

4/25/2024

FOR YOUR INFORMATION

2024-83/8-6

To: FAA (AFS-400)

2097811

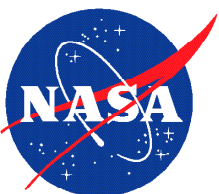
Info: FAA (AVP-1, ANG-1, AVP-200, AFS-900, AFS-280, AFS-100, AFS-200, Director of Air Traffic Operations - WSA, CSA, ESA (North and South)), A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, ICAO, ICASS, IFALPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: CPDLC Message Format Confusion

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2097811

DATE / TIME

Date of Occurrence	202403
Local Time Of Day	0601 to 1200

PLACE

Locale	ZOB.ARTCC
State	OH

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center	ZOB
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2097811

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation - Track / Heading - All Types
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Air Traffic Control
Result - Flight Crew	Became Reoriented
Result - Air Traffic Control	Issued Advisory / Alert

NARRATIVE 1

On the morning of Day 0 operating Aircraft X at XA:25 while transiting Cleveland ARTCC airspace, a lateral CPDLC clearance was received. This new instruction appeared to be a direct to a fix not in our flight plan, MAYZE, then direct PONCT, which was part of the original route. I proceeded to load the secondary flight plan. However, at first glance the loaded route appeared to differ from the digital message as a random defined waypoint had been created and the fix MAYZE was not there. I decided to instead insert the new routing on the active flight plan, since at first glance this appeared to be a very simple change. Approximately a minute later ATC called to verify the route and advised we were supposed to be flying direct PONCT by now. I replied that our received digital clearance had us going to MAYZE then PONCT. ATC stated it was not MAYZE but rather a point based on bearing/distance from MAYZE. This was something that I then realized after carefully reviewing the digital uplink, but was not readily apparent to me due to the message format. A revised direct to PONCT clearance was issued. The controller stated that we were the second aircraft that morning having a similar issue with this type of CPDLC clearance. I was not advised of a possible pilot deviation, nor was a telephone number to call provided. During this short period of time the Captain had exited the flight deck to use the lavatory. The flight continued to its destination Boston with no further eventualities.

SYNOPSIS

Air carrier First Officer reported deviating from ATC clearance due to the confusing message format of the CPDLC clearance.