

AERONAUTICAL INFORMATION CIRCULAR 25/19

USE OF CONTROLLER-PILOT DATA LINK COMMUNICATIONS ROUTE CLEARANCE MESSAGES IN THE EDMONTON FLIGHT INFORMATION REGION

Introduction

Controller-pilot data link communications (CPDLC) has been in use in the Edmonton flight information region (FIR) since 2012. Commencing on or soon after 15 August 2019, the available CPDLC message set will be expanded to include messages containing route clearances. Edmonton air traffic controllers will be able to accept pilot-initiated CPDLC route requests and uplink the appropriate clearance using flight management system-loadable data, thereby reducing readback/hear-back and transposition errors.

Implementation Plan

Implementation of CPDLC route clearance messages will occur in two phases, each communicated via NOTAM prior to initiation.

Phase 1 – Pilot-Initiated Route Requests

Pilots may initiate either of the following route clearance requests:

DM24 REQUEST *[route clearance]*
or
DM59 DIVERTING TO *[position]* VIA *[route clearance]*

Air traffic controllers will respond to a DM24 with one of the following responses, as appropriate:

UM79 CLEARED TO *[position]* VIA *[route clearance]*
or
UM80 CLEARED *[route clearance]*
or
UM83 AT *[position]* CLEARED *[route clearance]*

Pilots are to respond to the route clearance message with any of the following responses:

DM0 WILCO
or
DM1 UNABLE
or
DM2 STANDBY

Phase 2 – Controller-Initiated Route Clearances

Air traffic controllers may initiate a route clearance for separation purposes, to avoid restricted airspace or for other operational requirements.

Air traffic controllers may initiate any of the following route clearances:

UM79 CLEARED TO *[position]* VIA *[route clearance]*
or
UM80 CLEARED *[route clearance]*
or
UM83 AT *[position]* CLEARED *[route clearance]*

Pilots are to respond to the route clearance message with any of the following responses:

DM0 WILCO
or
DM1 UNABLE
or
DM2 STANDBY

Implementation of Phase 2 is expected three to four weeks after Phase 1.

Pilot Procedures

If a clearance is received that can be automatically loaded into the flight management system (FMS), the pilot should load the clearance into the FMS and review it before responding with “DM0 WILCO.”

Note: For additional guidance on pilot procedures for uplink messages containing FMS-loadable data, refer to section 4.3.5 of the International Civil Aviation Organization (ICAO) Doc 10037, *Global Operational Data Link (GOLD) Manual*.

Route Verification

To mitigate errors associated with pilots failing to promptly load or execute the new route clearances, controllers may verify the new route using automatic dependent surveillance – contract (ADS-C) reports, or by sending “UM137 CONFIRM ASSIGNED ROUTE”. Pilots are to respond to the “UM137 CONFIRM ASSIGNED ROUTE” with “DM40 ASSIGNED ROUTE *[route clearance]*.”

Note: Some aircraft are unable to send “DM40 ASSIGNED ROUTE *[route clearance]*” due to system limitations. In this case, pilots should respond with the free text message “UNABLE TO SEND ROUTE.”

Contacts

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A handwritten signature in black ink, appearing to read 'James Ferrier', with a long horizontal flourish extending to the right.

James Ferrier
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