



**L3HARRIS**

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## CPDLC LOGON GUIDANCE

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# CPDLC logon guidance – U.S. domestic departures



## U.S. Domestic Departures – CPDLC DCL Airports ▲

Departures from CPDLC DCL Airports within an active U.S. Domestic CPDLC En Route Center

- KUSA session will remain active after departure
- No need to re-logon after take-off

Departures from CPDLC DCL Airports outside an active U.S. Domestic CPDLC En Route Center

- KUSA session will remain active after departure
- No need to re-logon before entering active U.S. Domestic CPDLC En Route Center airspace

## U.S. Domestic Departures – Non-CPDLC DCL Airports

Departures from non-CPDLC DCL Airports within an active U.S. Domestic CPDLC En Route Center

- Perform a logon on the ground or after departure to send and receive En Route CPDLC messages
- KUSA session will establish after departure in active U.S. Domestic CPDLC En Route Center airspace

Departures from non-CPDLC DCL Airports outside an active U.S. Domestic CPDLC En Route Center

- Perform a logon on the ground or after departure to send and receive En Route CPDLC messages
- KUSA session will establish upon entry to active U.S. Domestic CPDLC En Route Center airspace



# Inbound/Outbound – ATOP/Oceanic



## 1 Entering via active U.S. Domestic CPDLC En Route airspace from ATOP/Oceanic airspace

- If an aircraft has a CPDLC connection established, an automatic connection handoff will occur between ATOP/Oceanic airspace and an active U.S. Domestic CPDLC En Route Center
  - No manual termination or manual logon action required, but the flight crew must accept the CDA confirmation message for the ground system to confirm the KUSA connection is recognized by the aircraft as its CDA
  - If the flight crew does not acknowledge the CDA confirmation after three attempts, the connection will be terminated, and the flight crew will have to manually logon to KUSA
- If an aircraft does not have a CPDLC connection established, the flight crew needs to perform a manual logon to KUSA
  - KUSA session will be established upon reaching an active U.S. Domestic CPDLC En Route Center and accepting the CDA confirmation message

## 2 Entering via non-active U.S. Domestic CPDLC En Route airspace from ATOP/Oceanic airspace

- If an aircraft has an ATOP/Oceanic CPDLC connection established, that CPDLC session will be terminated
- Flight crew needs to perform a manual logon to KUSA
  - KUSA session will be established upon reaching an active U.S. Domestic CPDLC En Route Center and accepting the CDA confirmation message

## 1 Exiting into ATOP/Oceanic airspace via active U.S. Domestic CPDLC En Route airspace

- If an aircraft has a CPDLC connection established, an automatic connection handoff will occur between the active U.S. Domestic CPDLC En Route Center and ATOP/Oceanic airspace
  - No manual termination or manual logon action required by the flight crew
- If an aircraft exits without a CPDLC connection, the flight crew needs to perform a logon to the next ATC facility per SOP

## 2 Exiting into ATOP/Oceanic airspace via non-active U.S. Domestic CPDLC En Route airspace

- KUSA session will be terminated prior to transition to ATOP/Oceanic airspace from a U.S. Domestic CPDLC En Route Center that does not have CPDLC enabled
  - No termination action required by the flight crew
- The flight crew needs to perform a logon to the next ATC facility per SOP after KUSA session termination

# Inbound/Outbound – NAVCanada



### 3 Entering via active U.S. Domestic CPDLC En Route airspace from NAVCanada airspace

- If an aircraft already has a CPDLC connection established, an automatic connection handoff will occur between NAVCanada airspace and an active U.S. Domestic CPDLC En Route Center
  - No manual termination or manual logon action required, but the flight crew must accept the CDA confirmation message for the ground system to confirm the KUSA connection is recognized by the aircraft as its CDA
  - If the flight crew does not acknowledge the CDA confirmation after three attempts, the connection will be terminated, and the flight crew will have to manually logon to KUSA
- If an aircraft does not already have a CPDLC connection established, the flight crew needs to perform a manual logon
  - KUSA session will be established upon reaching an active U.S. Domestic CPDLC En Route Center and accepting the CDA confirmation message

### 4 Entering via non-active U.S. Domestic CPDLC En Route airspace from NAVCanada airspace

- If an aircraft has a NAVCanada connection established, that CPDLC session will be terminated
- Flight crew needs to perform a manual logon to KUSA
  - KUSA session will be established upon reaching an active U.S. Domestic CPDLC En Route Center and accepting the CDA confirmation message

### 3 Exiting into NAVCanada airspace via active U.S. Domestic CPDLC En Route airspace

- If an aircraft has a CPDLC connection established, an automatic connection handoff will occur between the active U.S. Domestic CPDLC En Route Center and NAVCanada airspace
  - No manual termination or manual logon action required by the flight crew
- If an aircraft exits without a CPDLC connection, the flight crew needs to perform a logon to the next ATC facility per SOP

### 4 Exiting into NAVCanada airspace via non-active U.S. Domestic CPDLC En Route airspace

- KUSA session will be terminated prior to transition to NavCanada airspace from a U.S. Domestic CPDLC En Route Center that does not have CPDLC enabled
  - No manual termination action required by the flight crew
- The flight crew needs to perform a logon to the next ATC facility per SOP after KUSA session termination

# Inbound/Outbound – Non-CPDLC airspace



## 5 Entering U.S. Domestic airspace from non-U.S. airspace where CPDLC service is not provided (e.g., Mexico, Houston Oceanic - KZHU)

- Flight crew needs to perform a manual logon to KUSA
  - KUSA session will be established upon reaching an active U.S. Domestic CPDLC En Route Center and accepting the CDA confirmation message



## 5 Exiting U.S. Domestic airspace into non-U.S. airspace where CPDLC service is not provided (e.g., Mexico, Houston Oceanic - KZHU)

- KUSA session will be terminated prior exiting U.S. Domestic airspace
  - No manual termination action required by the flight crew