

# AERONAUTICAL INFORMATION CIRCULAR 30/15

## CHANGES TO NORTH ATLANTIC REGIONAL RADIOTELEPHONY PROCEDURES FOR DATA LINK EQUIPPED AIRCRAFT

### Purpose of Circular

This circular addresses a proposal for amendment to the International Civil Aviation Organization (ICAO) Global Operational Data Link Document (GOLD) to optimize high frequency (HF) radiotelephony use in the North Atlantic (NAT) Region. The change eliminates NAT Region specific RT phraseology that has been made redundant with the availability of flight data to radio operators

### Background

The 46<sup>th</sup> meeting of the NAT Implementation Management Group (NAT IMG) endorsed a proposal for amendment to the GOLD Second Edition Appendix E.7 (North Atlantic Region) to eliminate the radiotelephony requirements for data link equipped aircraft to communicate “controller-pilot data link communications (CPDLC)”, next control area (CTA) / flight information region (FIR), track and “selective calling system (SELCAL) code”.

This aeronautical information circular (AIC) will remain in effect until the publication of the ICAO GOLD Doc 10037.

### Radiotelephony Procedures

The procedures described below are applicable as of 01 January 2016

### North Atlantic 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 future air navigation systems (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 air traffic services unit (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 air traffic control (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 very high frequency (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 air traffic service (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; and
- 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 automatic dependent surveillance – contract (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 Air Operations Centre (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 data link 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**

For further information please contact:

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