

Appendix A to Chapter 3

CPDLC MESSAGE SET

1. INTRODUCTION

1.1 In the interest of maintaining continuity, message numbers have not been deleted as proposed changes have been accepted. Instead new message elements have been allocated sequential numbers.

1.2 This appendix defines the allowed message elements from which CPDLC messages can be composed.

1.3 Where the message elements are consistent with those already in PANS-RAC for the purposes of voice communications, the message intent/uses are also consistent with PANS-RAC.

1.4 The column headed Message element is a suggested text for presentation to the pilot or controller.

2. UPLINK MESSAGES

Uplink messages for CPDLC are presented in Tables IV-3-A1 to IV-3-A12.

3. DOWNLINK MESSAGES

Downlink messages for CPDLC are presented in Tables IV-3-A13 to IV-3-A24.

Table IV-3-A1. Responses/acknowledgements (uplink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
0	Indicates that ATC cannot comply with the request.	UNABLE	N	M	N
1	Indicates that ATC has received the message and will respond.	STANDBY	N	L	N
2	Indicates that ATC has received the request but it has been deferred until later.	REQUEST DEFERRED	N	L	N
3	Indicates that ATC has received and understood the message.	ROGER	N	L	N
4	Yes.	AFFIRM	N	L	N
5	No.	NEGATIVE	N	L	N
235	Notification of receipt of unlawful interference message.	ROGER 7500	U	H	N
211	Indicates that ATC has received the request and has passed it to the next control authority.	REQUEST FORWARDED	N	L	N
218	Indicates to the pilot that the request has already been received on the ground.	REQUEST ALREADY RECEIVED	L	N	N

Table IV-3-A2. Vertical clearances (uplink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
6	Notification that a level change instruction should be expected.	EXPECT (<i>level</i>)	L	L	R
7	Notification that an instruction should be expected for the aircraft to commence climb at the specified time.	EXPECT CLIMB AT (<i>time</i>)	L	L	R
8	Notification that an instruction should be expected for the aircraft to commence climb at the specified position.	EXPECT CLIMB AT (<i>position</i>)	L	L	R
9	Notification that an instruction should be expected for the aircraft to commence descent at the specified time.	EXPECT DESCENT AT (<i>time</i>)	L	L	R
10	Notification that an instruction should be expected for the aircraft to commence descent at the specified position.	EXPECT DESCENT AT (<i>position</i>)	L	L	R
11	Notification that an instruction should be expected for the aircraft to commence cruise climb at the specified time.	EXPECT CRUISE CLIMB AT (<i>time</i>)	L	L	R
12	Notification that an instruction should be expected for the aircraft to commence cruise climb at the specified position.	EXPECT CRUISE CLIMB AT (<i>position</i>)	L	L	R
13	Notification that an instruction should be expected for the aircraft to commence climb at the specified time to the specified level.	AT (<i>time</i>) EXPECT CLIMB TO (<i>level</i>)	L	L	R
14	Notification that an instruction should be expected for the aircraft to commence climb at the specified position to the specified level.	AT (<i>position</i>) EXPECT CLIMB TO (<i>level</i>)	L	L	R
15	Notification that an instruction should be expected for the aircraft to commence descent at the specified time to the specified level.	AT (<i>time</i>) EXPECT DESCENT TO (<i>level</i>)	L	L	R
16	Notification that an instruction should be expected for the aircraft to commence descent at the specified position to the specified level.	AT (<i>position</i>) EXPECT DESCENT TO (<i>level</i>)	L	L	R
17	Notification that an instruction should be expected for the aircraft to commence cruise climb at the specified time to the specified level.	AT (<i>time</i>) EXPECT CRUISE CLIMB TO (<i>level</i>)	L	L	R

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
18	Notification that an instruction should be expected for the aircraft to commence cruise climb at the specified position to the specified level.	AT (<i>position</i>) EXPECT CRUISE CLIMB TO (<i>level</i>)	L	L	R
19	Instruction to maintain the specified level.	MAINTAIN (<i>level</i>)	N	M	W/U
20	Instruction that a climb to a specified level is to commence and once reached the specified level is to be maintained.	CLIMB TO (<i>level</i>)	N	M	W/U
21	Instruction that at the specified time a climb to the specified level is to commence and once reached the specified level is to be maintained.	AT (<i>time</i>) CLIMB TO (<i>level</i>)	N	M	W/U
22	Instruction that at the specified position a climb to the specified level is to commence and once reached the specified level is to be maintained.	AT (<i>position</i>) CLIMB TO (<i>level</i>)	N	M	W/U
185	Instruction that after passing the specified position a climb to the specified level is to commence and once reached the specified level is to be maintained.	AFTER PASSING (<i>position</i>) CLIMB TO (<i>level</i>)	N	M	W/U
23	Instruction that a descent to a specified level is to commence and once reached the specified level is to be maintained.	DESCEND TO (<i>level</i>)	N	M	W/U
24	Instruction that at a specified time a descent to a specified level is to commence and once reached the specified level is to be maintained.	AT (<i>time</i>) DESCEND TO (<i>level</i>)	N	M	W/U
25	Instruction that at the specified position a descent to the specified level is to commence and once reached the specified level is to be maintained.	AT (<i>position</i>) DESCEND TO (<i>level</i>)	N	M	W/U
186	Instruction that after passing the specified position a descent to the specified level is to commence and once reached the specified level is to be maintained.	AFTER PASSING (<i>position</i>) DESCEND TO (<i>level</i>)	N	M	W/U
26	Instruction that a climb is to commence at a rate such that the specified level is reached at or before the specified time.	CLIMB TO REACH (<i>level</i>) BY (<i>time</i>)	N	M	W/U
27	Instruction that a climb is to commence at a rate such that the specified level is reached at or before the specified position.	CLIMB TO REACH (<i>level</i>) BY (<i>position</i>)	N	M	W/U

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
28	Instruction that a descent is to commence at a rate such that the specified level is reached at or before the specified time.	DESCEND TO REACH <i>(level)</i> BY <i>(time)</i>	N	M	W/U
29	Instruction that a descent is to commence at a rate such that the specified level is reached at or before the specified position.	DESCEND TO REACH <i>(level)</i> BY <i>(position)</i>	N	M	W/U
192	Instruction that a change of level is to continue, but at a rate such that the specified level is reached at or before the specified time.	REACH <i>(level)</i> BY <i>(time)</i>	N	M	W/U
209	Instruction that a change of level is to continue, but at a rate such that the specified level is reached at or before the specified position.	REACH <i>(level)</i> BY <i>(position)</i>	N	M	W/U
30	Instruction that a level within the defined vertical range specified is to be maintained.	MAINTAIN BLOCK <i>(level)</i> TO <i>(level)</i>	N	M	W/U
31	Instruction that a climb to a level within the vertical range defined is to commence.	CLIMB TO AND MAINTAIN BLOCK <i>(level)</i> TO <i>(level)</i>	N	M	W/U
32	Instruction that a descent to a level within the vertical range defined is to commence.	DESCEND TO AND MAINTAIN BLOCK <i>(level)</i> TO <i>(level)</i>	N	M	W/U
34	Instruction that a cruise climb is to commence and continue until the specified level is reached.	CRUISE CLIMB TO <i>(level)</i>	N	M	W/U
35	Instruction that a cruise climb can commence once above the specified level.	CRUISE CLIMB ABOVE <i>(level)</i>	N	M	W/U
219	Instruction to stop the climb below the previously assigned level.	STOP CLIMB AT <i>(level)</i>	U	M	W/U
220	Instruction to stop the descent above the previously assigned level.	STOP DESCENT AT <i>(level)</i>	U	M	W/U
36	Instruction that the climb to the specified level should be made at the aircraft's best rate.	EXPEDITE CLIMB TO <i>(level)</i>	U	M	W/U
37	Instruction that the descent to the specified level should be made at the aircraft's best rate.	EXPEDITE DESCENT TO <i>(level)</i>	U	M	W/U
38	Urgent instruction to immediately climb to the specified level.	IMMEDIATELY CLIMB TO <i>(level)</i>	D	H	W/U
39	Urgent instruction to immediately descend to the specified level.	IMMEDIATELY DESCEND TO <i>(level)</i>	D	H	W/U
40	(reserved)		L	L	Y
41	(reserved)		L	L	Y
171	Instruction to climb at not less than the specified rate.	CLIMB AT <i>(vertical rate)</i> MINIMUM	N	M	W/U

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
172	Instruction to climb at not above the specified rate.	CLIMB AT <i>(vertical rate)</i> MAXIMUM	N	M	W/U
173	Instruction to descend at not less than the specified rate.	DESCEND AT <i>(vertical rate)</i> MINIMUM	N	M	W/U
174	Instruction to descend at not above the specified rate.	DESCEND AT <i>(vertical rate)</i> MAXIMUM	N	M	W/U
33	(reserved)		L	L	Y

Note.— Wherever the variable “level” is specified, the message can specify either a single level or a vertical range, i.e. block level.

Table IV-3-A3. Crossing constraints (uplink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
42	Notification that a level change instruction should be expected which will require the specified position to be crossed at the specified level.	EXPECT TO CROSS <i>(position)</i> AT <i>(level)</i>	L	L	R
43	Notification that a level change instruction should be expected which will require the specified position to be crossed at or above the specified level.	EXPECT TO CROSS <i>(position)</i> AT OR ABOVE <i>(level)</i>	L	L	R
44	Notification that a level change instruction should be expected which will require the specified position to be crossed at or below the specified level.	EXPECT TO CROSS <i>(position)</i> AT OR BELOW <i>(level)</i>	L	L	R
45	Notification that a level change instruction should be expected which will require the specified position to be crossed at the specified level which is to be maintained subsequently.	EXPECT TO CROSS <i>(position)</i> AT AND MAINTAIN <i>(level)</i>	L	L	R
46	Instruction that the specified position is to be crossed at the specified level. This may require the aircraft to modify its climb or descent profile.	CROSS <i>(position)</i> AT <i>(level)</i>	N	M	W/U
47	Instruction that the specified position is to be crossed at or above the specified level.	CROSS <i>(position)</i> AT OR ABOVE <i>(level)</i>	N	M	W/U
48	Instruction that the specified position is to be crossed at or below the specified level.	CROSS <i>(position)</i> AT OR BELOW <i>(level)</i>	N	M	W/U
49	Instruction that the specified position is to be crossed at the specified level and that level is to be maintained when reached.	CROSS <i>(position)</i> AT AND MAINTAIN <i>(level)</i>	N	M	W/U

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
50	Instruction that the specified position is to be crossed at a level between the specified levels.	CROSS (<i>position</i>) BETWEEN (<i>level</i>) AND (<i>level</i>)	N	M	W/U
51	Instruction that the specified position is to be crossed at the specified time.	CROSS (<i>position</i>) AT (<i>time</i>)	N	M	W/U
52	Instruction that the specified position is to be crossed at or before the specified time.	CROSS (<i>position</i>) AT OR BEFORE (<i>time</i>)	N	M	W/U
53	Instruction that the specified position is to be crossed at or after the specified time.	CROSS (<i>position</i>) AT OR AFTER (<i>time</i>)	N	M	W/U
54	Instruction that the specified position is to be crossed at a time between the specified times.	CROSS (<i>position</i>) BETWEEN (<i>time</i>) AND (<i>time</i>)	N	M	W/U
55	Instruction that the specified position is to be crossed at the specified speed and the specified speed is to be maintained until further advised.	CROSS (<i>position</i>) AT (<i>speed</i>)	N	M	W/U
56	Instruction that the specified position is to be crossed at a speed equal to or less than the specified speed and the specified speed or less is to be maintained until further advised.	CROSS (<i>position</i>) AT OR LESS THAN (<i>speed</i>)	N	M	W/U
57	Instruction that the specified position is to be crossed at a speed equal to or greater than the specified speed and the specified speed or greater is to be maintained until further advised.	CROSS (<i>position</i>) AT OR GREATER THAN (<i>speed</i>)	N	M	W/U
58	Instruction that the specified position is to be crossed at the specified time and at the specified level.	CROSS (<i>position</i>) AT (<i>time</i>) AT (<i>level</i>)	N	M	W/U
59	Instruction that the specified position is to be crossed at or before the specified time and at the specified level.	CROSS (<i>position</i>) AT OR BEFORE (<i>time</i>) AT (<i>level</i>)	N	M	W/U
60	Instruction that the specified position is to be crossed at or after the specified time and at the specified level.	CROSS (<i>position</i>) AT OR AFTER (<i>time</i>) AT (<i>level</i>)	N	M	W/U
61	Instruction that the specified position is to be crossed at the specified level and speed, and the level and speed are to be maintained.	CROSS (<i>position</i>) AT AND MAINTAIN (<i>level</i>) AT (<i>speed</i>)	N	M	W/U
62	Instruction that at the specified time the specified position is to be crossed at the specified level and the level is to be maintained.	AT (<i>time</i>) CROSS (<i>position</i>) AT AND MAINTAIN (<i>level</i>)	N	M	W/U

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
63	Instruction that at the specified time the specified position is to be crossed at the specified level and speed, and the level and speed are to be maintained.	AT (<i>time</i>) CROSS (<i>position</i>) AT AND MAINTAIN (<i>level</i>) AT (<i>speed</i>)	N	M	W/U

Note.— Wherever the variable “level” is specified, the message can specify either a single level or a vertical range, i.e. block level.

Table IV-3-A4. Lateral offsets (uplink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
64	Instruction to fly a parallel track to the cleared route at a displacement of the specified distance in the specified direction.	OFFSET (<i>specified distance</i>) (<i>direction</i>) OF ROUTE	N	M	W/U
65	Instruction to fly a parallel track to the cleared route at a displacement of the specified distance in the specified direction and commencing at the specified position.	AT (<i>position</i>) OFFSET (<i>specified distance</i>) (<i>direction</i>) OF ROUTE	N	M	W/U
66	Instruction to fly a parallel track to the cleared route at a displacement of the specified distance in the specified direction and commencing at the specified time.	AT (<i>time</i>) OFFSET (<i>specified distance</i>) (<i>direction</i>) OF ROUTE	N	M	W/U
67	Instruction that the cleared flight route is to be rejoined.	PROCEED BACK ON ROUTE	N	M	W/U
68	Instruction that the cleared flight route is to be rejoined at or before the specified position.	REJOIN ROUTE BY (<i>position</i>)	N	M	W/U
69	Instruction that the cleared flight route is to be rejoined at or before the specified time.	REJOIN ROUTE BY (<i>time</i>)	N	M	W/U
70	Notification that a clearance may be issued to enable the aircraft to rejoin the cleared route at or before the specified position.	EXPECT BACK ON ROUTE BY (<i>position</i>)	L	L	R
71	Notification that a clearance may be issued to enable the aircraft to rejoin the cleared route at or before the specified time.	EXPECT BACK ON ROUTE BY (<i>time</i>)	L	L	R
72	Instruction to resume own navigation following a period of tracking or heading clearances. May be used in conjunction with an instruction on how or where to rejoin the cleared route.	RESUME OWN NAVIGATION	N	M	W/U

Table IV-3-A5. Route modifications (uplink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
73	Notification to the aircraft of the instructions to be followed from departure until the specified clearance limit.	<i>(departure clearance)</i>	N	M	W/U
74	Instruction to proceed directly from its present position to the specified position.	PROCEED DIRECT TO <i>(position)</i>	N	M	W/U
75	Instruction to proceed, when able, directly to the specified position.	WHEN ABLE PROCEED DIRECT TO <i>(position)</i>	N	M	W/U
76	Instruction to proceed, at the specified time, directly to the specified position.	AT <i>(time)</i> PROCEED DIRECT TO <i>(position)</i>	N	M	W/U
77	Instruction to proceed, at the specified position, directly to the next specified position.	AT <i>(position)</i> PROCEED DIRECT TO <i>(position)</i>	N	M	W/U
78	Instruction to proceed, upon reaching the specified level, directly to the specified position.	AT <i>(level)</i> PROCEED DIRECT TO <i>(position)</i>	N	M	W/U
79	Instruction to proceed to the specified position via the specified route.	CLEARED TO <i>(position)</i> VIA <i>(route clearance)</i>	N	M	W/U
80	Instruction to proceed via the specified route.	CLEARED <i>(route clearance)</i>	N	M	W/U
81	Instruction to proceed in accordance with the specified procedure.	CLEARED <i>(procedure name)</i>	N	M	W/U
236	Instruction to leave controlled airspace.	LEAVE CONTROLLED AIRSPACE	N	M	W/U
82	Approval to deviate up to the specified distance from the cleared route in the specified direction.	CLEARED TO DEVIATE UP TO <i>(specified distance)</i> <i>(direction)</i> OF ROUTE	N	M	W/U
83	Instruction to proceed from the specified position via the specified route.	AT <i>(position)</i> CLEARED <i>(route clearance)</i>	N	M	W/U
84	Instruction to proceed from the specified position via the specified procedure.	AT <i>(position)</i> CLEARED <i>(procedure name)</i>	N	M	W/U
85	Notification that a clearance to fly on the specified route may be issued.	EXPECT <i>(route clearance)</i>	L	L	R
86	Notification that a clearance to fly on the specified route from the specified position may be issued.	AT <i>(position)</i> EXPECT <i>(route clearance)</i>	L	L	R
87	Notification that a clearance to fly directly to the specified position may be issued.	EXPECT DIRECT TO <i>(position)</i>	L	L	R
88	Notification that a clearance to fly directly from the first specified position to the next specified position may be issued.	AT <i>(position)</i> EXPECT DIRECT TO <i>(position)</i>	L	L	R

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
89	Notification that a clearance to fly directly to the specified position commencing at the specified time may be issued.	AT (<i>time</i>) EXPECT DIRECT TO (<i>position</i>)	L	L	R
90	Notification that a clearance to fly directly to the specified position commencing when the specified level is reached may be issued.	AT (<i>level</i>) EXPECT DIRECT TO (<i>position</i>)	L	L	R
91	Instruction to enter a holding pattern with the specified characteristics at the specified position and level.	HOLD AT (<i>position</i>) MAINTAIN (<i>level</i>) INBOUND TRACK (<i>degrees</i>) (<i>direction</i>) TURNS (<i>leg type</i>)	N	M	W/U
92	Instruction to enter a holding pattern with the published characteristics at the specified position and level.	HOLD AT (<i>position</i>) AS PUBLISHED MAINTAIN (<i>level</i>)	N	M	W/U
93	Notification that an onwards clearance may be issued at the specified time.	EXPECT FURTHER CLEARANCE AT (<i>time</i>)	L	L	R
94	Instruction to turn left or right as specified on to the specified heading.	TURN (<i>direction</i>) HEADING (<i>degrees</i>)	N	M	W/U
95	Instruction to turn left or right as specified on to the specified track.	TURN (<i>direction</i>) GROUND TRACK (<i>degrees</i>)	N	M	W/U
215	Instruction to turn a specified number of degrees left or right.	TURN (<i>direction</i>) (<i>degrees</i>)	N	M	W/U
190	Instruction to fly on the specified heading.	FLY HEADING (<i>degrees</i>)	N	M	W/U
96	Instruction to continue to fly on the current heading.	CONTINUE PRESENT HEADING	N	M	W/U
97	Instruction to fly on the specified heading from the specified position.	AT (<i>position</i>) FLY HEADING (<i>degrees</i>)	N	M	W/U
221	Instruction to stop turn at the specified heading prior to reaching the previously assigned heading.	STOP TURN HEADING (<i>degrees</i>)	U	M	W/U
98	Instruction to turn immediately left or right as specified on to the specified heading.	IMMEDIATELY TURN (<i>direction</i>) HEADING (<i>degrees</i>)	D	H	W/U
99	Notification that a clearance may be issued for the aircraft to fly the specified procedure.	EXPECT (<i>procedure name</i>)	L	L	R

Note.— Wherever the variable “level” is specified, the message can specify either a single level or a vertical range, i.e. block level.

Table IV-3-A6. Speed changes (uplink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
100	Notification that a speed instruction may be issued to be effective at the specified time.	AT (time) EXPECT (speed)	L	L	R
101	Notification that a speed instruction may be issued to be effective at the specified position.	AT (position) EXPECT (speed)	L	L	R
102	Notification that a speed instruction may be issued to be effective at the specified level.	AT (level) EXPECT (speed)	L	L	R
103	Notification that a speed range instruction may be issued to be effective at the specified time.	AT (time) EXPECT (speed) TO (speed)	L	L	R
104	Notification that a speed range instruction may be issued to be effective at the specified position.	AT (position) EXPECT (speed) TO (speed)	L	L	R
105	Notification that a speed range instruction may be issued to be effective at the specified level.	AT (level) EXPECT (speed) TO (speed)	L	L	R
106	Instruction that the specified speed is to be maintained.	MAINTAIN (speed)	N	M	W/U
188	Instruction that after passing the specified position the specified speed is to be maintained.	AFTER PASSING (position) MAINTAIN (speed)	N	M	W/U
107	Instruction that the present speed is to be maintained.	MAINTAIN PRESENT SPEED	N	M	W/U
108	Instruction that the specified speed or a greater speed is to be maintained.	MAINTAIN (speed) OR GREATER	N	M	W/U
109	Instruction that the specified speed or a lesser speed is to be maintained.	MAINTAIN (speed) OR LESS	N	M	W/U
110	Instruction that a speed within the specified range is to be maintained.	MAINTAIN (speed) TO (speed)	N	M	W/U
111	Instruction that the present speed is to be increased to the specified speed and maintained until further advised.	INCREASE SPEED TO (speed)	N	M	W/U
112	Instruction that the present speed is to be increased to the specified speed or greater, and maintained at or above the specified speed until further advised.	INCREASE SPEED TO (speed) OR GREATER	N	M	W/U
113	Instruction that the present speed is to be reduced to the specified speed and maintained until further advised.	REDUCE SPEED TO (speed)	N	M	W/U
114	Instruction that the present speed is to be reduced to the specified speed or less and maintained at or below the specified speed until further advised.	REDUCE SPEED TO (speed) OR LESS	N	M	W/U

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
115	Instruction that the specified speed is not to be exceeded.	DO NOT EXCEED (<i>speed</i>)	N	M	W/U
116	Notification that the aircraft need no longer comply with the previously issued speed restriction.	RESUME NORMAL SPEED	N	M	W/U
189	Instruction that the present speed is to be changed to the specified speed.	ADJUST SPEED TO (<i>speed</i>)	N	M	W/U
222	Notification that the aircraft may keep its preferred speed without restriction.	NO SPEED RESTRICTION	L	L	R
223	Instruction to reduce present speed to the minimum safe approach speed	REDUCE TO MINIMUM APPROACH SPEED	N	M	W/U

Note.— Wherever the variable “level” is specified, the message can specify either a single level or a vertical range, i.e. block level.

Table IV-3-A7. Contact/monitor/surveillance requests (uplink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
117	Instruction that the ATS unit with the specified ATS unit name is to be contacted on the specified frequency.	CONTACT (<i>unit name</i>) (<i>frequency</i>)	N	M	W/U
118	Instruction that at the specified position the ATS unit with the specified ATS unit name is to be contacted on the specified frequency.	AT (<i>position</i>) CONTACT (<i>unit name</i>) (<i>frequency</i>)	N	M	W/U
119	Instruction that at the specified time the ATS unit with the specified ATS unit name is to be contacted on the specified frequency.	AT (<i>time</i>) CONTACT (<i>unit name</i>) (<i>frequency</i>)	N	M	W/U
120	Instruction that the ATS unit with the specified ATS unit name is to be monitored on the specified frequency.	MONITOR (<i>unit name</i>) (<i>frequency</i>)	N	M	W/U
121	Instruction that at the specified position the ATS unit with the specified ATS unit name is to be monitored on the specified frequency.	AT (<i>position</i>) MONITOR (<i>unit name</i>) (<i>frequency</i>)	N	M	W/U
122	Instruction that at the specified time the ATS unit with the specified ATS unit name is to be monitored on the specified frequency.	AT (<i>time</i>) MONITOR (<i>unit name</i>) (<i>frequency</i>)	N	M	W/U
123	Instruction that the specified code (SSR code) is to be selected.	SQUAWK (<i>code</i>)	N	M	W/U
124	Instruction that the SSR transponder responses are to be disabled.	STOP SQUAWK	N	M	W/U

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
125	Instruction that the SSR transponder responses should include level information.	SQUAWK MODE CHARLIE	N	M	W/U
126	Instruction that the SSR transponder responses should no longer include level information.	STOP SQUAWK MODE CHARLIE	N	M	W/U
179	Instruction that the 'ident' function on the SSR transponder is to be actuated.	SQUAWK IDENT	N	M	W/U

Table IV-3-A8. Report/confirmation requests (uplink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
127	Instruction to report when the aircraft is back on the cleared route.	REPORT BACK ON ROUTE	N	L	W/U
128	Instruction to report when the aircraft has left the specified level.	REPORT LEAVING (<i>level</i>)	N	L	W/U
129	Instruction to report when the aircraft is maintaining level flight at the specified level.	REPORT MAINTAINING (<i>level</i>)	N	L	W/U
175	Instruction to report when the aircraft has reached the specified level.	REPORT REACHING (<i>level</i>)	N	L	W/U
200	Instruction used in conjunction with a level clearance to report reaching the level assigned.	REPORT REACHING	N	L	W/U
180	Instruction to report when the aircraft is within the specified vertical range.	REPORT REACHING BLOCK (<i>level</i>) TO (<i>level</i>)	N	L	W/U
130	Instruction to report when the aircraft has passed the specified position.	REPORT PASSING (<i>position</i>)	N	L	W/U
181	Instruction to report the present distance to or from the specified position.	REPORT DISTANCE (<i>to/from</i>) (<i>position</i>)	N	M	Y
184	Instruction to report at the specified time the distance to or from the specified position.	AT (<i>time</i>) REPORT DISTANCE (<i>to/from</i>) (<i>position</i>)	N	L	Y
228	Instruction to report the estimated time of arrival at the specified position.	REPORT ETA (<i>position</i>)	L	L	Y
131	Instruction to report the amount of fuel remaining and the number of persons on board.	REPORT REMAINING FUEL AND PERSONS ON BOARD	U	M	Y
132	Instruction to report the present position.	REPORT POSITION	N	M	Y
133	Instruction to report the present level.	REPORT PRESENT LEVEL	N	M	Y
134	Instruction to report the requested speed.	REPORT (<i>speed type</i>) (<i>speed type</i>) SPEED	N	M	Y

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
135	Instruction to confirm and acknowledge the currently assigned level.	CONFIRM ASSIGNED LEVEL	N	L	Y
136	Instruction to confirm and acknowledge the currently assigned speed.	CONFIRM ASSIGNED SPEED	N	L	Y
137	Instruction to confirm and acknowledge the currently assigned route.	CONFIRM ASSIGNED ROUTE	N	L	Y
138	Instruction to confirm the previously reported time over the last reported waypoint.	CONFIRM TIME OVER REPORTED WAYPOINT	N	L	Y
139	Instruction to confirm the identity of the previously reported waypoint.	CONFIRM REPORTED WAYPOINT	N	L	Y
140	Instruction to confirm the identity of the next waypoint.	CONFIRM NEXT WAYPOINT	N	L	Y
141	Instruction to confirm the previously reported estimated time at the next waypoint.	CONFIRM NEXT WAYPOINT ETA	N	L	Y
142	Instruction to confirm the identity of the next but one waypoint.	CONFIRM ENSUING WAYPOINT	N	L	Y
143	The request was not understood. It should be clarified and resubmitted.	CONFIRM REQUEST	N	L	Y
144	Instruction to report the selected (SSR) code.	CONFIRM SQUAWK	N	L	Y
145	Instruction to report the present heading.	REPORT HEADING	N	M	Y
146	Instruction to report the present ground track.	REPORT GROUND TRACK	N	M	Y
182	Instruction to report the identification code of the last ATIS received.	CONFIRM ATIS CODE	N	L	Y
147	Instruction to make a position report.	REQUEST POSITION REPORT	N	M	Y
216	Instruction to file a flight plan.	REQUEST FLIGHT PLAN	N	M	Y
217	Instruction to report that the aircraft has landed.	REPORT ARRIVAL	N	M	Y
229	Instruction to report the preferred alternate aerodrome for landing.	REPORT ALTERNATE AERODROME	L	L	Y
231	Instruction to indicate the pilot's preferred level.	STATE PREFERRED LEVEL	L	L	Y
232	Instruction to indicate the pilot's preferred time and/or position to commence descent to the aerodrome of intended arrival.	STATE TOP OF DESCENT	L	L	Y

Note.— Wherever the variable “level” is specified, the message can specify either a single level or a vertical range, i.e. block level.

Table IV-3-A9. Negotiation requests (uplink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
148	Request for the earliest time at which the specified level can be accepted.	WHEN CAN YOU ACCEPT (<i>level</i>)	N	L	Y
149	Instruction to report whether or not the specified level can be accepted at the specified position.	CAN YOU ACCEPT (<i>level</i>) AT (<i>position</i>)	N	L	A/N
150	Instruction to report whether or not the specified level can be accepted at the specified time.	CAN YOU ACCEPT (<i>level</i>) AT (<i>time</i>)	N	L	A/N
151	Instruction to report the earliest time when the specified speed can be accepted.	WHEN CAN YOU ACCEPT (<i>speed</i>)	N	L	Y
152	Instruction to report the earliest time when the specified offset track can be accepted.	WHEN CAN YOU ACCEPT (<i>specified distance</i>) (<i>direction</i>) OFFSET	N	L	Y

Note.— Wherever the variable “level” is specified, the message can specify either a single level or a vertical range, i.e. block level.

Table IV-3-A10. Air traffic advisories (uplink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
153	ATS advisory that the altimeter setting should be the specified setting.	ALTIMETER (<i>altimeter</i>)	N	L	R
213	ATS advisory that the specified altimeter setting relates to the specified facility.	(<i>facility designation</i>) ALTIMETER (<i>altimeter</i>)	N	L	R
154	ATS advisory that the radar service is terminated.	RADAR SERVICE TERMINATED	N	L	R
191	ATS advisory that the aircraft is entering airspace in which no air traffic services are provided and all existing air traffic services are terminated.	ALL ATS TERMINATED	N	M	R
155	ATS advisory that radar contact has been established at the specified position.	RADAR CONTACT (<i>position</i>)	N	M	R
156	ATS advisory that radar contact has been lost.	RADAR CONTACT LOST	N	M	R
210	ATS advisory that the aircraft has been identified on radar at the specified position.	IDENTIFIED (<i>position</i>)	N	M	R
193	Notification that radar identification has been lost.	IDENTIFICATION LOST	N	M	R

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
157	Notification that a continuous transmission is detected on the specified frequency. Check the microphone button.	CHECK STUCK MICROPHONE (<i>frequency</i>)	U	M	N
158	ATS advisory that the ATIS information identified by the specified code is the current ATIS information.	ATIS (<i>atis code</i>)	N	L	R
212	ATS advisory that the specified ATIS information at the specified airport is current.	(<i>facility designation</i>) ATIS (<i>atis code</i>) CURRENT	N	L	R
214	ATS advisory that indicates the RVR value for the specified runway.	RVR RUNWAY (<i>runway</i>) (<i>rvr</i>)	N	M	R
224	ATS advisory that no delay is expected.	NO DELAY EXPECTED	N	L	R
225	ATS advisory that the expected delay has not been determined.	DELAY NOT DETERMINED	N	L	R
226	ATS advisory that the aircraft may expect to be cleared to commence its approach procedure at the specified time.	EXPECTED APPROACH TIME (<i>time</i>)	N	L	R

Table IV-3-A11. System management messages (uplink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
159	A system-generated message notifying that the ground system has detected an error.	ERROR (<i>error information</i>)	U	M	N
160	Notification to the avionics that the specified data authority is the next data authority. If no data authority is specified, this indicates that any previously specified next data authority is no longer valid.	NEXT DATA AUTHORITY (<i>facility</i>)	L	N	N
161	Notification to the avionics that the data link connection with the current data authority is being terminated.	END SERVICE	L	N	N
162	Notification that the ground system does not support this message.	SERVICE UNAVAILABLE	L	L	N
234	Notification that the ground system does not have a flight plan for that aircraft.	FLIGHT PLAN NOT HELD	L	L	N
163	Notification to the pilot of an ATSU identifier.	(<i>facility designation</i>)	L	N	N

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
227	Confirmation to the aircraft system that the ground system has received the message to which the logical acknowledgement refers and found it acceptable for display to the responsible person.	LOGICAL ACKNOWLEDGEMENT	N	M	N
233	Notification to the pilot that messages sent requiring a logical acknowledgement will not be accepted by this ground system.	USE OF LOGICAL ACKNOWLEDGEMENT PROHIBITED	N	M	N

Table IV-3-A12. Additional messages (uplink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
164	The associated instruction may be complied with at any future time.	WHEN READY	L	N	N
230	The associated instruction is to be complied with immediately.	IMMEDIATELY	D	H	N
165	Used to link two messages, indicating the proper order of execution of clearances/instructions.	THEN	L	N	N
166	The associated instruction is issued due to traffic considerations.	DUE TO <i>(traffic type)</i> TRAFFIC	L	N	N
167	The associated instruction is issued due to airspace restrictions.	DUE TO AIRSPACE RESTRICTION	L	N	N
168	The indicated communication should be ignored.	DISREGARD	U	M	R
176	Notification that the pilot is responsible for maintaining separation from other traffic and is also responsible for maintaining visual meteorological conditions.	MAINTAIN OWN SEPARATION AND VMC	N	M	W/U
177	Used in conjunction with a clearance/instruction to indicate that the pilot may execute when prepared to do so.	AT PILOTS DISCRETION	L	L	N
178	(reserved)		L	L	Y
169		<i>(free text)</i>	N	L	R
170		<i>(free text)</i>	D	H	R
183		<i>(free text)</i>	N	M	N
187		<i>(free text)</i>	L	N	N
194		<i>(free text)</i>	N	L	Y
195		<i>(free text)</i>	L	L	R
196		<i>(free text)</i>	N	M	W/U
197		<i>(free text)</i>	U	M	W/U
198		<i>(free text)</i>	D	H	W/U

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
199		<i>(free text)</i>	N	L	N
201	Not used		L	L	N
202	Not used		L	L	N
203		<i>(free text)</i>	N	M	R
204		<i>(free text)</i>	N	M	Y
205		<i>(free text)</i>	N	M	A/N
206		<i>(free text)</i>	L	N	Y
207		<i>(free text)</i>	L	L	Y
208		<i>(free text)</i>	L	L	N

Note.— Free text message elements have no associated message intent. The capability to send a free text message with any of the attribute combinations already used in the message set has been provided for in the technical requirements of the ATN (Annex 10, Volume III, Part I, Chapter 3).

Table IV-3-A13. Responses (downlink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
0	The instruction is understood and will be complied with.	WILCO	N	M	N
1	The instruction cannot be complied with.	UNABLE	N	M	N
2	Wait for a reply.	STANDBY	N	M	N
3	Message received and understood.	ROGER	N	M	N
4	Yes.	AFFIRM	N	M	N
5	No.	NEGATIVE	N	M	N

Table IV-3-A14. Vertical requests (downlink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
6	Request to fly at the specified level.	REQUEST <i>(level)</i>	N	L	Y
7	Request to fly at a level within the specified vertical range.	REQUEST BLOCK <i>(level)</i> TO <i>(level)</i>	N	L	Y
8	Request to cruise climb to the specified level.	REQUEST CRUISE CLIMB TO <i>(level)</i>	N	L	Y
9	Request to climb to the specified level.	REQUEST CLIMB TO <i>(level)</i>	N	L	Y
10	Request to descend to the specified level.	REQUEST DESCENT TO <i>(level)</i>	N	L	Y
11	Request that at the specified position a climb to the specified level be approved.	AT <i>(position)</i> REQUEST CLIMB TO <i>(level)</i>	N	L	Y

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
12	Request that at the specified position a descent to the specified level be approved.	AT (<i>position</i>) REQUEST DESCENT TO (<i>level</i>)	N	L	Y
13	Request that at the specified time a climb to the specified level be approved.	AT (<i>time</i>) REQUEST CLIMB TO (<i>level</i>)	N	L	Y
14	Request that at the specified time a descent to the specified level be approved.	AT (<i>time</i>) REQUEST DESCENT TO (<i>level</i>)	N	L	Y
69	Request that a descent be approved on a see-and-avoid basis.	REQUEST VMC DESCENT	N	L	Y

Note.— Wherever the variable “level” is specified, the message can specify either a single level or a vertical range, i.e. block level.

Table IV-3-A15. Lateral offset requests (downlink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
15	Request that a parallel track, offset from the cleared track by the specified distance in the specified direction, be approved.	REQUEST OFFSET (<i>specified distance</i>) (<i>direction</i>) OF ROUTE	N	L	Y
16	Request that a parallel track, offset from the cleared track by the specified distance in the specified direction, be approved from the specified position.	AT (<i>position</i>) REQUEST OFFSET (<i>specified distance</i>) (<i>direction</i>) OF ROUTE	N	L	Y
17	Request that a parallel track, offset from the cleared track by the specified distance in the specified direction, be approved from the specified time.	AT (<i>time</i>) REQUEST OFFSET (<i>specified distance</i>) (<i>direction</i>) OF ROUTE	N	L	Y

Table IV-3-A16. Speed requests (downlink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
18	Request to fly at the specified speed.	REQUEST (<i>speed</i>)	N	L	Y
19	Request to fly within the specified speed range.	REQUEST (<i>speed</i>) TO (<i>speed</i>)	N	L	Y

Table IV-3-A17. Voice contact requests (downlink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
20	Request for voice contact.	REQUEST VOICE CONTACT	N	L	Y
21	Request for voice contact on the specified frequency.	REQUEST VOICE CONTACT (<i>frequency</i>)	N	L	Y

Table IV-3-A18. Route modification requests (downlink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
22	Request to track from the present position direct to the specified position.	REQUEST DIRECT TO (<i>position</i>)	N	L	Y
23	Request for the specified procedure clearance.	REQUEST (<i>procedure name</i>)	N	L	Y
24	Request for a route clearance.	REQUEST CLEARANCE (<i>route clearance</i>)	N	L	Y
25	Request for a clearance.	REQUEST (<i>clearance type</i>) CLEARANCE	N	L	Y
26	Request for a weather deviation to the specified position via the specified route.	REQUEST WEATHER DEVIATION TO (<i>position</i>) VIA (<i>route clearance</i>)	N	M	Y
27	Request for a weather deviation up to the specified distance off track in the specified direction.	REQUEST WEATHER DEVIATION UP TO (<i>specified distance</i>) (<i>direction</i>) OF ROUTE	N	M	Y
70	Request a clearance to adopt the specified heading.	REQUEST HEADING (<i>degrees</i>)	N	L	Y
71	Request a clearance to adopt the specified ground track.	REQUEST GROUND TRACK (<i>degrees</i>)	N	L	Y

Table IV-3-A19. Reports (downlink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
28	Notification of leaving the specified level.	LEAVING (<i>level</i>)	N	L	N
29	Notification of climbing to the specified level.	CLIMBING TO (<i>level</i>)	N	L	N
30	Notification of descending to the specified level.	DESCENDING TO (<i>level</i>)	N	L	N
31	Notification of passing the specified position.	PASSING (<i>position</i>)	N	L	N

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
78	Notification that at the specified time the aircraft's position was as specified.	AT (<i>time</i>) (<i>distance</i>) (<i>to/from</i>) (<i>position</i>)	N	L	N
32	Notification of the present level.	PRESENT LEVEL (<i>level</i>)	N	L	N
33	Notification of the present position.	PRESENT POSITION (<i>position</i>)	N	L	N
34	Notification of the present speed.	PRESENT SPEED (<i>speed</i>)	N	L	N
113	Notification of the requested speed.	(<i>speed type</i>) (<i>speed type</i>) (<i>speed type</i>) SPEED (<i>speed</i>)	N	L	N
35	Notification of the present heading in degrees.	PRESENT HEADING (<i>degrees</i>)	N	L	N
36	Notification of the present ground track in degrees.	PRESENT GROUND TRACK (<i>degrees</i>)	N	L	N
37	Notification that the aircraft is maintaining the specified level.	MAINTAINING (<i>level</i>)	N	L	N
72	Notification that the aircraft has reached the specified level.	REACHING (<i>level</i>)	N	L	N
76	Notification that the aircraft has reached a level within the specified vertical range.	REACHING BLOCK (<i>level</i>) TO (<i>level</i>)	N	L	N
38	Read-back of the assigned level.	ASSIGNED LEVEL (<i>level</i>)	N	M	N
77	Read-back of the assigned vertical range.	ASSIGNED BLOCK (<i>level</i>) TO (<i>level</i>)	N	M	N
39	Read-back of the assigned speed.	ASSIGNED SPEED (<i>speed</i>)	N	M	N
40	Read-back of the assigned route.	ASSIGNED ROUTE (<i>route clearance</i>)	N	M	N
41	The aircraft has regained the cleared route.	BACK ON ROUTE	N	M	N
42	The next waypoint is the specified position.	NEXT WAYPOINT (<i>position</i>)	N	L	N
43	The ETA at the next waypoint is as specified.	NEXT WAYPOINT ETA (<i>time</i>)	N	L	N
44	The next but one waypoint is the specified position.	ENSUING WAYPOINT (<i>position</i>)	N	L	N
45	Clarification of previously reported waypoint passage.	REPORTED WAYPOINT (<i>position</i>)	N	L	N
46	Clarification of time over previously reported waypoint.	REPORTED WAYPOINT (<i>time</i>)	N	L	N
47	The specified (SSR) code has been selected.	SQUAWKING (<i>code</i>)	N	L	N
48	Position report.	POSITION REPORT (<i>position report</i>)	N	M	N
79	The code of the latest ATIS received is as specified.	ATIS (<i>atis code</i>)	N	L	N
89	The specified ATS unit is being monitored on the specified frequency.	MONITORING (<i>unit name</i>) (<i>frequency</i>)	U	M	N

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
102	Used to report that an aircraft has landed.	LANDING REPORT	N	N	N
104	Notification of estimated time of arrival at the specified position.	ETA (<i>position</i>) (<i>time</i>)	L	L	N
105	Notification of the alternative aerodrome for landing.	ALTERNATE AERODROME (<i>airport</i>)	L	L	N
106	Notification of the preferred level.	PREFERRED LEVEL (<i>level</i>)	L	L	N
109	Notification of the preferred time to commence descent for approach.	TOP OF DESCENT (<i>time</i>)	L	L	N
110	Notification of the preferred position to commence descent for approach.	TOP OF DESCENT (<i>position</i>)	L	L	N
111	Notification of the preferred time and position to commence descent for approach.	TOP OF DESCENT (<i>time</i>) (<i>position</i>)	L	L	N

Note.— Wherever the variable “level” is specified, the message can specify either a single level or a vertical range, i.e. block level.

Table IV-3-A20. Negotiation requests (downlink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
49	Request for the earliest time at which a clearance to the specified speed can be expected.	WHEN CAN WE EXPECT (<i>speed</i>)	L	L	Y
50	Request for the earliest time at which a clearance to a speed within the specified range can be expected.	WHEN CAN WE EXPECT (<i>speed</i>) TO (<i>speed</i>)	L	L	Y
51	Request for the earliest time at which a clearance to regain the planned route can be expected.	WHEN CAN WE EXPECT BACK ON ROUTE	L	L	Y
52	Request for the earliest time at which a clearance to descend can be expected.	WHEN CAN WE EXPECT LOWER LEVEL	L	L	Y
53	Request for the earliest time at which a clearance to climb can be expected.	WHEN CAN WE EXPECT HIGHER LEVEL	L	L	Y
54	Request for the earliest time at which a clearance to cruise climb to the specified level can be expected.	WHEN CAN WE EXPECT CRUISE CLIMB TO (<i>level</i>)	L	L	Y
87	Request for the earliest time at which a clearance to climb to the specified level can be expected.	WHEN CAN WE EXPECT CLIMB TO (<i>level</i>)	L	L	Y
88	Request for the earliest time at which a clearance to descend to the specified level can be expected.	WHEN CAN WE EXPECT DESCENT TO (<i>level</i>)	L	L	Y

Note.— Wherever the variable “level” is specified, the message can specify either a single level or a vertical range, i.e. block level.

Table IV-3-A21. Emergency and urgent messages (downlink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
55	Urgency prefix.	PAN PAN PAN	U	H	Y
56	Distress prefix.	MAYDAY MAYDAY MAYDAY	D	H	Y
112	Indicates specifically that the aircraft is being subjected to unlawful interference.	SQUAWKING 7500	U	H	N
57	Notification of fuel remaining and number of persons on board.	(remaining fuel) OF FUEL REMAINING AND (persons on board) PERSONS ON BOARD	U	H	Y
58	Notification that the pilot wishes to cancel the emergency condition.	CANCEL EMERGENCY	U	M	Y
59	Notification that the aircraft is diverting to the specified position via the specified route due to an urgent need.	DIVERTING TO (position) VIA (route clearance)	U	H	Y
60	Notification that the aircraft is deviating the specified distance in the specified direction off the cleared route and maintaining a parallel track due to an urgent need.	OFFSETTING (specified distance) (direction) OF ROUTE	U	H	Y
61	Notification that the aircraft is descending to the specified level due to an urgent need.	DESCENDING TO (level)	U	H	Y
80	Notification that the aircraft is deviating up to the specified distance from the cleared route in the specified direction due to an urgent need.	DEVIATING UP TO (specified distance) (direction) OF ROUTE	U	H	Y

Note.— Wherever the variable “level” is specified, the message can specify either a single level or a vertical range, i.e. block level.

Table IV-3-A22. System management messages (downlink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
62	A system-generated message that the avionics has detected an error.	ERROR (error information)	U	L	N
63	A system-generated denial to any CPDLC message sent from a ground facility that is not the current data authority.	NOT CURRENT DATA AUTHORITY	L	L	N
99	A system-generated message to inform a ground facility that it is now the current data authority.	CURRENT DATA AUTHORITY	L	L	N

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
64	Notification to the ground system that the specified ATSU is the current data authority.	<i>(facility designation)</i>	L	L	N
107	A system-generated message sent to a ground system that tries to connect to an aircraft when a current data authority has not designated the ground system as the NDA.	NOT AUTHORIZED NEXT DATA AUTHORITY	L	L	N
73	A system-generated message indicating the software version number.	<i>(version number)</i>	L	L	N
100	Confirmation to the ground system that the aircraft system has received the message to which the logical acknowledgement refers and found it acceptable for display to the responsible person.	LOGICAL ACKNOWLEDGEMENT	N	M	N

Table IV-3-A23. Additional messages (downlink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
65	Used to explain reasons for pilot's message.	DUE TO WEATHER	L	L	N
66	Used to explain reasons for pilot's message.	DUE TO AIRCRAFT PERFORMANCE	L	L	N
74	States a desire by the pilot to provide his/her own separation and remain in VMC.	REQUEST TO MAINTAIN OWN SEPARATION AND VMC	L	L	Y
75	Used in conjunction with another message to indicate that the pilot wishes to execute request when the pilot is prepared to do so.	AT PILOTS DISCRETION	L	L	N
101	Allows the pilot to indicate a desire for termination of CPDLC service with the current data authority.	REQUEST END OF SERVICE	L	L	Y
103	Allows the pilot to indicate that he/she has cancelled IFR flight plan.	CANCELLING IFR	N	L	Y
108	Notification that de-icing action has been completed.	DE-ICING COMPLETE	L	L	N
67		<i>(free text)</i>	N	L	N
68		<i>(free text)</i>	D	H	Y
90		<i>(free text)</i>	N	M	N
91		<i>(free text)</i>	N	L	Y
92		<i>(free text)</i>	L	L	Y
93		<i>(free text)</i>	U	H	N
94		<i>(free text)</i>	D	H	N

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
95		<i>(free text)</i>	U	M	N
96		<i>(free text)</i>	U	L	N
97		<i>(free text)</i>	L	L	N
98		<i>(free text)</i>	N	N	N

Note.— Free text message elements have no associated message intent. The capability to send a free text message with any of the attribute combinations already used in the message set has been provided for in the technical requirements of the ATN (Annex 10, Volume III, Part I, Chapter 3).

Table IV-3-A24. Negotiation responses (downlink)

	<i>Message intent/use</i>	<i>Message element</i>	<i>URG</i>	<i>ALRT</i>	<i>RESP</i>
81	We can accept the specified level at the specified time.	WE CAN ACCEPT <i>(level)</i> AT <i>(time)</i>	L	L	N
82	We cannot accept the specified level.	WE CANNOT ACCEPT <i>(level)</i>	L	L	N
83	We can accept the specified speed at the specified time.	WE CAN ACCEPT <i>(speed)</i> AT <i>(time)</i>	L	L	N
84	We cannot accept the specified speed.	WE CANNOT ACCEPT <i>(speed)</i>	L	L	N
85	We can accept a parallel track offset the specified distance in the specified direction at the specified time.	WE CAN ACCEPT <i>(specified distance)</i> <i>(direction)</i> AT <i>(time)</i>	L	L	N
86	We cannot accept a parallel track offset the specified distance in the specified direction.	WE CANNOT ACCEPT <i>(specified distance)</i> <i>(direction)</i>	L	L	N

Note.— Wherever the variable “level” is specified, the message can specify either a single level or a vertical range, i.e. block level.