

**SUPPLEMENTARY LETTER OF AGREEMENT  
BETWEEN  
MANILA AREA CONTROL CENTER (MACC)  
AND  
JAPAN CIVIL AVIATION BUREAU Air Traffic Management Center (JCAB ATMC)**

EFFECTIVE :

**SUBJECT: Air Traffic Data Link Procedures**

**1. PURPOSE**

To prescribe procedures to support the Controller Pilot Data Link Communications (CPDLC). These procedures are applicable only to aircraft using Future Air Navigation System (FANS) or equivalent avionics.

**2. SCOPE**

The procedures contained herein supplement or detail those prescribed by International Civil Aviation Organization (ICAO) Annex 2, Annex 10, Annex 11, PANS-ATM Document 4444, Regional Supplementary Procedures Document 7030, and local AIP and ATS instructions.

**3. CPDLC CAPABILITY**

An AIP supplement, or equivalent, shall be published by each Air Traffic Service Unit (ATSU) to advise the CPDLC capability of the ATS system and its ATS Facilities Notification (AFN) logon address.

**4. NEXT DATA AUTHORITY (NDA) NOTIFICATION – *to be discussed with ATMC***

*The ATSU with the current active connection shall notify the avionics of the NDA by sending the following CPDLC message set:*

*Uplink (UM)#160 NEXT DATA AUTHORITY [ICAO facility designator]*

- a) The NDA message shall be transmitted at least thirty (30) minutes prior to the Flight Information Region (FIR) boundary.*
- b) The ICAO facility designations are:  
(1) RPHI – MANILA ACC  
(2) RJJJ – JCAB ATMC*
- c) The NDA message shall be sent prior to the AFN Contact Advisory message (FN\_CAD) to avoid rejection of the connection. The avionics must have the NDA prior to receiving a connection request from the unit notified as being the Next Data Authority.*
- d) If after sending the NDA message, the next data authority should change (as in the case of an aircraft reroute), a new NDA message shall be sent.*
- e) If the NDA delivery has not been successful, transferring ATSU shall instruct the pilot to manually initiate an AFN logon with the subsequent ATSU after the termination of the CPDLC connection. END OF SERVICE (EOS) is not required.*
- f) Duplicate NDA messages shall not be uplinked. Receipt by the aircraft of a duplicate NDA will disconnect the non-active CPDLC connection.*

**g) The phraseology to be used via CPDLC or voice shall be:**

**Controller**            **“Contact [ICAO unit name] [frequency]. Select ATC Com Off then Logon to [ATSU name]**  
**(Note: When via CPDLC, the last element will be free text.)**

**Pilot**                    **“Wilco”**

**Note 1: The [ATSU name] is the 4 character ICAO facility designation**

**Note 2: Frequency is the High Frequency (HF) frequency to be used for a particular area for all flights.**

**5. AFN CONTACT ADVISORY MESSAGE (FN\_CAD)**

- a) The AFN logon shall be initiated by the transferring ATSU on address forwarding. Address forwarding allows an ATSU to forward to the aircraft ACARS Management Unit (MU) the address of a subsequent ATSU. Upon receipt of this address, contained in the AFN CONTACT ADVISORY message (FN\_CAD), the avionics will automatically trigger an AFN logon with the notified ATSU.
- b) The transferring ATSU shall send the FN\_CAD message to initiate the AFN logon 15-45 minutes prior to the estimated time at the FIR boundary.

**6. VOICE COMMUNICATIONS**

- a) The receiving ATSU shall ensure that notification of primary frequencies is made to the transferring ATSU.
- b) No discrete HF frequency for a particular flight or company is to be used.
- c) CPDLC message set UM# 117 CONTACT [ICAO unit name] [frequency] shall be used for notification of HF frequencies. The primary HF frequency shall be inserted in these messages.
- d) Transfer of HF voice communications.
  - i. The transferring ATSU shall send CPDLC message set UM#117 CONTACT RPHI CENTER [frequency] to aircraft entering Manila FIR.
  - ii. The transferring ATSU shall send CPDLC message set UM#117 CONTACT TOKYO CENTER [frequency] to aircraft entering Fukuoka FIR.

**7. END OF SERVICE MESSAGE**

- a) The CPDLC connection termination sequence is initiated by the current ATSU sending CPDLC message set UM#116 END SERVICE. In response to an EOS the avionics will downlink a Disconnect message. The avionics will consider the aircraft to be disconnected as soon as the DISCONNECT message is sent. The avionics will disconnect from the current connection and activate the non-active connection. The subsequent ATSU will now be able to exchange CPDLC messages with the aircraft.
- b) If the CONTACT [ICAO unit name] [frequency] message element and the EOS message element are to be sent as separate uplinks, the EOS message shall be sent as soon as possible after receipt of the WILCO response. This will ensure synchronization of the CPDLC and the voice transfer.
- c) The EOS message shall be transmitted at least five (5) minutes prior to the FIR boundary.

- d) When an aircraft will be transferred to a FIR where CPDLC is not provided, CPDLC shall cease between the aircraft and the transferring ATSU. The aircraft will enter the receiving ATSU utilizing voice communication.

**8. INTERRUPTION OF CPDLC SERVICE**

- a) In the event of planned interruption of CPDLC service, the ATSU shall publish a NOTAM to inform all affected parties of the start and end time of service interruption.
- b) In the event of unplanned CPDLC service interruption, the ATSU shall inform adjacent ATSUs by direct coordination and if appropriate, all relevant parties via the publication of a NOTAM.

**9. ATTACHMENT**

Implementation Schedule

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Manila Area Control Center

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Director  
JCAB Air Traffic Management Center