

Oceanic Route Clearance Authorisation (ORCA) Procedures and Registration for Primus EPIC PlaneView™, CMU Mark III, TeleLink®, UniLink®

Introduction

Delivery of oceanic clearances via datalink from the Prestwick Oceanic Area Control Centre (OACC) for the Shanwick Oceanic Control Area (OCA) is available to registered aircraft. This service is known as Oceanic Route Clearance Authorisation (ORCA).

General Procedures

- 1) Aircraft must not enter the Shanwick OCA without a clearance.
- 2) If at any time the flight crew is in doubt regarding the oceanic clearance transaction, Shanwick must be contacted by voice using the phrase "(AIRCRAFT REGISTRATION) ORCA CONTACT".
- 3) If any clearance or reclearance is not terminated by the phrase "END OF MESSAGE", Shanwick must be contacted by voice using the phrase "(AIRCRAFT REGISTRATION) ORCA CONTACT".
- 4) If no clearance has been received by 15 minutes prior to entry into the Shanwick OCA, Shanwick and Air Traffic Control (ATC) for the airspace in which the aircraft is operating must be contacted by voice.
- 5) All clearances and reclearances must be acknowledged.
- 6) Please refer to the appropriate GDC Services Reference Guide for instructions specific to each datalink 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 Shanwick OCA.

Note – The request may also include free-text remarks to indicate the preferred alternative route and/or altitude (e.g., "2ND NAT C" or "2ND F370"), the maximum acceptable flight level at the entry point (e.g., "MAX F350"), or a requested entry point different than contained in the filed flight plan (e.g., "NEW ENTRY POINT").

- 2) Valid Shanwick OCA entry points are (north to south): ATSIX, BALIX, ERAKA, GOMUP, MIMKU, NIBOG, MASIT, KORIB, DOGAL, MALOT, LIMRI, DINIM, SOMAX, BEDRA, OMOKO, LASNO, ETIKI, SEPAL, SIVIR, BEGAS, DIXIS, BERUX, PITAX, and PASAS.

Clearance Response

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

- 1) Normal response: "IF NO CLEARANCE WITHIN 15 MINUTES – CONTACT SHANWICK BY VOICE".
- 2) Pending clearance request response: "REQUEST BEING PROCESSED – AWAIT TRANSACTION COMPLETION".
- 3) Invalid clearance request response: "INVALID <entry point, Mach number, etc.> – RESUBMIT REQUEST".
- 4) Negotiate clearance response: "NEGOTIATION REQUIRED – CONTACT SHANWICK BY VOICE".
- 5) Flight plan not on file response: "FLIGHT PLAN NOT HELD – CONTACT SHANWICK BY VOICE".
- 6) Clearance request too early response: "RCL SENT TOO EARLY – REQUEST AGAIN LATER".
- 7) Clearance request too late response: "RCL RECEIVED TOO LATE – REVERT TO VOICE PROCEDURES".
- 8) Invalid registration response: "INVALID REGISTRATION – REVERT TO VOICE PROCEDURES".
- 9) Error in clearance request response: "ERROR IN MESSAGE – REVERT TO VOICE PROCEDURES".
- 10) Network congestion response: "NETWORK CONGESTION – REVERT TO VOICE PROCEDURES".
- 11) Service not available response: "ORCA SERVICE NOT CURRENTLY AVAILABLE – REVERT TO VOICE PROCEDURES".
- 12) Ground system error response: "GROUND SYSTEM ERROR – REVERT TO VOICE PROCEDURES".

- 13) No response: If no response is received within 5 minutes, one additional oceanic clearance request may be sent. If no response to the second request is received, Shanwick must be contacted by voice.

Clearance Delivery

- 1) The clearance from Shanwick 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., A, B, C etc.). Flight crews must check that the NAT Track route coordinates in the clearance match the coordinates in the current published 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.
- 4) The clearance may contain additional information prefixed with the text "ATC/". This information may be advisory information (e.g., "LEVEL CHANGE" or "ENTRY POINT CHANGE") or may be additional ATC instructions (e.g., "NOT BEFORE 1125 AT GOMUP").
- 5) If the ETA at the entry point changes by 3 minutes or more, Shanwick must be advised by voice or by requesting a new clearance with the revised ETA.
- 6) If the clearance contains a different entry point than requested, Shanwick will include a new calculated ETA in the clearance. If the new ETA differs from the ETA calculated by the flight crew by 3 minutes or more, Shanwick must be advised by voice or by requesting a new clearance with the revised ETA.

Clearance Acknowledgement

- 1) The clearance must be promptly acknowledged via datalink, which is generally accomplished by line selecting the ACKNOWLEDGE prompt on the oceanic clearance response page.

Note – If Shanwick does not promptly receive the clearance acknowledgement, a "SHANWICK CLEARANCE NOT ACKNOWLEDGED – SEND DATALINK ACKNOWLEDGEMENT NOW" message is sent to the aircraft.

- 2) Failure to acknowledge the clearance results in cancellation of the clearance transaction and a "TRANSACTION TIMEOUT – REVERT TO VOICE PROCEDURES" message is sent to the aircraft.
- 3) If the clearance acknowledgement is invalid, a "CLEARANCE CANCELLED – REVERT TO VOICE PROCEDURES" message is sent to the aircraft.

Clearance Confirmation

Upon receipt of the acknowledgement, Shanwick will send a "CLEARANCE CONFIRMED" message to the aircraft. If this message is not received, Shanwick must be contacted by voice.

Reclearances

- 1) If the flight crew requests a new clearance or if Shanwick requires a change to an existing clearance, one or more reclearances may be received by the flight crew. These reclearances will be annotated "RECLEARANCE 1", "RECLEARANCE 2", etc., although may not necessarily be numbered consecutively.
- 2) All reclearances must be acknowledged. If a reclearance is received before a previous clearance or reclearance has been acknowledged, the reclearance with the highest reclearance number should be acknowledged.
- 3) If Shanwick is unable to approve a request for a new clearance, the flight crew will receive a reclearance which is a copy of the original with the phrase "ATC/ UNABLE TO APPROVE REQUEST".
- 4) A reclearance for a new ETA at the entry point may be a copy of the original with the new ETA or may contain changes to any clearance parameter as a result of the new ETA.

Registration Terms and Conditions

- The signer is responsible for disseminating the above procedures to all appropriate flight crew personnel.
- 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 Shanwick and any other appropriate Air Traffic Control facilities.
- The subscriber is responsible for notifying the GDC of any aircraft registration changes.

I understand and accept the above Terms and Conditions of delivery of oceanic clearances via datalink for the Shanwick Oceanic Control Area (OCA). 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 datalink for the Shanwick OCA.

Name / Title: _____ **Organization:** _____
Signature: _____ **E-Mail:** _____
Date: _____ **Telephone:** _____ / **Fax:** _____

Aircraft To Be Registered

Aircraft Registration: _____ **Callsign:** _____
Aircraft Registration: _____ **Callsign:** _____
Aircraft Registration: _____ **Callsign:** _____

*After initialling pages 1 and 2 and completing this page, please fax **all three** pages to (425) 885-8930.
The GDC will confirm the registration to the signer within two business days.*

Honeywell Office Use Only

Name (print): _____ **Signature:** _____
Date: ____/____/____ **Customer #:** _____ **Confirmed to customer:**