



**Data Communications Implementation Team
Tower Data Link Services
Controller Pilot Data Link Communication
Departure Clearance Service (CPDLC-DCL)
Flight Deck User Guide**



**Version 2.0
March 31, 2016**

Change History Page

Version	Date	Description of Change
1.0	April 30, 2015	Initial issue of the Data Communications Implementation Team (DCIT) Tower Data Link Services (TDLS) Departure Clearance Service (DCL) Flight Deck User Guide
2.0	March 31, 2016	TDLS System update – Push DCL, Cockpit flow diagram and description of Logon Procedure with PUSH DCL services, General document update to include Airbus aircraft pictures for Integrated CPDLC interface and DCDU

Executive Summary

CPDLC Departure Clearance Services (CPDLC-DCL) will be introduced at local Tower Data Link Service (TDLS) equipped facilities to provide the delivery of departure clearances and revised departure clearances through advanced automation and Controller Pilot Data Link Communications (CPDLC) as part of the FAA NextGen introduction of advanced communications services in the NAS. The *Data Communications Implementation Team (DCIT) Tower Data Link System (TDLS) CPDLC Departure Clearance Service (CPDLC-DCL) Flight Deck User Guide* introduces flight crews to the concept of DCL and outlines the roles of the Airline Operations Center, clearance delivery controllers, and flight crews. The document describes the general procedures for logging on, loading the flight plan, receiving the DCL, responding to the DCL message and logging off. Examples of different types of revised DCLs are provided with guidance for reviewing, processing and responding to the clearances.

Purpose

The following guidance material will support operators participating in the FAA's Departure Clearance Services at participating TDLS airports. Operators should extract information from this CPDLC-DCL Flight Deck User Guide that will support their participation in the DCL services. Recommended DCL procedures or guidance is supplemental to the procedures recommended in the *Global Operational Data Link Document*, (which is planned to be published as the *Global Operational Data Link (GOLD) Manual* by ICAO in November 2016). Where appropriate, this guidance should be included in flight crew standard operational procedures. While GOLD does not directly address Departure Clearances on the ground, the reference to operational procedures should be thought of as additional guidance material supporting currently approved airline procedures. When CPDLC-DCL guidance deviates from GOLD recommended procedures, this document will identify the differences when appropriate.

Participation in this CPDLC-DCL service is at the discretion of the flight crew and/or operator. If the flight crew chooses not to participate, they will contact Clearance Delivery via voice for their ATC clearance or, if TDLS CPDLC is inoperative, request a PDC using standard SOP's per the ATC flight plan filing instruction and operator's guidance concerning departure clearance retrieval.

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Chapter 1. Introduction

Voice communication frequencies used by pilots and air traffic control (ATC) are becoming increasingly congested and will not be able to accommodate the projected increase in air traffic demand. Use of data communications (Data Comm) to supplement some routine voice communications will increase efficiency, capacity, and safety. The FAA Data Communications Program (DCP) initiatives will be incrementally implemented to provide advanced communication capabilities and the transition from analog voice to an International Civil Aviation Organization (ICAO) compliant system in which digital communications become the predominant mode of communication.

Chapter 2. Departure Clearance Service (CPDLC-DCL)

The Departure Clearance Service (DCL) provides automated assistance for requesting and delivering initial and revised departure clearances. CPDLC-DCL provides CPDLC messages for the following: Flight plan route, initial and requested altitude, beacon code assignment and departure frequency. When CPDLC-DCL is provided through the use of CPDLC, this information is exchanged using CPDLC messaging. For DCL, the messages will be selected from those already used in FANS equipped aircraft. The CPDLC-DCL service is designed for use in surface operations and supplements the existing PDC at TDLS sites for participating aircraft. A summary of the roles of the Airlines Operations Center (AOC) or company dispatch, clearance delivery controller, and flight crew are described below:

AOC / System Dispatch. Just as in current operations, the aircraft operator will file an ATC flight plan with the Air Route Traffic Control Center (ARTCC) associated with the departure airport via a ground-to-ground communication system. Also, Dispatch will receive courtesy copies of Departure Clearances sent to the aircraft.

Clearance Delivery Controller. ATC automation creates a proposed DCL and presents it to the controller for review. The controller may modify the DCL with local data such as a Departure Procedure and approves or revises the DCL. Upon delivery of the DCL to the aircraft, the automation system forwards a copy of the DCL to the AOC.

Flight Crew. The flight crew activates the data link system as they prepare the aircraft for the flight by logging on using AFN (ATS Facilities Notifications) to the ATC system. ATC can accept valid logon data before the controller reviews the DCL for approval. When the controller reviews and approves the Departure clearance, ATC accepts the logon and initiates a CPDLC connection between the aircraft and ATC. ATC transmits a controller approved DCL to the aircraft via the CPDLC connection. If changes in tower or en route conditions occur for weather or other reasons, ATC will amend the clearance information and transmit a revised DCL to the flight crew.

Chapter 3. Flight Deck

3.1 Controls and Indicators

On Boeing implementations, the EICAS advisory message “• ATC” (shown in Figure 1) or Airbus aircraft “ATC MSG” pushbutton on the glareshield (figure 3) along with an audible tone in the cockpit indicates that a message from ATC is available for viewing. To view the message, select the MCDU ATC or ATC COMM Function key (shown below in Figure 2). Figures 3 and 4 show Airbus implementations to view ATC messages.



Figure 1. Indication of ATC message (Boeing)

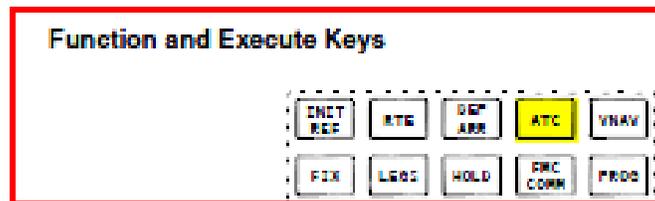


Figure 2. Function Execute Keys (Boeing)

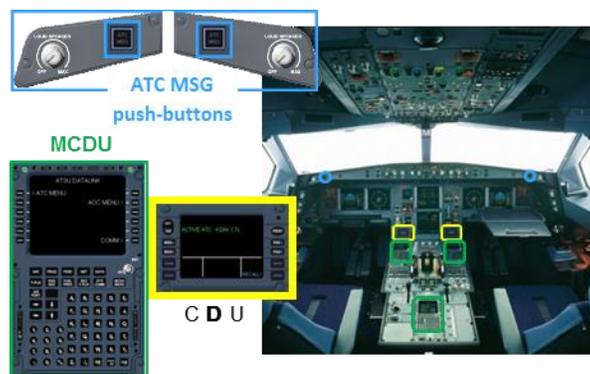


Figure 3. A320 & A330/A340 controls and indications for FANS (Airbus)

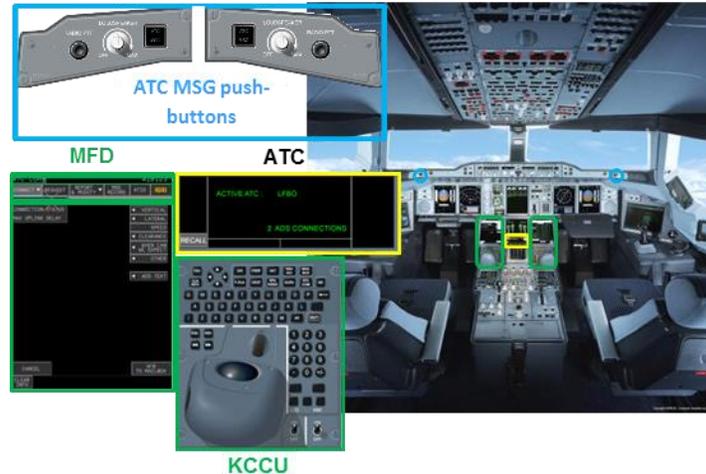


Figure 4. A380 / A350 controls and indications for FANS (Airbus)

Available responses to ATC to a Departure Clearance are ACCEPT, REJECT, and STANDBY (see Figure 5 below).



Figure 5. Examples of Clearance Response Page

3.2 The flight crew should ACCEPT the clearance when:

1. The FMS indicates that the clearance has been successfully loaded to include a manual entry of the DP/TRN and Runway if necessary, reviewed per SOP and no discontinuities exist, and
2. No clarification from ATC is required

3.3 The flight crew should REJECT/UNABLE the clearance when:

1. The FMS indicates that it cannot load the clearance (e.g. the clearance was unable to be loaded or only part of the clearance loaded and the flight crew was unable to resolve the clearance); or
2. The FMS indicates any inconsistencies or discontinuities with the route modification that are not addressed by AIPs or local procedures and the flight crew was unable to resolve the clearance; or
3. When company policies require the flight crew to obtain a new clearance.

Note: *The flight crew should use voice to clarify a clearance due to any loading failures, route discontinuities, or inconsistencies. If equipped, the ATC Review Page or displayed full route clearance may be used to resolve the clearance instead of voice.*

3.4 The Flight Crew should select STANDBY when:

A timely response is not practical; the appropriate interim response is **STANDBY**. For example, a STANDBY response is appropriate when company procedures require an operational assessment of the reroute by dispatch or the AOC.

3.5 Transferring Route Clearance Information to the FMS

The “LOAD” option is available when ATC Route Information is included in the CPDLC DCL UPLINK. Selecting “LOAD” will transfer route information into the FMS RTE or Secondary Flight Plan allowing the flight crew to review and accept the departure clearance per company procedures.

Note: *The FMS checks the loadable portion of the clearance to ensure it is correctly formatted and compatible with the FMS navigation database. Remember, the Departure and Departure Transition is not included in the Loadable Route uplink and must be manually entered by the crew into the FMS when provided in the DCL.*

3.6 CPDLC ATC Log

The “ATC LOG” function allows previous messages to be viewed by the flight crew when necessary.

Chapter 4. Flight Crew Procedures and Guidance

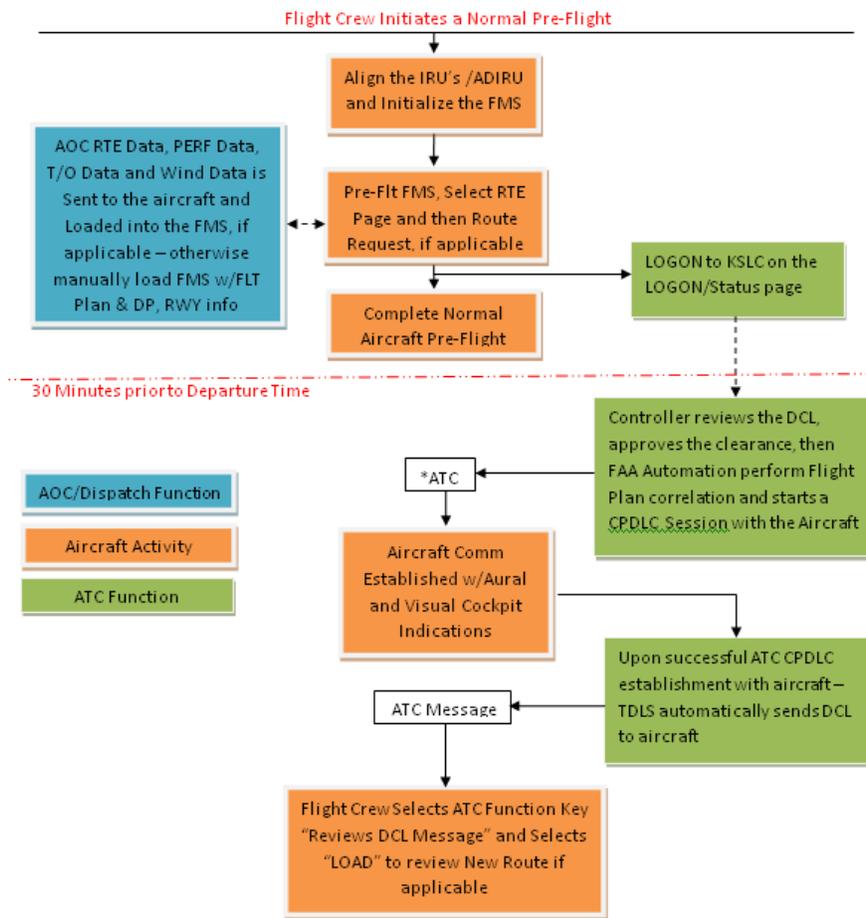


Figure 6. Overview of Flight Crew Departure Clearance Activities

4.1 Loading the Original Filed Flight Plan

Flight crews will have a flight plan on board to initially load the FMS with the filed route of flight. Crews should load the flight plan that was filed with ATC into the FMS via either;

1. Company FMS Uplink with Route, Wind, Performance and T/O company uplink, or
2. Manually-entered full Route, Wind, Performance and takeoff information from the onboard flight plan per company procedures.

4.2 CPDLC LOGON or AFN Notification

Logon or AFN Notification to ATC may be completed anytime during pre-flight operations. Within P-30 minutes of the proposed departure time, an “ATC Connection Established” message will be received by the aircraft if the following conditions are met: the Logon Information was correctly formatted, there is an ATC Filed Flight Plan on File, Company Dispatch has indicated to the FAA that the aircraft is DCL capable via the flight plan and the ATC Controller has approved the DCL.

NOTE: If the initial attempt to logon/AFN Notification fails, flight crews should ensure that a flight plan is on file, verify the Logon information is correct, then one additional logon attempt should be made. If the second logon attempt fails, the crew should revert to voice and contact clearance delivery for the Departure Clearance or revert to PDC if your company has indicated this is your airlines preferred method of data communication with the FAA.

Note: *Reverting to PDC is only available if entire CPDLC DCL service is unavailable at the TDLS facility.*

4.3 DCL - Departure Clearance Delivery:

Once a successful ATC Connection has been established and your Departure Clearance has been approved by the controller, the DCL will be automatically sent to the aircraft.

Note: If appropriate and after the first received uplinked clearance, the aircrew may request a subsequent Departure Clearance using only REQUEST CLEARANCE (DM25) feature in the avionics. This will result in either a Full Route Clearance (UM80) or a Cleared To Position Via Route Clearance (UM79) uplink being delivered to the aircraft.

Boeing Aircraft: To request the DCL, on the ATC page, select the “CLEARANCE”, followed by request “SEND”. See Figure 7 and 8 for MCDU examples.



Figure 7. Boeing ATC Index page w/Clearance



Figure 8. Verification/Send

Airbus Aircraft: On A320/330/A340 aircraft, to request the DCL, on ATC OTHER REQ page, select "CLEARANCE". Then select "ATC REQ DISPL" to generate the downlink on DCDU. See Figure 9.



Figure 9. ATC OTHER REQ page on A320/330/A340

On A350/380 aircraft, to request the DCL, on REQUEST page, select "OTHER" in the "CLEARANCE" sub-menu. Then select "XFR TO MAILBOX" to generate the downlink on Mailbox. See Figure 10.



Figure 10. REQUEST page on A380 / A350

When making a Departure Clearance request, DO NOT add any Free Text to the downlink page. If any free text information is added, the ground system will reject the message and send an auto reply message indicating "MESSAGE NOT SUPPORTED BY THIS ATS UNIT".

4.4 Flight Crew Processing of DCL

Flight crews should treat any CPDLC-DCL sent to the aircraft just like they would any voice or PDC clearance per company procedures when reviewing and accepting route clearances. One additional feature of the CPDLC-DCL Service is the ability to introduce revisions to a previously cleared flight plan which can be received at any time until the aircraft is handed off to the tower for takeoff. Amendments can be a simple altitude change or a more complex full reroute. When notified of a revised clearance, flight crews should use good judgment and follow company procedures in reviewing and responding in a timely manner to revised clearances.

4.4.1 At the Gate

When an initial/revised CPDLC-DCL is received, flight crews should act in accordance with company policy or best operational judgment in a timely manner, to review the initial or revised clearance and either accept-wilco / reject-unable / standby, as appropriate.

4.4.2 Off the Gate

Flight crew should act in accordance with company policy or best operational judgment in a timely manner, to review the revised clearance and either accept-wilco / reject-unable/ standby, as appropriate.

A revised clearance may contain simple changes (e.g., a revised transponder code) or complex changes (e.g., a full re-route). Complex revisions may require substantial 'heads-down' time for FMS route loading and verification. Whether or not these activities will be able to be conducted without requesting additional time from ATC will depend on a variety of factors and is at the discretion of the flight crew. In some cases, it may not be prudent to conduct these activities when the aircraft is in motion (such as approaching a runway). It is advisable to notify the appropriate ATC controller (ground or tower control) and pull out of the ground traffic flow when:

- Required by company procedures,
- In areas of high traffic density or high-tempo operations,
- In low-visibility or nighttime operations, or
- When safety dictates.

4.5 Termination of CPDLC DCL Services

4.5.1 ATC Initiated Termination while airborne

1. After Takeoff, flight crews can expect an automated ATC initiated disconnect 5-10 minutes after Takeoff. The disconnect time may be modified by local agreement as determined by the DCIT.
2. Flight crews are reminded to logon to the next FIR/Data Authority when transitioning to the OCEAN environment. The TDLS system does not have controller to controller handoff capability. If the flight is still connected to the TDLS system, the flight crew will have to disconnect / terminate the TDLS session and create a New CPDLC /AFN logon with the next controller before the controller can establish a CPDLC connection.

4.5.2 Flight Crew/ATC initiated CPDLC connection Termination

If the flight crew elects to disconnect their ATC CPDLC connection, or the CPDLC session is terminated by the controller while on the ground, all subsequent Departure Clearance services with ATC clearance delivery will be handled via voice. Accepted CPDLC Clearances will remain in effect for that flight unless amended by Clearance Delivery via voice.

1. For the DCL Service, the automated ATC disconnect after takeoff may be adjusted for local airspace requirements for flight crew sterile periods (e.g., eliminate nuisance alerts).
2. Flight crews are reminded to logon to the next FIR/Data Authority when transitioning to the OCEAN environment. The TDLS system does not have controller-to-controller handoff capability. If the flight is still connected to the TDLS system, the flight crew will need to disconnect / terminate the session before logging on to the next ATS Unit.

Note: *At any time flight crews should Contact Clearance Delivery by voice:*

- *To clarify the delivered clearance,*
- *To request an amendment,*
- *When requested by Ground Control,*
- *Whenever safety dictates, or*
- *Anytime when confusion exists or clarification is needed.*

Chapter 5. Departure Clearances (DCL)

5.1 “Then As Filed”

When no changes have been made to the filed flight plan, ATC will send a “Then As Filed” Departure Clearance that *does not* contain a loadable route clearance:

- Flight crews will obtain the FMS route information from the onboard flight plan or from company dispatch and **manually insert the Departure Procedure/Transition and Runway (if applicable)** obtained from the DCL into the FMS.

5.2 Change from Filed Flight Plan – Initial Clearance

If ATC has modified the filed flight plan, a FMS loadable route clearance will be sent to the aircraft with either a “CLEARED ROUTE CLEARANCE” or “CLEARED TO POSITION VIA ROUTE CLEARANCE” message.

Caution: After loading the uplinked CPDLC DCL Clearance, it is important to use the individual FMS pages to request AOC/Company Wind, Performance, and/or Takeoff data, or manually enter the data per company procedures. Do not use the (Boeing) AOC/Company FMS RTE page “ROUTE REQUEST” functions for these requests. **Using the (Boeing) AOC/Company FMS “ROUTE REQUEST” or (Airbus) FMS INIT/CPNY F-PLN Request function will delete the cleared ATC assigned route from the FMS.**

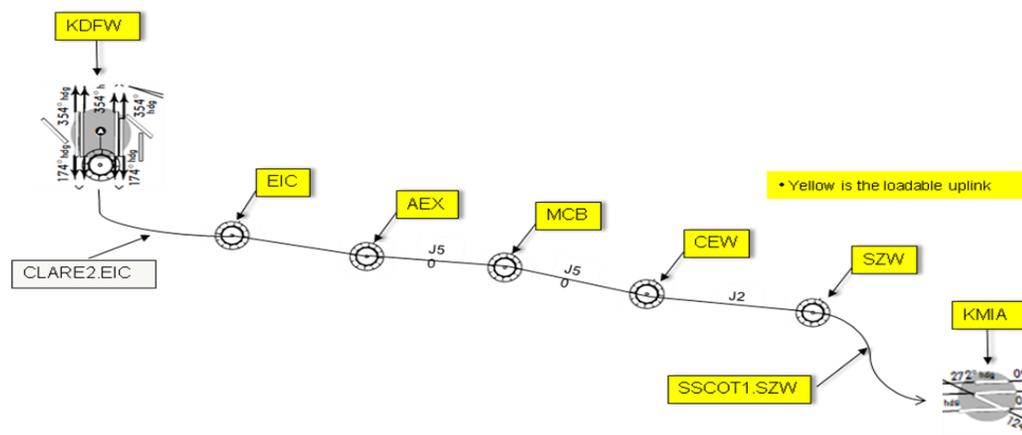


Figure 11. Depiction of a Loadable DCL Information

5.3 Types of Revised DCLs

If the cleared route is modified *after* the original DCL has been ACCEPTED, ATC will send a *revised* DCL to the aircraft. The route modification will have one of three (3) types of loadable enroute waypoints

clearances (as shown in Figures 12-14). **(Recall that Departure Procedures/Transitions and the Departure Runway are always manually entered by the flight crew.):**

- A change in the Departure Procedure and/or transition fix and route that connects downstream to the previously cleared route. In the example shown in Figure 12 below, the clearance from TORNIN to MCB is the modified route and may be loaded into the FMS via the LOAD prompt. The Departure Procedure DARTZ3.TORNN must be *manually entered* into the FMS along with the runway (if required). **NOTE:** This type of clearance can also be issued as a “Revised Initial Clearance” as your first received DCL. This would be noted with a text string of “THIS IS A REVISED CLEARANCE” within the clearance.

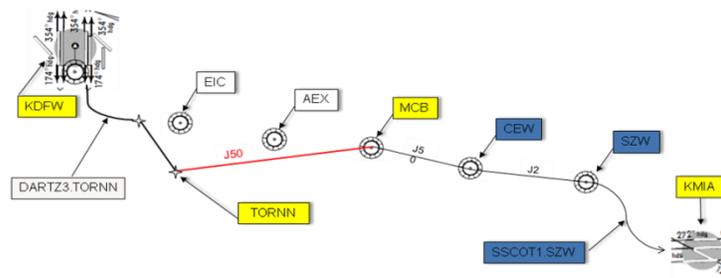


Figure 12. Depiction of a revision to the initial portion of the DCL.

OR

- A change to the clearance after the Departure Procedure Transition Fix, or downstream of the first enroute waypoint (when there is no Departure Procedure contained in the cleared flight plan). In the example shown in Figure 13 below, the portion of the clearance from AEX to KMIA has been revised and may be loaded into the FMS via the LOAD prompt.

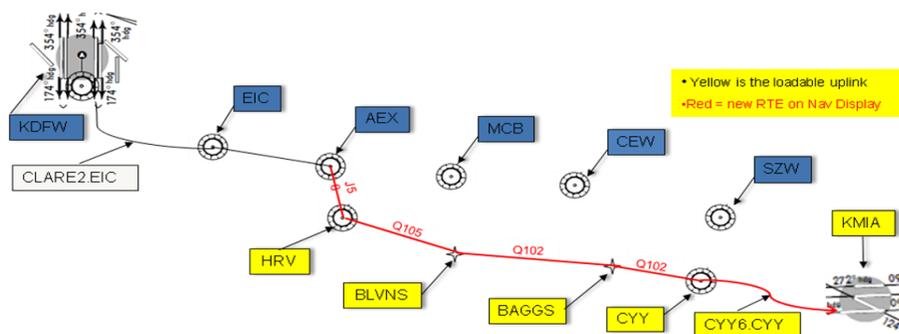


Figure 13. Depiction of a revision to the latter portion of the DCL

OR

1. In this example shown in Figure 15, no changes have been made to the AOC Dispatch “Filed” ATC flight plan:
 - a. “CLEARED TO KMIA AIRPORT” indicates the clearance to the Destination Airport. This is followed by;
 - b. “CLARE2.EIC”, Departure Procedure (manually entered by the flight crew) that will include a Transition Fix which will connect up to the ATC filed route of flight, then
 - c. “THEN AS FILED”, will be appended after the Departure Procedure/Transition Fix. Crew should use their flight plan to ensure the filed ATC route is inserted / loaded into the FMS and then verify the cleared route per company procedures.
2. “MAINTAIN 10000FT.”
 - a. This will be the “Initial” cleared altitude if included, otherwise crews can expect in this field “CLIMB VIA SID or CLIMB VIA SID EXCEPT MAINT 8000 FT”.

Note: *If a CLIMB VIA SID is included in the clearance then there is a vertical profile associated with the Departure Procedure. Altitude and/or Speed Restrictions remain in force unless ATC amends the Departure Profile.*
3. “EXPECT FL340 10 MIN AFT DP. DPFREQ 126.250 ”
 - a. EXPECT altitudes are provided and should be verified against the filed flight plan. No revision notice will be provided if it is different from the filed flight plan.
 - 1) If different from Filed – use standard company procedures to determine if acceptable
 - b. Departure frequency will be provided and should be verified against the Departure Page if available.

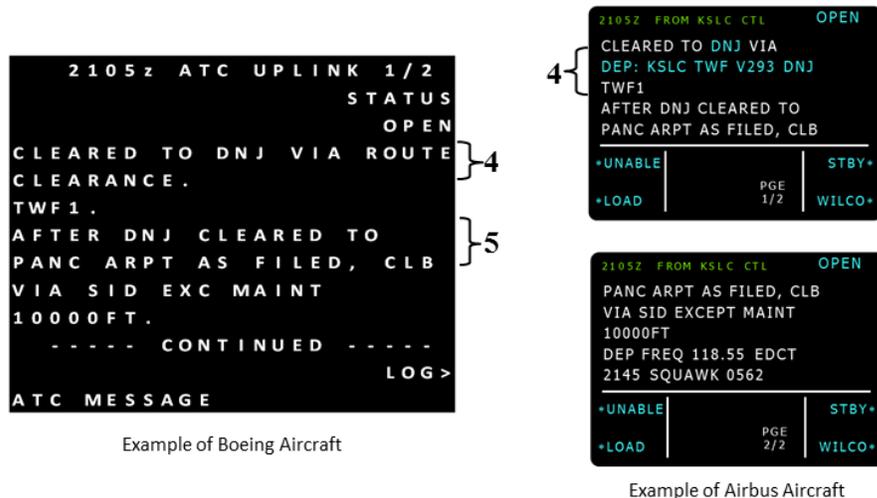


Figure 16. Depiction of DCL including CLEARED TO “POSITION” AS FILED

4. In the example shown in Figure 16 (above), the controller has received an amendment to the FILED ATC Clearance request which connects at the downstream waypoint DNJ. VIA ROUTE CLEARANCE is the “Loadable” portion of the clearance which contains the modified route to the Cleared TO Position point – “DNJ”.
5. AFTER DNJ CLEARED TO PANC ARPT AS FILED indicates to the flight crew that they are cleared after DNJ to destination via their original FILED ATC route.

Not Shown: Squawk and Local INFO which in this case would be on page 2/2. See Figure 17 for this example.

6.2 DCL – Full Route Clearance – FMS Loadable

When the AOC Dispatch “Filed” ATC flight plan “does not exactly match the ATC provided clearance, the controller will provide the flight crew with a FMS loadable full route clearance.

Note: Full Route Clearance is also used when a revised DCL is not able to append to an originally cleared route of flight. In this case, the uplinked message format in Figure 13 would be used for re-routes.



Figure 17. Depiction of DCL including a full route clearance

1. “CLEARED ROUTE CLEARANCE” or “CLEARED”, shown in Figure 17, indicates that there has been an amendment to the “Filed ATC Filed Flight Plan” or a THEN AS FILED clearance from the controller is not available and a fully loadable FMS clearance is available for review.

Note: “Then As Filed” is not included in this Departure Clearance and the onboard flight plan will not exactly match the FMS loaded clearance. Use company procedures when changes to the filed flight plan occur.

2. Load Prompt allows the flight crew to load the ATC clearance into the FMS. Flight crews must load the ATC provided Cleared Route and manually insert the DP/TRN into the FMS using standard operating procedures and review the clearance prior to accepting it.
3. “Squawk” should be selected in the transponder panel.

6.3 Change in Departure Procedure – Connect Downstream

A revised clearance that contains a change to only the initial portion of the flight plan and is intended to connect to a position or point on the previously accepted ATC clearance will have a “Revised RTE” header with a loadable clearance and will be followed by “REST OF ROUTE IS UNCHANGED”. Flight crews should load this amended clearance into the FMS, review the amendment before performing a FMS execute function, and then either ACCEPT/WILCO or REJECT/UNABLE the revised clearance based on company procedures for route modifications.



Figure 18. Depiction of Revised DCL including “REST OF ROUTE UNCHANGED”

1. REVISED RTE

REVISED RTE, shown in Figure 18, is a “Free Text” message indicating to the crew a revised route is the reason for the uplinked message. The revised header is intended to indicate to the crew what has actually been revised.

Possible Revised Header TAGS that may be attached to a revised DCL include RTE, DP, ALT, EXP ALT, DEP FREQ, EDCT, or SQUAWK.

2. CLEARED TO DORET VIA ROUTE CLEARANCE or CLEARED TO DORET VIA BNA

In this example, the controller has received an amendment to the previously cleared ATC Clearance which connects up to the downstream waypoint DORET. VIA ROUTE CLEARANCE or VIA BNA is the “Loadable” portion of the clearance.

3. MEM 8 DEP, AFTER DORET REST OF ROUTE UNCHANGED

MEM 8 DEP is a departure procedure manually inserted in to the FMS.

AFTER DORET Rest Of Route Unchanged indicates to the flight crew that they are cleared via their original/previously cleared DCL after DORET to destination.

6.4 **REVISED DCL – Downstream Route Modification to Destination**

When an Uplinked Revised Clearance is received with a route modification after the Departure Procedure transition fix, a loadable route clearance to destination will be included from a “Fix” in the previously cleared route. This type of amendment can modify any portion of the previously cleared route from the Departure Procedure Transition fix up to any point to include the arrival procedure transition fix to destination.

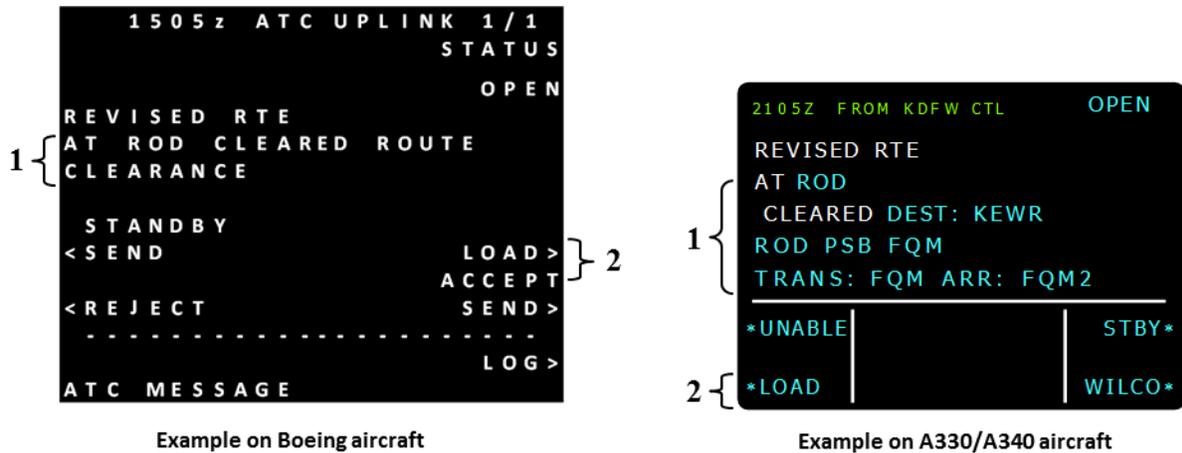


Figure 19. Depiction of a Route Modification downstream of the DP Transition Fix to Destination

1. As shown in Figure 19, the controller has received an amendment to the previously cleared route of flight at waypoint “ROD”. The loadable FMS clearance will start at “ROD” and will include the amended route with an arrival procedure (if applicable) to the destination.
2. Load Prompt allows the flight crew to load the ATC amended route from “ROD” to the destination into the FMS. Use standard operating procedures to review and verify loaded route and then reply with “Accept/Wilco”, “Reject/Unable” or “Standby” as appropriate.

Chapter 7. FAQ Section (Harris Provided – TBD)

Appendix A: B777 DCL Service Procedures Example

Flight Crew Procedures for DCL – B777

Audible Chime with EICAS • ATC	Responding to an Uplinked Clearance
<p>ATC Function Key.....Select</p> <p>View the message and act appropriately on the message.</p> <p><u>Verify the Altitude and Squawk as part of the uplinked Clearance.</u></p>	<p><input type="checkbox"/> ATC MCDU Key.....Select Return to the ATC Communication message and after the flight crew agrees with the ATC Departure Clearance and have verified route upload to the FMC</p> <p><input type="checkbox"/> ACCEPTSelect Standby, Reject are also available response as needed by the flight crew</p>
Request a Departure Clearance (DCL), <i>If required</i>	Manual Entry of DP and Runway
<p><input type="checkbox"/> ATC MCDU Key.....Select</p> <p><input type="checkbox"/> Clearance 4R.....Select</p> <p><input type="checkbox"/> REQUEST CLEARANCE.....Select</p> <p><input type="checkbox"/> SEND.....Select</p>	<p><input type="checkbox"/> Dept/ARR.....Select</p> <p><input type="checkbox"/> RWY.....Select</p> <p><input type="checkbox"/> Procedure.....Select</p> <p><input type="checkbox"/> Transition.....Select</p> <p><input type="checkbox"/> RTE.....Select Verify the appropriate Departure Procedure, Runway and Transition are correct against the DCL with no Route Discontinuities</p> <p><input type="checkbox"/> Execute.....Select</p>
Loading and Verifying an FMS uplinked DCL	LEGS Page / Distance check for Uplinked DCL
<p><input type="checkbox"/> Load.....Select LOAD prompt automatically updates FMC RTE page with route clearance information.</p> <p><input type="checkbox"/> FMC RTESelect</p> <p><input type="checkbox"/> VerifyDEPT Airport</p> <p><input type="checkbox"/> VerifyDEST Airport</p> <p><input type="checkbox"/> VerifyRunway If part of the Uplinked Clearance, otherwise this is a manual entry</p> <p><input type="checkbox"/> VerifyFLT NO: For Example:CAL123</p> <p><input type="checkbox"/> Verify.....Cleared Route The Departure Procedure and Runway will require manual entry if provided</p> <p><input type="checkbox"/> Activate.....Select</p> <p><input type="checkbox"/> EXECSelect to complete the RTE page upload</p>	<p><input type="checkbox"/> LEGSSelect</p> <p><input type="checkbox"/> Map Mode.....Select Step through the legs page using “Step” at 6R and observe on the Navigation Display:</p> <ul style="list-style-type: none"> ○ Waypoints and Altitude constraints agree with those on the filed flight plan and navigation charts, and ○ No discontinuities exist between waypoints <p><input type="checkbox"/> Verify that an active waypoint is depicted in 1L on LEGS page 1</p> <p><input type="checkbox"/> Verify the total route distance is proper for route of flight versus the filed flight plan</p>

Appendix B: Airbus DCL Procedure Example, Flight Crew Procedures for DCL – A320/A330/A340

Ring tone with ATC MSG lights flashing (Uplink message displayed on DCDU)	Responding to an Uplinked Clearance
<p>ATC MSG p/b Press This will turn of the lights and stop aural alert View the message and act appropriately on the message. <u>Verify the Altitude and Squawk as part of the uplinked Clearance.</u></p>	<p><u>On DCDU</u> Review the ATC message. After the flight crew agrees with the ATC Departure Clearance and have verified route upload in the FMS: <input type="checkbox"/> WILCO Select STBY or UNABLE are also available answer as needed by the flight crew <input type="checkbox"/> SEND Select</p>
Request a Departure Clearance (DCL), if required	Manual Entry of DP and Runway
<p><u>On MCDU</u> <input type="checkbox"/> ATC COM key Select <input type="checkbox"/> OTHER REQ (2R) Select <input type="checkbox"/> CLEARANCE (3L) Select <input type="checkbox"/> ATC REQ DISPLAY (6R) Select</p> <p><u>On DCDU</u> <input type="checkbox"/> SEND Select Depending on A/C version, it may be necessary to manually close the request selecting CLOSE (2R) after sending.</p>	<p><u>On MCDU</u> <input type="checkbox"/> Departure airport on F-PLN page Select <input type="checkbox"/> DEPARTURE (1L) Select <input type="checkbox"/> RWY Select <input type="checkbox"/> SID Select <input type="checkbox"/> TRANS Select <input type="checkbox"/> On the resulting temporary flight plan, verify the appropriate Departure Procedure, Runway and Transition are correct against the DCL and there is no Route Discontinuities. <input type="checkbox"/> INSERT (6R) or TMPY INSERT (6R) Select</p>
Loading and Verifying an FMS uplinked DCL	F-PLN Page / Distance check for Uplinked DCL
<p><u>On DCDU</u> <input type="checkbox"/> LOAD Select Depending on FANS version, it may be necessary to select OTHER before, to display the LOAD prompt. LOAD automatically updates the FMS SECONDARY F-PLN with route clearance information.</p> <p><u>On MCDU</u> <input type="checkbox"/> SEC F-PLN key Select <input type="checkbox"/> SEC F-PLN (2L) Select <input type="checkbox"/> Verify ORIGIN Airport <input type="checkbox"/> Verify DEST Airport <input type="checkbox"/> Verify Runway If part of the Uplinked Clearance, otherwise this is a manual entry <input type="checkbox"/> Verify Cleared Route The Departure Procedure will require manual entry and Runway selection based on field conditions <input type="checkbox"/> SEC F-PLN key on MCDU Select <input type="checkbox"/> ACTIVATE SEC (4L) Select to activate the secondary flight plan as the active flight plan.</p>	<p><input type="checkbox"/> F-PLN key on MCDU Select <input type="checkbox"/> PLAN Mode on EFIS Control Panel Select Scroll along the F-PLN and observe on the Navigation Display and F-PLN page: ○ Waypoints and Altitude constraints agree with those on the filed flight plan and navigation charts if your DCL is a "CLEARED AS FILED" clearance, and ○ No discontinuities exist between waypoints <input type="checkbox"/> Verify the total route distance is proper for route of flight versus the filed flight plan</p> <p><i>Note: in Airbus SOP, it is recommended to select STBY, then LOAD and finally WILCO or UNABLE depending on the flight crew decision to accept or reject the clearance.</i></p>

Appendix C: ERROR Messaging (TBD)

Appendix D: DCL Message Format structure definition (see DCP TDLS IRD)