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CPDLC

Maastricht Upper Area Control Centre

ATC experiences regular incidents all around the world, where pilots misinterpret the intent of the *UM79* **CLEARED TO [FIX2] VIA [FIX1]** message, which is a multi-point clearance. This message is regularly confused with the *UM74* **PROCEED DIRECT TO [FIX]**, which is a single point clearance. Taking the "wrong" point can have serious consequences. CLEARED TO is <u>technically impossible to be sent with a single fix</u>, there are always multiple points involved.

Example: **CLEARED TO EVADI**[FIX2] **VIA ALASA**[FIX1]

Note: Some airframes display the message as CLEARED TO [FIX] VIA ROUTE CLEARANCE, which leads to regular misinterpretations. ALWAYS look for the additional points.

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REMEMBER

CLEARED TO → always multiple points
PROCEED DIRECT TO → always a single point

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Further questions? Email us at muac.datalink@eurocontrol.int