
IRELAND

AERONAUTICAL INFORMATION SERVICE
IRISH AVIATION AUTHORITY
CONTROL TOWER
SHANNON AIRPORT
CO. CLARE
Tel +353 61 703750 Fax +353 61 366245

AIC

Nr 21/15 10 DEC

CHANGES TO NORTH ATLANTIC (NAT) REGIONAL RADIOTELEPHONY PROCEDURES FOR DATA LINK EQUIPPED AIRCRAFT

Introduction

This circular addresses a proposal for amendment (PfA) to the ICAO Gold Document, to optimise HF Radiotelephony use in the NAT Region. The change eliminates NAT specific RT phraseology that has been made redundant with the availability of flight data to radio operators and is **effective from 1st January 2016**.

Background

NAT IMG/46 Endorsed the Proposal for Amendment (PfA) to the Global Operational Data Link Document (GOLD) Second Edition Appendix E.7 (North Atlantic (NAT) Region).

This eliminates the RT requirements for data link equipped aircraft to communicate “**Controller Pilot Data Link Communications (CPDLC)**”, **next Control Area (CTA) / Flight Information Region (FIR)**, Track and “SELCAL code”.

This AIC will remain in effect until the publication of the ICAO GOLD Doc 10037.

North Atlantic (NAT) Region

Controller and Radio Operator Voice Communication Procedures

Aeronautical Radio Operator - response to initial contact

Prior to or upon entering each NAT oceanic CTA, the flight crew shall contact the appropriate aeronautical radio station.

Ground systems in all the Aeronautical Stations should provide the aeronautical radio operators the Flight's SELCAL code and FANS capabilities.

In response to the initial contact from the flight crew, the radio operator should:

- (a) Assign the primary and secondary frequencies and complete the SELCAL check and
- (b) End the communication, if local procedures exist to deliver the communications instructions for the next CTA at a later stage, prior to the flight exiting the current CTA; or
- (c) Issue the communications instructions and the frequency or frequencies to contact the next ATSU or the radio station serving the next CTA.

Aeronautical Radio Operator - delayed CPDLC messages

If the flight crew advises “DELAYED CPDLC MESSAGE RECEIVED”, they are explaining that a CPDLC message was received late. Flight crew procedures require voice contact to verify the message status. Radio operators should include this notation when relaying the associated communication to ATC.

Flight Crew Procedures – Voice communication procedures

Flight Crew – contact with radio station

The integrity of the ATC service remains wholly dependent on establishing and maintaining HF or VHF voice communications with each ATSU along the route of flight. The procedures in this section are applicable only in NAT airspace and pertain only to ATS data link operations.

Prior to or upon entering each NAT oceanic CTA, the flight crew should contact the appropriate radio station

If the flight enters an oceanic CTA followed by another oceanic CTA, the flight crew should on initial contact:

- (a) Not include a position report;
- (b) After the radio operator responds, request a SELCAL check and state the next CTA.
- (c) The radio operator will assign primary and secondary frequencies, perform the SELCAL check and designate the position and frequencies to contact the radio station serving the next CTA. If the communications instructions are not issued at this stage, the crew should assume that the frequencies to use prior or upon entering the next CTA will be delivered at a later time by CPDLC or voice.

Example 1 (Initial contact from a westbound flight entering Santa Maria Oceanic)
SANTA MARIA, CLIPPER 123, SELCAL CHECK, NEW YORK NEXT

CLIPPER 123, SANTA MARIA RADIO, HF PRIMARY 8825 SECONDARY 6628, AT 40WEST CONTACT NEW YORK RADIO HF PRIMARY 13306 SECONDARY 8906, (SELCAL TRANSMITTED)

SANTA MARIA RADIO, CLIPPER 123, SELCAL OKAY, AT 40WEST CONTACT NEW YORK RADIO

If the flight enters an oceanic CTA followed by ATS surveillance airspace, the flight crew should follow the procedures described with the exception that the next CTA should not be stated.

Example 2 (Initial contact from an eastbound flight about to enter the Shanwick CTA)

SHANWICK RADIO, CLIPPER 123, SELCAL CHECK

CLIPPER 123, HF PRIMARY 2899 SECONDARY 5616 (SELCAL TRANSMITTED)

SHANWICK RADIO, CLIPPER 123, SELCAL OKAY

Depending on which data link services are offered in the CTA and the operational status of those services, the radio operator will provide appropriate information and instructions to the flight crew.

In the event an onboard systems failure prevents CPDLC or ADS C or if any of these services is terminated, the flight crew should:

- (a) Resume normal voice communications, including providing all subsequent position reports via voice.
- (b) Do not inform the radio station that the service has been terminated; and
- (c) Inform AOC in accordance with established problem reporting procedures.

For ADS C flights, the flight crew should not submit position reports via voice to reduce frequency congestion, unless requested by the radio station or ATC.

ADS C flights are exempt from all routine voice meteorological reporting, however the flight crew should use voice to report unusual meteorological conditions such as severe turbulence to the radio station.

For any enquiries regarding the status of ADS C connections, the flight crew should use CPDLC (Chapter 5 GOLD). Should the ATSU fail to receive an expected position report, the controller will follow guidelines for late or missing ADS C report.

When leaving ATS datalink airspace, the flight crew should comply with all communication requirements applicable to the airspace being entered.

If the flight crew does not receive its domestic frequency assignment by 10 minutes prior to the flight's entry into the next CTA, the flight crew should contact the radio station and request the frequency, stating the current CTA exit fix or coordinates.

Further Information, please contact:

Sean Patrick

General Manager En-route & North Atlantic Communications

Email: sean.patrick@iaa.ie