

Be aware of observed issues with messages

Information raising awareness and clarifying uplink messages you may receive

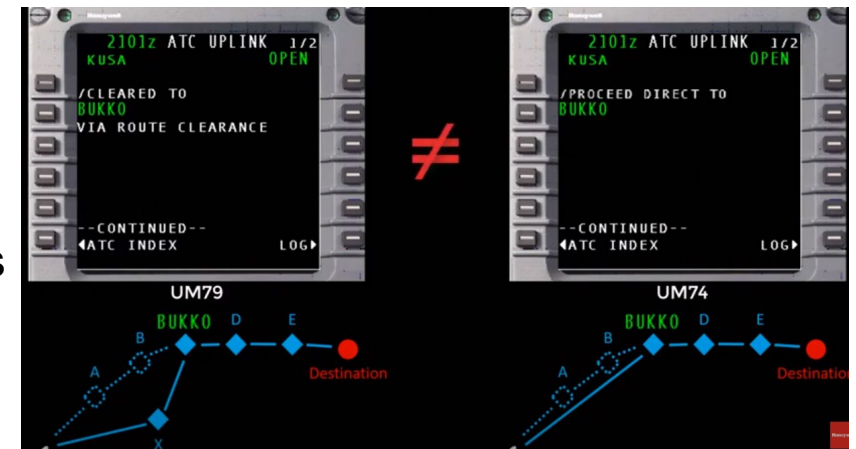
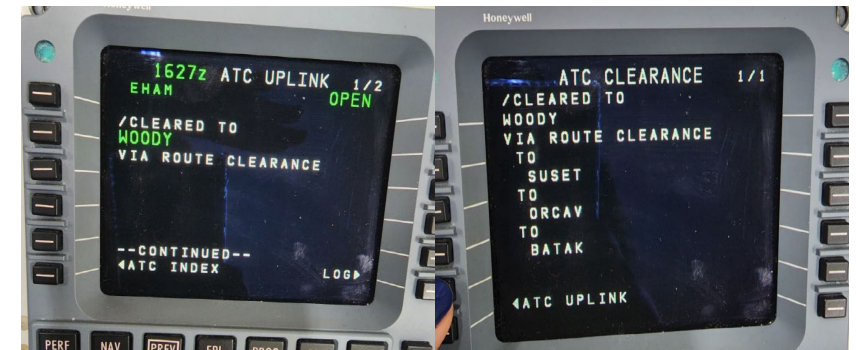
- CLEARED TO ... VIA... (UM 79)
- WHEN CAN YOU ACCEPT (UM148)

UM79 - CLEARED TO [position] VIA [routeClearance]

- **NB: NOT the same as PROCEED DIRECT TO (UM74)**
- With CLEARED TO VIA, there are always intermediate point(s)
 - Intermediate point(s) are **displayed**:
 - Either **at the end of the message**
 - Or **on another page** in some avionics
- If not sure, **clarify via voice**
- HMIs concerned (to be completed) :
 - HW EPIC and NG - see awareness video <https://youtu.be/rci1YFDIHHQ?t=27>
 - ..

Notes:

- Interpreting end point as DCT has led to incidents
- CLEARED TO VIA instructions are typically used by ATC to ensure aircraft do not enter active military areas, or ATC sectors where they are not expected.
- similarity between UM79 and UM74 HMI in some aircraft **increases risk** for confusion



UM148 - WHEN CAN YOU ACCEPT [level]

- **NB: Not a clearance – Only a report request**
- Does **NOT authorize level change**, even if aircraft can accept “NOW”
- Pilot response should be:
 - either **WE CAN ACCEPT [level] AT [time]**,
 - or **WE CANNOT ACCEPT [level]**
- In some avionics HMI (e.g. Airbus), aircraft capable to accept FL **automatically propose a preformatted response** “WE CAN ACCEPT [level] NOW”
 - **This does not come from ground/ATCO (and it is not a clearance).**
- **REMEMBER:** Actual level clearances will say: CLIMB, DESCEND or MAINTAIN

Notes:

- Increasing rate of incidents of A/C deviating from cleared FL upon answering UM148
- Currently used mainly in MUAC and Spain, more centres likely soon
- Mitigations of Risk under consideration: e.g. to combine UM148 with UM183 annotation “REPORT ONLY”

