

**BRASIL**

**MINISTÉRIO DA DEFESA – COMANDO DA AERONÁUTICA**

**DEPARTAMENTO DE CONTROLE DO ESPAÇO AÉREO**

Av. General Justo, 160 – CEP 20021-130 – Rio de Janeiro/RJ

<http://www.decea.gov.br>

**AIC**

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**40/20**

**15 DEC 20**

## **CPDLC TEST IN THE RECIFE AND AMAZONICA FIR**

*Period of validity: from 15 DEC 2020 to 31 MAR 2021*

### **1 PRELIMINARY ARRANGEMENTS**

#### **1.1 PURPOSE**

The purpose of this Aeronautical Information Circular (AIC) is to explain about the operational procedures to be adopted by air traffic controllers and pilots during CPDLC tests in Recife and Amazonica FIR.

#### **1.2 SCOPE**

The provisions set forth in this Circular apply to the ATC units and air companies involved.

#### **1.3 ABREVIATIONS AND CONCEPTS**

##### **1.3.1 ABREVIATIONS**

ACC	Area Control center
ATC	Air Traffic Control
CPDLC	Controller-pilot Data Link Communication
DECEA	Department of Airspace Control
FIR	Flight Information Region

##### **1.3.2 CONCEPTS**

###### **ATC CLEARANCE**

Authorization for an aircraft to proceed in accordance with the conditions specified by an ATC Unit.

## CONTROLLER-PILOT DATA LINK COMMUNICATION

Method by which air traffic controllers can communicate with pilots over a datalink system.

## DATA LINK COMMUNICATION

Transmission and reception of information by means of signals with digital modulation.

## FANS 1/A

Initial Future Air Navigation System, as defined by EUROCAE ED-100A/RTCA DO-258A, or previous standards that defined FANS1/A capacity.

NOTE: FANS 1 / A generally means that the aircraft's data link system, the ATS Unit's ground system and the provision of communication service all conform to the standard. In certain cases, a specific reference is made to a particular type of FANS 1/A aircraft as follows:

- a) FANS 1/A+ means that the aircraft fully complies with Revision A of the standard and includes the message latency monitor; and
- b) FANS 1/A ADS-C means that the aircraft complies with the ADS-C application but does not include the CPDLC application.

## 2 INTRODUCTION

**2.1** DECEA is working to operationalize the CPDLC for application in air traffic control in continental airspace. The operationalization of the application in the ATC is planned to take place on June 3, 2021 at FIR Recife (sectors 1, 2, 3, 4, 5, 6, 9 and 10) and FIR Amazonica (Belem Region).

**2.2** As a premise of the Project, tests to evaluate the performance of datalink in continental airspace will be carried out.

**2.3** The test will consist of sending CPDLC message to the aircraft containing the following text by the ACC responsible for the corresponding FIR.

***“CPDLC TEST MESSAGE. PLEASE, READBACK WITH DM 3 ROGER. DO NOT COMPLY WITH OTHER CPDLC MESSAGES”***

**2.4** Upon receiving the above message, flight crew shall answer with DM 3 message ROGER.

**2.5** During the test period in the Recife and Amazonica FIR, no CPDLC message containing instructions, authorizations or traffic information will be sent by the Recife ACC and the Amazonica ACC and all air traffic communications will be carried out by the means of VHF frequency. If the flight crew receive CPDLC message with a content other than that contained on item 2.3 of this Circular, they **must not comply with or respond to such message and shall immediately communicate the ATC unit by voice.**

**2.6** 2.6 To participate in the test, the flight crew must connect to the following MATIP addresses:

*FIR-RE*      *SBRE*

*FIR-AZ*      *SBAZ*

**2.7** The tests will take place in the period from 15 DEC 2020 to 31 MAR 2021 and will have their beginning and end informed through NOTAM.

### **3 3 FINAL PROVISIONS**

**3.1** 3.1 This AIC comes into force in 15 DEC 2020.

**3.2** 3.3 Cases not provided for in this Circular shall be settled by the Head Director of the Department of Airspace Control (DECEA).