

# Recommended Practices for CPDLC in Europe

- 2026 -

CPDLC Logon is mandatory in most of European airspace.

CPDLC usage helps to prevent Loss of Communication incidents and significantly improves ATC capacity.

**Your participation and commitment is key!**

## Preparation for Log-On

- FMC/CDU Flight INIT:
  - Check DEP/ARR airport, load route if available
  - Valid/correct FLT NBR (callsign)
- Ensure ATN logon for Europe → not FANS1/A
- Prepare first ATC Logon address
  - Chart provider, AIP or SID



## When to Log-On

- As soon as possible, considering your company's SOPs
- According to ICAO: see picture



### Good practices:

- Don't know the logon address? Log-On failed? *Ask ATC by voice!*
- Check CPDLC connection after passing 10.000 ft
- Report *UNABLE CPDLC* unless the issue is due to known GNSS interference

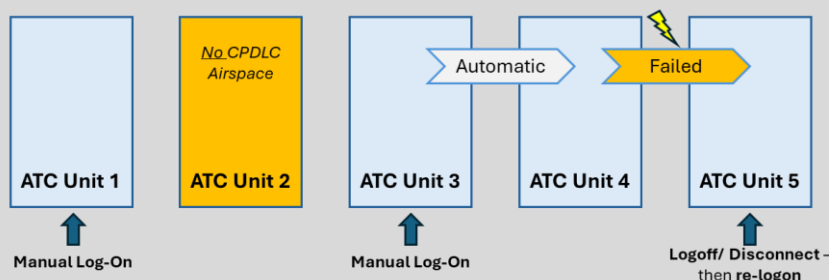


<sup>1</sup> May not be available at all airports.

## When to Manually Log-On + How to Maintain Log-On

- Entering first CPDLC airspace (ATC Unit 1)
- Current airspace is not CPDLC equipped (ATC Unit 2), log-on to ATC Unit 3
- If the automatic handover fails = no new "Current ATC Unit" message is received after ATC callsign change
  - Log-off & log-on to new ATC Unit (e.g. Unit 5)

*« New ATC ?  
Check CPDLC Log-On! »*



## Why did my Log-On not work?



- Attempted log-on to an ATC unit not included in your FPL
- Entered an incorrect log-on identifier (e.g. EDVV instead of EDYY)
- Check: LOGON/STATUS menu, verify entries above, and reattempt the log-on
- Confirm VHF3 set to "DATA"; perform log-off, log-on
- ATC flight plan not updated after aircraft change (Field 18 CODE/ mismatch)

## Why Still Voice Clearances If I Am Logged-On?

- Time-critical situations (e.g. RoC/ RoD)
- Slow network performance → Uplink got lost
- Customer service considerations: immediate voice clearance may e.g. prevent level-off
- Technical restrictions on ATC side



## Uplink Message Handling

Ensure closed loop understanding of CPDLC clearances

- Any CPDLC clearance is valid until revoked or expired. ATC monitors the execution.
- ATC may confirm CPDLC clearances by voice due to network errors triggering ground alerts
- If you are instructed to "DISREGARD CPDLC". Close the dialogue → Ensures air-ground synchronisation

*Airbus only:* If the message is over 2 minutes old, confirm with ATC via voice before acting. Newer aircraft (FANS-C) allow pilot responses even after ground timeout (120 seconds)

## "CLEARED TO [Waypoint D] VIA [A B C]"



- What it means:
  - The uplink message "**CLEARED TO**" includes multiple waypoints and is a ROUTE CHANGE, not a direct clearance
  - **Do not mistake with "PROCEED DIRECT TO"** CPDLC clearance which only contains **one** waypoint
- Why ATC uses it:
  - Optimise routings, e.g. around military airspace

"Cleared to D via Route clearance [A,B,C]"



Correct  
 Wrong

## Good CPDLC Practices

- A CPDLC clearance holds the same value as a voice clearance → e.g. assigned speeds are not automatically cancelled
- Do:
  - Use the LOAD function to avoid errors - if available
  - Reply to "ADVISE/STATE PREFERRED LEVEL" uplink with the response (not REQUEST)
  - Use CPDLC for requests as relevant
- Do Not:
  - Disconnect from CPDLC intentionally → It is considered equal to disabling your radio!
- Error upon downlink? Revert to voice for clarification!
- *Learn more about CPDLC: ICAO Doc 10037 GOLD Manual*

