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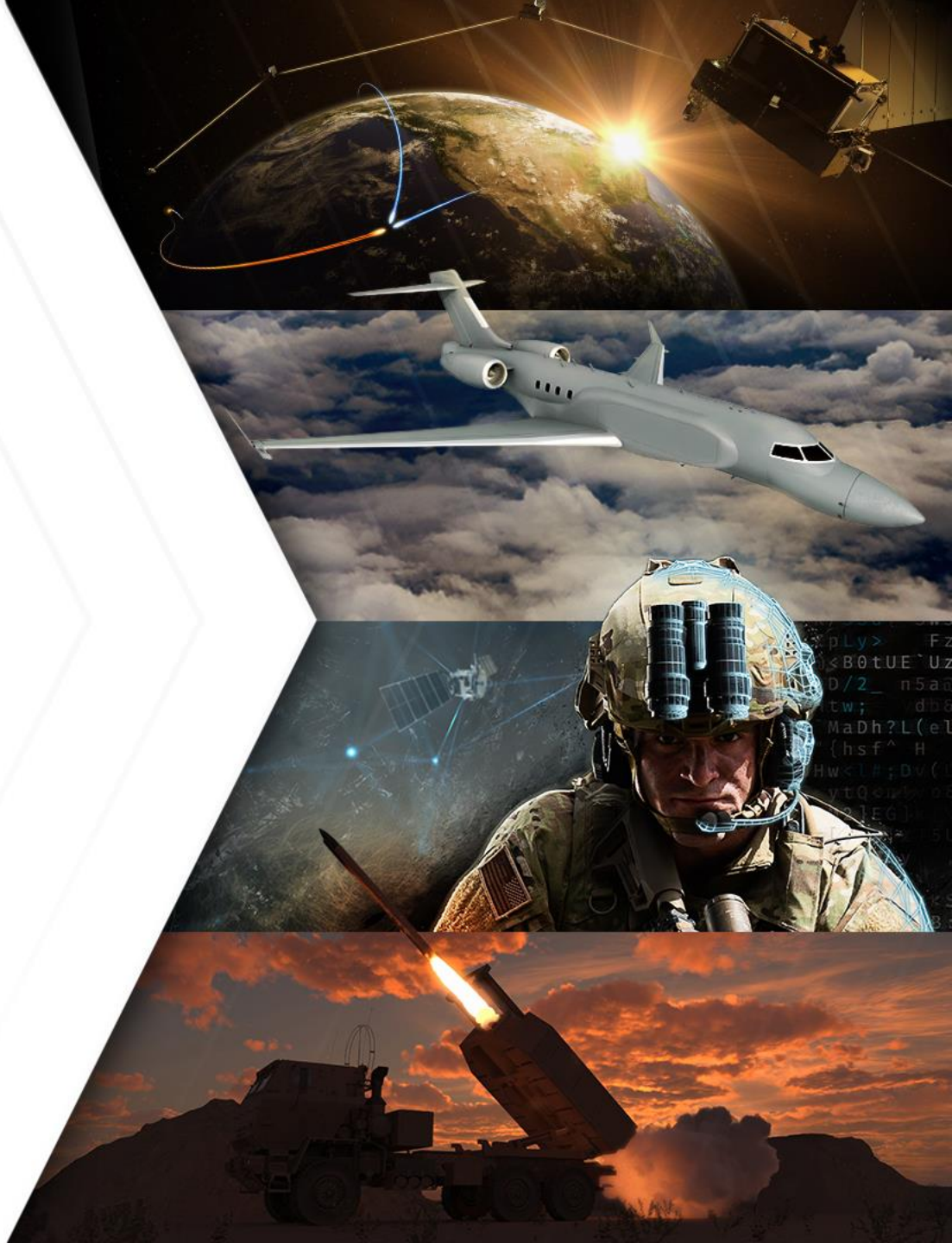
DATA COMM PROGRAM MONTHLY OPERATORS NEWSLETTER

October 14, 2026 – November 20, 2026



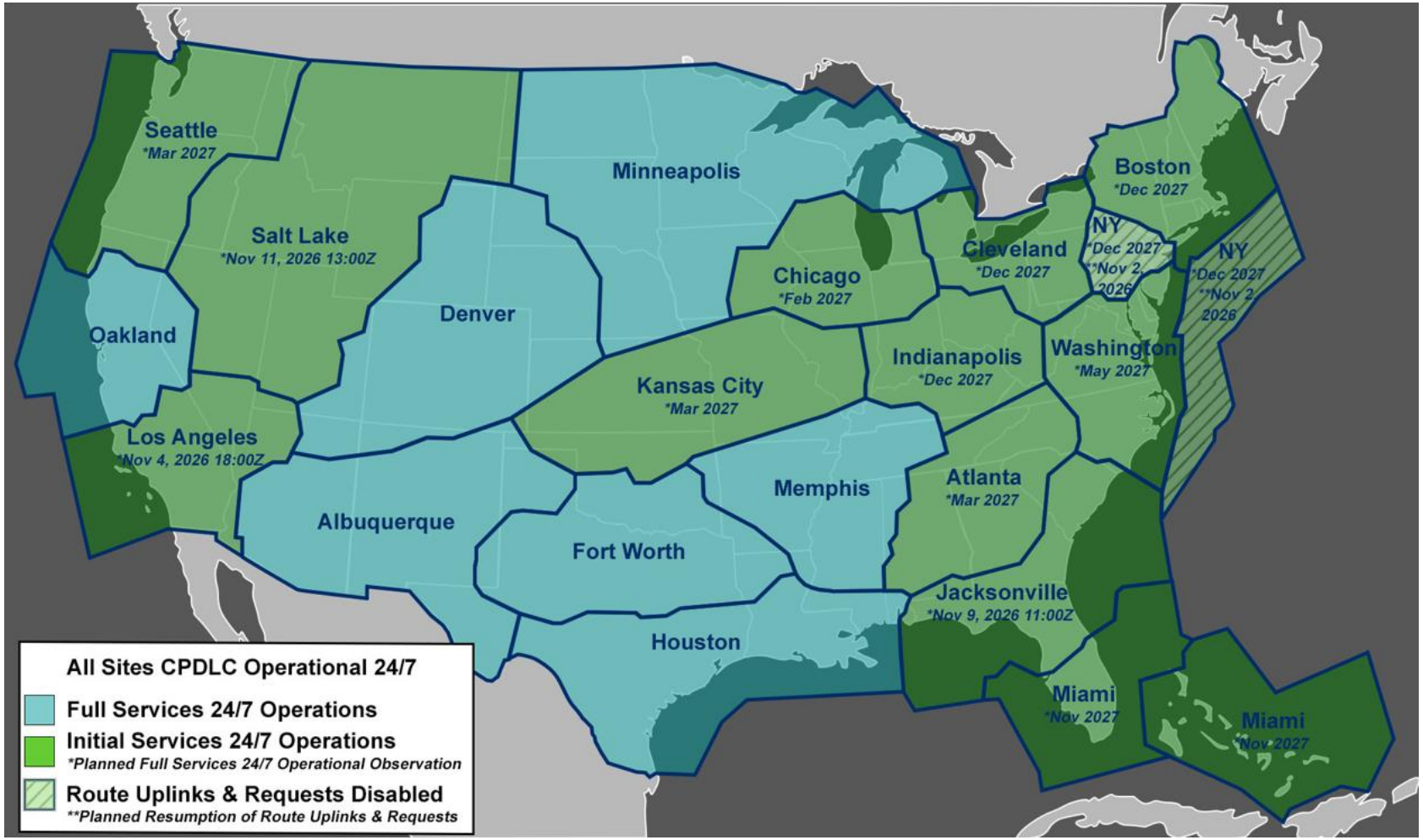
Data Comm Operator Monthly Newsletter 10/14/2026 – 11/20/2026

Updated

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.
- 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.

En Route CPDLC Status



ZNY En Route Uplinks and Route Requests Temporarily Turned Off, resuming 11/2/2026. ZDC HAS RESUMED route uplinks.

Reporting Back on Route During Weather Deviations

New

Issue

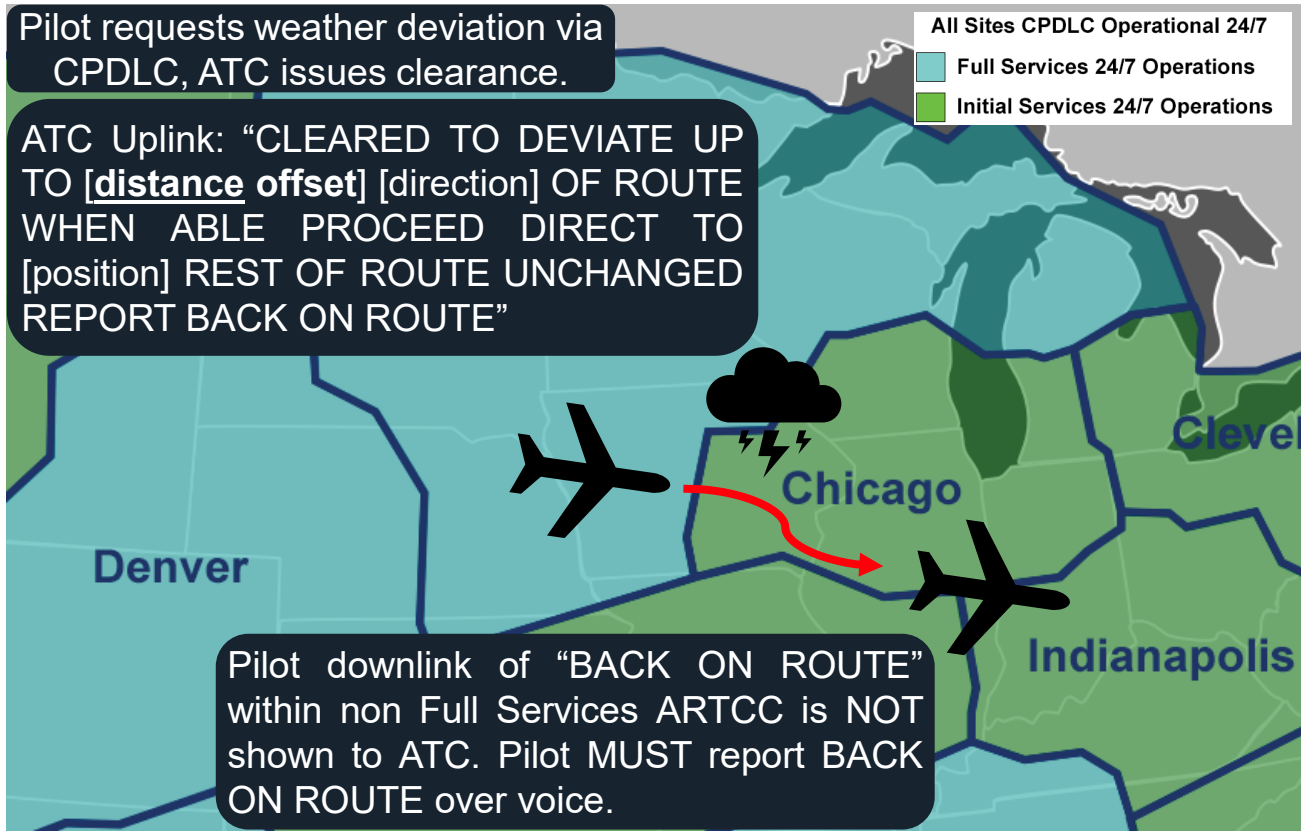
A feature in CPDLC Full Services is the ability for pilots to request a weather deviation via CPDLC. Deployment of Full Services is expected to complete by 2028.

At times, an aircraft performing a weather deviation might begin the deviation while in an ARTCC that has CPDLC Full Services and then complete the deviation while in an ARTCC without Full Services.

What should the Crew do?

When the deviation is complete and aircraft has executed the direct to clearance or sequenced a waypoint on the cleared route, pilots should downlink a BACK ON ROUTE report.

If upon doing so the pilots receive a message "ROUTE REPORT DOWNLINK NOT RECEIVED. CONTACT ATC", the pilot must report back on route over voice.



If a pilot receives "ROUTE REPORT DOWNLINK NOT RECEIVED. CONTACT ATC" they must report completion of the deviation over VOICE.

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

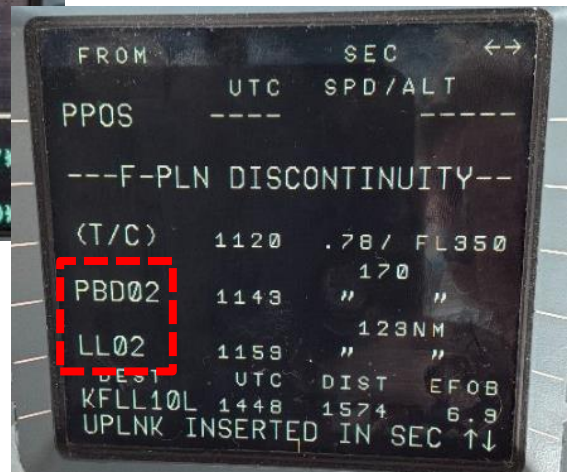
Reminder Regarding Loading and Display of Routes

New

Issue

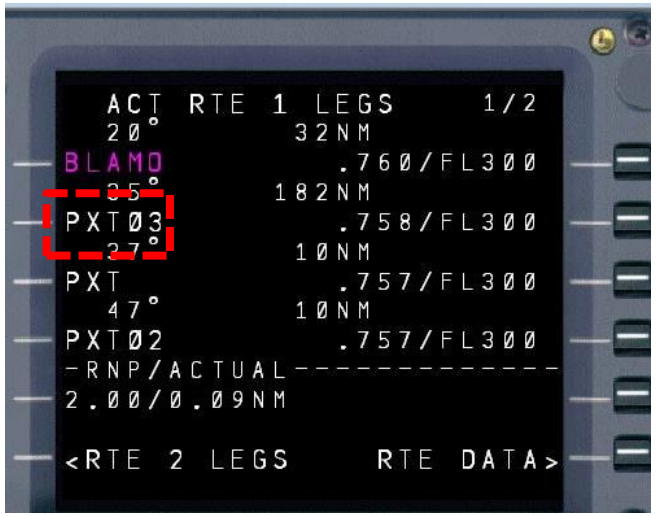
ATC can issue route uplinks that include latitude/longitude coordinates and/or place / bearing / distance from NAVAIDs or WAYPOINTS. Different avionics configurations load and display these fixes in different ways.

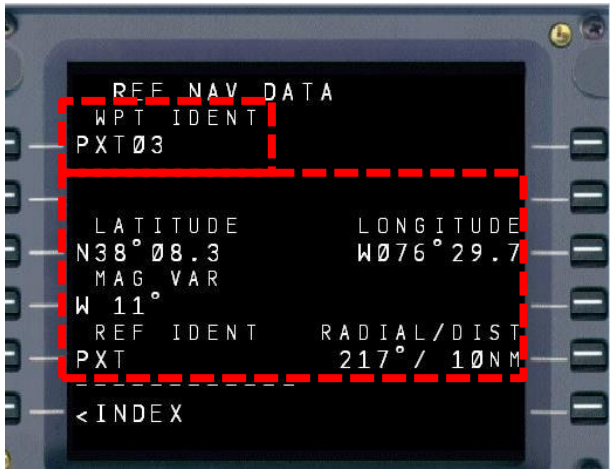
At times, pilots attempt to manually load these points into the FMS, become confused regarding the display of these points, or remove them from the FMS. This results in deviation from the assigned route of flight.



What should the Crew do?

Consistent with operator/OEM guidance, pilots should review the CPDLC message, “push to load” the route, and respond to the uplink as appropriate. Pilots should be aware that different avionics configurations display routes differently, and that the latitude/longitude or place/bearing/distance fixes may appear using aliases or shortened names in the route or LEGS page.
At times, there may be a discontinuity between present position and the first point, which should be cleared.





Upcoming Changes to Automated Block List Process - Summary

KUSA is transitioning to a process where aircraft that experience four consecutive ATC en route message failures have their CPDLC sessions terminated **only and are not added to the block list**. As ARTCCs transition, some aircraft will still be added to the FAA en route Block List temporarily, prior to being manually removed.

What is Not Changing

- VDLM2 is the required media for en route CPDLC messages.
- The Block List applies to US Domestic en route CPDLC only, DCL will not be affected.
- Four consecutive ATC en route message failures will lead to session termination.
- A notification email will be sent if your session is terminated.
- If an aircraft is added to the Block List, it will be removed shortly thereafter followed by a separate email confirmation of removal from ZLC Flight Data.

What is Changing

- Instead of always being added to the FAA Block List, depending on where the 4th failure occurs, ARTCC's on the new process will only terminate the session and allow for re-logon.
- Eventually, all ARTCCs will transition to a process where the aircraft is not added to the FAA Block List, and only session termination occurs.

What to do if CPDLC Session is Terminated

Revert to voice for ATC communications.

If you wish to attempt to re-logon during the flight, you may attempt a re-logon to KUSA after the next frequency change but must be on VDLM2 to establish a session and exchange messages with ATC. If unable to establish a session, you are likely not on the correct media (VDLM2), and should continue the remainder of the flight on voice.

If unable to re-logon, you are likely on the Block List and will need to wait to be removed. No action from the operator is required for this to occur.

Contact DCIT@L3Harris.com if you have any questions or issues.

Reminder Regarding Manually Loading STARs

Issue

Crew that file FANSER as a DAT code and that receive an amended clearance that includes a STAR **need to manually load the STAR after loading the remainder of the CPDLC clearance.**

These clearances include a statement “MANUALLY LOAD ARRIVAL”

In certain scenarios, aircraft may receive an uplink that ONLY changes the STAR. Despite there being a LOAD prompt in the FMS, this LOAD prompt **does not load the STAR, and pilots must manually load the STAR.**

If you see “MANUALLY LOAD ARRIVAL”, pushing the LOAD button will not load the STAR.

What should the Crew do?

Consistent with operator/OEM guidance, pilots should review the CPDLC message, “push to load” the route, respond to the uplink as appropriate, and if the clearance included a change to the STAR, **manually load the STAR and execute the change.**

Reminder Regarding Pilot Initiated Downlinks & Airbus Flight Deck Reminder Timer

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

Timeshares

ATC clearance uplinks WILL NOT say "REQUEST".

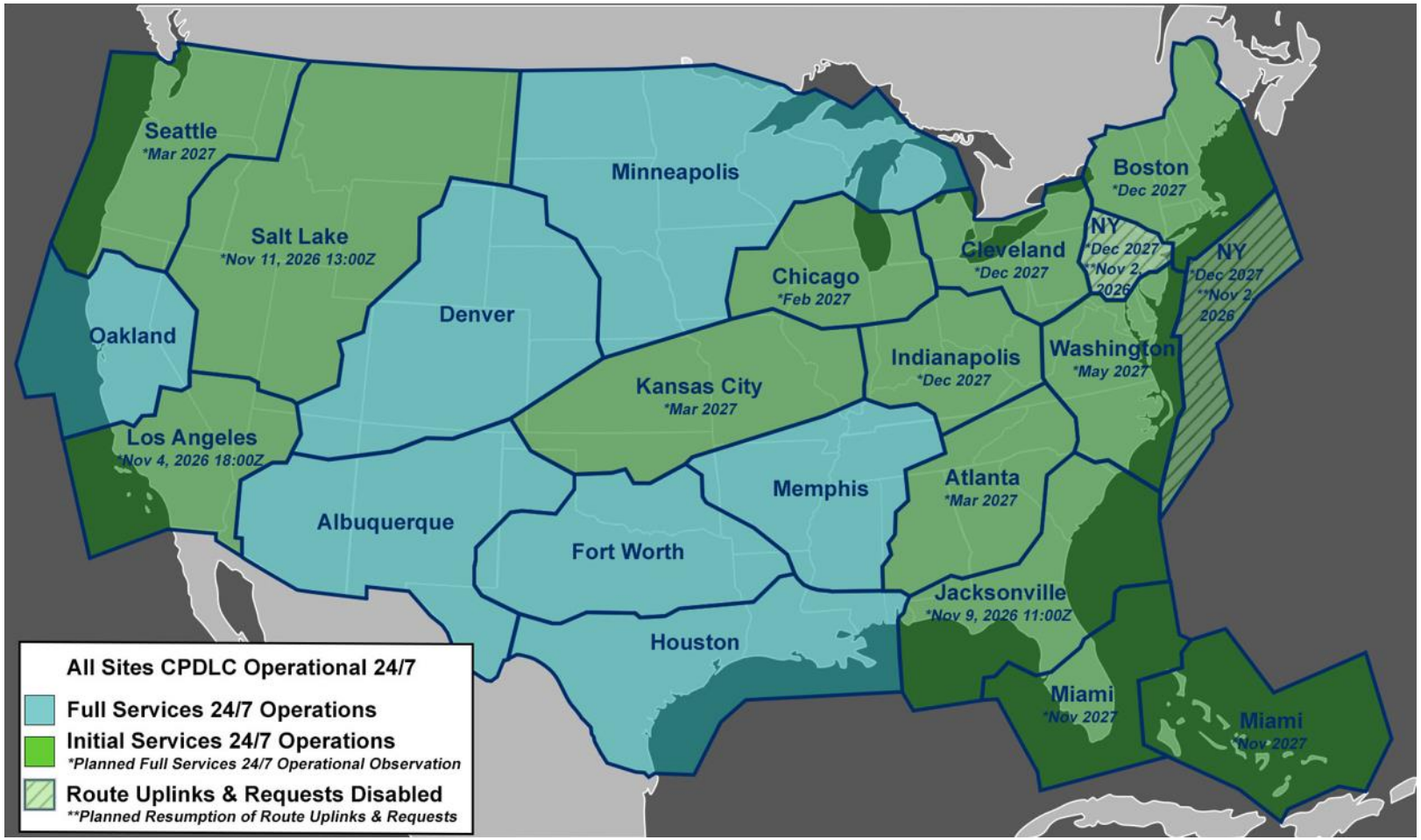
THIS IS AN ATC CLEARANCE

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

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.**
- ✓ **Pilots must contact ATC via voice to report completion of deviation if deviation ends in an ARTCC without Full Services.**

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.

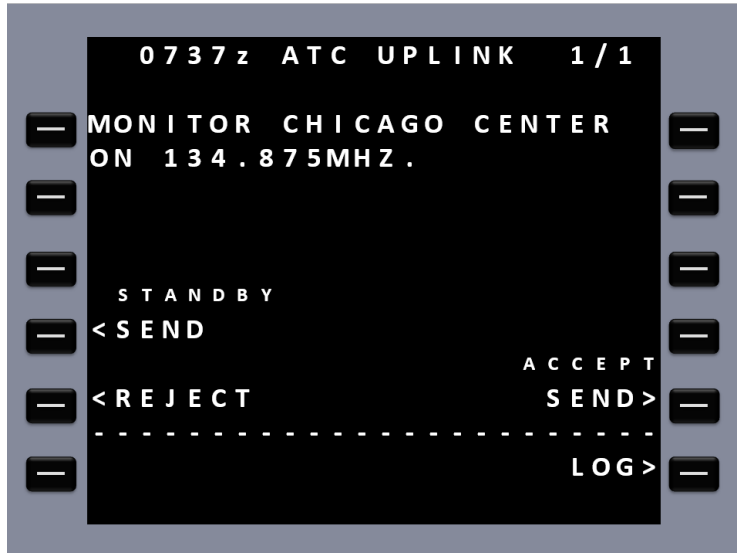
Refer to the Pilot Handbook at https://www.l3harris.com/datacomm for additional information on these new messages.

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.

um74 PROCEED DIRECT TO [**position**]

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

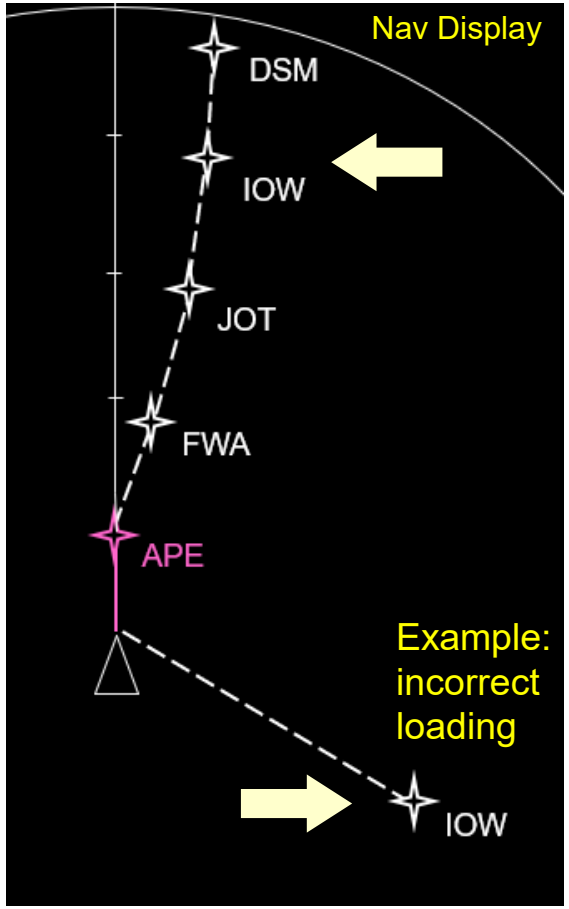
um83 AT [**position**] CLEARED [routeclearance]

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.

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.



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

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.

Acknowledge All Messages

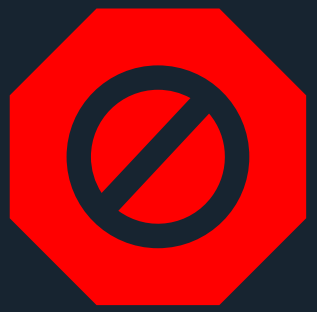
Dispatch Awareness Item: Flight Plans

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.



Reverting To Voice Increases Workload

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

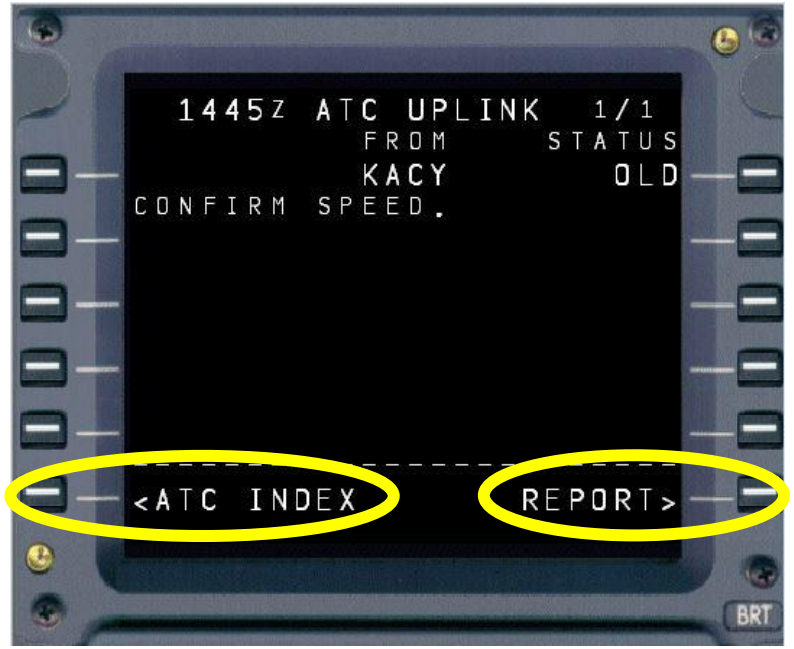
- Some crews have reported they are not able to reply to the uM134 CONFIRM SPEED uplink message.
- Crew was expecting to see the WILCO / STANDBY / UNABLE responses to the CONFIRM SPEED uplink.

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)

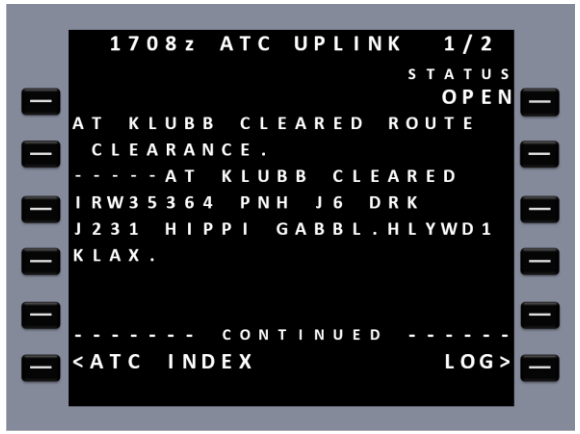
- Revised routes may be sent when it is necessary to re-route an aircraft around constrained airspace (e.g., weather/air traffic) or Special Use Airspace.
- A revised route may be based on routing points defined by a fix-radial-distance (FRD) from a NAVAID or a LAT/LONG.

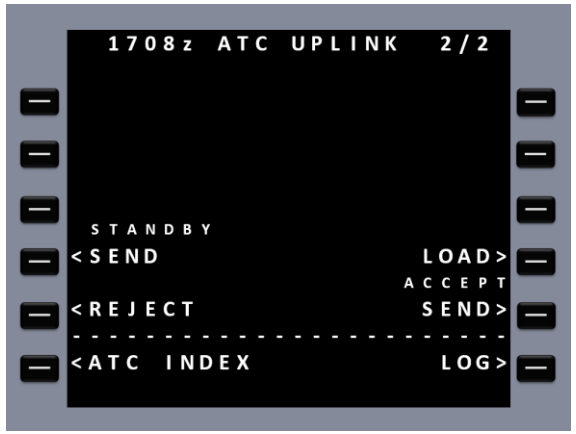
FRD Routing Example

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]:



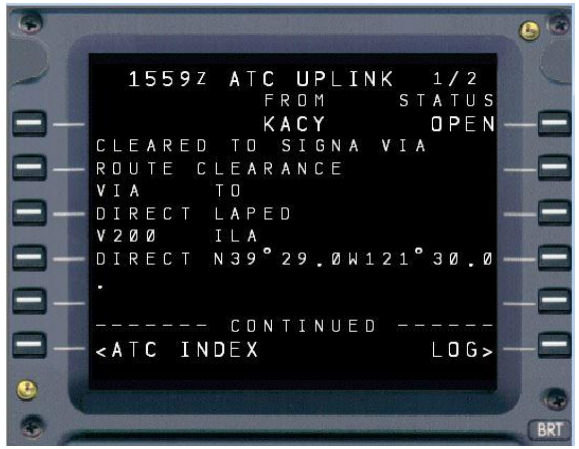


LAT/LONG Routing Example

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.**