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UK Aeronautical Information Services
NATS Swanwick, Room 3115
Sopwith Way
Southampton, SO 31 7AY
<http://www.ais.org.uk>
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Subject

Operational



CONFIRM ASSIGNED ROUTE MESSAGE IN THE SHANWICK CONTROL AREA (OCA)

1 Introduction

- 1.1 The purpose of this AIC is to provide supporting information for operators to ensure the conformance monitoring CPDLC uplink message; 'CONFIRM ASSIGNED ROUTE' is properly responded to by aircrew.

2 Background

- 2.1 To continually improve the service provided within the North Atlantic (NAT) Region, and to further enhance safety mechanisms, Shanwick introduced the use of the CPDLC uplink message; '**CONFIRM ASSIGNED ROUTE**' on a tactical basis in December 2015.
- 2.2 On a future date which will be notified by NOTAM, Shanwick will fully automate the transmission of this message to all FANS 1/A aircraft approximately 5 minutes after entering the Shanwick Control Area.
- 2.3 This uplink message is part of the CPDLC message set and is technically referred to in the Global Operational Datalink Manual (GOLD) as uplink message element number UM137. The CONFIRM ASSIGNED ROUTE uplink message provides the flight crew with a SEND prompt which when selected, downlinks via CPDLC the active route in the Flight Management System (FMS) to Air Traffic Control without using FREE TEXT (downlink message number DM40).
- 2.4 The Shanwick Flight Data Processing System (FDPS) has been designed to automatically conformance check the downlinked route from the aircraft against the route held in the FDPS.
- 2.5 The benefit of this process is that the Air Traffic Controller is alerted well in advance, of any differences between the profile in the active route of the FMS, and the route being protected in the FDPS. This functionality is in addition to the ADS-C position report conformance checking and is intended to further enhance safety in the NAT region.
- 2.6 If there is no response to the CONFIRM ASSIGNED ROUTE message, or the response is via FREE TEXT, an alert will be sent to the controller.

3 Flight Crew Action

- 3.1 Upon receipt of a CPDLC '**CONFIRM ASSIGNED ROUTE**' uplink message, the flight crew is required to follow the appropriate ATC response prompts to transmit the assigned route to Air Traffic Control. It should be noted that in some aircraft types there are identified anomalies that inhibit the display of a SEND prompt and thus prevent the crew from responding correctly to the uplink. In this case the crew should respond with free text message '**UNABLE TO SEND ROUTE**'.
- 3.2 Below are some pictures of major airframe functionality to illustrate how the '**CONFIRMED ASSIGNED ROUTE**' message may be presented to the flight crew and how crews should respond.

Note not all variations of FMS functionality are covered here.

Figure -1: AIRBUS A320 / A330 / A340 (FMS HWL)

Flight crew are required to page through the full route (in this case 2 pages) to activate 'SEND' prompt



Figure -2: AIRBUS A350/380

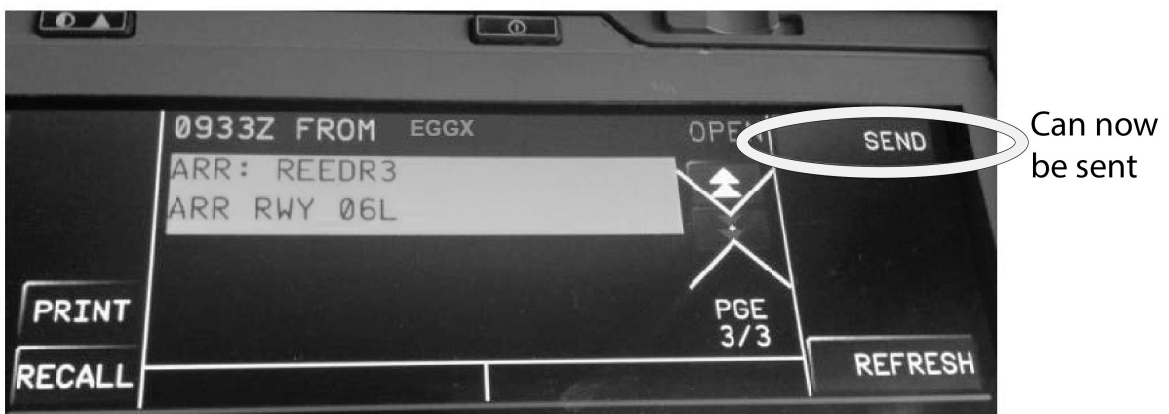
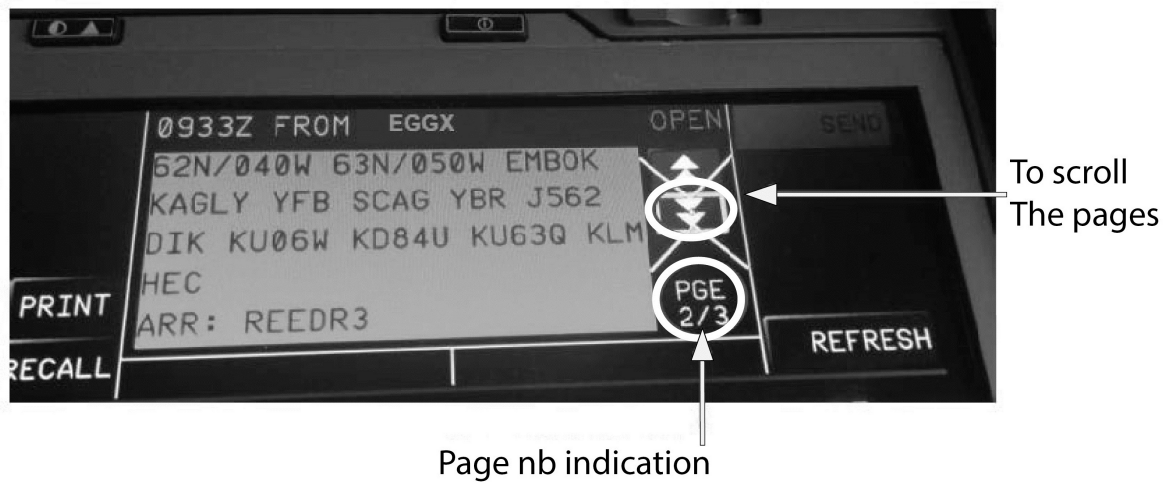
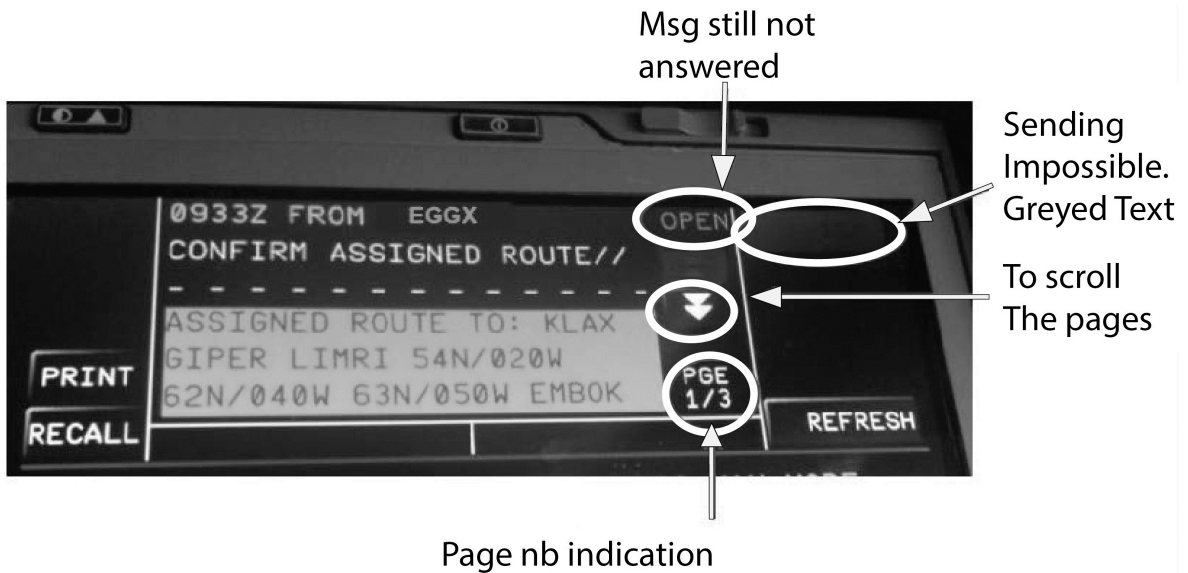


Figure-3: BOEING B757 / B767

Flight crew are required to select 'REPORT' then 'CONFIRM ASSIGNED ROUTE' to activate the SEND prompt.

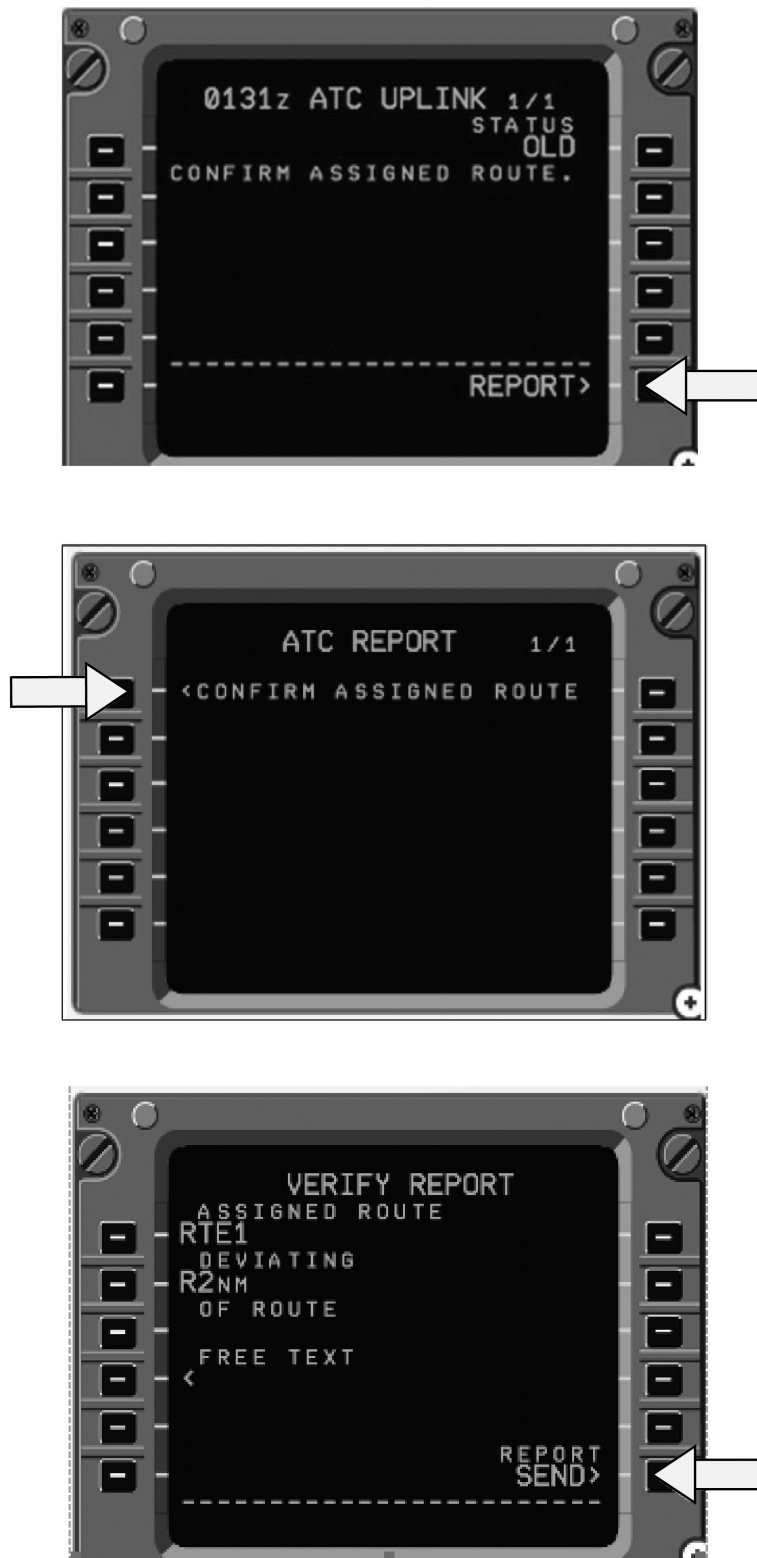
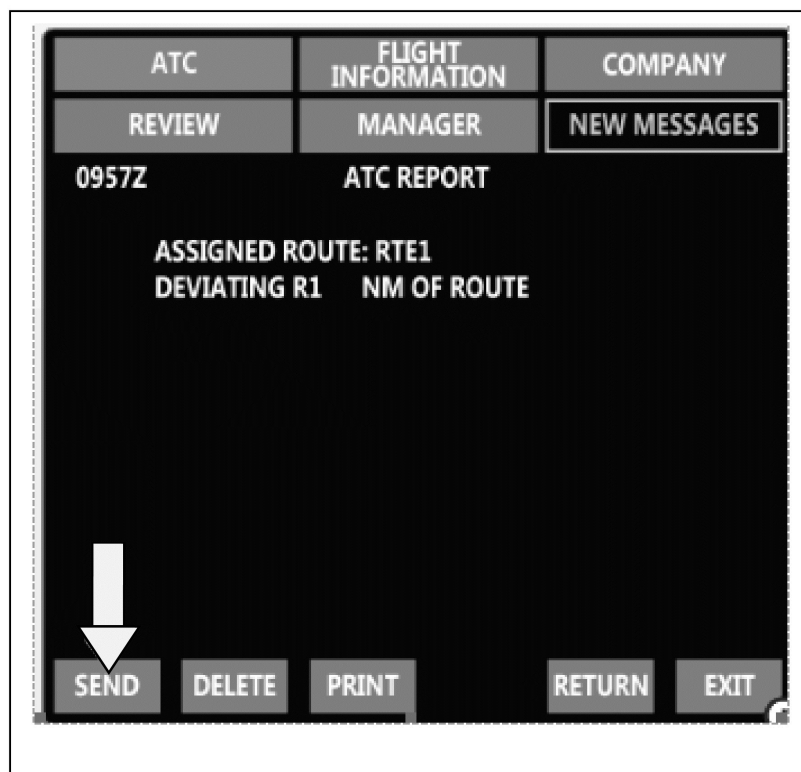
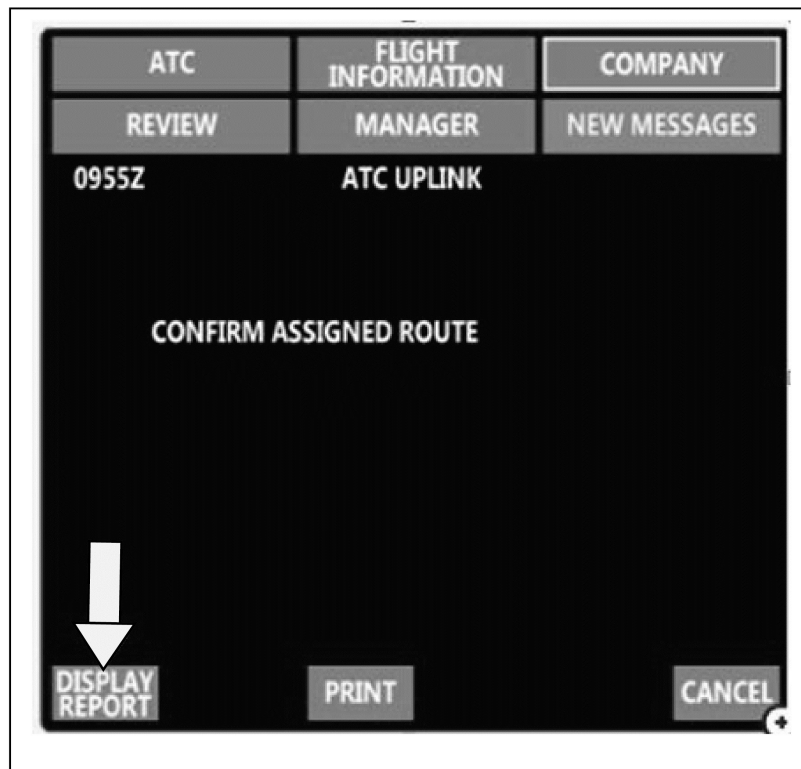


Figure-4: BOEING B777

To access the message the flight crew select 'DISPLAY ROUTE' and then can select 'SEND'



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