

CPDLC / ADS OPERATIONS

PILOT SPECIALTY COURSE SERIES

SUMMARY

Covers the components and operation of Controller-Pilot Data Link Communications (CPDLC) and Automatic Dependent Surveillance (ADS) equipment. These systems are part of the Future Air Navigation (FANS 1/A) system, now in common use throughout the world. The course is available in versions customized for Boeing and Airbus aircraft, showing typical installations and operation for each type.



TARGET POPULATION

Experienced Airline Pilots

In particular, the course is for experienced pilots operating Airbus or Boeing aircraft, requiring initial or recurrent training.



REGULATORY COMPLIANCE*

- ICAO / EASA / FAA / Transport Canada
- Maintains compliance with IOSA standards



DELIVERY MODE

100% online, self-guided



COURSE LENGTH

1 hour, 30 minutes

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LESSON 1: CPDLC / ADS System Components

- CPDLC
- ADS-A
- ADS-B
- Ground service providers

LESSON 2: CPDLC / ADS Operations – General Procedures

- CPDLC
- ADS-A
- ADS-B
- Flight planning requirements

LESSON 3: CPDLC Equipment Installation

- CPDLC components in Boeing / Airbus aircraft

LESSON 4: CPDLC / ADS Operations – CPDLC Operation

Airbus

- DCDU functions
- MCDU functions
- ATC MSG
pushbutton switch
- System initialization
- Vertical request
- Lateral clearance
- Deferred clearance
- Notifying next ATC
- ATC reports
- Emergency messages
- Loss of communication
- ATC data link failure

Boeing

- MFD
- EICAS
- CDU
- System initialization
- Vertical request
- Lateral clearance
- Free text messages
- ATC reports
- Emergency messages
- Loss of communication
- ATC data link failure

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LESSON 5: ADS-A and ADS-B Equipment Installation

- ADS-A equipment
- ADS-B operations

LESSON 6: ADS-A and ADS-B Operation

- Initialization
- Termination
- Abnormal operation
- Emergency operation

Contact us for more information about how this course can be customized for specific Airbus and Boeing aircraft.

*** REGULATORY COMPLIANCE:** This course provides the core elements of the CPDLC training, ground school component outlined in the:

- EASA Acceptable Means of Compliance (AMC) 20-24
- DGAC Operations Circular Ops17_2014
- Canada Transport Canada Advisory Circular (AC) 700-009
- United States FAA Advisory Circular 90-114

Operator remains responsible for obtaining approval from the regulatory authority.

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