US expands CPDLC coast-to-coast

OPSGROUP Team
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Update 4 Sep 2023:

- The FAA had planned to allow GA/BA aircraft to use enroute CPDLC from Aug 31, but this is being delayed to sometime towards the end of Sep.

- So until then, the status quo continues – you can only use enroute CPDLC if you're already registered as part of the trial, as per KFDC Notam A0171/22.

- When it gets rolled out to everyone in Sep, there will be green/yellow/red lists drawn up for aircraft depending on their avionics – but only "red" category aircraft (those with serious avionics issues) will be unable to use CPDLC.

- More info available from our friends at NBAA here.

Original story from 28 Mar 2023:

The US has recently implemented en-route CPDLC in more centers across the country. **So now, for the first time ever, you can fly coast-to-coast using CPDLC.**

And what's more – KUSA is the one and only code you need.

Who is KUSA?

For those of you who aren't so familiar with the US, **KUSA is the CPDLC logon code**.

You might know KUSA from getting your clearances. The US actually gives two types of departure clearance via KUSA – a DCL or a PDC. **DCL** is the one where you don't have to read it back. **PDC** technically requires a voice read back (but in the US they don't seem to).

If you are flying across the NAT then **this clearance usually includes your entry clearance too** – so

you get this when you get your departure clearance.

KUSA is the one and only logon code you need, all the way across.
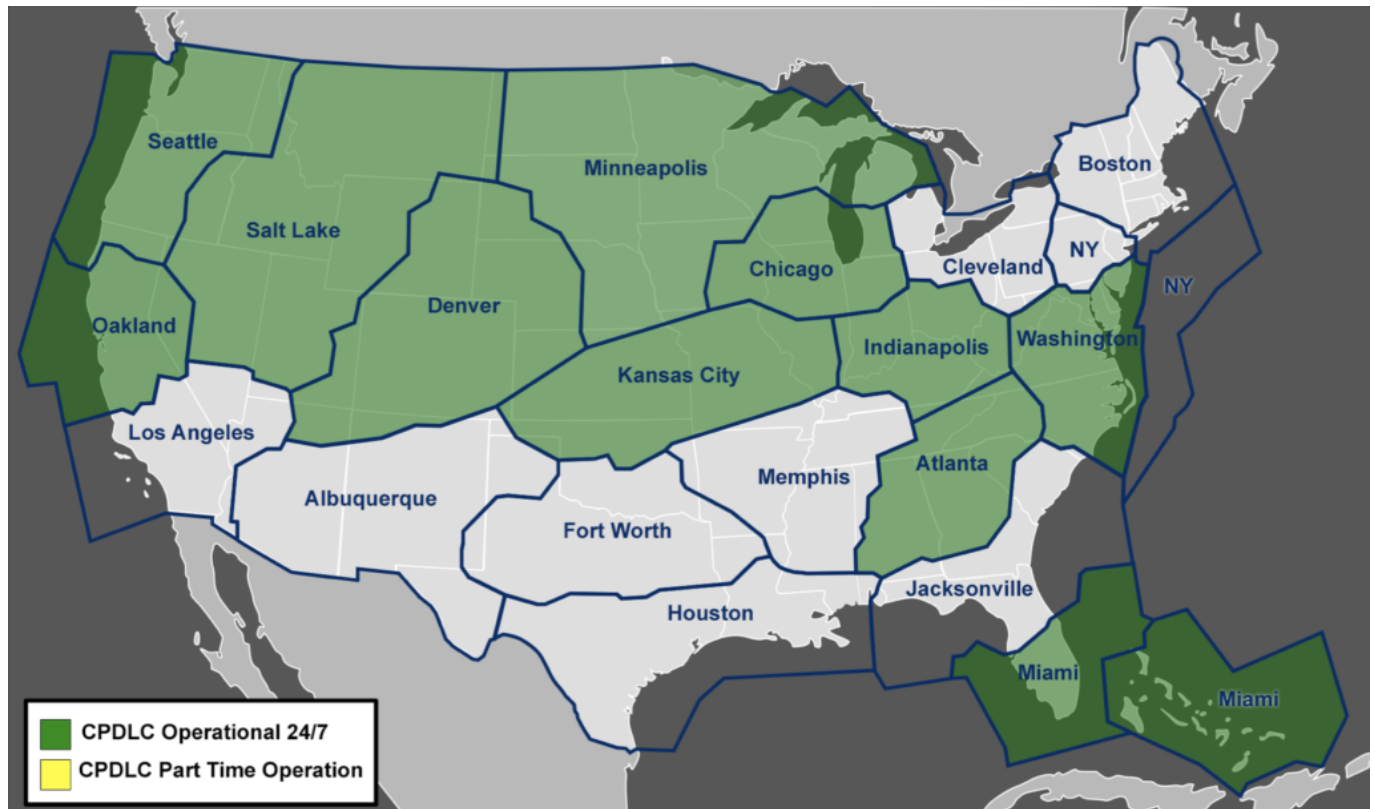
So do I need CPDLC now?

US domestic datalink is not mandated. In fact, they are not currently allowing any GA aircraft to use enroute CPDLC unless they are a part of the "US Domestic En Route CPDLC Avionics Trial". And currently, they are also **not allowing any new operators to join this trial!**

You can check all that out here on the L3 Harris site. They have a whole load of information on there about DCL stuff too so definitely worth a look.

What if I'm flying into the US internationally?

To make us of US domestic enroute CPDLC, foreign operators must have **FAA approval (J4 on their A003).** L3Harris also need to have confirmed that your **aircraft avionics configurations meet the compatibility requirements** per the Recommended and Required Avionics Version List (RAV-E). If in doubt about any of this, contact them at DCIT@L3Harris.com for any eligibility questions.

For eligible aircraft inbound to the US, there are some differences in logon guidance depending on **whether a CPDLC connection is already established** from the previous data authority, and whether the aircraft is entering via **active or non-active** US domestic enroute airspace.

Ultimately, all the answers can be found here. This doc lists all the inbound/outbound scenarios, and how CPDLC will work in each situation.