	98
Table 4-32	ATN B1 and FANS 1/A published identifier data type .....	101
Table 4-33	ATN B1 and FANS 1/A place bearing distance data type.....	102
Table 4-34	ATN B1 and FANS 1/A leg type data type .....	102
Table 4-35	ATN B1 and FANS 1/A latitude/longitude data type.....	103
Table 4-36	ATN B1 and FANS 1/A frequency data type .....	107
Table 4-37	ATN B1 and FANS 1/A code data type.....	108
Table 4-38	ATN B1 uplink message elements and FANS 1/A converted free text.....	109
Table 4-39	Standardized FANS 1/A downlink free text messages .....	110
Table 4-40	ATN B1 downlink message elements with Y response attribute.....	111
Table 4-41	ATN B1 uplink message elements with Y response attribute .....	118
Table 4-42	ATN B1 and FANS 1/A CPDLC timers.....	122
Table 5-1	DLIC logon using ATN B1 CM and FANS 1/A AFN .....	124
Table 5-2	DLIC contact using ATN B1 CM and FANS 1/A AFN .....	126
Table 5-3	Transfer between T-ATSU and R-ATSU both using CPDLC.....	131
Table 5-4	Transfer between T-ATSU not using CPDLC and R-ATSU using CPDLC .....	141
Table 5-5	Transfer between T-ATSU using CPDLC and R-ATSU not using CPDLC .....	149
Table 5-6	Transfer or change of frequency using CPDLC with no change of CPDLC connection.....	155
Table 5-7	Transfer with no change of CPDLC connection (T-Sector using CPDLC and R- Sector not using ATN B1 CPDLC).....	161
Table 5-8	Transfer with no change of CPDLC connection (T-Sector not using CPDLC and R-Sector using CPDLC) .....	165

Table 5-9	Transfer between the T-ATSU and R-ATSU both using CPDLC without instruction to change frequency .....	169
Table 5-10	C-ATSU ends CPDLC connection .....	177
Table 5-11	Abnormal Mode (Transfer between T-ATSU and R-ATSU, but controller does not use CPDLC for the transfer instruction) .....	179
Table 5-12	Flight crew-initiated exchange using CPDLC .....	185
Table 5-13	Controller-initiated exchange using CPDLC .....	188
Table 5-14	AMC Service .....	192

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## 1 INTRODUCTION

This standard was developed to enable air traffic service providers (ATSPs) to interoperate with data link equipped aircraft, regardless of which technology is installed on the aircraft. The standard is intended to support the goal of converging oceanic and continental data link applications.

### 1.1 Purpose

This document provides the interoperability requirements for an aeronautical telecommunication network baseline 1 (ATN B1) ground system that provides air traffic data link services to future air navigation system 1/A (FANS 1/A) aircraft in continental airspace.

*Note:* Based on DO-264/ED-78A, INTEROP and SPR standards provide recommendations intended for government organizations, conference of governments, or agencies having statutory jurisdiction over the use and provision of air traffic services supported by data communications. These recommendations are for use by such government organizations to enunciate official policy, related to such matters, in aeronautical information publications (AIPs), notices to airmen (NOTAMs), airplane flight manuals (AFMs), and operator specifications.

### 1.2 Scope

This standard provides interoperability requirements for the ATN B1 ground system to provide FANS 1/A aircraft data link services, as defined by the Continental SPR Standard, taking into consideration ICAO material listed in [paragraph 1.5](#). The following continental data link services are considered for the FANS 1/A aircraft:

- Data Link Initiation Capability (DLIC)
- ATC Communications Management (ACM)
- ATC Clearance (ACL)
- ATC Microphone Check (AMC)

This standard also considers the FANS 1/A aircraft emergency data communication capability.

*Note 1:* This standard considers message elements of the CPDLC application that are included in the “version 1” message set as defined by the ATN B1 INTEROP Standard to support the ACM, ACL, and AMC data link services and the FANS 1/A aircraft emergency data communication capability. See [paragraph 4.2.8](#) for the uplink CPDLC message elements and [paragraph 4.2.9](#) for the downlink CPDLC message elements considered within the scope of this document.

*Note 2:* This standard only considers message element parameters and data types of the CPDLC application that are included in the ATN B1 INTEROP Standard for the message elements in the “version 1” message set. See [paragraph 4.2.12](#) for message element parameters and data types considered within the scope of this document.