



ADOPTION OF AMENDMENT 95 TO ANNEX 10, VOL II

Document Affected:	SD-ATELCOM, Edition 1.0, Nov 2026
Date of the Proposed Amendment:	10 April 2026
Effective Date of the Proposed Amendment:	03 Aug 2026
Applicable Date of the Proposed Amendment:	26 November 2026

Purpose of the Proposed Amendment:

Amendment 95 arises from proposals of the eleventh meeting of the Communications Panel — Operational Data Link Specific Working Group (CP-OPDLWG/11) concerning an amendment to air-ground data link operations.

Details of the Proposed Amendment:

Divergent solutions and operational procedures impact global technical interoperability and seamless operations. The amendment aims to align with current technical capabilities and to standardize associated operational procedures. Additionally, the amendment intends to ensure that the provisions in Annex 10, Volume II remain current and aligned with the relevant industry standards, and consistent with the updated provisions of the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) and the enhanced guidance in the second edition of the *Global Operational Data Link (GOLD) Manual* (Doc 10037) (forthcoming).

The amendment improves provisions regarding data link initiation, failure and forwarding, controller-pilot data link communications (CPDLC) connection establishment and transfer. Furthermore, the amendment enhances the provisions related to the composition and structure of CPDLC messages, and voice phraseologies related to CPDLC.



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SUMMARY OF AMENDMENTS – AMENDMENT 95 TO ANNEX 10, VOL II

SECTION: Data link initiation capability (DLIC)

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 98 Ref: 8.1.1.1.2	PANS.— <i>The logon address <u>and procedures</u> associated with an ATS unit shall be published in the Aeronautical Information Publications in accordance with <u>the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066), Appendix 2. Annex 15.</u></i>	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 98 Ref: NOTE 2	Note 2.— <i><u>Guidance on the publication of information concerning the logon address and procedures is contained in the Global Operational Data Link (GOLD) Manual (Doc 10037).</u></i> <i>Detailed specifications concerning aeronautical information publications presentation and contents are contained in the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066), Appendix 2.</i>	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 98 Ref: 8.1.1.2.1	PANS.— <i>On receipt of a valid data link initiation request from an aircraft approaching or within a data link service area, the ATS unit shall accept the request and, if able to correlate it with a flight plan, shall establish a connection with the aircraft.</i>	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 98 Ref: 8.1.1.2.2	<i><u>PANS.— Unless otherwise agreed by ATS units concerned, when an ATS unit receives a data link initiation request from an aircraft neither within nor approaching its data link service area, the ground system should send the aircraft a logon response indicating a data link initiation rejection.</u></i>	01/May/2026	SL Amendment 95 to Annex 10, Vol II



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Page: 98	<u>Note.— There may be instances where an ATS unit has a flight plan on an aircraft in this condition and may elect to establish a data link connection with the aircraft.</u>	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 99 Ref: 8.1.1.3	<u>ATS DATA LINK CONNECTION FORWARDING BETWEEN ATS UNITS</u> <u>UNIT FORWARDING</u>	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 99 Ref: PANS	PANS.— <u>Where the ATS unit's ground system is capable of forwarding the data link connection, it shall provide to the next ATS unit any relevant updated aircraft information and perform the address forwarding procedure — whether ground-to-ground or air-to-ground — in sufficient time to permit the establishment of data link communications.</u> The ground system initially contacted by the aircraft shall provide to the next ATS unit any relevant updated aircraft information in sufficient time to permit the establishment of data link communications.	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 100 Ref: 8.1.1.4.2	PANS.— The <u>appropriate ATS authority</u> ATS unit shall establish procedures to resolve, as soon as practicable, data link initiation failures. Procedures shall include, as a minimum , verifying that the aircraft is initiating a data link request with the appropriate ATS unit (i.e. the aircraft is approaching or within the ATS unit's control area); and if so:	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 100 Ref: 8.1.1.4.3	<u>PANS.— The data link initiation failure procedures shall also include the re-issuance by the ATS unit of the failed message in response to the failure of a single data link initiation response message.</u>	01/May/2026	SL Amendment 95 to Annex 10, Vol II



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SECTION: Establishment of CPDLC

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 103 Ref: 8.1.1.1	AIRBORNE-INITIATED CPDLC	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 103 Ref: 8.1.1.1.1	PANS.—When an ATC unit receives an unexpected request for CPDLC from an aircraft, the circumstances leading to the request shall be obtained from the aircraft to determine further action.	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 103 Ref: 8.1.1.1.1	PANS.—When the ATC unit rejects a request for CPDLC, it shall provide the pilot with the reason for the rejection using an appropriate CPDLC message.	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 103 Ref: 8.2.8.6.1	PANS. — An ATC unit shall only <u>request a establish CPDLC connection</u> with an aircraft if the <u>ATC unit is the current controlling authority or is expecting to become the next data authority</u> <u>aircraft has no CPDLC link established, or when authorized by the ATC unit currently having CPDLC established with the aircraft.</u>	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 103 Ref: 8.2.8.6.2	PANS. — When a request for CPDLC is rejected by an aircraft, the reason for the rejection shall be provided using CPDLC downlink message element NOT CURRENT DATA AUTHORITY or message element NOT AUTHORIZED NEXT DATA AUTHORITY, as appropriate. Local procedures shall dictate whether the reason for rejection is presented to the controller. No other reasons for airborne rejection of ATC unit <u>connection initiation</u> of CPDLC shall be permitted.	01/May/2026	SL Amendment 95 to Annex 10, Vol II



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SECTION: Exchange of operational CPDLC messages

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 103 Ref: 8.2.9.1.2	PANS.— Unless otherwise deemed necessary, Except as provided by 8.2.12.1, when a controller or pilot communicates via CPDLC, the response should be via CPDLC <u>and when</u> When a controller or pilot communicates via voice, the response should be via voice.	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 104 Ref: 8.2.9.1.3.1	PANS.— When voice communications are used to correct a CPDLC message for which no operational response has yet been received, the controller's or pilot's transmission shall include be prefaced by the phrase: "DISREGARD CPDLC (message type) MESSAGE, BREAK ," — <u>and followed by</u> the correct clearance, instruction, information or request, <u>as appropriate</u> .	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 104 Ref: 8.1.1.1	The composition of a CPDLC message shall not exceed five message elements, only two of which may contain the route clearance variable.	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 104 Ref: 8.2.9.2	PANS.— The use of long messages or messages with multiple clearance elements, multiple clearance request elements or messages with a combination of clearances and information should be avoided where possible.	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 104 Ref: [Unnumbered]	Note.— Guidance material on the development of local operating procedures and CPDLC good operating technique can be found in the Global Operational Data Link (GOLD) Manual (Doc 10037), Human Factors Guidelines for Air Traffic Management (ATM) Systems (Doc 9758).	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 106	REQUEST CLEARANCE YQM YYG YYT YQX TRACK X EINN EDDF REQUEST CLIMB TO FL350	01/May/2026	SL Amendment 95 to Annex 10, Vol II



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Page: 106	CLEARED YQM YYG YYT YQX TRACK X EINN EDDF CLIMB TO FL350	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 107	<i>Note.— Details on CPDLC transfer can be found in the <u>Global Operational Data Link (GOLD) Manual (Doc 10037)</u>. Manual of Air Traffic Services Data Link Applications (Doc 9694).</i>	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 107 Ref: 8.2.9.6.3.1	PANS. — When If the controller needs to transfer the aircraft <u>is transferred between data authorities</u> without replying to any with downlink <u>or message uplink message(s)</u> outstanding, the <u>aircraft and ground</u> system shall have the capability to <u>terminate the open</u> automatically send the appropriate closure response message(s). In such cases, the contents of any automatically sent closure response message(s) shall be promulgated in local instructions.	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 108 Ref: 8.2.9.6.3.2	PANS. — The controller shall coordinate with the receiving ATS unit regarding any operationally relevant CPDLC messages that were still open when the CPDLC connection was terminated When the controller decides to transfer the aircraft without receiving pilot responses to any uplink message(s) outstanding, the ground system shall have the capability to automatically end the dialogue for each message prior to the transfer.	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 108 Ref: 8.2.9.6.3.2.1	PANS.— The <u>transferring or receiving</u> controller shall should revert to voice communications to clarify any ambiguity associated with the message(s) outstanding.	01/May/2026	SL Amendment 95 to Annex 10, Vol II



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SECTION: Free text message elements

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 108 Ref: 8.2.11.1	PANS.— <u>Controllers and pilots shall only compose a free text message element when no appropriate message element is available in the data link system</u> The use of free text message elements by controllers or pilots should be avoided.	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 108 Ref: 8.2.11.2	When the CPDLC message set contained in the PANS-ATM (Doc 4444) does not provide for specific circumstances, the appropriate ATS Authority may determine that it is acceptable to use <u>preformatted</u> free text message elements. In such cases, the appropriate ATS Authority, in consultation with operators and other ATS authorities that may be concerned, shall define display format, intended use and attributes for each <u>preformatted</u> free text message element and publish them with relevant procedures in the AIPs.	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 108 Ref: 8.2.11.3	PANS.— <u>Where preformatted free text message elements are used, Free text message elements</u> they <u>-should be stored for selection within the aircraft system or ground system to facilitate their use.</u>	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 108 Ref: 8.2.11.4	<u>PANS.— When composing a CPDLC message using free text message elements, controllers and pilots should use ICAO phraseologies, abbreviations and codes, and avoid nonessential words and phrases.</u>	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 108	<u>Note.— ICAO phraseologies are contained in Chapter 5 of this document and the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM) (Doc 4444). ICAO abbreviations and codes are contained in the Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC) (Doc 8400).</u>	01/May/2026	SL Amendment 95 to Annex 10, Vol II



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Page: 108 Ref: 8.2.11.5	<i>PANS.— Controllers shall not compose a CPDLC message solely with free text message elements to issue a clearance; however, free text message elements may be included as part of the CPDLC message.</i>	01/May/2026	SL Amendment 95 to Annex 10, Vol II
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SECTION: Emergencies, hazards and equipment failure procedures

Reference Location	Text of Amendment	Date	Reason or Rationale
Page: 109 Ref: 8.1.1.1	<i>PANS.— When responding via CPDLC to all other emergency or urgency messages, uplink message ROGER</i>	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 109 Ref: [Unnumbered]	<i>shall be used.</i>	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 109 Ref: 8.2.12.3	FAILURE OF CPDLC	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 109 Ref: NOTE 2	<i>Note 2.— Action to be taken in the event of the failure of a single CPDLC message is covered in 8.2.12.65.</i>	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 110 Ref: 8.2.12.3.3	<i>PANS.— When a controller or pilot is alerted that CPDLC has failed, and the controller or pilot needs to communicate prior to CPDLC being restored, the controller or pilot should revert to voice, if possible, and preface the information with the phrase:.</i>	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 110	CPDLC FAILURE.	01/May/2026	SL Amendment 95 to Annex 10, Vol II



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Page: 110 Ref: 8.2.12.3.1	PANS.— Controllers having a requirement to transmit information concerning a complete CPDLC ground system failure to all stations likely to intercept should preface such a transmission by the general call ALL STATIONS CPDLC FAILURE, followed by the identification of the calling station.	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 110	Note.— No reply is expected to such general calls unless individual stations are subsequently called to acknowledge receipt.	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 110 Ref: 8.2.12.3.4	PANS.— When CPDLC fails and communications revert to voice, all CPDLC messages outstanding should be <u>verified and if needed, retransmitted by the most appropriate means</u> considered not delivered and the entire dialogue involving the messages outstanding should be recommenced by voice.	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 110 Ref: 8.2.12.3.5	PANS.— When CPDLC fails but is restored prior to a need to revert to voice communications, all <u>CPDLC</u> messages outstanding should be <u>verified and if needed, retransmitted by the most appropriate means</u> considered not delivered and the entire dialogue involving the messages outstanding should be recommenced via CPDLC.	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 110 Ref: 8.2.12.4.3	The controller and pilot shall be provided with the capability to <u>terminate a</u> abort CPDLC <u>connection</u> .	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 110 Ref: a)	via voice, confirm the actions that will be undertaken with respect to the related <u>dialogue</u> ; ordialogue, prefacing the information with the phrase:	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 110	<u>CPDLC MESSAGE FAILURE;</u>	01/May/2026	SL Amendment 95 to Annex 10, Vol II



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Page: 111 Ref: 8.2.12.6	DISCONTINUATION OF THE USE OF CPDLC PILOT REQUEST <u>RESUMPTION OF DATA LINK SERVICES</u> s	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 111 Ref: 8.2.12.6.1	PANS.— When a controller requires all stations or a specific flight to avoid sending CPDLC requests for a limited period of time, the following phrase shall be used:	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 111	((call sign) or ALL STATIONS) STOP SENDING CPDLC REQUESTS [UNTIL ADVISED] [(reason)]	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 111	Note.— Under these circumstances, CPDLC remains available for the pilot to, if necessary, respond to messages, report information, and declare and cancel an emergency.	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 111 Ref: PANS	PANS.— When data link services are resumed, the controller should advise, by the most appropriate means, any affected flight crew and instruct them to log on to the appropriate ATS unit. The resumption of the normal use of CPDLC shall be advised by using the following phrase:	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 111	((call sign) or ALL STATIONS) RESUME NORMAL CPDLC OPERATIONS	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 111 Ref: 8.2.13	<u>Testing of CPDLC</u>	01/May/2026	SL Amendment 95 to Annex 10, Vol II
Page: 111 Ref: PANS	<u>PANS. —</u> Where the testing of CPDLC with an aircraft could affect the air traffic services being provided to the aircraft, coordination shall be effected prior to such testing.	01/May/2026	SL Amendment 95 to Annex 10, Vol II



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