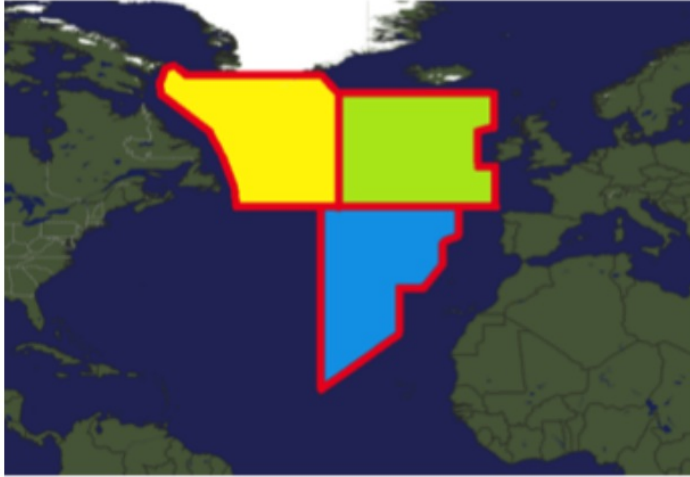


# Are You Properly Initiating the Oceanic Clearance Process?

Are you familiar with the appropriate use of “AGCS Equipped” in your flight plans crossing the North Atlantic Ocean? AGCS is an acronym for Air to Ground Communication System. This remark is used to notify Nav Canada/ Gander that you request to receive your oceanic clearance via datalink and is entered in field 18 (ATC Remarks) of the ICAO flight plan.



Many flights crossing the Atlantic are not properly initiating the oceanic clearance process. Many of us are used to using the AGCS entry because that is how it has always been done. However, with the advancement in avionics installed on many of today's aircraft, the use of AGCS may not be appropriate.

The AGCS indication causes Nav Canada to generate an oceanic clearance without voice or datalink request starting the process. This procedure is necessary only for avionics that do not have a dedicated oceanic clearance request page, specifically the Honeywell AFIS DMU and Dassault EASy integrated cockpit, and for users of Satcom Direct's FDF Mobile iPad application.

Satcom Direct has noticed that many aircraft with a dedicated oceanic clearance request page are still using the AGCS indication. This causes the datalink acknowledge function to not be available and forces voice procedures to verify a clearance with ATC. Such a discrepancy causes problems for ATC, who is expecting a datalink acknowledgement, and for the crew, who are expecting an acknowledge selection to be available on the oceanic clearance page.

This process can seem confusing, but it is simple once the oceanic process in relation to your avionics is understood. AGCS is only for use in eastbound Atlantic crossings, and if appropriate for your aircraft. Your preference for use of AGCS also needs to be communicated with your trip planning provider(s). Additional documentation regarding the oceanic clearance process can be requested from [FDF@satcomdirect.com](mailto:FDF@satcomdirect.com).

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