سلامة الطيران
AVIATION SAFETY

الهيئة العامة للطيران المدني
Civil Aviation Authority
State of Kuwait | دولة الكويت

2026/04/26

2026/056/SUPDT-R/41

All KCASR Stockholders and Users

Subject.: ***Notice of Proposed Amendment's (NPA) No. 2026-05 to Kuwait Civil Aviation Safety Regulations KCASR 10 – Aeronautical Telecommunications Volume - II Rev 05.***

Dear Sir,

Purpose:

The purpose of this NPA is to announce to the KCASR users the intention of the Civil Aviation Authority to amend ***KCASR 10 – Aeronautical Telecommunications Volume - II*** (issue 4) to comply with ICAO standers and recommended practices up to amendment (95).

Action Required:

All users of KCASR are required to refer to the CAA/ASD website (https://kcasr.dgca.gov.kw) for reviewing the NPA and mail or email (safety@dgca.gov.kw) their comments by 30/Jul/2026 using the attached NPA Response Sheet Forms No. 1500. If we do not receive your response by this date, it will be assumed that you do not have any comments on the proposal.

If required, the CAA/Aviation Safety Department personnel are available to answer your questions on the interpretation and intended implementation of the proposed amendments.

This is for your information and distribution to the concerned parties.

Yours Sincerely,

President of Civil Aviation

Abdullah F. Alrajhi
Acting / Deputy Director General
for Aviation Safety, Air Transport & Aviation Security

CC: Director General of Civil Aviation.
Dy. Dir. Gen. Kuwait. Intel. Airport Affairs.
Dy. Dir. Gen. for Air Navigation Services Affairs.
Safety Management Coordination Center (SMCC).
Head of Technical Office.
Civil Aviation Security Department.
Aviation Safety Director.
Air Transport Director.
Legal Department

EM
20.4

NPA RESPONSE FORM

NPA 2026-05

Please add your comments on the proposal by ticking [✓] the appropriate box below.

Any additional constructive comments, suggested amendments or alternative action will be welcome and may be provided on this response sheet or by separate correspondence.

☐ No comments on the proposal.

☐ Comments on the proposal. (Please provide explanatory comment).

Name:	Organization:
Address/Contact No:	
E-Mail:	
Signature:	Date:

Notes on the presentation of the Amendment
Notice Of Proposed Amendment
(NPA)

The text of the amendment is arranged to show deleted text in Red Color and with a line through it, new text to be inserted is in Blue color as shown below:

~~Text to be deleted is in Red and shown with a line through it.~~	**Text to be deleted**
New text to be inserted is in Blue Color.	**New text to be inserted**
~~Text to be deleted is in Red and shown with a line through it~~, followed by the replacement text which is in Blue Color.	**New text to replace existing text**
. . . Indicates that remaining text is unchanged in front or following the reflected amendment.	**Text is unchanged**

Notice Of Safety Regulation Amendment
(NPA, NSRA and Revisions)

Side bar indicates that text is changed or added.

Kuwait Civil Aviation Safety Regulations

KCASR 10 – Aeronautical Telecommunications
Volume - II

Amendment Record

Amendment No	Date of Issue	Remarks
1	June	Part Rename
2	September 2018	Based on NPA 2018-24 (Rev 1) (Up to ICAO amendment 91)
3	Aug 2020	Based on NPA 2020-12 updated to ICAO Annex 10 Vol II (amendment 92)
4	Aug 2024	Based on NPA 2020-08 updated to ICAO Annex 10 Vol II (amendment 93)
5	Oct 2025	Based on NPA 2025-05 updated to ICAO Annex 10 Vol II (amendment 94)
6	Nov 2025~~5~~6	Based on NPA 2026-05 updated to ICAO Annex 10 Vol II (amendment 95)

Chapter 8. AERONAUTICAL MOBILE SERVICE - DATA LINK COMMUNICATIONS

8.1. GENERAL

Note 1: *While the provisions of Chapter 8 are based primarily on the use of controller-pilot data link communications (CPDLC), the provisions of 8.1 would apply to other data link applications, where applicable, including automatic dependent surveillance — contract (ADS-C) and data link-flight information services (e.g. D-ATIS, D-VOLMET, etc.).*

Note 2: *For the purposes of these provisions, the communication procedures applicable to the aeronautical mobile service, as appropriate, also apply to the aeronautical mobile satellite service.*

Note 3.— *Guidance material relating to CPDLC, ADS-C and related data link initiation capability (DLIC) can be found in Global Operational Data Link (GOLD) Manual (Doc 10037).*

8.1.1 Data link initiation capability (**DLIC**)

8.1.1.1 GENERAL

8.1.1.1.1 PANS.— Before entering an airspace where data link applications are used by the ATS unit, data link communications shall be initiated between the aircraft and the ATS unit in order to register the aircraft and, when necessary, allow the start of a data link application. This shall be initiated by the aircraft, either automatically or by the pilot, or by the ATS unit on address forwarding.

8.1.1.1.2 **PANS.—** The logon address and procedures associated with an ATS unit shall be published in the Aeronautical Information Publications in accordance with the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066), Appendix 2.~~Part 15~~.

Note1*.— A given FIR may have multiple logon addresses; and more than one FIR may share the same logon address.*

Note 2*.— Guidance on the publication of information concerning the logon address and procedures is contained in the Global Operational Data Link (GOLD) Manual (Doc 10037).~~Detailed specifications concerning aeronautical information publications presentation and contents are contained in the **Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM**, Doc 10066), Appendix 2.~~*

8.1.1.2 AIRCRAFT INITIATION

8.1.1.2.1 **PANS.—** On receipt of a valid data link initiation request from an aircraft approaching or within a data link service area, the ATS unit shall accept the request and, if able to correlate it with a flight plan, shall establish a connection with the aircraft.

8.1.1.2.2 **PANS.—** Unless otherwise agreed by ATS units concerned, when an ATS unit receives a data link initiation request from an aircraft neither within nor approaching its data link service area, the ground system should send the aircraft a logon response indicating a data link initiation rejection.

Note.— There may be instances where an ATS unit has a flight plan on an aircraft in this condition and may elect to establish a data link connection with the aircraft.

8.1.1.3 DATA LINK CONNECTION FORWARDING BETWEEN ATS UNITS~~ATS UNIT FORWARDING~~

PANS.— Where the ATS unit's ground system is capable of forwarding the data link connection, it ~~The ground system initially contacted by the aircraft~~ shall provide to the next ATS unit any relevant updated aircraft information and perform the address forwarding procedure — whether ground-to-ground or air-to-ground in sufficient time to permit the establishment of data link communications.

8.1.1.4 FAILURE

8.1.1.4.1 **PANS.—** In the case of a data link initiation failure, the data link system shall provide an indication of the failure to the appropriate ATS unit(s). The data link system shall also provide an indication of the failure to the flight crew when a data link initiation failure results from a logon initiated by the flight crew.

Note.— *When the aircraft's logon request results from responding to a contact request by a transferring ATS unit, then both ATS units will receive the indication.*

8.1.1.4.2 **PANS.—** The appropriate ATS authority ~~ATS unit~~ shall establish procedures to resolve, as soon as practicable, data link initiation failures. Procedures shall include, as a minimum, verifying that the aircraft is initiating a data link request with the appropriate ATS unit (i.e. the aircraft is approaching or within the ATS unit's control area); and if so*:*

a) when a flight plan is available, verify that the aircraft identification, aircraft registration, or aircraft address and other details contained in the data link initiation request correspond with details in the flight plan, and where differences are detected verify the correct information and then make the necessary changes; or

b) when a flight plan is not available, create a flight plan with sufficient information in the flight data processing system, to achieve a successful data link initiation; then

c) arrange for the re-initiation of the data link.

~~*d)*~~ 8.1.1.4.3 **PANS.—** The data link initiation failure procedures shall also include the re-issuance by the ATS unit of the failed message in response to the failure of a single data link initiation response message.

8.1.1.4.~~3~~ 4 **PANS.—** The aircraft operator shall establish procedures to resolve, as soon as practicable, data link initiation failures. Procedures shall include, as a minimum, that the pilot:

a) verify the correctness and consistency of the flight plan information available

in the FMS or equipment from which data link is initiated, and where differences are detected make the necessary changes; and

b) verify the correct address of the ATS unit; then

c) re-initiate data link.

8.1.2 Composition of data link messages

8.1.2.1 The text of messages shall be composed in standard message format (e.g. CPDLC message set), in plain language or in abbreviations and codes, as prescribed in 3.7. Plain language shall be avoided when the length of the text can be reduced by using appropriate abbreviations and codes. Non-essential words and phrases, such as expressions of politeness, shall not be used.

8.1.2.2 The following characters are allowed in the composition of messages:

Letters: ABCDEFGHIJKLMNOPQRSTUVWXYZ(upper case only)

Figures: 1 2 3 4 5 6 7 8 9 0

Other signs:

- (hyphen)
? (question mark)
: (colon)
((open bracket)
) (close bracket)
. (full stop, period, or decimal point)
, (comma)
’ (apostrophe)
= (double hyphen or equal sign)
/ (oblique)
+ (plus sign)

and the space character.

Characters other than those listed above shall not be used in messages.

8.1.2.3 Roman numerals shall not be employed. If the originator of a message wishes the addressee to be informed that Roman figures are intended, the Arabic figure or figures shall be written and preceded by the word ROMAN.

8.1.3 Display of data link messages

81.3.1 Ground and airborne systems shall allow for messages to be appropriately displayed, printed when required, and stored in a manner that permits timely and convenient retrieval should such action be necessary.

8.1.3.2 Whenever textual presentation is required, the English language shall be displayed as a minimum.

8.2. CPDLC PROCEDURES

Note: *The CPDLC message set referred to in this section can be found in the PANS-ATM, Appendix 5.*

8.2.1. In all communications the highest standard of discipline shall be observed at all times.

8.2.1.1. Consequences of human performance, which could affect the accurate reception and comprehension of messages, should be taken into consideration when composing a message.

Note: *Guidance material on human performance can be found in the Human Factors Training Manual (Doc 9683) and Human Factors Guidelines for Air Traffic Management (ATM) Systems* (Doc 9758).

8.2.2. Ground and airborne systems shall provide controllers and pilots with the capability to review and validate any operational messages they send.

8.2.3. Ground and airborne systems shall provide controllers and pilots with the capability to review, validate and when applicable, acknowledge any operational messages they receive.

8.2.4. The controller shall be provided with the capability to respond to messages, including emergencies, to issue clearances, instructions and advisories, and to request and provide information, as appropriate.

8.2.5. The pilot shall be provided with the capability to respond to messages, to request clearances and information, to report information, and to declare or cancel an emergency.

8.2.6. The pilot and the controller shall be provided with the capability to exchange messages which include standard message elements, free text message elements or a combination of both.

8.2.7. Unless specified by the appropriate ATS authority, voice read-back of CPDLC messages shall not be required.

8.2.8. Establishment of CPDLC

8.2.8.1. The controller and the pilot shall be informed when CPDLC has been successfully established.

8.2.8.2. **PANS.—** CPDLC shall be established in sufficient time to ensure that the aircraft is communicating with the appropriate ATC unit.

8.2.8.3. The controller and pilot shall be informed when CPDLC is available for operational use, at initial establishment, as well as on resumption of CPDLC after a failure.

8.2.8.4. The pilot shall be able to identify the air traffic control unit providing the air traffic control service at any time while the service is being provided.

8.2.8.5. When the airborne system detects that CPDLC is available for operational use, it shall send the CPDLC downlink message element CURRENT DATA AUTHORITY.

~~8.2.8.5. PANS.— AIRBORNE-INITIATED CPDLC~~

~~8.2.8.5.2. **PANS.—** When an ATC unit receives an unexpected request for CPDLC from an aircraft, the circumstances leading to the request shall be obtained from the aircraft to determine further action.~~

~~8.2.8.5.3. **PANS.—** When the ATC unit rejects a request for CPDLC, it shall provide the pilot with the reason for the rejection using an appropriate CPDLC message.~~

~~8.2.8.5. ATC UNIT-INITIATED CPDLC~~

~~8.2.8.5.5.~~8.2.8.6. An ATC unit shall only request a ~~establish~~ CPDLC connection with an aircraft if the ATC unit is the current controlling authority or is expecting to become the next data authority~~aircraft has no CPDLC link established, or when authorized by the ATC unit currently having CPDLC established with the aircraft~~.

~~8.2.8.5.6.~~8.2.8.7. **PANS.—** When a request for CPDLC is rejected by an aircraft, the reason for the rejection shall be provided using CPDLC downlink message element NOT CURRENT DATA AUTHORITY or message element NOT AUTHORIZED NEXT DATA AUTHORITY, as appropriate. Local procedures shall dictate whether the reason for rejection is presented to the controller. No other reasons for airborne rejection of ATC unit-connection ~~initiation~~ of CPDLC shall be permitted.

8.2.9. Exchange of operational CPDLC messages

8.2.9.1. Controllers and pilots shall construct CPDLC messages using standard message elements, free text message elements or a combination of both.

8.2.9.1.1. **PANS.—** When CPDLC is being used, and the intent of the message is included in the CPDLC message set contained in the PANS-ATM, Appendix 5, the associated message shall be used.

8.2.9.1.2. **PANS.—** Unless otherwise deemed necessary, ~~Except as provided by 8.2.12.1,~~ when a controller or pilot communicates via CPDLC, the response

should be via CPDLC. And w~~W~~hen a controller or pilot communicates via voice, the response should be via voice.

8.2.9.1.3. **PANS.—** Whenever a correction to a message sent via CPDLC is deemed necessary or the contents of a message needs to be clarified, the controller or pilot shall use the most appropriate means available for issuing the correct details or for providing clarification.

Note: *The following procedures may be applied by the controller, in terms of correcting clearances, instructions or information, or by a pilot, in terms of correcting a reply to an uplink message or correcting previously advised requests or information.*

8.2.9.1.3.1. **PANS.—** When voice communications are used to correct a CPDLC message for which no operational response has yet been received, the controller's or pilot's transmission shall ~~be prefaced by~~include the phrase: "DISREGARD CPDLC (message type) MESSAGE~~, BREAK~~" — ~~followed by~~ the correct clearance, instruction, information or request, as appropriate.

Note: *It is possible that, at the time the voice communicated clarification is transmitted, the CPDLC message being referred to has not yet reached the recipient, or has reached the recipient but has not been acted upon, or has reached the recipient and has been acted upon.*

8.2.9.1.3.2. **PANS.—** When referring to and identifying the CPDLC message to be disregarded, caution should be exercised in its phrasing so as to avoid any ambiguity with the issuance of the accompanying corrected clearance, instruction, information or request.

Note.— For example, if SAS445, maintaining FL290, had been instructed via CPDLC to climb to FL350, and the controller needs to correct the clearance utilizing voice communications, the following phrase might be used:

SAS445 DISREGARD CPDLC CLIMB CLEARANCE MESSAGE, BREAK, CLIMB TO FL310.

8.2.9.1.3.3. **PANS.—** If a CPDLC message that requires an operational response is subsequently negotiated via voice, an appropriate CPDLC message closure response shall be sent to ensure proper synchronization of the CPDLC dialogue. This could be achieved either by explicitly instructing the recipient of the message via voice to close the dialogue or by allowing the system to automatically close the dialogue.

~~8.2.9.1.~~ 8.2.9.2. ~~The composition of a CPDLC message shall not exceed five message elements, only two of which may contain the route clearance variable.~~

~~8.2.9.1.5.~~ **PANS.—** The use of long messages or messages with multiple clearance elements, multiple clearance request elements or messages with a combination of clearances and information should be avoided where possible.

Note: *Guidance material on the development of local operating procedures and CPDLC good operating technique can be found in the Global Operational Data Link (GOLD) Manual (Doc 10037)~~Human Factors Guidelines for Air Traffic Management (ATM) Systems (Doc 9758)~~.*

~~8.2.9.2.~~8.2.9.3. CPDLC ground systems and airborne systems shall be capable of using the CPDLC message alert attributes in order to draw attention to higher priority messages.

Note: *Message attributes dictate certain message handling requirements for the CPDLC user receiving a message. Each CPDLC message has two attributes: alert and response*

attributes. When a message contains multiple message elements, the highest precedence message element attribute type becomes the attribute type for the entire message.

~~8.2.9.2.1.~~8.2.9.3.1. The alert attribute shall delineate the type of alerting required upon message receipt. Alert types are presented in Table 8-1.

~~8.2.9.2.2.~~8.2.9.3.2. The response attribute shall delineate valid responses for a given message element. Response types are presented in Table 8-2 for uplink messages and Table 8-3 for downlink messages.

Table 8-1. Alert Attribute (Uplink and Downlink)

Type	*Description*	*Precedence*
H	**High**	**1**
M	**Medium**	**2**
L	**Low**	**3**
N	**No alerting required**	**4**

Table 8-2. Response Attribute (Uplink)

Type	*Response required*	*Valid responses*	*Precedence*
W/U	Yes	WILCO, UNABLE, STANDBY, NOT CURRENT DATA AUTHORITY, NOT AUTHORIZED NEXT DATA AUTHORITY, LOGICAL ACKNOWLEDGEMENT (only if required), ERROR	1
A/N	Yes	AFFIRM, NEGATIVE, STANDBY, NOT CURRENT DATA AUTHORITY, NOT AUTHORIZED NEXT DATA AUTHORITY, LOGICAL ACKNOWLEDGEMENT (only if required), ERROR	2
R	Yes	ROGER, UNABLE, STANDBY, NOT CURRENT DATA AUTHORITY, NOT AUTHORIZED NEXT DATA AUTHORITY,	3

		LOGICAL ACKNOWLEDGEMENT (only if required), ERROR	
Y	Yes	Any CPDLC downlink message, LOGICAL ACKNOWLEDGEMENT (only if required)	4
N	No, unless logical acknowledgement required	LOGICAL ACKNOWLEDGEMENT (only if required), NOT CURRENT DATA AUTHORITY, NOT AUTHORIZED NEXT DATA AUTHORITY, ERROR	5

Table 8-3. Response Attribute (Downlink)

Type	*Response required*	*Valid responses*	*Precedence*
Y	Yes	Any CPDLC uplink message, LOGICAL ACKNOWLEDGEMENT (only if required)	1
N	No, unless logical acknowledgement required	LOGICAL ACKNOWLEDGEMENT (only if required), MESSAGE NOT SUPPORTED BY THIS ATC UNIT, ERROR	2

8.2.9.3.2.1 PANS.— When a multi-element message requires a response, the response shall apply to all message elements.

Note: *For example, a multi-element message containing CLIMB TO FL310 MAINTAIN MACH.84, a WILCO response applies to, and indicates compliance with, both elements of the message.*

8.2.9.3.2.2 **PANS.—** When a single message element clearance or any part of a multi-element clearance message cannot be complied with, the pilot shall send an UNABLE response for the whole message.

8.2.9.3.2.3 **PANS.—** The controller shall respond with an UNABLE message that applies to all elements of the request when no element(s) of a single or multi-element clearance request can be approved. The current clearance(s) shall not be restated.

8.2.9.3.2.4 **PANS.—** When a multi-element clearance request can only be partially accommodated, the controller shall respond with an UNABLE message applying to all the message elements of the request and, if appropriate, include a reason and/or information on when a clearance may be expected.

Note: *A separate CPDLC message (or messages) may subsequently be transmitted to respond to those elements that can be accommodated.*

8.2.9.3.3.5 **PANS.—** When all elements of a single or multi-element clearance request can be accommodated, the controller shall respond with clearances corresponding to each element of the request. This response should be a single uplink message.

Note: *For example, while messages containing multi-element clearance requests are to be avoided, a multi-element downlink message containing the indicated message elements:*

~~*REQUEST CLEARANCE YQM YYG YYT YQX TRACK X EINN EDDF*~~

REQUEST CLIMB TO FL350

REQUEST MACH 0.84

could be responded to with

~~*CLEARED YQM YYG YYT YQX TRACK X EINN EDDF*~~

CLIMB TO FL350

REPORT MAINTAINING

CROSS YYG AT OR AFTER 1150

NO SPEED RESTRICTION.

8.2.9.3.3.6 **PANS.—** When a CPDLC message contains more than one message element and the response attribute for the message is Y, when utilized, the single response message shall contain the corresponding number of replies in the

same order.

Note: *For example, a multi-element uplink message containing*

CONFIRM SQUAWK

WHEN CAN YOU ACCEPT FL410

could be responded to with

SQUAWKING 5525

WE CAN ACCEPT FL410 AT 1636Z

~~8.2.9.3.~~8.2.9.4. When a ground or airborne system generates the CPDLC message ERROR, the reason for the error shall be included in the message.

~~8.2.9.4.~~8.2.9.5. The appropriate ATS authority shall select those message elements contained in PANS-ATM, Appendix 5 that support operations in their airspace. Should an ATS authority choose to select a subset of the message elements, and a received message does not belong to this subset, the ATC unit shall respond by uplinking the message element MESSAGE NOT SUPPORTED BY THIS ATC UNIT.

Note: *Further processing of the received message is not required.*

~~8.2.9.4.1.~~8.2.9.5.1. Only the uplink messages appropriate to a particular control sector's operations should be provided to the controller.

Note: *The CPDLC message set contained in PANS-ATM, Appendix 5 was developed to encompass different air traffic management environments.*

~~8.2.9.4.2.~~8.2.9.5.2. Information concerning CPDLC message elements subset utilized shall be published in the Aeronautical Information Publications (AIPs).

~~8.2.9.5.~~8.2.9.6. TRANSFER OF CPDLC

Note: *Details on CPDLC transfer can be found in Global Operational Data Link (GOLD) Manual (Doc 10037)~~ICAO Manual of Air Traffic Services Data Link Applications (Doc 9694)~~.*

~~8.2.9.5.1.~~8.2.9.6.1. **PANS.—** When CPDLC is transferred, the transfer of voice communications and CPDLC shall commence concurrently.

~~8.2.9.5.2.~~8.2.9.6.2. **PANS.—** When an aircraft is transferred from an ATC unit where CPDLC is available to an ATC unit where CPDLC is not available, CPDLC termination shall commence concurrent with the transfer of voice communications.

~~8.2.9.5.3.~~8.2.9.6.3. When a transfer of CPDLC results in a change of data authority, and there are still messages for which the closure response has not been received (i.e. messages outstanding), the controller transferring the CPDLC shall be informed.

8.2.9.6.3.1 **PANS.—** ~~If the controller needs to transfer~~When the aircraft is transferred between data authorities with ~~without replying to any~~ downlink or uplink message(s) outstanding, the aircraft and ground systems shall have the capability to terminate the open ~~automatically send the appropriate closure response~~ message(s). ~~In such cases, the contents of any automatically sent closure response message(s) shall be promulgated in local instructions.~~

8.2.9.6.3.2 **PANS.—** The controller shall coordinate with the receiving ATS unit regarding any operationally relevant CPDLC messages that were still open when the CPDLC connection was terminated~~When the controller decides to transfer the aircraft without receiving pilot responses to any uplink message(s) outstanding, the ground system shall have the capability to automatically end the dialogue for each message prior to the transfer~~.

8.2.9.6.3.2.1 **PANS.—** The transferring or receiving controller ~~should revert to~~shall voice communications to clarify any ambiguity associated with the message(s) outstanding.

~~8.2.9.5.4.~~8.2.9.6.4. When a transfer of CPDLC does not result in a change of data authority, and there are still messages outstanding, these messages shall either be forwarded to the appropriate controller or shall be closed in accordance with local instructions and, if necessary, letters of agreement.

8.2.10. Display of CPDLC messages

ATC units utilizing a CPDLC message contained in the PANS-ATM should display the associated text pertaining to that message as presented in the PANS-ATM, Appendix 5.

8.2.11. Free text messages elements

8.2.11.1 **PANS.—** Controllers and pilots shall only compose a free text message element when no appropriate message element is available in the data link system~~The use of free text message elements by controllers or pilots, should be avoided~~.

Note: *Whilst it is recognized that non-routine and emergency situations may necessitate the use of free text, particularly when voice communication has failed, the avoidance of utilizing free text messages is intended to reduce the possibility of misinterpretation and ambiguity.*

8.2.11.2 When the CPDLC message set contained in the PANS-ATM (Doc 4444) does not provide for specific circumstances, the appropriate ATS Authority may determine that it is acceptable to use preformatted free text message elements. In such cases, the appropriate ATS Authority, in consultation with operators and other ATS authorities that may be concerned, shall define display format, intended use and attributes for each preformatted free text message element and publish them with relevant procedures in the AIPs.

8.2.11.3 **PANS.—** Where preformatted free text message elements are used, ~~Free text message elements~~ they should be stored for selection within the aircraft system or ground system to facilitate their use.

8.2.11.4 **PANS.—** When composing a CPDLC message using free text message elements, controllers and pilots should use ICAO phraseologies, abbreviations and codes, and avoid nonessential words and phrases.

Note.— *ICAO phraseologies are contained in Chapter 5 of this document and the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM) (Doc 4444). ICAO abbreviations and codes are contained in the Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC) (Doc 8400).*

8.2.11.5 **PANS.—** Controllers shall not compose a CPDLC message solely with free text message elements to issue a clearance; however, free text message elements may be included as part of the CPDLC message.

8.2.12. Emergencies, hazards and equipment failure procedures

8.2.12.1. **PANS.—** When a CPDLC emergency message is received, the controller shall acknowledge receipt of the message by the most efficient means available.

~~8.2.12.2. **PANS.— When responding via CPDLC to all other emergency or urgency messages, uplink message ROGER shall be used.**~~

~~8.2.12.3.~~8.2.12.2. **PANS.—** When responding via CPDLC to all other emergency or urgency messages, uplink message ROGER shall be used.

~~8.2.12.4.~~8.2.12.3. FAILURE OF CPDLC

Note 1.— *Action to be taken in the event of a data link initiation failure is covered in 8.1.1.4.*

Note 2.— *Action to be taken in the event of the failure of a single CPDLC message is covered in 8.2.12.5~~6~~.*

8.2.12.~~4~~3.1 A CPDLC failure should be detected in a timely manner.

8.2.12.~~4~~3.2 The controller and pilot shall be alerted to a failure of CPDLC as soon as a failure has been detected.

8.2.12.~~4~~3.3 **PANS.—** When a controller or pilot is alerted that CPDLC has failed, and the controller or pilot needs to communicate prior to CPDLC being restored, the controller or pilot should revert to voice, if possible~~, and preface the information with the phrase:~~

~~CPDLC FAILURE.~~

~~8.2.12.4.4 **PANS.— Controllers having a requirement to transmit information concerning a complete CPDLC ground system failure to all stations likely to intercept should preface such a transmission by the general call ALL STATIONS CPDLC FAILURE, followed by the identification of the calling station.**~~

~~**Note:** No reply is expected to such general calls unless individual stations are subsequently called to acknowledge receipt.~~

8.2.12.~~4.5~~3.4 **PANS.—** When CPDLC fails and communications revert to voice, all CPDLC messages outstanding should be verified and if needed, retransmitted by the most appropriate means.~~considered not delivered and the entire dialogue involving the messages outstanding should be recommenced by voice~~.

8.2.12.3.5~~4.6~~ **PANS.—** When CPDLC fails but is restored prior to a need to revert to voice communications, all CPDLC messages outstanding should be and if needed, retransmitted by the most appropriate means.~~considered not delivered and the entire dialogue involving the messages outstanding should be recommenced via CPDLC.~~

~~8.2.12.5.~~8.2.12.4. INTENTIONAL SHUTDOWN OF CPDLC

8.2.12.~~5~~4.1 When a system shutdown of the communications network or the CPDLC ground system is planned, a NOTAM shall be published to inform all affected parties of the shutdown period and if necessary, the details of the voice communication frequencies to be used.

8.2.12.~~5~~4.2 Aircraft currently in communication with the ATC unit shall be informed by voice or CPDLC of any imminent loss of CPDLC service.

8.2.12.~~5~~4.3 The controller and pilot shall be provided with the capability to abort CPDLC.

8.2.12.~~6~~ 5. FAILURE OF A SINGLE CPDLC MESSAGE

PANS.— When a controller or pilot is alerted that a single CPDLC message has failed, the controller or pilot shall take one of the following actions, as appropriate:

a) via voice, confirm the actions that will be undertaken with respect to the related dialogue, or, ~~prefacing the information with the phrase:~~

~~CPDLC MESSAGE FAILURE;~~

b) ~~b)~~ via CPDLC, reissue the CPDLC message that failed.

8.2.12.~~7~~6 RESUMPTION OF DATA LINK SERVICES~~DISCONTINUATION OF THE USE OF CPDLC PILOT REQUESTS~~

~~8.2.12.7.1 **PANS.—** When a controller requires all stations or a specific flight to avoid sending CPDLC requests for a limited period of time, the following phrase shall be used:~~

~~((call sign) or ALL STATIONS) STOP SENDING CPDLC REQUESTS [UNTIL ADVISED] [(reason)]~~

~~***Note.*** — *Under these circumstances, CPDLC remains available for the pilot to, if necessary, respond to messages, report information, and declare and cancel an emergency.*~~

~~8.2.12.7.~~When data link services are resumed, the controller should advise, by the most appropriate means, any affected flight crew and instruct them to log on to the appropriate ATS unit.~~2 PANS.— The resumption of the normal use of CPDLC shall be advised by using the following phrase:~~

~~((call sign) or ALL STATIONS) RESUME NORMAL CPDLC OPERATIONS~~

8.2.13. Testing of CPDLC

~~8.2.13.~~ **PAN.-** Where the testing of CPDLC with an aircraft could affect the air traffic services being provided to the aircraft, coordination shall be effected prior to such testing.