

# AERONAUTICAL INFORMATION CIRCULAR 15/23

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

### Introduction

Controller-Pilot Data Link Communications (CPDLC) has been in use in the Montreal flight information region (FIR) since 2012. Commencing on or soon after 13 July 2023, the available CPDLC message set will be expanded to include messages containing route clearances. Montreal air traffic controllers (ATCO) will be able to accept pilot-initiated CPDLC route requests and uplink the appropriate clearance using flight management system (FMS) loadable data, thereby reducing readback/hearback and transposition errors.

### Implementation Plan

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

Pilot-Initiated Route Requests	ATC Response or Initiation
<b>REQUEST DIRECT TO [position]</b>	▪ PROCEED DIRECT TO [position]
<b>REQUEST [route clearance]</b>	▪ CLEARED TO [position] VIA [route clearance] ▪ CLEARED [route clearance] ▪ AT [position] CLEARED [route clearance]
<b>DIVERTING TO [position] VIA [route clearance]</b>	▪ CLEARED TO [position] VIA [route clearance] ▪ CLEARED [route clearance] ▪ AT [position] CLEARED [route clearance]

Pilots are to respond to a route clearance message with one of the following:

- WILCO
- UNABLE
- 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.

### Pilot Procedures

If a clearance is received that can be automatically loaded into the FMS, the pilot should load the clearance into the FMS and review it before responding with "WILCO" or "UNABLE".

Flight crews must be familiar with the proper loading and execution of the following CPDLC route clearance uplinks:

Pilot-Initiated Route Requests	ATC Response or Initiation
<b>PROCEED DIRECT TO [position]</b>	<ul style="list-style-type: none"> <li>Instruction to proceed directly to the specified position.</li> </ul>
<b>CLEARED TO [position] VIA [route clearance]</b>	<ul style="list-style-type: none"> <li>Instruction to proceed to the specified position via the specified route.</li> <li>This uplink may not show the “VIA ROUTE CLEARANCE” until it is loaded.</li> <li>This is not a <b>direct</b> to the “CLEARED TO [waypoint]”. It is a clearance to the waypoint via the route specified.</li> </ul>
<b>CLEARED [route clearance]</b>	<ul style="list-style-type: none"> <li>Instruction to proceed via the specified route.</li> <li>This uplink may not show the “ROUTE CLEARANCE” until it is loaded.</li> </ul>
<b>AT [position] CLEARED [route clearance]</b>	<ul style="list-style-type: none"> <li>Instruction to proceed from the specified position via the specified route.</li> <li>This uplink may not show the “ROUTE CLEARANCE” until it is loaded.</li> </ul>

**Note 1** Experience shows that flight crews often misunderstand the uplink message “CLEARED TO [position] VIA [route clearance]” when they fail to load the message into the FMS, with the result that they incorrectly fly directly to the “CLEARED TO [position]”. In other cases, even after loading, they perceive the clearance as direct to the “CLEARED TO [position]”.

**Note 2** FMS waypoint weather data (winds and temperature) may be lost depending on the route clearance message received. Flight crews should verify the weather data as they may need to re-enter the weather data for proper FMS predictions.

**Note 3** 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 “CONFIRM ASSIGNED ROUTE”. Pilots are to respond to the “CONFIRM ASSIGNED ROUTE” with “ASSIGNED ROUTE [route clearance]”.

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

## Further Information

For further information, please contact: NAV CANADA

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