



NAT OPS BULLETIN

Serial Number: 2013-001

Issued: 28 January 2013

Subject: Information & Guidance for Data Link
Oceanic Clearance Delivery in Santa Maria FIR

The purpose of the North Atlantic Operations Bulletin **2013-001** is to promulgate Oceanic Clearance Delivery (OCD) via data link procedures on behalf of the Santa Maria Area Control Centre (OCA) which was promulgated by NAV Portugal as **AIC 009 - 2012 A:**

- a) An effort was made to assure that the AIC Portugal A009/2012 would only contain information and guidance for the use of OCD in Santa Maria FIR, reinforcing the need to always verify the applicable oceanic clearance procedures in AIP Portugal.
- b) All procedures related to oceanic clearance request and delivery which were published in AIP Portugal and duplicated in the AIC have been removed from the AIC and are now only published in AIP Portugal.
- c) A specific attention call was made to pilots for the importance of making use of the waypoints designators in the data link RCL message instead of the coordinates that make up those waypoints.

For question on data link OCD service and requirements you may contact the following NAV Portugal staff:

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*This NAT OPS Bulletin Serial Number: **2013_001** supersedes NAT OPS Bulletin Serial Number: 2010_014*

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AIP AIC: 009 - 2012 A

Publication Date: 29-Nov-2012

OCEANIC CLEARANCE DELIVERY (OCD) IN SANTA MARIA OCEANIC CONTROL AREA (OCA)

1 INTRODUCTION

The OCD is a data link service that allows pilots and controllers to exchange text messages for oceanic clearance request and oceanic clearance delivery using the ACARS network, according the specifications defined on the AEEC 623 and EUROCAE ED106.

2 PURPOSE

The purpose of this Aeronautical Information Circular (AIC) is to provide information about the NAV Portugal OCD data link service in Santa Maria OCA.

3 AREA OF APPLICATION

Santa Maria Oceanic Control Area (OCA).

4 GENERAL

4.1 System description

The implementation of the data link based OCL application consists in the transposition of the oceanic clearance request dialogue, from the HF radio channel to the ACARS data link channel as follows:

- According to the procedures and time frames published in AIP Portugal, the pilot requests his OCL through the ACARS terminal using the Request Oceanic Clearance (RCL) message. The RCL message includes the same information elements as a voice request.
- The ATC ground system will acknowledge the reception of the request and verify that it corresponds to an existing flight plan. If negative, a message will be sent, rejecting the RCL.
- If the flight plan exists the ATC ground system issues the oceanic clearance and sends it to the pilot via the ACARS data link network. The pilot can check and print the clearance at his convenience.
- The pilot sends back a clearance data link acknowledgment (full read-back).
- The read-back is checked by the ATC ground system against the issued clearance and sends either a clearance confirmation or cancellation, depending on the result.

The set of messages defined by AEEC 623 and EUROCAE ED106 for OCL data link messages exchange are:

- RCL for OCL request (downlink)
- CLX for OCL clearance (uplink)
- CLA for OCL read-back (downlink)
- FSM for ACCEPTED, RECEIVED or REJECTED messages (uplink)

4.2 Connecting to System

- Each operator of flights that can downlink RCL and CLA messages should ensure that flight crews know how to address them to Santa Maria's OACC OCD system.
- To establish contact with Santa Maria FIR through OCD data link service, pilots must use the ICAO four letters designator LPPO.

4.3 Requesting Clearance

Flights so equipped should request the clearance by sending the ACARS RCL within the time frames and procedures defined in AIP Portugal.

Pilots entering Santa Maria FIR through one of the waypoints published in AIP Portugal, are reminded to always make use of the appropriate 5 letter designator in the ACARS RCL messages and not the coordinates that make up that waypoint.

4.4 Clearance delivery

- Pilots are responsible for checking all items of received oceanic clearance (CLX) and ensure that they are consistent with the filed Flight Plan and with the oceanic clearance request made by them. If any discrepancy is found, the crew must not send the CLA message and should revert to voice.
- **Attention is called to the possibility of the CLX message containing additional information, prefixed with the text "ATC/". This may be advisory information e.g. "LEVEL CHANGE" or additional ATC instructions e.g. "AT <position> CLIMB/DESCEND TO AND MAINTAIN <level>.**
- **Pilots must be aware that the Oceanic Clearance is valid only from the oceanic entry point. Usually if there is any difference between the cleared routes and level on the oceanic clearance and the flight's actual profile, ATC units will coordinate among them in order to correct the flight's profiles before it reaches the oceanic entry point. If there is a concern, crews should contact their current ATC unit for instructions.**

4.5 Clearance negotiation

- After clearance delivery and confirmation, flights may submit new requests, by sending again an RCL.
- All subsequent messages will follow the same pattern as the previous RCL.

4.6 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 (i.e., RECLEARANCE1, RECLEARANCE2, etc.).
- If more than one RECLEARANCE is received, the CLA should be sent only for the clearance with the highest RECLEARANCE number.
- If any doubts arise, pilots should revert to voice communications and confirm their clearance.

4.7 Clearance Acknowledgement

- When a valid data link oceanic clearance is received, pilots must send a Clearance Acknowledgement (CLA).
- After sending the CLA the crew should expect a confirmation message from ATC ground system.
- If no confirmation is received within 5 minutes of sending the CLA, then the data link oceanic clearance must be verified via voice.

4.8 Time revisions

- If the data link oceanic clearance has been received, crews should advise ATC if the ETA for the boundary changes by 3 minutes or more.
- Time revisions may be transmitted on voice or by a new data link RCL, containing the revised ETA/ETD.
- If the time revision is made via data link, the crew should expect to receive a Reclearance showing the revised ETA. This may be a copy of the original CLX (containing the new ETA) or the CLX may contain a change in any clearance parameter (accompanied by appropriate information on the ATC/ field).
- All reclearances must be acknowledged.

4.9 Examples of uplink FSM error messages

1	Error is detected in a message: <RCL> REJECTED - ERROR IN MESSAGE - REVERT TO VOICE PROCEDURE
2	RCL is received while another has not been completed: RCL REJECTED - REQUEST BEING PROCESSED - AWAIT TRANSACTION COMPLETION
3	RCL for non-existent flight: RCL REJECTED - FLIGHT PLAN NOT HELD - REVERT TO VOICE PROCEDURE
4	RCL for duplicate flight: RCL REJECTED - FLIGHT PLAN NOT HELD - REVERT TO VOICE PROCEDURE - MULTIPLE FLIGHT PLAN
5	Incorrect entry point in RCL: RCL REJECTED - FLIGHT PLAN NOT HELD - REVERT TO VOICE PROCEDURE
6	No CLX associated to received CLA, or multiple CLA messages: CLA REJECTED - CLEARANCE CANCELLED - REVERT TO VOICE PROCEDURE
7	Invalid checking between CLA and the CLX previously sent (includes mismatch of Re-clearance Number): CLA REJECTED - CLEARANCE CANCELLED - REVERT TO VOICE PROCEDURE
8	Non reception of CLA for a sent CLX within the time T1 (VSP): CLA REJECTED - CLEARANCE CANCELLED - REVERT TO VOICE PROCEDURE - TRANSACTION TIMEOUT
9	When the controller cancels OCL data link clearance manually (from Working window or strip), the system will disable OCD. If subsequently a CLA is received, the system will send an FSM: CLA REJECTED - CLEARANCE CANCELLED - REVERT TO VOICE PROCEDURE

Pilots are reminded that there might be other FSM messages than those exemplified above. In all circumstances, should any doubts arise, revert to voice procedures.

5 ADDITIONAL INFORMATION AND PARTICIPATION REQUIREMENTS

For more information on OCD data link service and participation requirements you may contact the following NAV Portugal staff:

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This Aeronautical Information Circular replaces AIC 006-2010

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