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KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) TRIAL IMPLEMENTATION OF DEPARTURE CLEARANCE (DCL) VIA DATA LINK ON SELECTED ROUTES

1 INTRODUCTION

1.1 The purpose of this AIP Supplement is to notify the aircraft operator of the trial implementation of Departure Clearance (DCL) via data link on selected ATS routes at Kuala Lumpur International Airport (WMKK) beginning 13th June 2024 until 25th December 2024.

1.2 DCL service provides an automated platform for requesting and issuing departure clearance via data link between the pilot and air traffic control (ATC). This service aims to provide an efficient and reliable DCL, reduce radio frequency congestion, and reduce pilot and ATC workload.

1.3 ATC clearance request through VHF using the existing voice procedures is still available for non-participating aircraft operators.

1.4 The purpose of this publication is to inform users about the requirements and operational procedures for using DCL via data link.

2 DATA LINK SERVICE

2.1 Using DCL, the pilot sends a Request for Departure Clearance Downlink (RCD) and receives a Departure Clearance Uplink (CLD) from ATC, which contains the cleared destination, cleared runway, type of departure, squawk code, departure time, the next frequency, current Automatic Terminal Information Service (ATIS) identifier. The pilot can then send an acknowledgement by Departure Clearance Readback Downlink (CDA).

3 OPERATORS' EQUIPMENT REQUIREMENT

3.1 Aircraft need to be equipped with Aircraft Communications Addressing and Reporting System (ACARS) equipment and compliant with European Organization for Civil Aviation Equipment (EUROCAE) ED-85A and Airlines Electronic Engineering Committee (AEEC) 623 may utilise DCL over the data link.

3.2 DCL service is only applicable for flights departing from WMKK to the following destinations:

a) Destinations in Peninsular Malaysia; and
b) Destination to Singapore Changi Airport (WSSS).

3.3 DCL via data link will be applied under the following principle:

a) The planned flight level (PFL) filed in flight plan field 15b will be used as requested level unless otherwise specified by pilot;
b) An initial level will be assigned according to the runway used for departure. The initial climb altitude will be included in the free text (eg; IL040, which means initial climb altitude is 4000 FT;
c) No on-ground flight level negotiation and reservations; and
d) Final cruising level will be assigned by Lumpur ATC after airborne and it is subjected to traffic disposition.

4 DCL MESSAGE

4.1 The definition of commonly used terms in DCL and examples of message formats are provided below:

Request for Departure Clearance Downlink (RCD)	Message of the pilot requesting an ATC Clearance. Example: RCD080 ABC0123 - WMKK - GATE B09 – WSSS ATIS W TYP/B738 < FREE TEXT >
Flight System Uplink Message (FSM)	Automatic acknowledgement of receipt of RCD / CDA by the ATC system, or the termination of the DCL service. Example 1: FSM 1025 230101 WMKK ABC0123 RCD RECEIVED REQUEST BEING PROCESSED Example 2: FSM 1035 230101 WMKK ABC0123 CDA RECEIVED CLEARANCE CONFIRMED Example 3 (NEGATIVE FSM MESSAGE): FSM 1035 230101 WMKK ABC0123 RCD REJECTED ERROR IN MESSAGE REVERT TO VOICE PROCEDURES
Departure Clearance Uplink Message (CLD)	Issuance of the ATC Clearance by the air traffic controller. Example: CLD 1035 230101 WMKK PDC 150 ABC0123 CLRD TO WSSS OFF 32R VIA RUSBU1D SQUAWK 7031 NEXT FREQ 121.9 ATIS W < FREE TEXT >
Departure Clearance Readback Downlink (CDA)	Confirmation of ATC Clearance by pilot. Example: CDA 1035 230101 WMKK PDC 150 ABC0123 CLRD TO WSSS OFF 32R VIA RUSBU1D SQUAWK 7031 NEXT FREQ 121.9 ATIS W < FREE TEXT >

5 DCL OPERATING PROCEDURES

5.1 The ground system's logon ID for the DCL service provision is WMKK.

5.2 Pilot utilising the DCL service on selected routes shall request ATC clearance through RCD message no earlier than 15 minutes before Target Start-Up Approval Time (TSAT).

5.3 The DCL ground system will check the received request and verify that it corresponds to an existing flight plan. The ground system will then send a positive or negative request acknowledgement. As soon as the ATC system has received the RCD message, an FSM message will be transmitted automatically. If the RCD message is rejected through a negative FSM message, the pilot shall revert to voice procedures.

5.4 The controller uses his DCL terminal to issue the clearance, the CLD, which will be automatically sent to the pilot via the ACARS data link network. The pilot can check and print the approval at his convenience.

5.5 ATC will revert with CLD within 3 minutes of receipt of the RCD message. If no CLD message is received, the pilot shall call on Clearance delivery frequency.

5.6 Pilot shall respond with a CDA message within 3 minutes of receiving the CLD message. Failure to comply may result in a “revert to voice procedures” message.

Note 1: Departure Clearance issued by voice procedures always supersedes a departure clearance transmitted via the DCL service.

Note 2: DCL service is not capable of clearance revision. ATC will revise the clearance issued via data link through voice communications.

5.7 After DCL is complete, within 5 minutes pilot should contact Clearance Delivery stating:

a) “received datalink clearance”; and
b) initial climb altitude (ex: 4000 FT).

5.8 When instructed by Clearance Delivery, pilots shall immediately select and monitor Ground Frequency.

5.9 ATC will reject the DCL request and revert to voice procedures if the following occurs:

a) Flight’s destination is not stated in paragraph 3.2; or
b) RCD message does not comply with ED-85A or has inaccurate flight data; or
c) When required by ATC.

6 CONTACT

6.1 Any feedback on the DCL during this trial period is welcomed and shall be sent to **cns@caam.gov.my**.

7 CANCELLATION

7.1 This AIP Supplement will be cancelled when the content are incorporated into AIP Malaysia.

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