

AERONAUTICAL INFORMATION CIRCULAR 3/20

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

Introduction

Controller-pilot data link communications (CPDLC) have been in use in the Montreal flight information region (FIR) since 2012. Commencing on or soon after 8 January 2020, the available CPDLC message set will be expanded to include messages containing route clearances. Montreal air traffic controllers will be able to accept pilot-initiated CPDLC route requests and uplink the appropriate clearance using loadable data from the flight management system (FMS), thereby reducing read back or hear-back and transposition errors.

Implementation

Implementation of CPDLC route clearance messages will be communicated via NOTAM prior to initiation.

Pilot-Initiated Route Requests

Pilots may initiate either of the following route clearance requests:

- DM24 REQUEST [route clearance]
- 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]
- UM80 CLEARED [route clearance]
- UM83 AT [position] CLEARED [route clearance]

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

- DM0 WILCO
- DM1 UNABLE
- DM2 STANDBY

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]
- UM80 CLEARED [route clearance]
- UM83 AT [position] CLEARED [route clearance]

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

- DM0 WILCO
- DM1 UNABLE
- DM2 STANDBY

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.

Further Information

For further information, please contact:

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