Adding CPDLC to Airport Diagram and Terminal Procedures

ACF CG RD 15-01-289
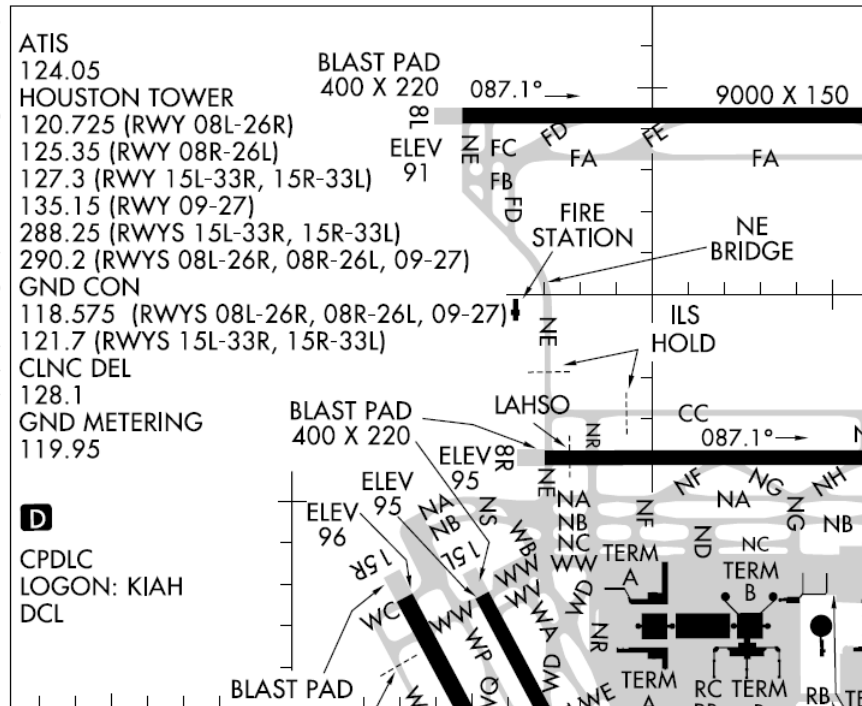
Proposed Changes to Airport Diagrm

Jeppesen

D-ATIS 127.75 VOT. 111.0	ACARS: D-ATIS PDC TWIP	CPDLC: DCL	MEMPHIS Clearance. (Cpt) 125.2	Ground		
				Rwys. 9-27 121.0	Rwys. 18C-36C, 18L-36R 121.9	Rwys. 18R-36L 121.65
Tower				MEMPHIS Departure. (R)		
Rwys. 9-27 118.3	Rwys. 18C-36C, 18L-36R 119.7		Rwys. 18R-36L 128.42	356°-175° 124.15		176°-355° 124.65

FAA

AIRPORT DIAGRAM

15120

ATIS
124.05
HOUSTON TOWER
120.725 (RWY 08L-26R)
125.35 (RWY 08R-26L)
127.3 (RWY 15L-33R, 15R-33L)
135.15 (RWY 09-27)
288.25 (RWYS 15L-33R, 15R-33L)
290.2 (RWYS 08L-26R, 08R-26L, 09-27)
GND CON
118.575 (RWYS 08L-26R, 08R-26L, 09-27)
121.7 (RWYS 15L-33R, 15R-33L)
CLNC DEL
128.1
GND METERING
119.95

CPDLC
LOGON: KIAH
DCL

GEORGE B

Proposed Changes to AFD

AIRPORT/FACILITY DIRECTORY LEGEND

SAMPLE *(Section)*

COMMUNICATIONS:
D–ATIS ARR 123.775 (972) 615–2701 **D–ATIS DEP** 135.925 (972) 615–2701 **UNICOM** 122.95
®RGNL APP CON 125.025 133.525 (E) 119.875 133.625 (W)
DFW TOWER 126.55 127.5 (E) 124.15 134.9 (W)
GND CON 121.65 121.8 (E) 121.85 (W)
CLNC DEL 128.25
CPDLC: LOGON: KDFW, DCL *(New Information for CPDLC)* ←

AIRPORT/FACILITY DIRECTORY LEGEND:

COMMUNICATION / NOTAM SERVICE *(New definition Information for CPDLC)* ←

Controller Pilot Data Link Communications (CPDLC)—uses FANS <u>ATC</u> data communication capability from the aircraft to the ATC Data Link system.
LOGON: (CPDLC) e.g. KDFW—ICAO Facility ID used to log on for obtaining CPDLC services only.
Departure Clearance (DCL – CPDLC)— FANS ATC CPDLC Departure Clearance service to obtain a pre-departure and/or revised clearance while on the ground, used with CPDLC services only

Proposed Change in AIM Language

OLD	NEW
5−2−2. Pre−departure Clearance Procedures	5-2-2. Automated Pre-departure Clearance Procedures
a. Many airports in the National Airspace System are equipped with the Tower Data Link System (TDLS) that includes the Pre−departure Clearance (PDC) function. The PDC function automates the Clearance Delivery operations in the ATCT for participating users. The PDC function displays IFR clearances from the ARTCC to the ATCT. The Clearance Delivery controller in the ATCT can append local departure information and transmit the clearance via data link to participating airline/service provider computers. The airline/service provider will then deliver the clearance via the Aircraft Communications Addressing and Reporting System (ACARS) or a similar data link system or, for non data link equipped aircraft, via a printer located at the departure gate. PDC reduces frequency congestion, controller workload and is intended to mitigate delivery/ readback errors. Also, information from participating users indicates a reduction in pilot workload.	a. Many airports in the National Airspace System are equipped with the Tower Data Link System (TDLS) that includes the Pre−departure Clearance (PDC) and Controller Pilot Data Link Communication Clearance (CPDLC-DCL) functions. Both the PDC and CPDLC-DCL functions automate the Clearance Delivery operations in the ATCT for participating users. Both functions display IFR clearances from the ARTCC to the ATCT. The Clearance Delivery controller in the ATCT can append local departure information and transmit the clearance via data link to participating airline/service provider computers for PDC. The airline/service provider will then deliver the clearance via the Aircraft Communications Addressing and Reporting System (ACARS) or a similar data link system or, for non data link equipped aircraft, via a printer located at the departure gate. For CPDLC-DCL the departure clearance is uplinked from the ATCT via Future Air Navigation System (FANS) to the aircraft avionics and requires a response from the flight crew. Both PDC and CPDLC-DCL reduce frequency congestion, controller workload and are intended to mitigate delivery/readback errors.
b. PDC is available only to participating aircraft that have subscribed to the service through an approved service provider.	b. Both services are available only to participating aircraft that have subscribed to the service through an approved service provider.
c. Due to technical reasons, the following limitations currently exist in the PDC program:	c. In all situations, the pilot is encouraged to contact clearance delivery if a question or concern exists regarding an automated clearance. Due to technical reasons, the following limitations/differences exist between the two services:
1. Aircraft filing multiple flight plans are limited to one PDC clearance per departure airport within a 24−hour period. Additional clearances will be delivered verbally.	1. PDC
2. If the clearance is revised or modified prior to delivery, it will be rejected from PDC and the clearance will need to be delivered verbally.	(a) Aircraft filing multiple flight plans are limited to one PDC clearance per departure airport within an 18−hour period. Additional clearances will be delivered verbally.
d. No acknowledgment of receipt or readback is required for a PDC.	(b) If the clearance is revised or modified prior to delivery, it will be rejected from PDC and the clearance will need to be delivered verbally.
e. In all situations, the pilot is encouraged to contact clearance delivery if a question or concern exists regarding an automated clearance.	(c) No acknowledgment of receipt or readback is required for a PDC.
	2. CPDLC-DCL
	(a) No limitation to the number of clearances received.
	(b) Allows delivery of revised flight data, including revised departure clearances.
	(c) A response from the flight crew is required.
	(d) Requires a logon using the ICAO airport facility identification, i.e., KSLC utilizing the ATC FANS application.
	(e) To be eligible for CPDLC services operators must file appropriate equipment information in ICAO field 10a and in the ICAO field 18 DAT/ of the flight plan.