Eastbound Oceanic Clearance Delivery Procedures and Registration for Primus EPIC PlaneView™, CMU, TeleLink®, UniLink®

Procedures

Oceanic Clearance Delivery (OCD)

Delivery of oceanic clearances via data link for eastbound transatlantic flights for the Gander Oceanic Control Area (OCA) is available from Gander Oceanic Area Control Centre (OACC) to data link equipped aircraft. This service is referred to as Data Link Oceanic Clearance Delivery (OCD). The aircraft, including any variable call signs, must be registered through the GDC with Gander OACC.

Begin requesting the clearance 30 to 90 minutes prior to aircraft entry into oceanic airspace. GDC recommends requesting the clearance 60 minutes prior to the arrival at the Oceanic Entry Point (OEP). Flights departing from airports less than 45 minutes flying time from the OEP should request clearance 10 minutes prior to start up. Flights departing from airports 45-70 minutes flying time from the OEP should request clearance as soon as practicable after departure. If the clearance is not received by 30 minutes prior to entry into oceanic airspace, contact Gander OACC on the appropriate voice frequency. For detailed instructions on how to request an oceanic clearance, please refer to the appropriate Global Data Center Services Reference Guide for information specific for each data link platform and Flight Management System (FMS) combination.

General Procedures

1) Aircraft must not enter the Gander OCA without a clearance.
2) If the flight crew is uncertain about any aspect of the data link OCD process, they should contact Gander Clearance Delivery between the hours of 2330Z – 0730Z (DST 2230Z – 0630Z), when within 200NM of a Gander Clearance Delivery frequency. Outside of those hours or when the flight will not pass within 200NM of a Gander Clearance Delivery frequency they should contact the current controller when the flight is no more than 90 minutes from the Oceanic Entry Point (OEP). Voice contact must be in accordance with the procedures published in the Transport Canada AIM, RAC 11.8. Gander Clearance Delivery frequencies and locations are listed in the Transport Canada Aeronautical Information Manual (AIM), RAC 11.8.3 (a) (i). The Transport Canada AIM is available at http://www.tc.gc.ca/CivilAviation/publications/tp14371/menu.htm.
3) Unless a message is received stating that the request was too early, refrain from requesting the clearance more than once.

Document 176-9001-223 Version 3

Signer's Initials: _____

4) If the clearance does not contain the line END OF MESSAGE, it is possible that the clearance was not complete. Crews must verify the clearance via voice in accordance with the procedures published in the Transport Canada AIM, RAC 11.8.
5) If the data link oceanic clearance is not received by 30 minutes prior to the OEP the crew must request the clearance via voice in accordance with the procedures published in the Transport Canada AIM, RAC 11.8.
6) All clearances and reclearances must be acknowledged.
7) Please refer to the appropriate Global Data Center Services Reference Guide for instructions specific to each data link platform and Flight Management System (FMS) combination.

Clearance Request

1) Request the clearance from the oceanic clearance request page between 30 and 90 minutes prior to entry into the Gander OCA. Gander refers to this process as RCL. GDC recommends requesting the clearance 60 minutes prior to the OEP.
   Note – The clearance should be requested not earlier than 90 minutes but not later than 30 minutes prior to the OEP. Flights departing from airports less than 45 minutes flying time from the OEP should request clearance 10 minutes prior to start up. Flights departing from airports 45-70 minutes flying time from the OEP should request clearance as soon as practicable after departure. An accurate time for the OEP must be included in the RCL. The call sign in the RCL must match the aircraft identification as contained in the ICAO flight plan, or the RCL will be rejected.
2) Valid Gander OCA Oceanic Entry Points (OEPs) are (north to south): KENKI, NALDI, MUSVA, KAGLY, BERUS, IKMAN, TANTI, GRIBS, VIMLA, MIBNO, TAPLU, PEPKI, KENRI, LAKES, MOATT, PRAWN, PORGY, LOACH, SCROD, OYSTR, CARPE, HECKK, CRONO, DENDU, KOBEV, LOGSU, NOVEP, RONPO, URTAK, VODOR, and BOBTU.

Clearance Response

Possible responses from Gander to the clearance request include the following:

1) Normal response: “IF NO CLEARANCE RECEIVED WITHIN 30 MINUTES OF OCEANIC ENTRY POINT REVERT TO VOICE PROCEDURES END OF MESSAGE.” If this message is not received within 5 minutes of sending the RCL, the crew should request the clearance via voice.
2) Gander OCD data link was not available when the RCL was sent: “SERVICE NOT AVAILABLE REVERT TO VOICE PROCEDURES END OF MESSAGE.” The oceanic clearance must be requested via voice.
3) There was a formatting error in the RCL received by the Gander OCD system: “RCL REJECTED ERROR IN MESSAGE REVERT TO VOICE PROCEDURES END OF MESSAGE.” The oceanic clearance must be requested via voice.
4) The call sign in the RCL matches a call sign associated with another aircraft: “RCL REJECTED CALLSIGN IN USE REVERT TO VOICE PROCEDURES END OF MESSAGE.” The oceanic clearance must be requested via voice.

Signer’s Initials: _____

5) The Gander OCD system does not have a flight plan for the flight: “RCL REJECTED FLIGHT PLAN NOT HELD END OF MESSAGE.” The oceanic clearance must be requested via voice.
6) The aircraft registration in the RCL does not match the registration in the flight plan in the Gander OCD system: “RCL REJECTED INVALID REGISTRATION END OF MESSAGE.” The oceanic clearance must be requested via voice.
7) The route requested in the RCL did not contain a valid OEP: “RCL REJECTED INVALID OCEAN ENTRY POINT REVERT TO VOICE PROCEDURES END OF MESSAGE.” The oceanic clearance must be requested via voice.
8) The time for the OEP included in the RCL was more than 90 minutes from the current time: “RCL REJECTED RCL SENT TOO EARLY REQUEST AGAIN LATER END OF MESSAGE.” Send another RCL not earlier than 90 minutes but not later than 30 minutes prior to the OEP.
9) The RCL was received by the Gander OCD system less than 30 minutes before the time estimated for the OEP: “RCL REJECTED RCL RECEIVED TOO LATE REVERT TO VOICE PROCEDURES END OF MESSAGE.” The oceanic clearance must be requested via voice.

<u>Clearance Delivery</u>

1) The clearance from Gander contains the aircraft registration or callsign, entry point, ETA at the entry point, Mach number, flight level, route, and destination.
2) If the callsign in the data link oceanic clearance is not correct, the clearance is not valid and the crew must request the oceanic clearance via voice.
3) Random route clearances contain the full route coordinates and NAT Track route clearances contain the track identifier (e.g., W, X, Y etc.). If the flight is cleared to operate on a NAT track, the crew must confirm that the route coordinates match those published in the current NAT track message. If there is a discrepancy, the crew should verify that they have the current NAT track message. If there is still a discrepancy, the clearance is not valid and the crew should request the oceanic clearance via voice in accordance with the procedures published in the Transport Canada AIM, RAC 11.8.
4) If the data link oceanic clearance is not received by 30 minutes prior to the OEP the crew must request the clearance via voice in accordance with the procedures published in the Transport Canada AIM, RAC 11.8.
5) The flight level contained in the data link oceanic clearance is the “cleared oceanic flight level” for the purposes of complying with the lost communication procedures detailed in the Transport Canada AIM, RAC 11.20, the Canada Flight Supplement and the North Atlantic Regional Supplementary Procedures (ICAO Doc 7030). ATC is responsible for providing a clearance to enable the flight to reach this flight level before reaching the OEP. If there is a concern, crews should contact their current controller.
6) The data link oceanic clearance may include a reroute to an oceanic entry point which is different from the current cleared route and/or may specify an oceanic entry point which is different from the flight plan. In all cases, flights should continue to operate in accordance with the current cleared route until a verbal reclearance is received from ATC.

Signer’s Initials: _____

7) If the clearance does not contain the line END OF MESSAGE, it is possible that the clearance was not complete. Crews must verify the clearance via voice.

Clearance Negotiation

Amendments to the data link oceanic clearance should be requested via voice. An RCL should be sent before requesting the amendment via voice. Amendments to the data link oceanic clearance should be requested by contacting Gander Clearance Delivery between the hours of 2330Z – 0730Z (DST 2230Z – 0630Z), when within 200NM of a Gander Clearance Delivery frequency. Outside of those hours or when the flight will not pass within 200NM of a Gander Clearance Delivery frequency crews should contact the current controller when the flight is no more than 90 minutes from the OEP.

Clearance Acknowledgement

The clearance must be promptly acknowledged via data link, which is generally accomplished by line selecting the ACKNOWLEDGE prompt on the oceanic clearance response page. Gander refers to this process as CLA. Possible responses from Gander to the clearance acknowledgement include the following:

1) The following message indicates that the data link oceanic clearance process is complete and that no further action is required by the crew to acknowledge or verify the oceanic clearance: "CLA RECEIVED CLEARANCE CONFIRMED END OF MESSAGE." If this message is not received within 5 minutes of sending the CLA, then the data link oceanic clearance must be verified via voice (per the *Notes* below).
2) The data link oceanic clearance was sent before the RCL was received: "CLA REJECTED RCL NOT RECEIVED REVERT TO VOICE PROCEDURES END OF MESSAGE." The CLA is correct, but some information must be verified via voice. Contact ATC in accordance with the first *Note* below and verify only the estimate for the OEP, the data link sequence number and the reclearance number if present.
3) There was a formatting error in the CLA received by the Gander OCD system: "CLA REJECTED ERROR IN MESSAGE REVERT TO VOICE PROCEDURES END OF MESSAGE." The data link oceanic clearance must be verified via voice (per the *Notes* below).
4) The CLA received by the Gander OCD system did not match the data link oceanic clearance: "CLA REJECTED CLEARANCE CANCELLED REVERT TO VOICE PROCEDURES END OF MESSAGE." The data link oceanic clearance received by the crew is not valid. The oceanic clearance must be requested via voice in accordance with the procedures published in the Transport Canada Aeronautical AIM, RAC 11.8.

   Note – If a data link oceanic clearance must be verified via voice, contact Gander Clearance Delivery between the hours of 2330Z – 0730Z (DST 2230Z – 0630Z), when within 200NM of a Gander Clearance Delivery frequency. Outside of those hours or when the flight will not pass within 200NM of a Gander Clearance Delivery frequency, crews should contact the current controller when the flight is no more than 90 minutes from the OEP.

   Note – When verifying a data link oceanic clearance via voice the following information must be provided:

Document 176-9001-223 Version 3

Signer's Initials: _____

ETA for the OEP;

The NAT track identifier (if operating on a NAT track);

The cleared oceanic route (if operating on a random route);

The cleared oceanic flight level; and

The cleared Mach number.

Reclearances

When a data link oceanic clearance is amended, it will include the ATC/ line and the RECLEARANCE line. The ATC/ line will list which item (or items) of the clearance was changed from the previously issued clearance. The RECLEARANCE line will contain a number from 1 to 9, to identify the first and subsequent reclearances.

Note – The CLA should be sent for the clearance with the highest RECLEARANCE number. If unable to send a CLA, the clearance should be verified via voice (as noted in the Clearance Acknowledgement section). If the reclearance does not contain the line END OF MESSAGE, it is possible that the clearance was incomplete. Crews must verify the clearance via voice (as noted in the Clearance Acknowledgement section).

Note – Terms used in the ATC/ line:

LEVEL CHANGE – The expected flight level in the reclearance is different from the previously issued clearance.

MACH CHANGE – The speed in the reclearance is different from the previously issued clearance.

ROUTE CHANGE – The route in the reclearance is different from the previously issued clearance. If the previously issued clearance was on a NAT track, the route description will change to RANDOM ROUTE.

Time Revisions

If the data link oceanic clearance has been received, crews should advise the current controller via voice if the ETA for the OEP changes by 3 minutes or more. This may result in ATC providing a reclearance.

Signer's Initials: _____

Registration

General

OCD registrations are accepted by Gander OACC twice per month. OCD registrations must be received 8 calendar days prior to the effective dates of the 1st and the 15th of each month. The GDC will confirm each registration to the subscriber via e-mail, telephone, or fax.

Terms and Conditions

1) The signer is responsible for disseminating Oceanic Clearance Delivery (OCD) procedures to all appropriate flight crew personnel.
2) In the event of a system malfunction which prevents the Global Data Center (GDC) from delivering oceanic clearance requests, responses, clearances, acknowledgements, and confirmations, the flight crew shall revert to voice communication with Gander and any other appropriate Air Traffic Control facilities.
3) The subscriber is responsible for notifying the GDC of any aircraft registration changes.

I understand and accept the above Terms and Conditions of Oceanic Clearance Delivery. I agree that Honeywell shall not be held responsible for any air traffic delays resulting from the flight crew's inability to obtain oceanic clearances via data link from Gander OACC.

Name: _____ **Organization:** _____

Signature: _____ **E-Mail:** _____

Title: _____ **Telephone:** _____

Date: _____ **Facsimile:** _____

Aircraft To Be Registered

Aircraft Registration: _____ **Callsign:** _____

Aircraft Registration: _____ **Callsign:** _____

Aircraft Registration: _____ **Callsign:** _____

Aircraft Registration: _____ **Callsign:** _____

Aircraft Registration: _____ **Callsign:** _____

*After initialling pages 1 through 5 and completing this page, please fax **all six** pages to (425) 885-8930. The GDC will confirm the registration to the signer.*

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Name (print): _____ *Signature:* _____

Date: _____/_____/_____ *Customer #:* _____ *Confirmed to customer:* ☐

Document 176-9001-223 Version 3