

FLEET BULLETIN

767-400
16-XX
DRAFT
1 of 4

Subject: Controller Pilot Data Link Communications - Departure Clearance (CPDLC-DCL)

Introduction

CPDLC Departure Clearances will replace domestic ACARS PDC Clearances throughout 2016 for capable aircraft. As airports come on-line, participating aircraft will no longer have access to PDC Clearances. The back-up for CPDLC-DCL will be to revert to voice.

CPDLC DCL Services Available in 2016							
Current	KHOU	KIAH	KMSY	KSLC			
Feb	KAUS	KEWR	KIND	KJFK	KSAT	KSDF	
Mar	KLAS	KLAX	KLGA	KTEB			
Apr	KBNA	KHPN	KMEM	KPHL	KSAN	KSNA	
May	KATL	KBOS	KBUR	KDEN	KONT	KPVD	
Jun	KBDL	KCLT	KJAX	KOAK	KSFO		
Jul	KCLE	KDTW	KMCO	KSJC	KSMF		
Aug	KABQ	KBWI	KFLL	KMIA	KPHX	KPIT	KTPA
Sep	KDCA	KIAD	KPBI	KPDX	KSEA		
Oct	KDAL	KDFW	KMCI	KMDW	KRDU	KSTL	
Nov	KMSP	KORD					

Establishing a CPDLC Connection

The flight crew must establish a CPDLC connection with the station, e.g., KJFK, prior to requesting a DCL. Logon should be completed 30 minutes prior to departure.

ATC key Select

LOGON/STATUS page 1 Displayed

LOGON TO (1L) Enter KJFK

FLT NO (i.e. DAL217) (2L) Verify/Enter

Use format DALxxxx where xxxx is the flight number. Do not enter any leading zeros or spaces.

TAIL NO (i.e. N825MH) (3L) Verify/Enter

LOGON SEND (1R) Select

The ATC COMM ESTABLISHED scratchpad message will display when the clearance is ready for uplink. No action is required; the clearance will uplink automatically. If the ATC COMM ESTABLISHED scratchpad message is not displayed within 20 minutes prior to scheduled departure time, ensure a flight plan is on file and verify the logon information is correct. If the clearance has not been received by 10 minutes prior to departure, revert to voice and contact Clearance Delivery.

When the DCL is Received

Receipt of an uplinked CPDLC message is indicated by an •ATC message on the Upper Display Unit, an ATC MESSAGE MCDU scratchpad message, and a hi/low audible tone.

ATC key Select

PRINT (6L) Select

Print prompt may be on the last page.

ATC Uplink Clearance (page 1) Review

Confirm departure procedure, route, altitude, squawk, and departure frequency.

If LOAD prompt (4R) is displayed on the last page of the ATC Uplink:

LOAD prompt (4R) Select

Note: Prior to selecting the EXEC key, crews can view the route modification details on the ND, RTE, and LEGS pages. Once a clearance has been executed, it will delete an existing departure procedure.

DEP ARR Key Select

Runway, SID, Transition Verify/Select

FMC route discontinuities Resolve as needed

CAUTION: Reinsert RWY/SID every time a route is loaded and executed from CPDLC.

If the ATC clearance and/or route is acceptable and no clarification from ATC is required:

ACCEPT SEND prompt (5R) Select
MCDU EXEC key (if new route loaded) Select

If the ATC clearance and/or route is not acceptable:

REJECT prompt (5L) Select
VERIFY prompt (6R) Select

Note: Use the REJECT prompt when:

1. UNABLE TO LOAD or PARTIAL CLEARANCE message displays,
2. An unresolvable route discontinuity situation exists,
3. The ATC clearance is not acceptable.

Note: DUE TO prompts are not supported.

Note: Do not enter free text on line 4.

ROUTE key Select

ERASE prompt (6L) Select

Removes revised ATC clearance from the FMC.

Clearance DeliveryContact via voice

CPDLC Termination

Domestic enroute CPDLC is not supported at this time. After takeoff, expect an MCDU scratchpad message (ATC COMM TERMINATED) 10 minutes after takeoff indicating termination of the CPDLC connection.

Summary

CPDLC-DCL clearances will replace PDCs at domestic airports.

- Always print the clearance
- Runways, SIDs, and departure transitions are not included in a loadable clearance. They must be updated manually
- When a clearance is loaded, but not executed, the revised route can be viewed on the ND
- Once a loaded clearance is executed, new winds will be required
- An executed clearance will delete an existing SID/transition.
- Winds for new fixes will be available after the dispatcher uplinks the revised flight plan in the ACARS 22 format
- Close/Resolve any route discontinuities
- Complete clearance verification procedure

Approved by:

Bob Buehler	Chick Winship	Roger Pfannenstiel
B767-400	B767-400	B767-400
Fleet Captain	Chief Line Check Pilot	Technical Manager