

Acceptable Means of Compliance and Guidance Material for Airspace Usage Requirements

AMC & GM to Part-AUR.COM

Issue 1

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¹ For the date of entry into force of this Issue, kindly refer to ED Decision 2023/017/R at the [Official Publication](#) of EASA.

Table of contents

AMC1 AUR.COM.2005 Requirements on aircraft equipment	3
AMC2 AUR.COM.2005 Requirements on aircraft equipment	3
GM1 AUR.COM.2005 Requirements on aircraft equipment	3
GM2 AUR.COM.2005 Requirements on aircraft equipment	4
AMC1 AUR.COM.3005 Requirements on aircraft equipment	4

AMC1 AUR.COM.2005 Requirements on aircraft equipment

DATA LINK EQUIPMENT

With regard to the requirements for data link equipment, aircraft operators that are subject to Commission Regulation (EU) No 965/2012 should ensure that their aircraft comply with the EASA Certification Specifications for Airborne Communications, Navigation and Surveillance (CS-ACNS), SUBPART B — COMMUNICATIONS (COM) — SECTION 2 — DATA LINK SERVICES (DLS) Initial Issue (or later).

Third-country operators should ensure that their aircraft comply with national requirements set by their competent authority equivalent to CS-ACNS, Subpart B, Section 2.

AMC2 AUR.COM.2005 Requirements on aircraft equipment

All aircraft subject to this Regulation accessing the airspace defined by AUR.COM.2001 should provide information on the equipment and the operational status of data link capability to ATS units.

As required by point SERA.4001 of the Annex to Commission Implementing Regulation (EU) No 923/2012, information relative to an intended flight should be provided to ATS units in the form of a flight plan (FPL). The information required is specified in points SERA.4005 and SERA.4010 of the Annex to Commission Implementing Regulation (EU) No 923/2012.

For data link capability, the letter code 'J1' should be used to reflect CPDLC ATN VDL Mode 2 operational capability in item 10 'Equipment and capabilities', and 'CODE/' followed by the ICAO 24-bit aircraft address (expressed in the form of an alphanumerical code of 6 hexadecimal characters) should be used in item 18.

Aircraft to which the exemption criteria in point 2 of AUR.COM.2005 apply or are equipped with data link capability that is temporarily inoperative, should insert the designators 'Z' in FPL item 10 and 'DAT/CPDLCX' in FPL item 18.

Operators which voluntarily equip their aircraft in compliance with Commission Implementing Regulation (EU) 2023/1770 and intend to use the CPDLC capability should not indicate in their FPL the status as exempted.

GM1 AUR.COM.2005 Requirements on aircraft equipment

STATUS AND CAPABILITIES — EXAMPLES

Examples of different cases of data link equipment exemption status and capabilities and of what could be filed in FPL items 10 and 18:

- (a) Aircraft is not exempt:
- For CPDLC ATN VDL Mode 2 equipped aircraft and crew trained to use CPDLC, 'J1' has to be filed in FPL item 10 and 'CODE/1CA0DE' in FPL item 18;
 - For CPDLC ATN VDL Mode 2 equipped aircraft and crew not trained to use CPDLC, nothing should be filed for CPDLC ATN VDL Mode 2 capability in the FPL items;

- For aircraft not capable of CPDLC ATN VDL Mode 2 over the ATN, nothing should be filed for CPDLC ATN VDL Mode 2 in the FPL items.
- (b) Aircraft is exempt:
- For aircraft not equipped with CPDLC ATN VDL Mode 2, 'Z' could be filed in FPL item 10 and 'DAT/CPDLCX' in FPL item 18;
 - For aircraft equipped with CPDLC ATN VDL Mode 2 over the ATN and crew intending to use CPDLC ATN VDL Mode 2 in this particular flight, 'J1' could be filed in FPL item 10 and 'CODE/1CA0DE' in FPL item 18.

GM2 AUR.COM.2005 Requirements on aircraft equipment

CONTINUED OPERATIONS

Operators may continue to operate their aircraft within the airspace defined by AUR.COM.2001 without data link capability, irrespective of the date of issue of the first certificate of airworthiness (CofA) or maximum certified take-off mass as stipulated in AUR.COM.2005(2).

With respect to point (b) of AUR.COM.2005 (2), the Aircraft Communications Addressing and Reporting System (ACARS) equipment may be considered as compliant, when it demonstrates compliance with:

- EUROCAE ED-100 — *Interoperability Requirements for ATS Applications using ARINC 622 Data Communications (FANS 1/A Interop Standard)*; or
- EUROCAE ED-100A — *Interoperability Requirements for ATS Applications using ARINC 622 Data Communications (FANS 1/A Interop Standard)*.

With respect to point (d) of AUR.COM.2005(2), testing, delivery and maintenance could be considered as follows:

- testing: flights subject to a permit to fly;
- delivery: positioning flights that should be operated as non-revenue flights;
- maintenance: flights for routine, non-routine checks or modification action operated as non-revenue flights.

AMC1 AUR.COM.3005 Requirements on aircraft equipment

With regard to the requirements for voice communications, aircraft operators that are subject to Commission Regulation (EU) No 965/2012 should ensure that their aircraft comply with the EASA Certification Specifications for Airborne Communications, Navigation and Surveillance (CS-ACNS), SUBPART B — COMMUNICATIONS (COM) — SECTION 1 — VOICE CHANNEL SPACING (VCS) Initial Issue (or later).

Aeroplanes not being complex motor-powered aircraft with a maximum cruising speed in ISA conditions below 250 kt IAS, rotorcraft that are not complex motor-powered aircraft, and ELA2 aircraft installations that comply with CS-STAN, CS-SC001b (or later versions), are considered to be an acceptable alternative to compliance with CS-ACNS.

Third-country operators should ensure that their aircraft comply with national requirements set by their competent authority equivalent to CS-ACNS, Subpart B, Section 1 Initial Issue (or later) or CS-STAN, CS-SC001b (or later versions).