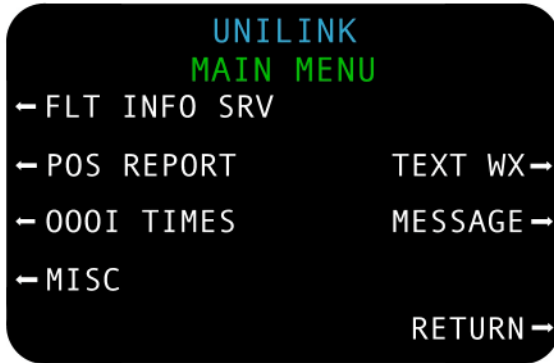


# UniLink™



UniLink™ is a trademark of Universal Avionics Systems Corporation

## Global Data Center Services Quick Reference Guide

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Document 176-9001-994  
Version 3



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# Introduction

Thank you for choosing Honeywell's Global Data Center (GDC) as your datalink ground service provider. Through the GDC, you will receive efficient flight planning and filing, vital preflight and inflight weather information, essential air traffic services, and extensive communication capabilities.

## GDC Services

**Flight Planning Services** Compute, file, and uplink domestic and international flight plans with wind optimized routes, Air Traffic Control (ATC) preferred routes, North Atlantic (NAT) Track routes, Central East Pacific routes ("Hawaiian Tracks"), customer stored routes, and pilot-defined random routes. Flight plans are computed based on performance data provided by the aircraft manufacturer.

**Weather Services** Obtain preflight and inflight weather reports and forecasts, including route weather briefings, terminal weather reports and forecasts, winds and temperatures aloft forecasts, SIGMETs, plain language weather forecasts, and graphical weather products.

**Air Traffic Services** Receive Digital Automated Terminal Information Service (D-ATIS) reports, Terminal Weather Information for Pilots (TWIP) reports, Pre-Departure Clearances (PDCs), oceanic clearances via datalink, NAT Track Messages, air traffic flow control reports, and airport reservations (AROs).

**Dispatching Services** Obtain aircraft takeoff reports, landing reports, and automatic position reports via fax, e-mail, and personal computer for accurate and timely flight following.

**Messaging Services** Send free text messages to the GDC, to other datalink equipped aircraft subscribing to GDC services, to ARINC, SITA, or AFTN addresses, and to telephone numbers, fax machines, and e-mail addresses.

## GDC Services Access

**Flight Data Specialists** Call the GDC twenty-four hours a day to speak with a Flight Data Specialist, an aviation professional able to provide all GDC services.

**AFISCOM Express** With AFISCOM Express software installed on a personal computer, connect to the GDC computer system via the Internet or direct dial-up modem in order to directly access GDC services. The latest version of AFISCOM Express, as well as other GDC publications, are available for download at [www.mygdc.com](http://www.mygdc.com).

**Datalink** Request GDC services via datalink through a Universal Avionics Systems Corporation (UASC) UNS-1 Flight Management System (FMS) interfaced with UASC's UniLink™ datalink unit. This guide describes UniLink operation based on UniLink SCN 13.1, including how to uplink flight plans and text weather, send and receive messages, and request air traffic services.



# General Information

This section contains general information regarding accessing GDC services via UniLink.

## Datalink System

**Datalink Avionics** UniLink is the primary airborne component and is comprised of a data processor and external (UniLink UL-600) or internal (UniLink UL-601) VHF transceiver. Optional airborne equipment may include a Satellite Data Communications System (SDCS) to provide datalink capability via satellite. UniLink may also transmit and receive via airborne telephone modem, although the GDC does not yet support this function. Because telephony is the only available transmission mode for graphical weather, the GDC is currently unable to provide this service.

**Datalink Infrastructure** By default, UniLink communicates via the land-based Aircraft Communication Addressing and Reporting System (ACARS) VHF network, which includes the ARINC and SITA subnetworks. Based on position information provided by the aircraft FMS, UniLink automatically tunes to the appropriate subnetwork. In areas where VHF coverage is unavailable, UniLink may interface with an optional Satellite Data Communications System (SDCS) to communicate via the Inmarsat Aero-I satellite network. This provides both packet mode (datalink) and circuit mode (voice and data) capabilities to the aircraft. UniLink switches to and from the satellite network based on VHF network coverage.

**Datalink Ground Service Provider** As a datalink ground service provider, the GDC is at the hub of the system. In addition to providing host processing for UniLink, the GDC has telephone, fax, and network connections to ATC facilities, Fixed Base Operators (FBOs), multiple weather providers, and customer flight departments.

## UniLink Configuration

Configuration of the UniLink unit is performed by modifying the information stored in the UniLink configuration module. The configuration module is installed at the rear of the avionics rack, which allows the UniLink unit to be removed and replaced without having to reconfigure the new unit. Information stored in the configuration module includes the aircraft registration (or permanent callsign), aircraft type, and datalink ground service provider code, also known as the airline ID. Please refer to the UniLink Configuration procedure on page 40 for detailed instructions regarding how to configure UniLink for GDC services.

## **Line of Sight**

All UniLink transmissions, whether VHF or satellite, require line of sight to a VHF ground station or Inmarsat satellite respectively.

This is most often a concern when transmitting VHF on the ground due to the curvature of the Earth, high surrounding terrain, and manmade structures. VHF transmissions from many airports are simply not possible because the nearest VHF ground station is below the horizon or blocked by surrounding terrain. Even at airports with VHF ground stations, VHF transmissions may not be successful due to manmade structures obstructing line of sight. In flight, VHF coverage is normally excellent, although coverage limitations may exist at low altitudes.

Transmitting via satellite while on the ground is generally reliable, although line of sight issues may still arise due to surrounding terrain and manmade structures. The curvature of the Earth is a concern only at latitudes greater than 70° north or south because the Inmarsat satellites are in an equatorial geostationary orbit. Except at these high latitudes, satellite coverage while in flight is seamless.

## **Pre-Departure Clearances**

Pre-Departure Clearances (PDCs) are available to operators of datalink equipped aircraft which subscribe to GDC services. The aircraft must also be registered through the GDC with the FAA and ARINC. Use of PDCs at participating airports is mandatory once registered; please refer to the Appendix beginning on page 49 for a list of participating airports

A PDC is based on a filed IFR flight plan, regardless of whether the flight plan was filed by the GDC, through an FSS, or via DUATS. Approximately 20 minutes prior to the filed time of departure of the flight plan, ATC will generate and then forward the PDC to the GDC for storage. With this in mind, request the PDC no earlier than 15 minutes prior to the filed time of departure. Because this short time is often insufficient to receive the clearance and depart as planned, the GDC recommends filing the flight plan with a time of departure 30 minutes earlier than the actual intended time of departure. Please refer to the Pre-Departure Clearance procedure on page 12 for detailed instructions regarding how to request a PDC.

The PDC is uplinked to the aircraft as a datalink message. Once received, the flight crew is required to follow the clearance. Be sure to page forward through the PDC until **END OF CLEARANCE** is displayed. An aircraft may receive only one PDC per airport per day and a PDC will not be available if there is any change to the filed route and/or altitude. A PDC is valid for two hours beyond the filed time of departure.

## **Oceanic Clearances - Eastbound**

Delivery of oceanic clearances via datalink for eastbound transatlantic flights is available from Gander Area Control Centre (ACC) to datalink equipped aircraft. The aircraft must also be registered through the GDC with ARINC and Gander ACC.

When flight planning, ensure that “AGCS EQUIPPED” (AGCS is an acronym for Air to Ground Communication System) is included in the ATC remarks section of the filed flight plan. This remark informs Gander ACC that the flight crew desires to receive the oceanic clearance via datalink.

Gander ACC sends the clearance to the GDC 10 to 60 minutes prior to aircraft entry into oceanic airspace. For aircraft in flight, Gander ACC generally sends the clearance by 70° west longitude. For aircraft departing Gander (CYQX), Goose Bay (CYYR), and St. John’s (CYYT) airports, Gander ACC sends the oceanic clearance to the GDC at the same time it sends the departure clearance to the tower. Readback of the oceanic clearance is given to the tower, after which the tower issues the departure clearance.

With automatic position reports enabled, the GDC automatically uplinks the clearance to the aircraft as soon as it is received from Gander ACC. If automatic position reports are disabled, the flight crew must request the clearance. Please refer to the Oceanic Clearance - Eastbound procedure on page 14 for detailed instructions regarding how to request an oceanic clearance for an eastbound flight. Begin requesting the clearance approaching 70° west longitude, but if the clearance is not received by 10 minutes prior to entry into oceanic airspace, contact Gander ACC on the appropriate voice frequency. The datalink oceanic clearance is uplinked to the aircraft as a datalink message. Oceanic clearances are valid for 30 minutes beyond the issue time and voice readback of oceanic clearances is required.

## **Oceanic Clearances - Westbound**

Delivery of oceanic clearances via datalink for westbound transatlantic flights is available from Shanwick Oceanic Control Area (OCA) to datalink equipped aircraft. This service is known as Oceanic Route Clearance Authorisation (ORCA). The aircraft must also be registered through the GDC with Shanwick.

The flight crew requests the clearance via datalink between 30 and 90 minutes prior to entry into the Shanwick OCA. Please refer to the Oceanic Clearance - Westbound procedure on page 16 for detailed instructions. Shanwick normally responds to the clearance request with a message indicating that the clearance should be received within the next 15 minutes. Shanwick then sends the clearance to the aircraft, which contains the aircraft registration, entry point, ETA at the entry point, Mach number, flight level, route, and

destination. The flight crew must promptly acknowledge the clearance via datalink by line selecting ACKNOWLEDGE on the message page containing the clearance. Failure to promptly acknowledge the clearance results in cancellation of the clearance transaction and requires that Shanwick be contacted by voice. Upon receipt of the clearance acknowledgement, Shanwick sends a message to the aircraft confirming the clearance. If this message is not received, Shanwick must be contacted by voice.

If the flight crew requests a new clearance or if Shanwick requires a change to an existing clearance, one or more reclearances may be received by the flight crew. These reclearances will be annotated "RECLEARANCE 1", "RECLEARANCE 2", etc., although may not necessarily be numbered consecutively.

Please also note that if at any time the flight crew is in doubt regarding the oceanic clearance transaction, Shanwick must be contacted by voice using the phrase "(AIRCRAFT REGISTRATION) ORCA CONTACT". If any message from Shanwick is not terminated by the phrase "END OF MESSAGE", Shanwick must also be contacted by voice using the phrase "(AIRCRAFT REGISTRATION) ORCA CONTACT". If no clearance has been received by 15 minutes prior to entry into the Shanwick OCA, Shanwick and Air Traffic Control (ATC) for the airspace in which the aircraft is operating must be contacted by voice. All clearances and reclearances must be acknowledged.

## **Other Air Traffic Services**

Other air traffic services, including air traffic flow control reports and plain language weather forecasts, are requested via datalink message. For example, to request the flow control report for William P. Hobby Airport, send a message with the text **FLOWHOU** in the NO (number) field on the CREATE MESSAGE page. Please refer to the following table for a list of other air traffic services addresses and to the Create Message procedure on page 27 for detailed instructions regarding how to address and send a message.

<b>Air Traffic Services Addresses</b>	
<b>FLOWHOU</b>	ATC flow report for EWR
<b>METROORD</b>	Plain language weather for Chicago
<b>STATECA</b>	Plain language weather for California

## **Automatic Position Reports**

Enabling automatic position reports allows UniLink to automatically send position reports to the GDC at a specified interval, normally every 15 minutes. These position reports serve two functions. First, in order for the GDC to send an uplink to an aircraft, the position of the aircraft must have been updated within the preceding 15 minutes. Any manual downlink from UniLink, such as a flight plan request or message downlink, includes the aircraft position, which allows the GDC to respond immediately with the appropriate uplink. If the position of the aircraft is updated only from irregular manual downlinks, however, periods may exist when the GDC cannot send an unsolicited uplink message, such as an eastbound oceanic clearance, because the last known position of the aircraft is no longer current.

The GDC therefore recommends enabling automatic position reports with a 15 minute interval in order to regularly provide the GDC with the current position of the aircraft. Automatic position reports may also be enabled with a longer interval or be disabled completely in order to reduce datalink transmission costs, although the GDC would not be able to send an unsolicited uplink message to the aircraft during any period 15 minutes after the last downlink is received. If the GDC cannot send an unsolicited uplink message to an aircraft, the message is stored for up to seven days or until a downlink is received from the aircraft providing its current position, which then allows the stored message to be sent.

Second, automatic position reports, as well as reports for all other downlinks, are accessible through AFISCOM Express software in both text and graphic form. These flight following reports allow users to track aircraft progress and review previous flights from the ground. Please refer to the AFISCOM Express User's Guide for instructions regarding obtaining and displaying flight following reports.

Please also refer to the UniLink Configuration procedure on page 40 and to the Position Report procedure on page 23 for detailed instructions regarding how to configure automatic position reports.

## **SEND Prompt**

After line selecting SEND to send a request or message, the status of the request or message displays above the SEND prompt. Status indicators include QUEUED, SENDING, SENT, and NOT SENT. Additionally, the SENDING and SENT status indicators are prefixed with the selected transmission mode, either VHF, SAT, or TEL. If information required for the message or request is missing, a DATA REQUIRED message displays.

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# UniLink Procedures

## 1 UniLink Main Menu

<p>1.1</p>	<p>Press the DATA function key to access the DATA 1/4 page, then line select UNILINK to access the MAIN MENU page.</p> <div data-bbox="327 329 795 641" style="border: 1px solid black; border-radius: 15px; padding: 10px; text-align: center;"> <p>DATA 1 / 4</p> <p>← NAV DATA                  CABIN DISP →</p> <p>← PILOT DATA                  MFD DISP →</p> <p>← PERF                                  UNILINK →</p> <p>← DISK                                  MSTR XFILL →</p> <p>← HOLD POS                                  MAINT →</p> </div>
<p>1.2</p>	<p>Alternately, press the MSG function key to access the MESSAGE page, then line select UNILINK to access the MAIN MENU page.</p> <div data-bbox="327 768 795 1079" style="border: 1px solid black; border-radius: 15px; padding: 10px; text-align: center;"> <p>MESSAGE 1 / 1</p>          <p>← UNILINK                                  RETURN →</p> </div>
<p>1.3</p>	<p>From the MAIN MENU page, access each function with the corresponding line select key.</p> <div data-bbox="327 1174 795 1485" style="border: 1px solid black; border-radius: 15px; padding: 10px; text-align: center;"> <p>UNILINK MAIN MENU</p> <p>← FLT INFO SRV</p> <p>← POS REPORT                          TEXT WX →</p> <p>← 000I TIMES                          MESSAGE →</p> <p>← MISC</p>   <p>RETURN →</p> </div>

## 2 Pre-Departure Clearance

<p>2.1</p>	<p>From the MAIN MENU page, line select FLT INFO SRV.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK MAIN MENU ← FLT INFO SRV ← POS REPORT          TEXT WX → ← 000I TIMES          MESSAGE → ← MISC                                 RETURN →                     </pre> </div>
<p>2.2</p>	<p>From the FLT INFO SERVICES page, line select DEPT CLX.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK FLT INFO SERVICES ← DEPT CLX                                 TERM INFO                                 ATIS →                                 TWIP →                                 CALLSIGN ← OCEANIC CLX          N12345                                 14:53Z                                 RETURN →                     </pre> </div>
<p>2.3</p>	<p>Verify or change the departure airport identifier in the ORIG field and the arrival airport identifier in the DEST field. Enter any information in the ATC STA and ATIS fields; the GDC does not use this information. No entry is required in the GATE field. Line select SEND to send the request.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK DEPARTURE CLX REQUEST  ATC STA          ATIS KSJC              Z ORIG             DEST KSJC             PHOG GATE -----                                 SEND →                                 RETURN →                     </pre> </div>



*Note – To request a PDC when filed under a variable callsign (i.e., a callsign not programmed in the UniLink configuration module), send a datalink message with the text **PDC** immediately followed by the three- or four-letter departure airport identifier, a space (use the ± key), and then the callsign in the NO (number) field of the message. For example, to request a PDC departing Charlotte/Douglas International Airport when filed as GDC22, send a message with **PDCCLT GDC22** in NO (number) field. Please refer to the Create Message procedure on page 20 for detailed instructions regarding how to address a message.*

*Note – A PDC is uplinked to an aircraft as a datalink message. Please refer to the Received Message procedure on page 29 for detailed instructions regarding how to view received messages, to page 6 for more information regarding PDCs, and to the Appendix for a list of PDC airports.*

### 3 Oceanic Clearance - Eastbound

<p>3.1</p>	<p>From the MAIN MENU page, line select FLT INFO SRV.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK MAIN MENU ← FLT INFO SRV ← POS REPORT          TEXT WX → ← 000I TIMES          MESSAGE → ← MISC                                 RETURN →                     </pre> </div>
<p>3.2</p>	<p>From the FLT INFO SERVICES page, line select OCEANIC CLX.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK FLT INFO SERVICES ← DEPT CLX                                 TERM INFO                                 ATIS →                                 TWIP →                                 CALLSIGN ← OCEANIC CLX          N12345                                 14:53Z                                 RETURN →                     </pre> </div>
<p>3.3</p>	<p>The entry in the ATC field defaults to GANDER. Enter any information in the remaining fields; the GDC does not use this information for eastbound oceanic clearances. Line select SEND to send the oceanic clearance request.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK OCEANIC CLX REQUEST ← ATC GANDER                                MACH                                 .11 ENTRY POINT                            FL ZZZZZ                                111 TIME 11:11                                SEND →                                 RETURN →                     </pre> </div>

*Note – To request an eastbound oceanic clearance when filed under a variable callsign (i.e., a callsign not programmed in the UniLink configuration module), send a datalink message with the text **CLX** immediately followed by the callsign in the NO (number) field of the message. For example, to request an eastbound oceanic clearance when filed as GDC333, send a message with **CLXGDC333** in the NO (number) field. Please refer to the Create Message procedure on page 27 for detailed instructions regarding how to address a message.*

*Note – An oceanic clearance is uplinked to an aircraft as a datalink message. Please refer to the Received Message procedure on page 29 for detailed instructions regarding how to view received messages and to page 7 for more information regarding eastbound oceanic clearances.*

## 4 Oceanic Clearance - Westbound

*Note – Request the clearance between 30 and 90 minutes prior to entry into the Shanwick OCA.*

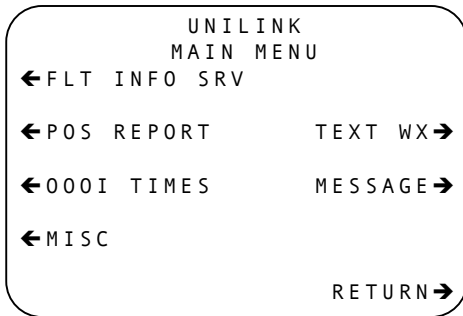
*Note – If at any time the flight crew is in doubt regarding the oceanic clearance transaction, Shanwick must be contacted by voice using the phrase "(AIRCRAFT REGISTRATION) ORCA CONTACT".*

*Note – If any message from Shanwick is not terminated by the phrase "END OF MESSAGE", Shanwick must also be contacted by voice using the phrase "(AIRCRAFT REGISTRATION) ORCA CONTACT".*

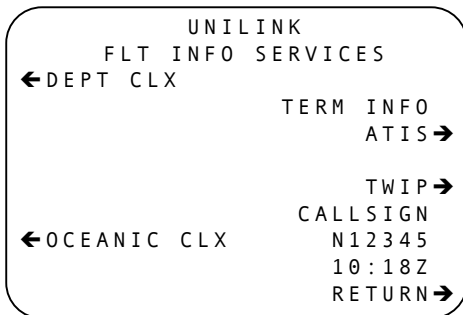
*Note – If no clearance has been received by 15 minutes prior to entry into the Shanwick OCA, Shanwick and Air Traffic Control (ATC) for the airspace in which the aircraft is operating must be contacted by voice.*

*Note – All clearances and reclearances must be acknowledged.*

4.1 From the MAIN MENU page, line select FLT INFO SRV.



4.2 From the FLT INFO SERVICES page, line select OCEANIC CLX.



<p>4.3</p>	<p>The entry in the ATC field defaults to GANDER. Line select ATC to access the OCEANIC ATC page.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="margin: 0;">                 UNILINK           OCEANIC CLX REQUEST     ← ATC       GANDER                                MACH                                            .78     ENTRY POINT                            FL     MALOT                                  390     TIME     11:19                                SEND →                                            RETURN →             </pre> </div>
<p>4.4</p>	<p>Line select SHANWICK to select Shanwick as the ATC facility and return to the OCEANIC CLX REQUEST page.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="margin: 0;">                 UNILINK           OCEANIC ATC     ← GANDER                                BODO →     ← SHANWICK     ← ICELAND     ← S. MARIA                                            RETURN →             </pre> </div>
<p>4.5</p>	<p>Enter the entry point, ETA at the entry point, Mach number, and flight level information in the appropriate fields. Line select SEND to send the oceanic clearance request.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="margin: 0;">                 UNILINK           OCEANIC CLX REQUEST     ← ATC       SHANWICK                                MACH                                            .78     ENTRY POINT                            FL     MALOT                                  390     TIME     11:19                                SEND →                                            RETURN →             </pre> </div>

*Note – Valid Shanwick OCA entry points are (north to south): ATSIX, BALIX, ERAKA, GOMUP, MIMKU, NIBOG, MASIT, KORIB, DOGAL, MALOT, LIMRI, DINIM, SOMAX, BEDRA, OMOKO, LASNO, ETIKI, SEPAL, SIVIR, BEGAS, DIXIS, BERUX, PITAX, and PASAS.*

4.6

Shanwick normally responds to the clearance request with a message indicating that the clearance should be received within the next 15 minutes.

```
UNILINK
1020Z MSG 1/1
FSM 1020 030923 EGGX
N12345 RCL RECEIVED
IF NO CLEARANCE WITHIN
15 MINUTES - REVERT TO
VOICE PROCEDURES
END OF MESSAGE
←DELETE PRINT→
RETURN→
```

*Note – The response from Shanwick to the clearance request is uplinked to an aircraft as a datalink message. Please refer to the Received Message procedure on page 29 for detailed instructions regarding how to view received messages.*

*Note – Other possible responses from Shanwick to the clearance request include the following:*

*Negotiate clearance response: "CONTACT SHANWICK BY VOICE". Shanwick must be contacted by voice using the phrase "(AIRCRAFT REGISTRATION) ORCA CONTACT".*

*Pending clearance request response: "CLEARANCE ALREADY BEING PROCESSED – AWAIT TRANSACTION COMPLETION".*

*Error in clearance request response: "ERROR IN MESSAGE – REVERT TO VOICE PROCEDURES".*

*Flight plan not on file response: "FLIGHT PLAN NOT HELD – REVERT TO VOICE PROCEDURES".*

*No response: If no response is received within 5 minutes, one additional oceanic clearance request may be sent. If no response to the second request is received, Shanwick must be contacted by voice.*

4.7	<p>Shanwick then sends the clearance to the aircraft, which contains the aircraft registration, entry point, ETA at the entry point, Mach number, flight level, route, and destination. Promptly acknowledge the clearance via datalink by line selecting ACKNOWLEDGE.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="margin: 0;"> UNILINK   1021Z MSG 1/2 CLX 1021 090323 EGGX CLRNC 136 N12345 CLRD TO KHPN VIA MALOT RANDOM ROUTE 54N020W 55N030W ←DELETE                                PRINT→ ADVISORY ←ACKNOWLEDGE                          RETURN→                     </pre> </div>
-----	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

*Note – The clearance is uplinked to an aircraft as a datalink message. Please refer to the Received Message procedure on page 29 for detailed instructions regarding how to view received messages.*

*Note – Failure to promptly acknowledge the clearance results in cancellation of the clearance transaction and requires that Shanwick be contacted by voice.*

*Note – The flight crew must check that the aircraft registration in the clearance is correct.*

*Note – Random route clearances contain the full route coordinates and NAT Track route clearances contain the track identifier (e.g., ALPHA, BRAVO, etc.). Flight crews must check that the NAT Track route coordinates in the clearance match the coordinates in the current published NAT Track Message.*

*Note – The clearance may contain additional information prefixed with the text "ATC/". This information may be advisory information (e.g., "LEVEL CHANGE" or "ENTRY POINT CHANGE") or may be additional ATC instructions (e.g., "NOT BEFORE 1125 AT GOMUP").*

*Note – If the ETA at the entry point changes by 3 minutes or more, Shanwick must be advised by voice or by requesting a new clearance with the revised ETA.*

*Note – If the clearance contains a different entry point than requested, Shanwick will include a new calculated ETA in the clearance. If the new ETA differs from the ETA calculated by the flight crew by 3 minutes or more, Shanwick must be advised by voice or by requesting a new clearance with the revised ETA.*

4.8 Upon receipt of the clearance acknowledgement, Shanwick sends a message to the aircraft confirming the clearance. If this message is not received, Shanwick must be contacted by voice.

```
UNILINK
  1022Z MSG 3/3
FSM 1022 030923 EGGX
N12345 CLA RECEIVED
CLEARANCE CONFIRMED
END OF MESSAGE

←DELETE                PRINT→
                        RETURN→
```

*Note – The clearance confirmation from Shanwick is uplinked to an aircraft as a datalink message. Please refer to the Received Message procedure on page 29 for detailed instructions regarding how to view received messages.*

*Note – If the flight crew requests a new clearance or if Shanwick requires a change to an existing clearance, one or more reclearances may be received by the flight crew. These reclearances will be annotated "RECLEARANCE 1", "RECLEARANCE 2", etc., although may not necessarily be numbered consecutively.*

*If a reclearance is received before a previous clearance or reclearance has been acknowledged, the reclearance with the highest reclearance number should be acknowledged.*

*If Shanwick is unable to approve a request for a new clearance, the flight crew will receive a reclearance which is a copy of the original with the phrase "UNABLE TO APPROVE REQUEST".*

*A reclearance for a new ETA at the entry point may be a copy of the original with the new ETA or may contain changes to any clearance parameter as a result of the new ETA.*



## 5 D-ATIS Report

5.1	<p>From the MAIN MENU page, line select FLT INFO SRV.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; text-align: center;"> <pre> UNILINK MAIN MENU ← FLT INFO SRV  ← POS REPORT          TEXT WX → ← 000I TIMES         MESSAGE → ← MISC  RETURN → </pre> </div>
5.2	<p>From the FLT INFO SERVICES page, line select ATIS.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; text-align: center;"> <pre> UNILINK FLT INFO SERVICES ← DEPT CLX                  TERM INFO                 ATIS →                  TWIP →                 CALLSIGN ← OCEANIC CLX   N12345                 14:53Z                 RETURN → </pre> </div>
5.3	<p>Verify or change the airport identifier in the AIRPORT field. Line select SEND to send the D-ATIS report request. The GDC uplinks both departure and arrival D-ATIS reports regardless of the selection in the TYPE field.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; text-align: center;"> <pre> UNILINK ATIS REQUEST  AIRPORT KMSY          DEPT TYPE →                  SEND →                 RETURN → </pre> </div>

*Note – A D-ATIS report is uplinked to an aircraft as a datalink message. Please refer to the Received Message procedure on page 29 for detailed instructions regarding how to view received messages and to the Appendix for a list of D-ATIS airports.*

## 6 TWIP Report

<p>6.1</p>	<p>From the MAIN MENU page, line select FLT INFO SRV.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK MAIN MENU ← FLT INFO SRV ← POS REPORT          TEXT WX → ← 000I TIMES          MESSAGE → ← MISC                                 RETURN →                     </pre> </div>
<p>6.2</p>	<p>From the FLT INFO SERVICES page, line select TWIP.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK FLT INFO SERVICES ← DEPT CLX                                 TERM INFO                                 ATIS →                                 TWIP → ← OCEANIC CLX          CALLSIGN                                 N12345                                 14:53Z                                 RETURN →                     </pre> </div>
<p>6.3</p>	<p>Verify or change the airport identifier in the AIRPORT field. Line select SEND to send the TWIP report request.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK TWIP REQUEST  AIRPORT KATL                                  SEND →                                 RETURN →                     </pre> </div>

*Note – A TWIP report is uplinked to an aircraft as a datalink message. Please refer to the Received Message procedure on page 29 for detailed instructions regarding how to view received messages and to the Appendix for a list of TWIP airports.*

## 7 Position Report

7.1	<p>From the MAIN MENU page, line select POS REPORT.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="text-align: center;"> UNILINK MAIN MENU ← FLT INFO SRV ← POS REPORT          TEXT WX → ← 000I TIMES          MESSAGE → ← MISC RETURN →</pre> </div>
7.2	<p>To manually send a position report, line select SEND. Temporary changes may be made to each field for a manual position report.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="text-align: center;"> UNILINK TO      POS REPORT  ALT LKV                                FL410 TO WPT ETA  IN AIR INTV 18:31Z                                15MIN GND SPD 479KT          ON  AUTO RPT → WIND 229T/03                                SEND → RETURN →</pre> </div>
7.3	<p>To enable or disable automatic position reports, line select AUTO RPT. To set the interval at which automatic position reports are downlinked, enter the desired interval in minutes at the IN AIR INTV field.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="text-align: center;"> UNILINK TO      POS REPORT  ALT LKV                                FL410 TO WPT ETA  IN AIR INTV 18:31Z                                15MIN GND SPD 479KT          ON  AUTO RPT → WIND 229T/043                                SEND → RETURN →</pre> </div>
<p><i>Note – The GDC generally recommends enabling automatic position reports with a 15 minute interval.</i></p>	



## 9 Text Weather

9.1	<p>From the MAIN MENU page, line select TEXT WX.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; text-align: center;"> <pre> UNILINK MAIN MENU ←FLT INFO SRV ←POS REPORT      TEXT WX→ ←000I TIMES      MESSAGE→ ←MISC RETURN→ </pre> </div>
9.2	<p>Line select each type of desired text weather report and/or forecast. The selected text weather report and/or forecast type(s) will display with a (SEL) indicator. Verify or change the desired location at the STATION field. Line select SEND to send the request or line select MORE STATIONS to enter up to five additional locations on the TEXT WX REQUEST 2/2 page.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; text-align: center;"> <pre> UNILINK TEXT WX REQUEST 1/2 ←TERMINAL WX(SEL) ←SIGMETS          STATION                   KMDW ←PIREPS           MORE                   STATIONS→ ←WINDS ALOFT(SEL) SEND→ RETURN→ </pre> </div>
<p><i>Note – Valid locations for winds and temperatures aloft forecasts include airports, nav aids, and charted waypoints.</i></p>	

9.3

After entering the desired locations, line select SEND to send the request.

```
          UNILINK
    TEXT WX REQUEST 2 / 2

    STATIONS          STATIONS
    KSAT              - - - - -
    HENLY             - - - - -
    MLC                SEND →
                      RETURN →
```

*Note – Text weather reports and/or forecasts are uplinked to the aircraft as a datalink message. Please refer to the Received Message procedure on page 29 for detailed instructions regarding how to view received messages.*

*Note – SIGMET forecasts, winds and temperatures aloft forecasts, and PIREPs are uplinked based on the active flight plan route in the FMS in addition to any manually specified locations.*

## 10 Create Message

<p>10.1</p>	<p>From the MAIN MENU page, line select MESSAGE.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK MAIN MENU ←FLT INFO SRV ←POS REPORT          TEXT WX→ ←000I TIMES          MESSAGE→ ←MISC                                 RETURN→                     </pre> </div>
<p>10.2</p>	<p>From the MESSAGES page, line select CREATE MSG.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK MESSAGES  ←CREATE MSG ←RECEIVED MSGS                                  RETURN→                     </pre> </div>
<p>10.3</p>	<p>Enter the name of the message recipient at the TO field and the message address at the NO (number) field, using the ± key to insert spaces as needed.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK CREATE MSG 1/4 TO: OPS NO: 425 885 8100 ----- ----- ----- ←CLEAR MSG          SEND→                                 RETURN→                     </pre> </div>

*Note – Messages may be sent to several different types of recipient addresses, as indicated below. For example, to address an automated message to a fax number, enter the fax number with the “F” prefix (but with no dashes or spaces) in the NO (number) field of the message. To address an automated message to an e-mail address, please contact the GDC to set up a code that is entered in the NO (number) field of the message and then automatically converted to the desired e-mail address at the GDC.*

<i>N12345</i>	<i>Datalink equipped aircraft</i>
<i>425 885 8788</i>	<i>telephone number</i>
<i>F4258858930</i>	<i>facsimile number (“F” prefix)</i>
<i>A4258858947</i>	<i>PC with AFISCOM (“A” prefix)</i>
<i>AHDQGLXH</i>	<i>ARINC or SITA address (“A” prefix)</i>
<i>NKSNAXGSX</i>	<i>AFTN address (“N” prefix)</i>
<i>GDC</i>	<i>Global Data Center</i>
<i>JEPP</i>	<i>Jeppesen</i>
<i>ARI</i>	<i>Air Routing International</i>
<i>BASEOPS</i>	<i>Base Ops International</i>
<i>UVAIR</i>	<i>Universal Weather &amp; Aviation</i>

10.4 Enter the message text, using the ± key to insert spaces as needed. CLEAR MSG may be line selected to clear the message. Line select SEND to send the message or press the NEXT function key to access additional message pages as needed.

```

                UNILINK
                CREATE MSG 1 / 4
TO: OPS
NO: 425 885 8100
NEW ETA 1845Z
PLEASE UPDATE CUSTOMS
AND LIMO

← CLEAR MSG                SEND →

                RETURN →
    
```



## 11 Received Message

<p>11.1</p>	<p>From the MAIN MENU page, line select MESSAGE or line select the NEW MSG advisory message.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK MAIN MENU ←FLT INFO SRV  ←POS REPORT          TEXT WX→  ←000I TIMES          MESSAGE→  ←MISC ADVISORY ←NEW MSG              RETURN→                     </pre> </div>
<p>11.2</p>	<p>From the MESSAGES page, line select RECEIVED MSGS.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK MESSAGES  ←CREATE MSG  ←RECEIVED MSGS  RETURN→                     </pre> </div>
<p>11.3</p>	<p>Message titles appear in the inverse order received. Line select the desired message title to view the entire message.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK RECEIVED MSGS 1/1 ←KBDL ATIS REPORT  ←MESSAGE REPORT  ←KABQ TWIP REPORT  RETURN→                     </pre> </div>

11.4

Line select DELETE to delete the message or line select PRINT to print the message.

```
UNILINK
1519Z MSG 1/1
JOHN AT OPS RECD MSG RE
UPDATE CUSTOMS AND LIMO
WITH NEW ETA 1845Z

←DELETE                                PRINT→
                                         RETURN→
```

## 12 Uplink Flight Plan

<p>12.1</p>	<p>Press the FPL function key to display the FPL 1/1 page and then line select UNILINK RTE.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="margin: 0;"> FPL 1 / 1  1 KBFI 2 UNILINK RTE → COPY PLT RTE →                     </pre> </div>
<p>12.2</p>	<p>Enter the GDC flight plan number at the ROUTE ID field and then line select SEND to send the request.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="margin: 0;"> UNILINK RTE ORIG DEST ---- ROUTE ID D1234 SEND →  RTE RCVD ----- Z  RETURN →                     </pre> </div>
<p>12.3</p>	<p>When the flight plan is successfully uplinked, the RTE RCVD field displays the flight plan departure and arrival airport identifiers and the time the flight plan was received. Line select REVIEW to review the flight plan, line select REPLACE FPL to activate the flight plan, or line select PURGE to delete the flight plan.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="margin: 0;"> UNILINK RTE ORIG DEST ---- ROUTE ID D1234 SEND →  RTE RCVD KBFI-KPSP 2011Z  ← REVIEW PURGE →  ← REPLACE FPL RETURN →                     </pre> </div>



13.4 Line select each VHF subnetwork to enable or disable the network. Line select FREQ to display the VHF FREQUENCIES page.

```

                UNILINK
                VHF DATA
← ARINC      ON
← SITA      ON
← AVICOM    ON
← SITA NA   OFF      FREQ→
                RETURN→
            
```

*Note – The ARINC, SITA, and AVICOM options should be set to ON to allow UniLink to automatically switch to the appropriate network. The SITA NA and (if displayed) AIR CAN options should be set to OFF.*

*Note – A VHF subnetwork disabled in the UniLink configuration may not be enabled on the VHF DATA page.*

13.5 Line select the desired primary VHF frequency or enter the desired secondary VHF frequency in the SECONDARY field. The selected frequency displays with a (SEL) indicator. Frequency selection is normally controlled automatically.

```

                UNILINK
                VHF FREQUENCIES
← 131.450      136.925→
← 131.550 (SEL)
← 131.725
                SECONDARY
← 136.850      - - - - -
                RETURN→
            
```



14.4	<p>Line select LINK TEST to send a test downlink via satellite.</p> <div data-bbox="329 162 798 479" style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"><pre>UNILINK SAT DATA LINK TEST →  RETURN →</pre></div>
------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

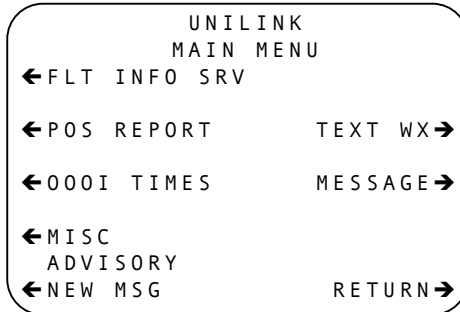




15.4	<p>The COMM STATUS page displays the current status of each transmission mode.</p> <div data-bbox="330 191 795 500" style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="text-align: center; font-family: monospace;"> UNILINK COMM STATUS       COMM CNTRL → MEDIA STATUS VHF COMM      /  SENDING  SAT COMM      /  IDLE  TEL COMM      /  IDLE        RETURN →           </pre> </div>
<p><i>Note – VHF status and reasons include the following:</i></p> <p><b>COMM / IDLE:</b> UniLink has established datalink communication, although no data is currently being transmitted.</p> <p><b>COMM / SENDING:</b> UniLink is currently transmitting a downlink.</p> <p><b>NOCOMM / CONNECTING:</b> UniLink has transmitted a downlink and is awaiting a reply.</p> <p><b>NOCOMM / SCANNING:</b> UniLink is automatically selecting a frequency.</p> <p><b>NOCOMM / VOICE:</b> UniLink is in VOICE mode.</p> <p><b>NOCOMM / NO FREQ:</b> 1) No frequency is defined for the region and enabled subnetwork, or 2) UniLink has not received the aircraft location from the FMS and cannot tune to the appropriate subnetwork.</p> <p><b>NOCOMM / TUNE INOP:</b> The CSDB tune bus is inoperative.</p>	
<p><i>Note – Satellite status and reasons include the following:</i></p> <p><b>COMM / IDLE:</b> The satellite data communications system has established datalink communication, although no data is currently being transmitted.</p> <p><b>COMM / SENDING:</b> The satellite data communications system is currently transmitting a downlink.</p> <p><b>NOCOMM / CONNECTING:</b> The satellite data communications system is establishing datalink communication.</p> <p><b>NOCOMM / AUTO DELAY:</b> The satellite data communications system is waiting before attempting to establish datalink communication.</p> <p><b>NOCOMM / UNAVAILABLE:</b> The satellite data communications system is unavailable.</p>	

## 16 System Messages

16.1 UniLink advisory messages appear on the lower left line of the MAIN MENU page. Certain advisory messages require crew action and may be selected with the lower left line select key.



*Note – Advisory messages include the following:*

**FAIL:** A failure has been detected but has not yet displayed on the STATUS page.

**ACKNOWLEDGE:** The uplinked message or request requires crew acknowledgement. Selection sends an acknowledgement.

**SELCAL:** A SELCAL request has been made. Selection displays the SELCAL page.

**NEW MSG:** A new message has been uplinked. Selection displays the new message.

**NEW WX MAP:** A new weather map has been uplinked. Selection displays the new weather map.

**INIT:** The FLT NO field on the MAIN MENU page does not contain a valid entry. Selection displays the MAIN MENU page. The INIT advisory message will be inhibited if the FLT NO field is not enabled in the UniLink configuration.

**TEL SUSPEND:** The telephony link is suspended. Selection displays the COMM CONTROL page.

**VOICE:** Voice mode is active. Selection displays the VHF VOICE page.

**COMM STATUS:** At least one, but not all, transmission modes (VHF, satellite, and/or telephony) are in a NO COMM state. Selection displays the COMM STATUS page.

**NO COMM:** No transmission mode (VHF, satellite, or telephony) is available. Selection displays the COMM STATUS page.

*Note – Status and error messages display in a temporary pop-up window on the currently displayed page and include the following:*

*MSG PRINTING: An uplinked message is being printed.*

*UNABLE TO PRINT: The printer is unable to print an uplinked message.*

*MAP INACTIVE: A weather map cannot be displayed due to an inactive display processor.*

*DATA REQD: Data required for the message or request is missing.*

*QUEUE FULL: A message or request cannot be downlinked because the downlink buffer is full.*

*UNABLE TO SEND: A message or request cannot be downlinked.*

*VHF TUNE INOP: The VHF CSDB tune bus is inoperative.*

## 17 UniLink Configuration

*Note – This procedure describes required and recommended UniLink configuration for GDC services. For complete instructions regarding UniLink installation and configuration, please refer to the UniLink UL-600 Installation Manual, Report No. 23-20-01, or to the UniLink UL-601 Installation Manual, Report No. 23-20-02, both of which are published by Universal Avionics.*

*Note – UniLink must sense an “on ground” condition from the FMS in order to enable UniLink configuration.*

17.1 From the MAIN MENU page, line select MISC.

```
          UNILINK
          MAIN MENU
← FLT INFO SRV
← POS REPORT      TEXT WX →
← 000I TIMES      MESSAGE →
← MISC
                                     RETURN →
```

17.2 Line select MAINT.

```
          UNILINK
          MISCELLANEOUS
← COMM CONTROL    SELCAL →
← SITUATION        ETA UPDATE →
← GND DELAY        DIVERSION →
← MAINT
                                     RETURN →
```

<p>17.3</p>	<p>Line select CONFIG.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK MAINTENANCE ←CONFIG ←FAULT LOG ←IMAGE TEST      PTT TEST→ ←PRINTER TEST RETURN→                     </pre> </div>
<p>17.4</p>	<p>Line select the unmarked upper right field. Enter 456789 and then press the ENTER function key to enable EDIT mode.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK CONFIG 1/2 ←SYSTEM      ----- ←DISCRETES ←ARINC ←SERIAL RETURN→                     </pre> </div>
<p>17.5</p>	<p>Line select EDIT to enable STORE mode.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK CONFIG 1/2 ←SYSTEM      EDIT→ ←DISCRETES ←ARINC ←SERIAL RETURN→                     </pre> </div>
<p><i>Note – Do not line select STORE until configuration is complete.</i></p>	

17.6	<p>From the CONFIG 1/2 page, press the NEXT function key.</p> <div data-bbox="283 164 749 472" style="border: 1px solid black; border-radius: 15px; padding: 10px; text-align: center;"><pre>UNILINK CONFIG 1/2 ←SYSTEM          STORE→ ←DISCRETES ←ARINC ←SERIAL RETURN→</pre></div>
17.7	<p>The CONFIG 2/2 page displays the UniLink Software Control Number (SCN) and the dates and times of the last three configuration updates. Press the PREV function key to display to the CONFIG 1/2 page.</p> <div data-bbox="283 631 749 940" style="border: 1px solid black; border-radius: 15px; padding: 10px; text-align: center;"><pre>UNILINK CONFIG 2/2 SCN          STORE→ 13.1 CONFIG MODULE UPDATES DATE        UTC 18-OCT-02  17:43 05-JUL-02  20:04 12-DEC-01  14:48 RETURN→</pre></div>
17.8	<p>Line select SYSTEM.</p> <div data-bbox="283 1008 749 1317" style="border: 1px solid black; border-radius: 15px; padding: 10px; text-align: center;"><pre>UNILINK CONFIG 1/2 ←SYSTEM          STORE→ ←DISCRETES ←ARINC ←SERIAL RETURN→</pre></div>

<p>17.9</p>	<p>Line select AIRCRAFT.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK SYSTEM CONFIG 1/4 ←AIRCRAFT                STORE→ ←POS RPT ←VHF COMM                SAT COMM→ ←TEL COMM RETURN→</pre> </div>
<p>17.10</p>	<p>Enter the four-character ICAO aircraft type designator in the TYPE field and the aircraft registration (or permanent callsign) with no dash in the REG NO field. Enter GS in the left part of the AIRLINE ID field and GDC in the right part of the AIRLINE ID field. The GDC does not require any information in the FIN NO field. Line select RETURN to display the SYSTEM CONFIG 1/4 page.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK AIRCRAFT CONFIG                 STORE→ TYPE                FIN NO LJ60                --- REG NO N12345 AIRLINE ID GS/GDC RETURN→</pre> </div>
<p><i>Note – Official ICAO aircraft type designators are available at <a href="http://www.icao.int/anb/ais/8643/index.cfm">http://www.icao.int/anb/ais/8643/index.cfm</a>.</i></p>	
<p>17.11</p>	<p>Line select POS RPT.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK SYSTEM CONFIG 1/4 ←AIRCRAFT                STORE→ ←POS RPT ←VHF COMM                SAT COMM→ ←TEL COMM RETURN→</pre> </div>

<p>17.12</p>	<p>Line select IN AIR AUTO to ENABLED and ON GND AUTO to ENABLED. Enter 15 in the IN AIR INTV field and 15 in the ON GND INTV field. Line select MEDIA to VHF or to VHF SAT if UniLink is interfaced with a satellite data communications system. Line select RETURN to display the SYSTEM CONFIG 1/4 page.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="text-align: center;"> UNILINK   POS REPORT CONFIG                                 STORE → IN AIR AUTO ON GND AUTO ENABLED          ENABLED IN AIR INTV ON GND INTV 15 MINS          15 MINS MEDIA VHF SAT                                  RETURN →                     </pre> </div>
<p>17.13</p>	<p>Line select VHF COMM.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="text-align: center;"> UNILINK   SYSTEM CONFIG 1/4 ← AIRCRAFT          STORE → ← POS RPT ← VHF COMM          SAT COMM → ← TEL COMM                                  RETURN →                     </pre> </div>
<p>17.14</p>	<p>Line select NETWORK CTRL.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="text-align: center;"> UNILINK   VHF COMM CONFIG ← NETWORK CTRL     STORE → CONTACT TIMER ENABLED            RADIO → TRACKER TIMER ENABLED                                  RETURN →                     </pre> </div>



<p>17.15</p>	<p>Line select ARINC to ON, SITA to ON, and AVICOM to ON. Line select SITA NA and (if displayed) AIR CAN to OFF. Line select RETURN to display the VHF COMM CONFIG page.</p> <div data-bbox="330 253 795 565" style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="text-align: center;"> UNILINK NETWORK CONTROL                                 STORE➔ ARINC                          AVICOM ON                              ON SITA                            SITA NA ON                              OFF                                 RETURN➔                     </pre> </div>
<p>17.16</p>	<p>Line select CONTACT TIMER to ENABLED and TRACKER TIMER to ENABLED. Line select RETURN to display the SYSTEM CONFIG 1/4 page.</p> <div data-bbox="330 691 795 1003" style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="text-align: center;"> UNILINK VHF COMM CONFIG ←NETWORK CTRL      STORE➔ CONTACT TIMER ENABLED            RADIO➔ TRACKER TIMER ENABLED                                 RETURN➔                     </pre> </div>
<p>17.17</p>	<p>Line select TEL COMM.</p> <div data-bbox="330 1068 795 1380" style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="text-align: center;"> UNILINK SYSTEM CONFIG 1/4 ←AIRCRAFT          STORE➔ ←POS RPT ←VHF COMM          SAT COMM➔ ←TEL COMM                                 RETURN➔                     </pre> </div>

<p>17.18</p>	<p>Because the GDC does not yet support graphical weather via telephony, line select AIR PHONE to NONE, line select WX MAPS to DISABLED, and line select SUSPEND MSG to DISABLED. Delete any entry in the ACCESS NUMBER field by line selecting the field, pressing the BACK function key, and then pressing the ENTER function key. Line select RETURN to display the SYSTEM CONFIG 1/4 page.</p> <div data-bbox="283 345 749 656" style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="text-align: center;"> UNILINK TEL COMM CONFIG                                 STORE → AIR PHONE                        BAUD NONE                             2400 ACCESS NUMBER ----- WX MAPS        SUSPEND MSG DISABLED      DISABLED                                  RETURN →                     </pre> </div>
<p>17.19</p>	<p>Line select SAT COMM.</p> <div data-bbox="283 722 749 1032" style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="text-align: center;"> UNILINK SYSTEM CONFIG 1/4 ← AIRCRAFT                        STORE → ← POS RPT ← VHF COMM        SAT COMM → ← TEL COMM                                  RETURN →                     </pre> </div>
<p>17.20</p>	<p>Line select TRACKER TIMER to ENABLED and COMM AUTO RTN to ENABLED. Line select RETURN to display the SYSTEM CONFIG 1/4 page.</p> <div data-bbox="283 1159 749 1469" style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: fit-content;"> <pre style="text-align: center;"> UNILINK SAT COMM CONFIG                                 STORE → TRACKER TIMER ENABLED COMM AUTO RTN ENABLED                                  RETURN →                     </pre> </div>

<p>17.21</p>	<p>From the SYSTEM CONFIG 1/4 page, press the NEXT function key.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK SYSTEM CONFIG 1/4 ← AIRCRAFT                STORE → ← POS RPT ← VHF COMM                SAT COMM → ← TEL COMM                                 RETURN →                     </pre> </div>
<p>17.22</p>	<p>Line select DEPT CLX to ENABLED and OCEANIC CLX to ENABLED. Line select EXP TAXI CLX to DISABLED and PUSHBACK CLX to DISABLED. If not already entered, enter ATSOOXA in the SUPP ADDRESS field. Press the NEXT function key.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK SYSTEM CONFIG 2/4                                 STORE → DEPT CLX      EXP TAXI CLX ENABLED              DISABLED OCEANIC CLX  PUSHBACK CLX ENABLED              DISABLED SUPP ADDRESS ATSOOXA                                 RETURN →                     </pre> </div>
<p>17.23</p>	<p>Line select OOOI TIMES to ENABLED, FLIGHT NO to DISABLED, and MET DATA to DISABLED. Enter 03 in the DELAY MSG TX field and 00 in the GND DELAY field. Press the NEXT function key.</p> <div style="border: 1px solid black; border-radius: 15px; padding: 10px; margin: 10px auto; width: 80%;"> <pre style="text-align: center;"> UNILINK SYSTEM CONFIG 3/4                                 STORE → OOOI TIMES      FLIGHT NO ENABLED              DISABLED DELAY MSG TX    MET DATA 03 MIN FR T/O   DISABLED GND DELAY 00 MIN AFTER OUT                                 RETURN →                     </pre> </div>

17.24	<p>Enter 0000 in the NEW MSG DSCRT DURATION field and 1500 in the ENABLE NEW MSG DSCRT ABOVE field. Line select MEDIA ADVISORY to DISABLED.</p> <div data-bbox="283 224 749 532" style="border: 1px solid black; border-radius: 15px; padding: 10px; text-align: center;"><pre>UNILINK SYSTEM CONFIG 4/4                                 STORE → NEW MSG DSCRT DURATION 0000 MS ENABLE NEW MSG DSCRT ABOVE 1500 FT MEDIA ADVISORY DISABLED                                 RETURN →</pre></div>
17.25	<p>Line select STORE twice to store the configuration to the UniLink configuration module. After a brief pause, the CDU displays an error message while UniLink restarts with the new configuration. After approximately 30 additional seconds, the UNILINK prompt changes from a small gray font to a large white font with a line select arrow to indicate that UniLink restarted successfully.</p> <div data-bbox="283 784 749 1092" style="border: 1px solid black; border-radius: 15px; padding: 10px; text-align: center;"><pre>UNILINK/FMS COMM ERROR RESELECT UNILINK  ← UNILINK</pre></div>

# Appendix – Air Traffic Services Airports

## United States

<b>AIRPORT</b>	<b>CITY, STATE</b>	<b>PDC</b>	<b>D-ATIS</b>	<b>TWIP</b>
KABQ	Albuquerque, NM	✓	✓	✓
KATL	Atlanta, GA	✓	✓	✓
KAUS	Austin, TX	✓	✓	
KBDL	Bradley, CT	✓	✓	
KBNA	Nashville, TN	✓	✓	✓
KBOS	Boston, MA	✓	✓	✓
KBUF	Buffalo, NY	✓	✓	
KBUR	Burbank, CA	✓	✓	
KBWI	Baltimore, MD	✓	✓	✓
KCLE	Cleveland, OH	✓	✓	✓
KCLT	Charlotte, NC	✓	✓	✓
KCMH	Columbus, OH	✓	✓	✓
KCVG	Cincinnati, OH	✓	✓	✓
KDAL	Dallas (Love), TX			✓
KDAY	Dayton, OH			✓
KDCA	Washington (Nat'l), DC	✓	✓	✓
KDEN	Denver, CO	✓	✓	✓
KDFW	Dallas-Fort Worth, TX	✓	✓	✓
KDTW	Detroit, MI	✓	✓	✓
KELP	El Paso, TX	✓	✓	
KEWR	Newark, NJ	✓	✓	
KFLL	Fort Lauderdale, FL	✓	✓	✓
KGSO	Greensboro, NC	✓	✓	
KHOU	Houston (Hobby), TX			✓
KIAD	Washington (Dulles), DC	✓	✓	✓
KIAH	Houston (Intercont'l), TX	✓	✓	✓
KICT	Wichita, KS			✓
KIND	Indianapolis, IN	✓	✓	✓
KJFK	New York (JFK), NY	✓	✓	
KLAS	Las Vegas, NV	✓	✓	
KLAX	Los Angeles, CA	✓	✓	
KLGA	New York (LaGuardia), NY	✓	✓	
KMCI	Kansas City, MO	✓	✓	✓
KMCO	Orlando (Int'l), FL	✓	✓	✓
KMDW	Chicago (Midway), IL	✓	✓	
KMEM	Memphis, TN	✓	✓	✓
KMIA	Miami, FL	✓	✓	✓
KMKE	Milwaukee, WI	✓	✓	✓
KMSP	Minneapolis-St. Paul, MN	✓	✓	✓
KMSY	New Orleans, LA	✓	✓	✓

## United States

<b>AIRPORT</b>	<b>CITY, STATE</b>	<b>PDC</b>	<b>D-ATIS</b>	<b>TWIP</b>
KOAK	Oakland, CA	✓	✓	
KOKC	Oklahoma City, OK			✓
KONT	Ontario, CA	✓	✓	
KORD	Chicago (O'Hare), IL	✓	✓	✓
KPBI	West Palm Beach, FL			✓
KPDX	Portland, OR	✓	✓	
KPHL	Philadelphia, PA	✓	✓	✓
KPHX	Phoenix, AZ	✓	✓	
KPIT	Pittsburgh, PA	✓	✓	✓
KRDU	Raleigh-Durham, NC	✓	✓	✓
KSAN	San Diego, CA	✓	✓	
KSAT	San Antonio, CA	✓	✓	
KSDF	Louisville, KY	✓	✓	✓
KSEA	Seattle-Tacoma, WA	✓	✓	
KSFO	San Francisco, CA	✓	✓	
KSJC	San Jose, CA	✓	✓	
KSLC	Salt Lake City, UT	✓	✓	✓
KSMF	Sacramento, CA	✓	✓	
KSNA	Orange County, CA	✓	✓	
KSTL	St. Louis, MO	✓	✓	✓
KTEB	Teterboro, NJ	✓	✓	
KTPA	Tampa, FL	✓	✓	✓
KTUL	Tulsa, OK	✓	✓	✓
TJSJ	San Juan, PR	✓	✓	

## Canada

<b>AIRPORT</b>	<b>CITY</b>	<b>PDC</b>	<b>D-ATIS</b>	<b>TWIP</b>
CYEG	Edmonton		✓	
CYHM	Hamilton		✓	
CYHZ	Halifax		✓	
CYLW	Kelowna		✓	
CYMX	Mirabel		✓	
CYOW	Ottawa		✓	
CYQB	Quebec City		✓	
CYQM	Moncton		✓	
CYQR	Regina		✓	
CYQT	Thunder Bay		✓	
CYQX	Gander		✓	
CYUL	Montreal		✓	
CYVR	Vancouver		✓	
CYWG	Winnipeg		✓	
CYXE	Saskatoon		✓	

## Canada

<b>AIRPORT</b>	<b>CITY</b>	<b>PDC</b>	<b>D-ATIS</b>	<b>TWIP</b>
CYYC	Calgary		√	
CYYJ	Victoria		√	
CYYT	St. John's		√	
CYYZ	Toronto		√	

## Europe

<b>AIRPORT</b>	<b>CITY</b>	<b>PDC</b>	<b>D-ATIS</b>	<b>TWIP</b>
<b>GERMANY</b>				
EDDB	Berlin – Schonefeld		√	
EDDF	Frankfurt		√	
EDDG	Munster		√	
EDDH	Hamburg		√	
EDDI	Berlin – Tempelhof		√	
EDDK	Cologne		√	
EDDL	Dusseldorf		√	
EDDM	Munich		√	
EDDN	Nuremberg		√	
EDDP	Leipzig		√	
EDDS	Stuttgart		√	
EDDT	Berlin – Tegel		√	
EDDV	Hannover		√	
EDDW	Bremen		√	
<b>NORWAY</b>				
ENGM	Oslo		√	

## Asia / Pacific

<b>AIRPORT</b>	<b>CITY</b>	<b>PDC</b>	<b>D-ATIS</b>	<b>TWIP</b>
<b>CHINA</b>				
VHHH	Hong Kong		√	
<b>NEW ZEALAND</b>				
NZAA	Auckland		√	
NZCH	Christchurch		√	
NZWN	Wellington		√	
<b>SINGAPORE</b>				
WSSS	Singapore		√	
<b>THAILAND</b>				
VTBD	Bangkok		√	
VTCC	Chiang Mai		√	
VTSS	Hat Yai		√	
VTSP	Phuket		√	

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Document 176-9001-994

Version 3