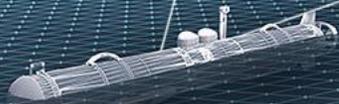




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DATA COMM PROGRAM MONTHLY OPERATORS NEWSLETTER

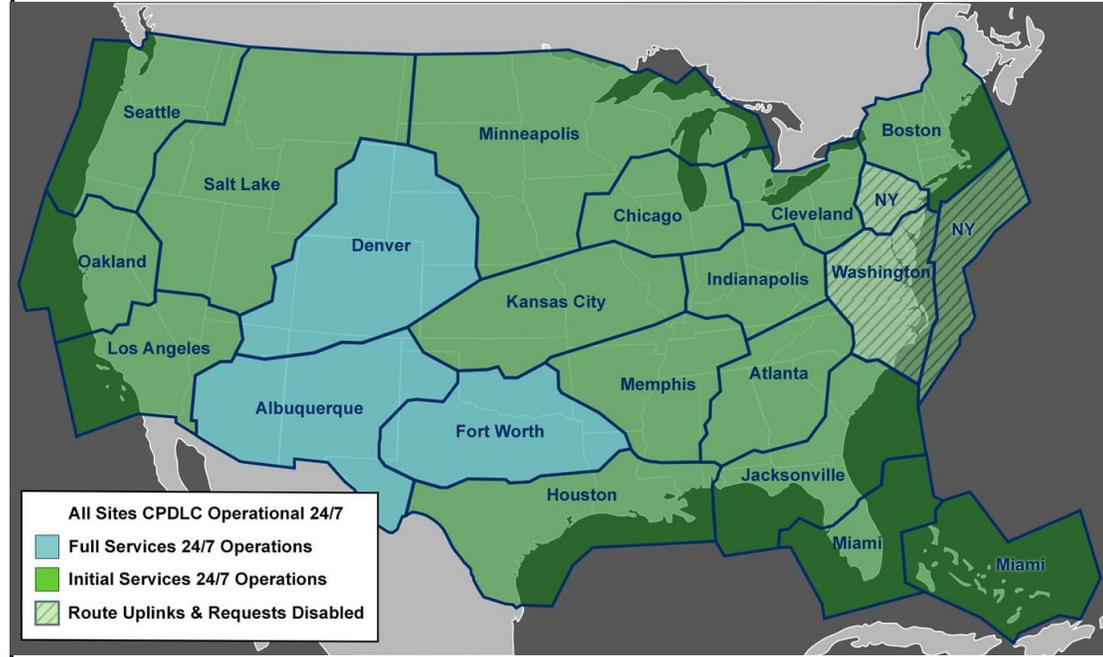
March 4, 2026 to March 31, 2026



Crew Reminders

- Always use the LOAD prompt if it is available.
- Once you have reviewed and executed a CPDLC clearance, remember to send an ACCEPT/WILCO as soon as safely practical, to include frequency changes.
- Logon KUSA regardless of whether you are departing a TDLS airport or not.

En Route CPDLC Status



Crew Reminders

- Approaching entry into the domestic U.S. (including Bermuda), expect an indication that KUSA is the Next Data Authority (NDA). Depending on your aircraft, this indication may be labeled NDA, NEXT ATC, NEXT CTR, or NEXT FACILITY. If upon entry into the domestic U.S., KUSA is not indicated as your Current Data Authority (CDA), manually logon to KUSA.

ZNY & ZDC En Route Uplinks and Route Requests Temporarily Turned Off. Expected resolution coming in 2026.

Full Services Deployment Schedule Updated – See Slide 4. New Pilot Handbook Discussing Full Services Published on L3Harris Data Comm Website.

Reminder Regarding Pilot Initiated Downlinks & Airbus Flight Deck Reminder Timer

Updated



Issue

After making a pilot initiated downlink and not receiving an ATC clearance in reply, pilots are sometimes misinterpreting that their request has been approved and an ATC clearance has been received.

This has led to Airbus pilots changing trajectory when no clearance has been received.

Some Airbus aircraft display a time share between “REMINDER” and “NO ATC REPLY” after 7 ½ minutes from the original request. **This is NOT an ATC clearance.**

What should the Crew do?

A pilot initiated downlink and the “REMINDER” “NO ATC REPLY” message displayed on some Airbus aircraft is not a clearance. An ATC clearance must be obtained prior to altering trajectory.

If unclear as to whether an ATC clearance has been received, contact ATC via voice.

THIS IS NOT AN ATC CLEARANCE



ATC clearance uplinks WILL NOT say “REQUEST”.

THIS IS AN ATC CLEARANCE



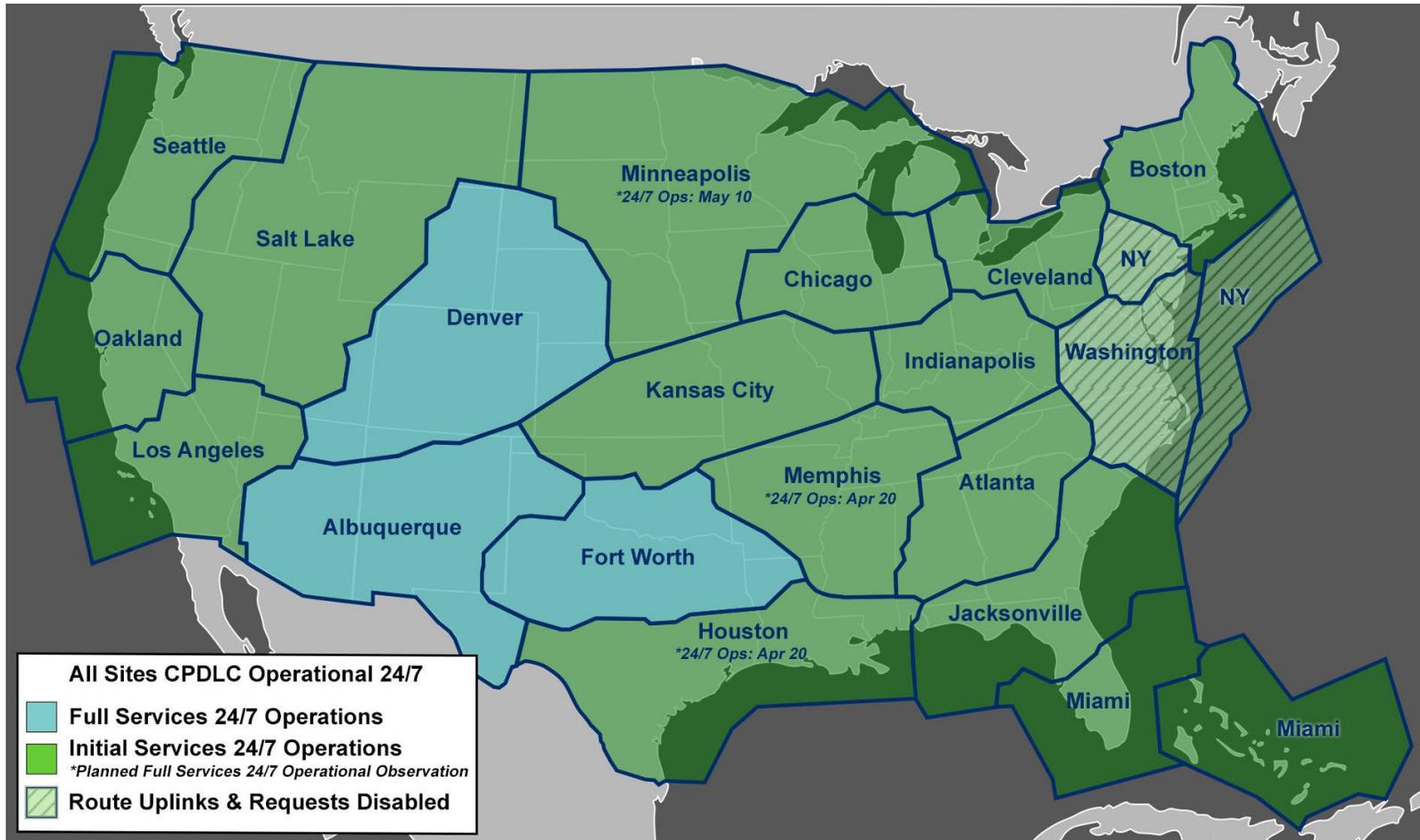
ATC clearance uplinks WILL include a “WILCO”, “STANDBY”, or “UNABLE” as pilot response options.

Full Services En Route Deployment Map

Updated



Refer to [Pilot Handbook](#) for additional information.



Full Services Messages

- AT [ALTITUDE] PROCEED DIRECT TO [POSITION]
- AT [POSITION] PROCEED DIRECT TO [POSITION]
- HOLD AT [position] AS PUBLISHED MAINTAIN [altitude] EXPECT FURTHER CLEARANCE AT [time]
- HOLD AT [position] MAINTAIN [altitude] INBOUND TRACK [degrees] [direction] TURNS [legtype] EXPECT FURTHER CLEARANCE AT [time]
- EXPECT FURTHER CLEARANCE AT [time]
- Weather Deviations
- Free Text Advisories

Upcoming Additional Clearances Available via CPDLC

Updated



ATTENTION PILOTS

New route, holding, weather deviation clearances, and free text advisory uplinks are coming for aircraft operating within an ARTCC that has “Full Services” enabled.

New Route Messages

1. AT [altitude] PROCEED DIRECT TO [position]
2. AT [position] PROCEED DIRECT TO [position]

New Holding Messages

1. HOLD AT [position] AS PUBLISHED MAINTAIN [altitude] EXPECT FURTHER CLEARANCE AT [time]
2. HOLD AT [position] MAINTAIN [altitude] **INBOUND** TRACK [degrees] [direction] TURNS [legtype] EXPECT FURTHER CLEARANCE AT [time]
3. EXPECT FURTHER CLEARANCE AT [time]

Key Difference Between Voice & CPDLC Holding Clearances
Holding Course – Non-published holding clearance uplinks will always specify the **inbound track** and **direction**.

REMINDERS

- ✓ Refer to operator/OEM guidance.
- ✓ Use the LOAD prompt if available.
- ✓ Verify the route on FMS and ND.
- ✓ Contact ATC via voice if there is any discrepancy or confusion.
- ✓ **A holding clearance uplink is a clearance to hold at a specified fix. It is NOT a route clearance to proceed direct to the holding fix. The pilot is to continue via the last cleared route to the holding fix.**

Refer to the Pilot Handbook at <https://www.l3harris.com/datacomm> for additional information on these new messages.

Upcoming Additional Clearances Available via CPDLC

Updated



ATTENTION PILOTS

New route, holding, weather deviation clearances, and free text advisory uplinks are coming for aircraft operating within an ARTCC that has “Full Services” enabled.

New Weather Deviation Messages

Begins with a pilot downlink requesting left/right/either side of course request: “REQUEST WEATHER DEVIATION UP TO [distance] [direction] OF ROUTE”

If ATC can approve, uplinks: “CLEARED TO DEVIATE UP TO **[distance offset]** [direction] OF ROUTE WHEN ABLE PROCEED DIRECT TO [position] REST OF ROUTE UNCHANGED REPORT BACK ON ROUTE”

Back on route report can be sent via CPDLC or via voice.

New Free Text Advisory Uplinks

ATC will be able to uplink free text advisories that pilots must ROGER/ACCEPT. Pilots are reminded not to send free text to ATC as it is not supported.

WX DEVIATIONS

- ✓ If time critical, use voice to request.
- ✓ **If deviating, and a subsequent deviation is needed, use voice.**
- ✓ **CPDLC deviations are MILEAGE based NOT degree based.**

REMINDERS

- ✓ Refer to operator/OEM guidance.
- ✓ Use the LOAD prompt if available. Verify the route on FMS and ND.
- ✓ Contact ATC via voice if there is any discrepancy or confusion.

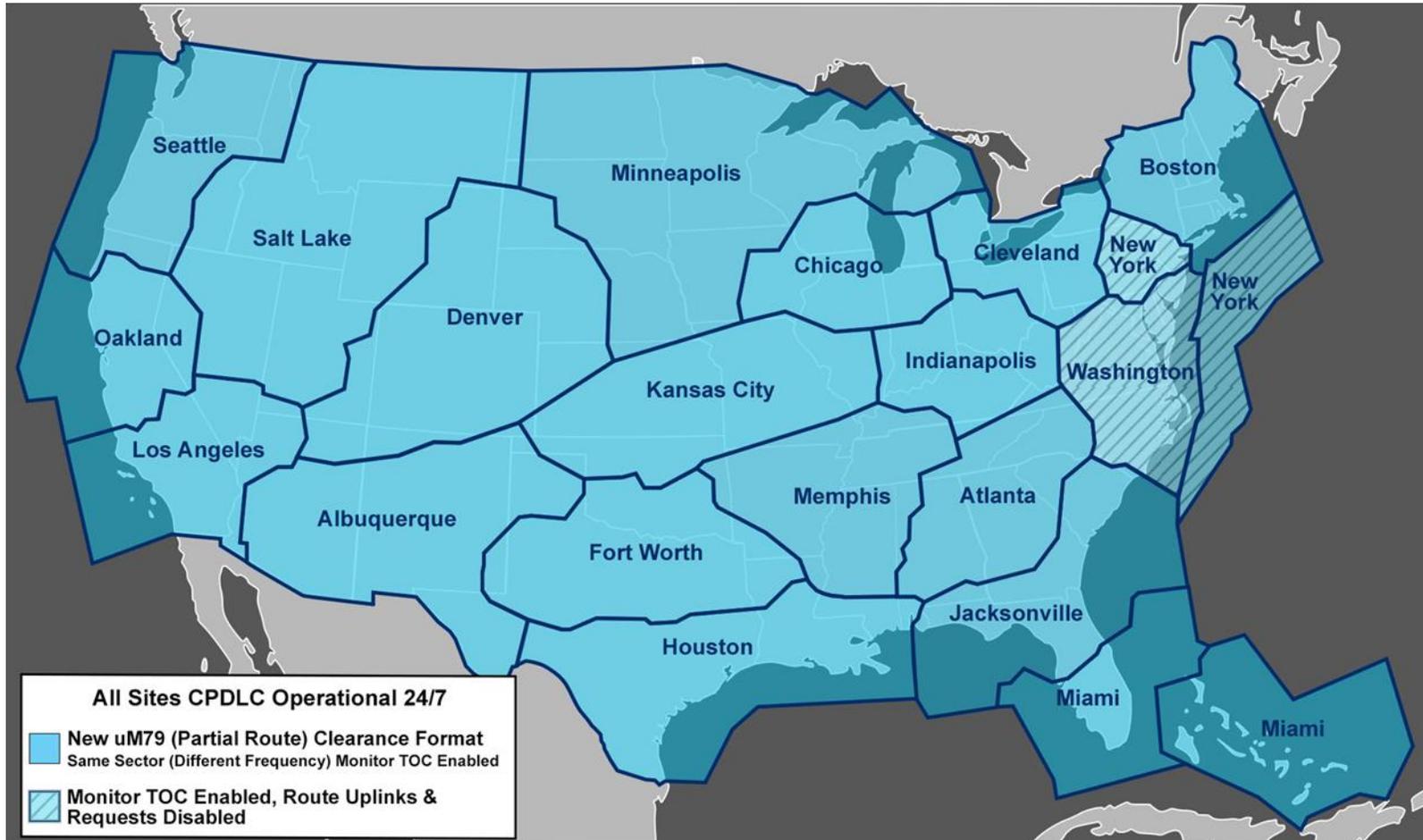
Refer to the Pilot Handbook at <https://www.l3harris.com/datacomm> for additional information on these new messages.

En Route Partial Route Clearance Free Text Format Map

Updated



Refer to next [Operator Newsletter](#) on L3Harris Data Comm website for additional information.



Old Format

```
1516z ATC UPLINK 1/2
                                STATUS
                                OPEN
-   CLEARED TO SAWED VIA
-   ROUTE CLEARANCE .
-   +LOAD NEW RTE TO SAWED+
-   REST OF ROUTE UNCHANGED
-   - - - - VCN SBY SAWED ./ .
-   KBOS
```

New Format

```
0737z ATC UPLINK 1/2
                                STATUS
                                OPEN
-   LOAD NEW ROUTE - DIRECT
-   VCN SBY SAWED ./ . KBOS
-   CLEARED TO SAWED VIA
-   ROUTE CLEARANCE
-   REST OF ROUTE UNCHANGED
```

Upcoming Changes to En Route CPDLC Re-Routes



ATTENTION PILOTS

Upcoming changes will affect the format of partial airborne re-routes. Until all ARTCCs adopt the new format, pilots will receive either the old or new format. This change applies to partial re-routes, where ATC modifies your route to a point already on your flight path.

Current Format

```
1516z ATC UPLINK 1/2
STATUS
OPEN
CLEARED TO SAWED VIA
ROUTE CLEARANCE.
+LOAD NEW RTE TO SAWED+
REST OF ROUTE UNCHANGED
----- VCN SBY SAWED ./ .
KBOS
----- CONTINUED -----
LOG>
```

New Format

```
0737z ATC UPLINK 1/2
STATUS
OPEN
LOAD NEW ROUTE - DIRECT
VCN SBY SAWED ./ . KBOS
CLEARED TO SAWED VIA
ROUTE CLEARANCE
REST OF ROUTE UNCHANGED
----- CONTINUED -----
LOG>
```

In this example, the routing to SAWED has changed, and you are to **proceed direct** VCN, direct SBY, direct SAWED.

REMINDERS

- ✓ Always use the LOAD prompt.
- ✓ Verify the route on FMS and ND.
- ✓ Contact ATC via voice if there is any discrepancy or confusion.

Refer to the Pilot Handbook at <https://www.l3harris.com/datacomm> for additional changes coming to CPDLC – including a new MONITOR message for same sector frequency changes. Updated version publishing soon.

The prior edition of the Pilot Handbook will remain available until all ARTCCs have changed their re-route clearances.

Upcoming New MONITOR Transfer of Communication Message Coming to En Route CPDLC



ATTENTION PILOTS

ATC will soon be able to issue MONITOR Transfer of Communication CPDLC messages when there is a change in frequency but no change in controller. This will be used primarily for sectors with multiple frequencies. These messages will not be used for transfers between different sectors.

New Message



In this example, the pilot is to ACCEPT or WILCO the clearance, change their radio frequency to 134.875, and silently monitor.

No verbal check in is required. ATC is notified that you have acknowledged the CPDLC message.

The new frequency will have the same controller as the last frequency.

REMINDERS

- ✓ Acknowledge all ATC clearances.
- ✓ Contact ATC via voice if there is any discrepancy or confusion.

Refer to the Pilot Handbook at <https://www.l3harris.com/datacomm> for additional changes coming to CPDLC – including changes to the format of partial airborne reroutes. Until all ARTCCs are upgraded to this new release, both versions of the Pilot Handbook will remain available. Refer to latest version for information about this new functionality.

Pilot Route Loading Awareness Item: Caution Regarding Duplicate Fixes in NavDB



Issue

Some FMS versions have route loading logic that will not select/load the correct instance of a fix when duplicates of that fix exist in its NavDB.

What should the Crew do?

Pilot review of a loaded route clearance uplink should include awareness of this behavior and the understanding that the **position** provided in a um74, 79, or 83 uplink will correspond to a waypoint already in the FMS Active route.

Note:

Selection & Loading of incorrect duplicate fixes have occurred on the following:

B737 operators with U12/U13 FMS

BA/GA operators with Honeywell NZ FMS

um74 PROCEED DIRECT TO **[position]**

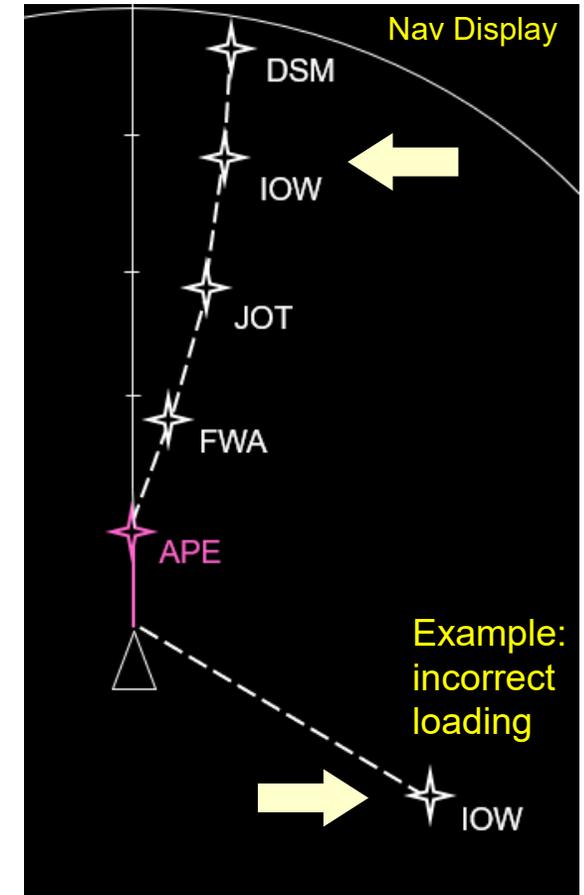
um79 CLEARED TO **[position]** VIA [routeclearance]

um83 AT **[position]** CLEARED [routeclearance]

An example for illustration purposes after an FMS incorrectly selected (loaded) an instance of **IOW** nearest the aircraft position, rather than the correct instance – in the Active route.

Example:

**PROCEED DIRECT IOW.
REST OF ROUTE UNCHANGED.**



Pilot Awareness Item: Responding to All Messages



Issue

Every CPDLC message requires a response, and a failure to respond to certain messages makes up ~25% of the issues related to CPDLC.

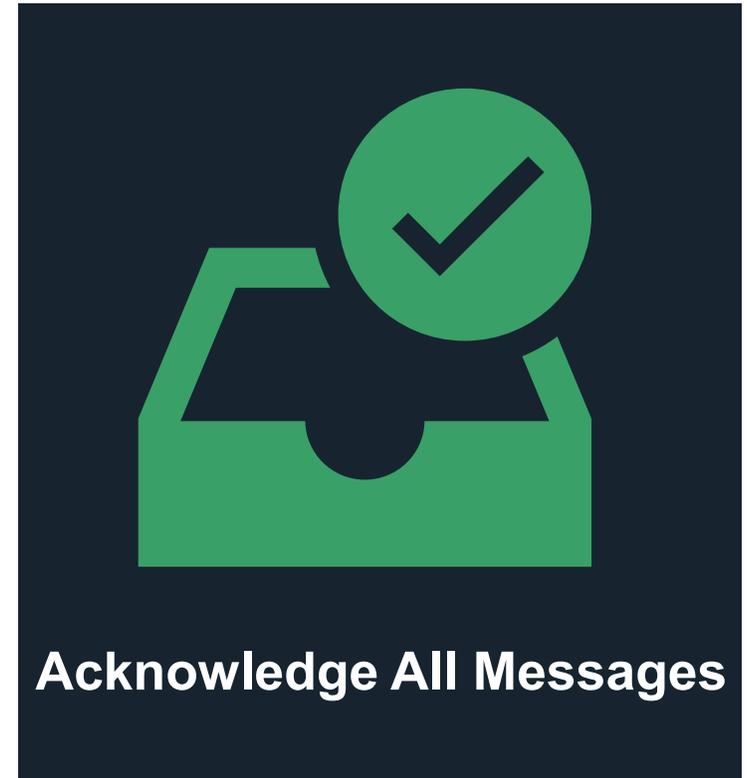
What should the Crew do?

Crews are reminded to **WILCO, ACCEPT, REJECT, or STBY every clearance**

- This includes: Cleared as Filed, route changes, revised EDCT, departure frequencies, etc.
- If responding to a message with STBY, a subsequent acceptance or rejection is required.

When responding to prompts such as “**Confirm Speed**,” do not include free text, and be sure to **use the Reports page to respond**.

A failure to acknowledge these clearances will result in ATC having to revert to voice, increasing workload for everyone.



Dispatch Awareness Item: Flight Plans



Issue

The following issues make up the majority of instances where flight crews and ATC need to revert to voice, increasing workload. Dispatchers can help contribute to the success of Data Comm by considering the following:

What should the Dispatcher do?

- When the need to amend a flight plan arises – remember to cancel the old flight plan then re-file.
- Flight plans cannot contain airway to airway transitions without a published navigation point in between.
 - **INCORRECT**: J4.J65
 - **CORRECT**: J4.ABI.J65
- Flight plans cannot contain Terminal Enroute Control (“TEC”) coded route.
- The first route element after the departure airport cannot be an airway.
- When filing a Standard Instrument Departure (SID)/DP, you must exit at a published transition, or the last fix on the common route.



Additional filing guidance is available in the U.S. Domestic CPDLC Flight and Route Planning Guide, available at <https://www.l3harris.com/datacomm>.

CONFIRM SPEED (UM134) PRESENT SPEED (DM34) crew reporting



Issue

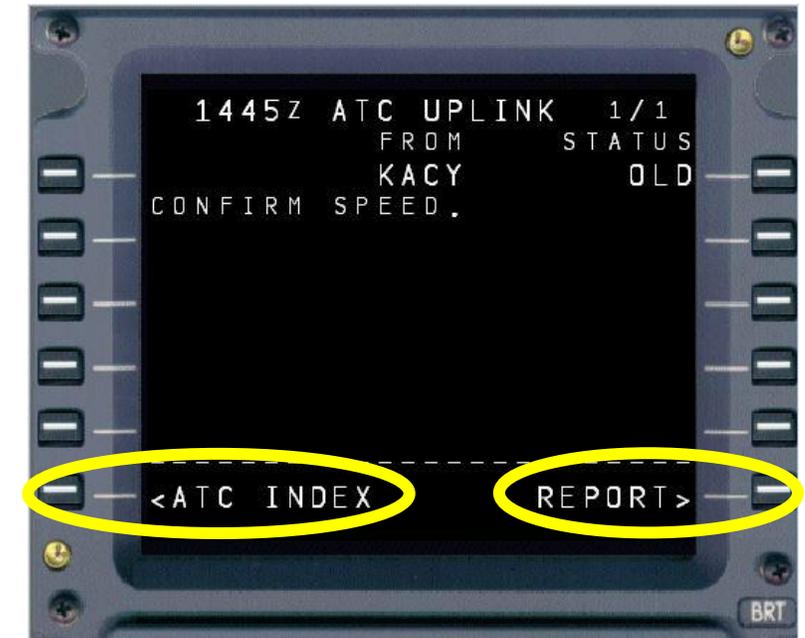
- Some crews have reported they are not able to reply to the uM134 CONFIRM SPEED uplink message.
- Crew was expecting to see the WILCO / STANDBY / UNABLE responses to the CONFIRM SPEED uplink.

How to respond?

- There are two methods this message can be acknowledged in the FMC. Below are 2 example display page flows for the B737.
 - Primary response flow: Use the REPORT Prompt at 6R
 - Secondary response flow: Use the ATC INDEX Prompt at 6L

What should the crew do?

- Report to ATC the PRESENT SPEED by following the Display Page Flow on following slides.



CONFIRM SPEED (UM134) PRESENT SPEED (DM34) crew reporting



Primary Display Page Flow: Using REPORT Prompt (Boeing)

1) UM134 CONFIRM SPEED Uplink Message.
Select R6 REPORT Prompt.



2) CONFIRM SPEED REPORT Page.
Select L1 CONFIRM SPEED Prompt.



3) PRESENT SPEED VERIFY REPORT Page.
PRESENT SPEED value is auto populated.
Select R5 SEND Prompt.



4) PRESENT SPEED SENT Page.
No Action Required



Note: Message status designated as "OLD", indicates the message has now been viewed.

CONFIRM SPEED (UM134) PRESENT SPEED (DM34) crew reporting



Secondary Display Page Flow: Using ATC INDEX Prompt (Boeing)

1) UM134 CONFIRM SPEED Uplink Message.
Select L6 ATC INDEX Prompt



2) ATC INDEX Page.
Select L3 REPORT Prompt.



3) CONFIRM SPEED REPORT Page.
Select L1 CONFIRM SPEED Prompt.



4) PRESENT SPEED VERIFY REPORT Page.
PRESENT SPEED value is auto populated.
Select R5 SEND Prompt



5) PRESENT SPEED SENT Page.
No Action Required



Note: Message status designated as "OLD", indicates the message has now been viewed.

CONFIRM SPEED (UM134) PRESENT SPEED (DM34) crew reporting



Display Page Flow: (Airbus)

ATSU Version

ATSU CSB/CLR 7

(FANS A+ on A320/A330 families) products

- UM134 is displayed as **CONFIRM SPD**

ATSU CSB/CLR 9 and future 10

(FANS C on A320/A330 families) products and A380/A350 ATC applications.

- UM134 is displayed as **REPORT SPD**

PRESENT SPEED REPORT Page.
PRESENT SPEED value is auto populated.



Displayed: ATSU CSB/CLR 9 and future 10

How to respond?

1. The message UM134 is received by the ATSU and displayed on DCDU.
2. The ATSU automatically interrogates the FMS without any crew actions
3. In nominal situations, FMS answers and prepared DM34PRESENT SPD is made available to the crew who just have to press SEND*
4. If ATSU-FM link is broken, or FM not available, the crew is informed by NO FM DATA message displayed on DCDU. They can select MODIFY and the MCDU can be used to manually inserts a value. The MODIFY can also be used to by-pass the FM speed (force another value) but this is not typically used.

Revised Route Examples (FRD and LAT/LONG Routings)



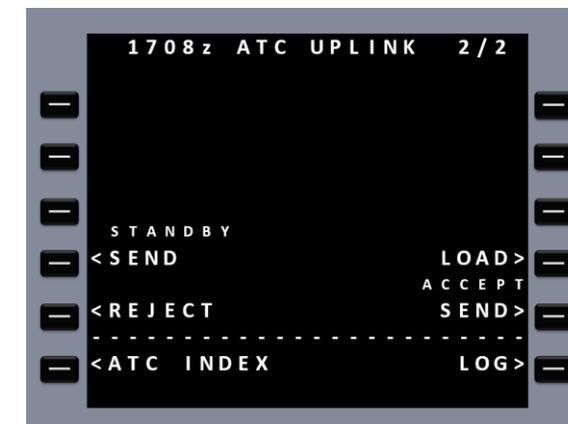
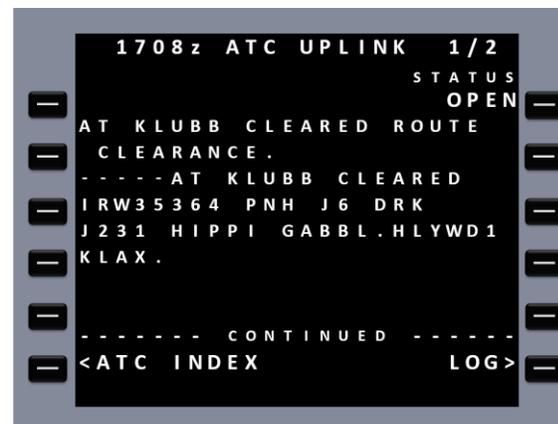
- Revised routes may be sent when it is necessary to re-route an aircraft around constrained airspace (e.g., weather/air traffic) or Special Use Airspace.
- A revised route may be based on routing points defined by a fix-radial-distance (FRD) from a NAVAID or a LAT/LONG.

FRD Routing Example

Original ATC Clearance: KATL to KLAX:
NASSA2 YAALL J14 PNH J6 DRK J231 HIPPI GABBL HLYWD1 KLAX

FRD Revised Clearance: The FRD is the IRW 353 Radial at 64 NM:
IRW35364 PNH J6 DRK J231 HIPPI GABBL HLYWD1 KLAX

CPDLC Message Example: AT [position] CLEARED [route clearance]:

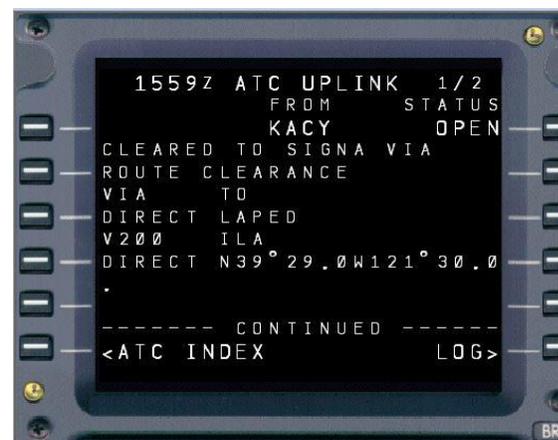


LAT/LONG Routing Example

Original ATC Clearance: KUKI to KRNO:
KUKI ENI V200 FMG KRNO

LAT/LONG Revised Clearance: Route around the Beale TFR:
ILA N39°20.64' W121°30.11' SIGNA V200 FMF KRNO

CPDLC Message Example: CLEARED TO [position] VIA [route clearance]:



Do not attempt to build these revised route clearances in the FMS. Use the LOAD or INSERT function.