FANS 1/A+

Before **February 5, 2020**, all aircraft operators are required to supplement their high-frequency (HF) radios to use automatic satellite-based reporting instead of verbal position reporting. However, with deadlines already upon us, we recommend upgrading your aircraft in the next couple of months. Avoid downtime and get the latest configuration so that you’re able to fly in these North Atlantic flight paths before it’s too late:

- FL360-390, two tracks in Organized Track System (OTS) by **February 7, 2013**
- FL350-390, all tracks in Organized Track System (OTS) by **February 5, 2015**
- FL350-390, North Atlantic Track (NAT) region by **December 7, 2017**
- FL290 & above, North Atlantic Track (NAT) region by **January 30, 2020**

By upgrading, Air Traffic Control is able to reduce flight separation by receiving automatic position reports. This process reduces communication errors between ATC and the pilot, creating greater efficiency in the cockpit and improving your pilot’s situational awareness. Make sure your European travel plans are safe by upgrading your Falcon with the solutions you need under Dassault’s FANS 1/A STC.

ATN

Controller-Pilot Data Link Communications (CPDLC) Aeronautical Telecommunications Network (ATN) – B1 (Baseline 1) is merely a data communication system between pilot and air traffic control (ATC) replacing voice communication. This helps to alleviate confusion when dealing with congested radio frequencies. All non-EASy Falcons have a lifetime exemption. All Falcons equipped with the EASy flight deck flying over Europe at or above FL285 must be equipped with CPDLC ATN B1 by **February 5, 2020**.

ADS-B Out

All operators must have Automatic Dependent Surveillance-Broadcast capability by **January 1, 2020** (FAA). ADS-B Out technology increases communication and allows aircraft to transmit information to Air Traffic Control ground stations by using satellite signals instead of ground radar and navigational aids. By upgrading to ADS-B technology, your Falcon is properly spaced in high-density traffic areas, increasing safety and protecting your investment. This upgrade is made possible by the capabilities of the new WAAS GPS.

TCAS 7.1

Aircraft equipped with Traffic Collision Avoidance System (TCAS) II 7.0 should already have upgraded to 7.1 as of **December 1, 2015** in order to fly through European airspace. TCAS version 7.1 corrects problems with “Adjust Vertical Speed, adjust”. This phrase has been replaced with “Level off, level off” to avoid confusion. Version 7.1 also corrects problems with the Reversal Logic by recognizing when another aircraft is making the same adjustment and will issue a reversal Resolution Advisory (RA) to avoid the other aircraft.