TBL 5−3−19
System Management Downlink Message Elements (SYSD)

CPDLC Message Sets			Operational Definition in PANS−ATM (Doc 4444)		
FANS 1/A	**ATN B1**	**Response**	**Message Element Identifier**	**Message Element Intended Use**	**Format for Message Element Display**
DM62 ERROR *(error information)*	DM62 ERROR *(error information)*	N	SYSD−1	System−generated notification of an error.	SYSD−1
DM63 NOT CURRENT DATA AUTHORITY	DM63 NOT CURRENT DATA AUTHORITY	N	SYSD−3	System−generated rejection of any CPDLC message sent from a ground facility that is not the current data authority.	SYSD−3
DM64 *(ICAO facility designation)* *Note − Use by FANS 1/A aircraft in B1 environments.*	DM107 NOT AUTHORIZED NEXT DATA AUTHORITY *Note − CDA and NDA cannot be provided.*	N	SYSD−5	System−generated notification that the ground system is not designated as the next data authority (NDA), indicating the identity of the current data authority (CDA). Identity of the NDA, if any, is also reported.	SYSD−5

2. The following phraseology should be utilized by pilots for establishing contact with the designated facility:

(a) When operating in a radar environment: On initial contact, the pilot should inform the controller of the aircraft's assigned altitude preceded by the words "level," or "climbing to," or "descending to," as appropriate; and the aircraft's present vacating altitude, if applicable.

EXAMPLE−
1. *(Name) CENTER, (aircraft identification), LEVEL (altitude or flight level).*

2. *(Name) CENTER, (aircraft identification), LEAVING (exact altitude or flight level), CLIMBING TO OR DESCENDING TO (altitude of flight level).*

NOTE−
Exact altitude or flight level means to the nearest 100 foot increment. Exact altitude or flight level reports on initial contact provide ATC with information required prior to using Mode C altitude information for separation purposes.

(b) When operating in a nonradar environment:

(1) On initial contact, the pilot should inform the controller of the aircraft's present position, altitude and time estimate for the next reporting point.

EXAMPLE−
(Name) CENTER, (aircraft identification), (position), (altitude), ESTIMATING (reporting point) AT (time).

(2) After initial contact, when a position report will be made, the pilot should give the controller a complete position report.

EXAMPLE−
(Name) CENTER, (aircraft identification), (position), (time), (altitude), (type of flight plan), (ETA and name of next reporting point), (the name of the next succeeding reporting point), AND (remarks).