

3/13/2026

FOR YOUR INFORMATION

2026-89/6-13

To: FAA (DFW-IFO), COCESNA CENAMER

2325241

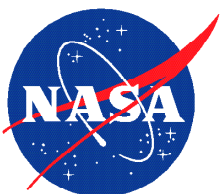
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AMFA, APA, ASAP, ATSG, CAPA, IAM, IATA, ICASS, IFALPA, IPA, NTSB, PAMA, SWAPA, TWU

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

Re: CENAMER CPDLC Load Concerns

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 2325241

DATE / TIME

Date of Occurrence	202601
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	MHCC.ARTCC
State	FO

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2325241

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 - Automation	Aircraft Other Automation
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Issued New Clearance

NARRATIVE 1

Shortly after TALAG CENAMER sent us proceed direct to LIB over CPDLC. Per our directives we used the LOAD option and executed the command. The direction of travel was in the relative same direction but we received a Res Fuel warning that caused us to inspect further. The point which we loaded was not even close to our destination and we tried [to] load it again but it didn't update to the LIB point in our flight plan. Eventually we got a vector from CENAMER, deleted LIB, then reloaded it, at which time we were given 3 different sets of coordinates to choose from meaning that the incorrect point had been sent to us. On top of that it was more alarming that typing in LIB while the incorrect point was in our route and legs page did not prompt us to confirm we had the right point.

SYNOPSIS

Air carrier First Officer reported receiving a reroute from ATC via CPDLC datalink but it loaded improperly and the incorrect point was loaded.