Civil Aviation Authority of Bangladesh
Flight Standard and Regulations Department
ANS Inspection Division
Headquarters; Kurmitola; Dhaka 1229

No. 30.31.0000.000.117.40.0003.26- 475 Date: 08/10/2026

Subject: **Stakeholders Comments/Opinions for Draft Amendment of ANO 10, Vol: 1 to 5**

1. A draft amendment to ANO 10 , Vol: 1 to 5 has been prepared with a view to incorporating the proposed amendments to the Annex 10, Vol: 1 to 5 and ensuring the continued compliance and effectiveness of the applicable aviation regulatory provisions.

2. In this regard, comments/opinions are hereby invited from aviation stakeholders and/or members of the public on the proposed draft amendment. All concerned are requested to review the draft and provide their comments, observations, and opinions, if any, for consideration during the amendment process. Comments/opinions may be submitted to the undersigned.

3. All comments/opinions received will be duly considered in the process of finalizing the proposed amendment. Your valuable comments and constructive feedback are highly appreciated.

Yours Sincerely,

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Amendment 2 to the Air Navigation Order (ANO), "ANO-10 Vol-2 on Communication Procedures Including those with Pans Status" in order to incorporate up to Amendment 95 to Annex 10 Volume II to the Convention on International Civil Aviation:

Civil Aviation Authority of Bangladesh
GAZETTE
Dated: , Dhaka

In exercise of the power conferred by section 47, read with section 14 of the Civil Aviation Act 2017 (Act No 18 of 2017), hereinafter referred as the "act", the Chairman of the Civil Aviation Authority of Bangladesh is pleased to make Amendment 2 to the Air Navigation Order (ANO), "ANO-10 Vol-2 on Communication Procedures Including those with Pans Status" in the following manner, namely: —

1. **The existing text of regulation 4.4.1.1.3 clause c) shall be replaced by the following new text, namely: —**

   "4.4.1.1.3 Flight safety messages (priority indicator FF) shall comprise:
   …

   c) meteorological messages restricted to SIGMET and AIRMET information; special air-reports; volcanic ash, tropical cyclone and space weather advisory information; and amended forecasts."

2. **The existing text of regulation 4.7 shall be replaced by the following new text, namely: —**

   "**4.7 INTER-CENTRE COMMUNICATIONS (ICC)**

   The inter-centre communications (ICC) applications set shall be used to exchange ATS messages between air traffic services units over the ATN/IPS.
   … "

3. **The existing text of regulation 8.1.1.1.2 shall be replaced by the following new text, namely: —**

   "8.1.1.1.2 **PANS.—** *The logon address and procedures associated with an ATS unit shall be published in the Aeronautical Information Publications in accordance with the* Procedures for Air Navigation Services — Aeronautical Information Management *(PANS-AIM, Doc 10066), Appendix 2.*

   Note 1.— A given FIR may have multiple logon addresses; and more than one FIR may share the same logon address.

   Note 2.— Guidance on the publication of information concerning the logon address and procedures is contained in the Global Operational Data Link (GOLD) Manual *(Doc 10037)."*

4. **The existing text of regulation 8.1.1.2 shall be replaced by the following new text, namely: —**

   "8.1.1.2 AIRCRAFT INITIATION

   8.1.1.2.1 **PANS**.— *On receipt of a valid data link initiation request from an aircraft approaching or within a data link service area, the ATS unit shall accept the request and, if able to correlate it with a flight plan, shall establish a connection with the aircraft.*

   8.1.1.2.2 **PANS**.— *Unless otherwise agreed by ATS units concerned, when an ATS unit receives a data link initiation request from an aircraft neither within nor approaching its data link service*

area, the ground system should send the aircraft a logon response indicating a data link initiation rejection.

*Note.— There may be instances where an ATS unit has a flight plan on an aircraft in this condition and may elect to establish a data link connection with the aircraft***.**"

5. **The existing text of regulation 8.1.1.3 shall be replaced by the following new text, namely: —**

"8.1.1.3 LINK CONNECTION FORWARDING BETWEEN ATS UNITS

PANS.— *Where the ATS unit's ground system is capable of forwarding the data link connection, it shall provide to the next ATS unit any relevant updated aircraft information and perform the address forwarding procedure — whether ground-to-ground or air-to-ground — in sufficient time to permit the establishment of data link communications."*

6. **The existing text of regulation 8.1.1.4.2 shall be replaced by the following new text, namely: —**

"8.1.1.4.2 **PANS**.— *The appropriate ATS authority shall establish procedures to resolve, as soon as practicable, data link initiation failures. Procedures shall include…*
…
c) arrange for the re-initiation of the data link."

7. **The new regulation 8.1.1.4.3 shall be added by the following new text, namely: —**

"8.1.1.4.3 **PANS**.— *The data link initiation failure procedures shall also include the re-issuance by the ATS unit of the failed message in response to the failure of a single data link initiation response message."*

8. **The existing text of regulation 8.1.1.4.3 shall be replaced as regulation 8.1.1.4.4.**

9. **The existing text of regulation 8.2.8.6 shall be replaced by the following new text, namely: —**

"8.2.8.6 **PANS.—** *An ATC unit shall only request a CPDLC connection with an aircraft if the ATC unit is the current controlling authority or is expecting to become the next data authority."*

10. **The existing text of regulation 8.2.8.7 shall be replaced by the following new text, namely: —**

"8.2.8.7.2 **PANS**.— *When a request for CPDLC is rejected by an aircraft, the reason for the rejection shall be provided using CPDLC downlink message element NOT CURRENT DATA AUTHORITY or message element NOT AUTHORIZED NEXT DATA AUTHORITY, as appropriate. Local procedures shall dictate whether the reason for rejection is presented to the controller. No other reasons for airborne rejection of ATC unit connection of CPDLC shall be permitted."*

11. **The existing text of regulation 8.2.9.1.2 shall be replaced by the following new text, namely: —**

"8.2.9.1.2 **PANS.—** *Unless otherwise deemed necessary, when a controller or pilot communicates via CPDLC, the response should be via CPDLC and when a controller or pilot communicates via voice, the response should be via voice."*

12. **The existing text of regulation 8.2.9.1.3.1 shall be replaced by the following new text, namely: —**

"8.2.9.1.3.1 ***PANS.—*** *When voice communications are used to correct a CPDLC message for which no operational response has yet been received, the controller's or pilot's transmission shall include the phrase: "DISREGARD CPDLC (message type) MESSAGE,— and the correct clearance, instruction, information or request, as appropriate."*

13. The existing text of regulation 8.2.9.2 shall be replaced by the following new text, namely: —

"8.2.9.2 ***PANS.—*** *The use of long messages or messages with multiple clearance elements, multiple clearance request elements or messages with a combination of clearances and information should be avoided where possible.*

Note.— Guidance material on the development of local operating procedures and CPDLC good operating technique can be found in the Global Operational Data Link (GOLD) Manual (Doc 10037)."

14. The existing text of regulation 8.2.9.2.1 shall be deleted.

15. The existing text of regulation 8.2.9.3.2.5 shall be replaced by the following new text, namely: —

"…
REQUEST CLIMB TO FL350
REQUEST MACH 0.84

could be responded to with

CLIMB TO FL350
REPORT MAINTAINING
CROSS YYG AT OR AFTER 1150
NO SPEED RESTRICTION.

…"

16. The existing text of regulation 8.2.9.6 shall be replaced by the following new text, namely: —

"*Note.— Details on CPDLC transfer can be found in the* Global Operational Data Link (GOLD) Manual *(Doc 10037).*
…
8.2.9.6.3.1 ***PANS.—*** *When the aircraft is transferred between data authorities with downlink or uplink message(s) outstanding, the aircraft and ground systems shall have the capability to terminate the open message(s).*

8.2.9.6.3.2 ***PANS.—*** *The controller shall coordinate with the receiving ATS unit regarding any operationally relevant CPDLC messages that were still open when the CPDLC connection was terminated.*

8.2.9.6.3.3 ***PANS.—*** *The transferring or receiving shall clarify any ambiguity associated with the message(s) outstanding.*
…"

17. The existing text of regulation 8.2.11 shall be replaced by the following new text, namely: —

"**8.2.11 Free text message elements**

8.2.11.1 **PANS**.— *Controllers and pilots shall only compose a free text message element when no appropriate message element is available in the data link system.*

Note.— Whilst it is recognized that non-routine and emergency situations may necessitate the use of free text, particularly when voice communication has failed, the avoidance of utilizing free text messages is intended to reduce the possibility of misinterpretation and ambiguity.

8.2.11.2 When the CPDLC message set contained in the PANS-ATM (Doc 4444) does not provide for specific circumstances, the appropriate ATS Authority may determine that it is acceptable to use

preformatted free text message elements. In such cases, the appropriate ATS Authority, in consultation with operators and other ATS authorities that may be concerned, shall define display format, intended use and attributes for each preformatted free text message element and publish them with relevant procedures in the AIPs.

8.2.11.3 **PANS**.— *Where preformatted free text message elements are used, should be stored for selection within the aircraft system or ground system to facilitate their use.*

8.2.11.4 **PANS**.— *When composing a CPDLC message using free text message elements, controllers and pilots should use ICAO phraseologies, abbreviations and codes, and avoid nonessential words and phrases.*

Note.— ICAO phraseologies are contained in Chapter 5 of this document and the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM) *(Doc 4444). ICAO abbreviations and codes are contained in the* Procedures for Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC) *(Doc 8400).*

8.2.11.5 **PANS**.— *Controllers shall not compose a CPDLC message solely with free text message elements to issue a clearance; however, free text message elements may be included as part of the CPDLC message."*

18. The existing text of regulation 8.2.12 shall be replaced by the following new text, namely: —

"**8.2.12 Emergencies, hazards and equipment failure procedures**

8.2.12.1 **PANS**.— *When a CPDLC emergency message is received, the controller shall acknowledge receipt of the message by the most efficient means available.*

8.2.12.2 When a CPDLC message requires a logical acknowledgement and/or an operational response, and such a response is not received, the pilot or controller, as appropriate, shall be alerted."

19. The existing text of regulation 8.2.12.3 shall be replaced by the following new text, namely: —

"8.2.12.3 FAILURE OF CPDLC

Note 1.— Action to be taken in the event of a data link initiation failure is covered in 8.1.1.4.

Note 2.— Action to be taken in the event of the failure of a single CPDLC message is covered in 8.2.12.5.

8.2.12.3.1 A CPDLC failure should be detected in a timely manner.

8.2.12.3.2 The controller and pilot shall be alerted to a failure of CPDLC as soon as a failure has been detected.

8.2.12.3.3 ***PANS.—*** *When a controller or pilot is alerted that CPDLC has failed, and the controller or pilot needs to communicate prior to CPDLC being restored, the controller or pilot should revert to voice, if possible.*

8.2.12.3.4 ***PANS.—*** *When CPDLC fails and communications revert to voice, all CPDLC messages outstanding should be verified and if needed, retransmitted by the most appropriate means.*

8.2.12.3.5 ***PANS.—*** *When CPDLC fails but is restored prior to a need to revert to voice communications, all CPDLC messages outstanding should be verified and if needed, retransmitted by the most appropriate means."*

20. The existing text of regulation 8.2.12.4 shall be replaced by the following new text, namely: —

" 8.2.12.4 INTENTIONAL SHUTDOWN OF CPDLC

. . .

8.2.12.4.3 The controller and pilot shall be provided with the capability to terminate a CPDLC connection."

21. The existing text of regulation 8.2.12.5 shall be replaced by the following new text, namely: —

" 8.2.12.6 FAILURE OF A SINGLE CPDLC MESSAGE

PANS.— *When a controller or pilot is alerted that a single CPDLC message has failed, the controller or pilot shall take one of the following actions, as appropriate:*

a) via voice, confirm the actions that will be undertaken with respect to the related dialogue; or,

b) via CPDLC, reissue the CPDLC message that failed."

22. The existing text of regulation 8.2.12.6 shall be replaced by the following new text, namely: —

" 8.2.12.6 RESUMPTION OF DATA LINK SERVICES

PANS.— *When data link services are resumed, the controller should advise, by the most appropriate means, any affected flight crew and instruct them to log on to the appropriate ATS unit."*

23. The existing text of regulation 8.2.13 shall be replaced by the following new text, namely: —

" **8.2.13 Testing of CPDLC**

PANS.— *Where the testing of CPDLC with an aircraft could affect the air traffic services being provided to the aircraft, coordination shall be effected prior to such testing*.

…"

24. This Amendment 2 to the Air Navigation Order (ANO), "ANO-10 Vol-2 on Communication Procedures Including those with Pans Status" shall come into force on the date of publication in the Official Gazette.

Air Vice Marshal Md. Mostafa Mahmood Siddiq
BSP, GUP, ndc, afwc, acsc, psc
Chairman
Civil Aviation Authority of Bangladesh

SUMMARY OF CHANGES

Amendment 95 to Annex 10, Volume II — Communication Procedures Including those with Pans Status

The table below summarizes the changes introduced by Amendment 95 to Annex 10, Volume II, as shown in the ICAO amendment document.

Type of Change	Location	Existing Text	Amended Text	Comment
New text to replace existing text	4.4.1.1.3 c) …	c) meteorological messages restricted to SIGMET information, special air-reports, AIRMET messages, volcanic ash and tropical cyclone advisory information; and amended forecasts.	c) meteorological messages restricted to SIGMET and AIRMET information; special air-reports; volcanic ash, tropical cyclone and space weather advisory information; and amended forecasts.	—
New text to replace existing text	4.7	**4.7 INTER-CENTRE COMMUNICATIONS (ICC)** The inter-centre communications (ICC) applications set shall be used to exchange ATS messages between air traffic service users over the ATN internet.	**4.7 INTER-CENTRE COMMUNICATIONS (ICC)** The inter-centre communications (ICC) applications set shall be used to exchange ATS messages between air traffic services units over the ATN/IPS.	—
New text to replace existing text	8.1.1.1.2	PANS.— The logon address associated with an ATS unit shall be published in the Aeronautical Information Publications in accordance with Annex 15.	PANS.— The logon address and procedures associated with an ATS unit shall be published in the Aeronautical Information Publications in accordance with the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066), Appendix 2.	—
New text to replace existing text	8.1.1.1.2, Note 2	Note 2.— Detailed specifications concerning aeronautical information publications presentation and contents are contained in the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066), Appendix 2.	Note 2.— Guidance on the publication of information concerning the logon address and procedures is contained in the Global Operational Data Link (GOLD) Manual (Doc 10037).	—
Renumbering and insertion of new text	8.1.1.2	**PANS.—** *On receipt of a valid data link initiation request from an aircraft approaching or within a data link service area, the ATS unit shall accept the request and, if able to correlate it with a flight plan, shall establish a connection with the aircraft.*	8.1.1.2.1 **PANS.—** *On receipt of a valid data link initiation request from an aircraft approaching or within a data link service area, the ATS unit shall accept the request and, if able to correlate it with a flight plan, shall establish a connection with the aircraft* 8.1.1.2.2 **PANS.—** *Unless otherwise agreed by ATS units concerned, when an ATS unit receives a data link initiation request from an aircraft neither within nor approaching its data link service area, the ground system should send the aircraft a logon response indicating a data link initiation rejection.* *Note.— There may be instances where an ATS unit has a flight plan on an aircraft in this condition and may elect to establish a data link connection with the aircraft.*	*8.1.1.2.1 was newly numbered and 8.1.1.2.2 and the following note was newly inserted.*

Type of Change	Location	Existing Text	Amended Text	Comment
New text to replace existing text	8.1.1.3 (heading)	8.1.1.3 ATS UNIT FORWARDING	8.1.1.3 DATA LINK CONNECTION FORWARDING BETWEEN ATS UNITS	—
New text to replace existing text	8.1.1.3	PANS.— The ground system initially contacted by the aircraft shall provide to the next ATS unit any relevant updated aircraft information in sufficient time to permit the establishment of data link communications.	PANS.— Where the ATS unit's ground system is capable of forwarding the data link connection, it shall provide to the next ATS unit any relevant updated aircraft information and perform the address forwarding procedure — whether ground-to-ground or air-to-ground — in sufficient time to permit the establishment of data link communications.	—
New text to replace existing text	8.1.1.4.2	PANS.— The ATS unit shall establish procedures to resolve, as soon as practicable, data link initiation failures. Procedures shall include, as a minimum, verifying that the aircraft is initiating a data link request with the appropriate ATS unit (i.e. the aircraft is approaching or within the ATS unit's control area); and if so: a) ...; or b) ...; then c) arrange for the re-initiation of data link.	PANS.— The appropriate ATS authority shall establish procedures to resolve, as soon as practicable, data link initiation failures. Procedures shall include verifying that the aircraft is initiating a data link request with the appropriate ATS unit (i.e. the aircraft is approaching or within the ATS unit's control area); and if so: a) ...; or b) ...; then c) arrange for the re-initiation of the data link.	Sub-paragraphs a) and b) are unchanged.
New text	8.1.1.4.3	—	PANS.— The data link initiation failure procedures shall also include the re-issuance by the ATS unit of the failed message in response to the failure of a single data link initiation response message.	—
Renumbering	8.1.1.4.4	8.1.1.4.3	8.1.1.4.4	Former 8.1.1.4.3 (aircraft operator procedures) is renumbered as 8.1.1.4.4; no textual change.
New text to replace existing text	8.2.8.6 (renumbered from 8.2.8.7.1)	8.2.8.6 AIRBORNE-INITIATED CPDLC 8.2.8.6.1 PANS.— When an ATC unit receives an unexpected request for CPDLC from an aircraft, the circumstances leading to the request shall be obtained from the aircraft to determine further action. 8.2.8.6.2 PANS.— When the ATC unit rejects a request for CPDLC, it shall provide the pilot with the reason for the rejection using an appropriate CPDLC message. 8.2.8.7 ATC UNIT-INITIATED CPDLC 8.2.8.7.1 PANS.— An ATC unit shall only establish a CPDLC connection with an aircraft if the aircraft has no CPDLC link established, or when authorized by the ATC unit currently having CPDLC established with the aircraft.	8.2.8.6 PANS.— An ATC unit shall only request a CPDLC connection with an aircraft if the ATC unit is the current controlling authority or is expecting to become the next data authority.	Headings and provisions 8.2.8.6 (Airborne-initiated CPDLC) and 8.2.8.7 (ATC unit-initiated CPDLC) are deleted; former 8.2.8.7.1 is amended and renumbered as 8.2.8.6.

Type of Change	Location	Existing Text	Amended Text	Comment
New text to replace existing text	8.2.8.7 (renumbered from 8.2.8.7.2)	8.2.8.7.2 PANS.— When a request for CPDLC is rejected by an aircraft, the reason for the rejection shall be provided using CPDLC downlink message element NOT CURRENT DATA AUTHORITY or message element NOT AUTHORIZED NEXT DATA AUTHORITY, as appropriate. Local procedures shall dictate whether the reason for rejection is presented to the controller. No other reasons for airborne rejection of ATC unit-initiation of CPDLC shall be permitted.	8.2.8.7 PANS.— When a request for CPDLC is rejected by an aircraft, the reason for the rejection shall be provided using CPDLC downlink message element NOT CURRENT DATA AUTHORITY or message element NOT AUTHORIZED NEXT DATA AUTHORITY, as appropriate. Local procedures shall dictate whether the reason for rejection is presented to the controller. No other reasons for airborne rejection of ATC unit-initiated connection of CPDLC shall be permitted.	Renumbered from 8.2.8.7.2 with changes in text
New text to replace existing text	8.2.9.1.2	PANS.— Except as provided by 8.2.12.1, when a controller or pilot communicates via CPDLC, the response should be via CPDLC. When a controller or pilot communicates via voice, the response should be via voice.	PANS.— Unless otherwise deemed necessary, when a controller or pilot communicates via CPDLC, the response should be via CPDLC and when a controller or pilot communicates via voice, the response should be via voice.	—
New text to replace existing text	8.2.9.1.3.1	PANS.— When voice communications are used to correct a CPDLC message for which no operational response has yet been received, the controller's or pilot's transmission shall be prefaced by the phrase: "DISREGARD CPDLC (message type) MESSAGE, BREAK" — followed by the correct clearance, instruction, information or request.	PANS.— When voice communications are used to correct a CPDLC message for which no operational response has yet been received, the controller's or pilot's transmission shall include the phrase: "DISREGARD CPDLC (message type) MESSAGE" — and the correct clearance, instruction, information or request, as appropriate.	—
Deleted text	8.2.9.2	8.2.9.2 The composition of a CPDLC message shall not exceed five message elements, only two of which may contain the route clearance variable.	—	Deleted
New text to replace existing text	8.2.9.2, Note (renumbered from 8.2.9.2.1, Note)	Note.— Guidance material on the development of local operating procedures and CPDLC good operating technique can be found in the Human Factors Guidelines for Air Traffic Management (ATM) Systems (Doc 9758).	Note.— Guidance material on the development of local operating procedures and CPDLC good operating technique can be found in the Global Operational Data Link (GOLD) Manual (Doc 10037).	Paragraph 8.2.9.2.1 is renumbered 8.2.9.2.
Deleted text	8.2.9.3.2.5	REQUEST CLEARANCE YQM YYG YYT YQX TRACK X EINN EDDF REQUEST CLIMB TO FL350 REQUEST MACH 0.84 *could be responded to with* CLEARED YQM YYG YYT YQX TRACK X EINN EDDF CLIMB TO FL350 REPORT MAINTAINING CROSS YYG AT OR AFTER 1150 NO SPEED RESTRICTION	REQUEST CLIMB TO FL350 REQUEST MACH 0.84 *could be responded to with* CLIMB TO FL350 REPORT MAINTAINING CROSS YYG AT OR AFTER 1150 NO SPEED RESTRICTION	—

Type of Change	Location	Existing Text	Amended Text	Comment
New text to replace existing text	8.2.9.6, Note	Note.— Details on CPDLC transfer can be found in the Manual of Air Traffic Services Data Link Applications (Doc 9694).	Note.— Details on CPDLC transfer can be found in the Global Operational Data Link (GOLD) Manual (Doc 10037).	—
New text to replace existing text	8.2.9.6.3.1	PANS.— If the controller needs to transfer the aircraft without replying to any downlink or uplink message(s) outstanding, the aircraft and ground systems shall have the capability to automatically send the appropriate closure response message(s). In such cases, the contents of any automatically sent closure response message(s) shall be promulgated in local instructions.	PANS.— When the aircraft is transferred between data authorities with downlink or uplink message(s) outstanding, the aircraft and ground systems shall have the capability to terminate the open message(s).	—
New text to replace existing text	8.2.9.6.3.2	PANS.— When the controller decides to transfer the aircraft without receiving pilot responses to any uplink message(s) outstanding, the ground system shall have the capability to automatically end the dialogue for each message prior to the transfer.	PANS.— The controller shall coordinate with the receiving ATS unit regarding any operationally relevant CPDLC messages that were still open when the CPDLC connection was terminated.	—
New text to replace existing text	8.2.9.6.3.2.1 (renumbered from 8.2.9.6.3.3)	PANS.— The transferring or receiving controller should revert to voice communications to clarify any ambiguity associated with the message(s) outstanding.	PANS.— The transferring or receiving controller shall clarify any ambiguity associated with the message(s) outstanding.	—
New text to replace existing text	8.2.11.1	PANS.— The use of free text message elements by controllers or pilots should be avoided.	Controllers and pilots shall only compose a free text message element when no appropriate message element is available in the data link system.	—
New text to replace existing text	8.2.11.2	When the CPDLC message set contained in the PANS-ATM (Doc 4444) does not provide for specific circumstances, the appropriate ATS Authority may determine that it is acceptable to use free text message elements. In such cases, the appropriate ATS Authority, in consultation with operators and other ATS authorities that may be concerned, shall define display format, intended use and attributes for each free text message element and publish them with relevant procedures in the AIPs.	When the CPDLC message set contained in the PANS-ATM (Doc 4444) does not provide for specific circumstances, the appropriate ATS Authority may determine that it is acceptable to use preformatted free text message elements. In such cases, the appropriate ATS Authority, in consultation with operators and other ATS authorities that may be concerned, shall define display format, intended use and attributes for each preformatted free text message element and publish them with relevant procedures in the AIPs.	—
New text to replace existing text	8.2.11.3	PANS.— Free text message elements should be stored for selection within the aircraft system or ground system to facilitate their use.	PANS.— Where preformatted free text message elements are used, they should be stored for selection within the aircraft system or ground system to facilitate their use.	—
New text	8.2.11.4, 8.2.11.5	-	8.2.11.4 **PANS.—** *When composing a CPDLC message using free text message elements, controllers and pilots should use ICAO phraseologies, abbreviations and codes, and avoid nonessential words and phrases.* *Note.— ICAO phraseologies are contained in Chapter 5 of this document and the* Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM) *(Doc 4444). ICAO abbreviations and codes are contained in the* Procedures for	*8.2.11.4 and 8.2.11.5 inserted as new text*

Type of Change	Location	Existing Text	Amended Text	Comment
			Air Navigation Services — ICAO Abbreviations and Codes (PANS-ABC) *(Doc 8400).* 8.2.11.5 **PANS.—** *Controllers shall not compose a CPDLC message solely with free text message elements to issue a clearance; however, free text message elements may be included as part of the CPDLC message.*	
Deleted text	8.2.12.2	PANS.— When responding via CPDLC to all other emergency or urgency messages, uplink message ROGER shall be used.	8.2.12.2 When a CPDLC message requires a logical acknowledgement and/or an operational response, and such a response is not received, the pilot or controller, as appropriate, shall be alerted.	Deleted; subsequent paragraph 8.2.12.3 is renumbered as 8.2.12.2.
New text to replace existing text	8.2.12.3.3 (renumbered from 8.2.12.4.3)	PANS.— When a controller or pilot is alerted that CPDLC has failed, and the controller or pilot needs to communicate prior to CPDLC being restored, the controller or pilot should revert to voice, if possible, and preface the information with the phrase: CPDLC FAILURE.	PANS.— When a controller or pilot is alerted that CPDLC has failed, and the controller or pilot needs to communicate prior to CPDLC being restored, the controller or pilot should revert to voice, if possible.	Section 8.2.12.4 (Failure of CPDLC) is renumbered 8.2.12.3 throughout.
Deleted text	8.2.12.4.4	PANS.— Controllers having a requirement to transmit information concerning a complete CPDLC ground system failure to all stations likely to intercept should preface such a transmission by the general call ALL STATIONS CPDLC FAILURE, followed by the identification of the calling station. Note.— No reply is expected to such general calls unless individual stations are subsequently called to acknowledge receipt.	—	Deleted in its entirety, including the associated Note.
New text to replace existing text	8.2.12.3.4 (renumbered from 8.2.12.4.5)	PANS.— When CPDLC fails and communications revert to voice, all CPDLC messages outstanding should be considered not delivered and the entire dialogue involving the messages outstanding should be recommenced by voice.	PANS.— When CPDLC fails and communications revert to voice, all CPDLC messages outstanding should be verified and if needed, retransmitted by the most appropriate means.	—
New text to replace existing text	8.2.12.3.5 (renumbered from 8.2.12.4.6)	PANS.— When CPDLC fails but is restored prior to a need to revert to voice communications, all CPDLC messages outstanding should be considered not delivered and the entire dialogue involving the messages outstanding should be recommenced via CPDLC.	PANS.— When CPDLC fails but is restored prior to a need to revert to voice communications, all CPDLC messages outstanding should be verified and if needed, retransmitted by the most appropriate means.	—
New text to replace existing text	8.2.12.4.3 (renumbered from 8.2.12.5.3)	The controller and pilot shall be provided with the capability to abort a CPDLC connection.	The controller and pilot shall be provided with the capability to terminate a CPDLC connection.	—
Deleted text	8.2.12.5 a)… (heading,	a) via voice, confirm the actions that will be undertaken with respect to the related dialogue, prefacing the information with the phrase:	a) via voice, confirm the actions that will be undertaken with respect to the related dialogue; or	—

Type of Change	Location	Existing Text	Amended Text	Comment
	renumbered from 8.2.12.6)	CPDLC MESSAGE FAILURE;		
New text to replace existing text	8.2.12.6 (heading, renumbered from 8.2.12.7)	8.2.12.7 DISCONTINUATION OF THE USE OF CPDLC	8.2.12.6 PILOT REQUESTS RESUMPTION OF DATA LINK SERVICES	—
Deleted text	8.2.12.7.1	PANS.— When a controller requires all stations or a specific flight to avoid sending CPDLC requests for a limited period of time, the following phrase shall be used: ((call sign) or ALL STATIONS) STOP SENDING CPDLC REQUESTS [UNTIL ADVISED] [(reason)] Note.— Under these circumstances, CPDLC remains available for the pilot to, if necessary, respond to messages, report information, and declare and cancel an emergency.	—	Deleted in its entirety, including the phrase and associated Note.
New text to replace existing text	8.2.12.7.2 (content moved to 8.2.12.6)	PANS.— The resumption of the normal use of CPDLC shall be advised by using the following phrase: ((call sign) or ALL STATIONS) RESUME NORMAL CPDLC OPERATIONS	When data link services are resumed, the controller should advise, by the most appropriate means, any affected flight crew and instruct them to log on to the appropriate ATS unit.	—
Title inserted	8.2.13	8.2.13	8.2.13 Testing of CPDLC PANS.- …	*A title inserted for paragraph 8.2.13*