

A330

North Atlantic Communications

Notes

July 25, 2014

To Print Correctly with Adobe Reader:
Windows - File/Print Select Page Scaling - **NONE**
MAC - Size Options - Select **Actual Size**

**Use Highest Quality Print so that the Colored Text is Legible
OR just import into your iPad**

Personal OVERVIEW my opinions ONLY

Nothing shown here is to supersede anything in FOM or any other company procedures

Captain Tom Kurpinsky
A330 PHL/CLT
A330@spikr.net

Request Oceanic Clearance as CLOSE TO but NO GREATER than 90 MINUTES prior to entry

Track Planning - There is approximately **600-800#/hr** gross weight decrease BUT check for **Temp Increase** on Track or Random Route to determine Max. Alt.

Menu - ATSU - AOC Menu - CLX Request - Request OCEANIC

(SELECT ATC FIR) select OCEANIC CENTER
On AOC OCEAN CLR REQUEST:

- Ensure MCDU is displayed [5R].
- ENTER OPTIONAL FREE TEXT.

Remarks may indicate the preferred alternative to the requested clearance and maximum flight level (ex. Max F380) that can be accepted at the boundary.

The crew should expect an advisory message from ORCA within 5 minutes.

EXPECT Receipt of Clearance approximately 1 Hour prior to entry.

ENTERING Canadian Airspace use **HEAVY** on first call to **EACH** Center Frequency.

ACCEPT & Print the Clearance, THEN request any changes required.

AFTER Receipt of Oceanic Clearance, Print then:

- VERIFY each point on Track with another pilot
- SEND copy of clearance to OCC **EXCEPT** Gander
- SET Constant MACH for Track
- HIGHLIGHT Track on Chart
- FILL IN Clearance on top of Position Report Form -

[TRACK __, OR Random Route], FL __, __M

- FILL IN Position Report Form - another pilot to check

Status Message **MUST** be received - **Clearance Confirmed**

NEW - Notify Moncton Center, **CZQM** passing ACK and then if needed, Gander Domestic **CDQX**. CPDLC should then log on to Gander Oceanic **CZQX**.

Moncton & Gander says to: Voice Reply ALL clearances **EXCEPT** frequency changes. **NO DIRECTS or ALTITUDE CHANGES**

**Clearance NOT Received
30 Minutes prior to Entry
Eastbound**

Contact Gander
Frequencies on Page 2
of Track Message.

**Clearance NOT Received
15 Minutes prior to Entry
Westbound**

Contact Shanwick
123.95 VHF - 5598/8906 HF
Contact Santa Maria
132.07 VHF - 8906 HF

NOTE: If DCDU does not show ACTIVE passing entry - ADS is always active. A SELCAL requesting missing position report will confirm system is not working.

Entering First OCA

Entering New York OCA - KZWWY - See Notes in OVERVIEW

Oceanic Clearance given from New York Center VIA Voice along with HF Freqs.

Approaching Track Entry Fix be ready to write down HF Frequencies.

Initial VHF contact when told to contact Radio, example:4.5

<OCA Name>, <call sign>
after acknowledgment <call sign> C-P-D-L-C, <OCA Name> NEXT

Switch to HF. Setup both HF's to Primary Freq. and log in. Transmit on HF1

<OCA Name> RADIO <call sign> on <HF Freq.>
after acknowledgment <call sign> SELCAL CHECK XX-XX
after receipt, Transmit on HF2 <call sign> SELCAL CHECK RECEIVED

SET Primary on HF1 Secondary on HF2, 121.5 VHF1 - 123.45 on VHF2

Passing First Position Report Point- **Apply SLOP**

After Completing First Gross Error Check - **SQUAWK 2000** (Suggestion)

ENTERING NEXT OCA, Going Thru Multiple OCAs (Ex. New York-Gander-Shanwick)

<OCA Name> RADIO <call sign> on <HF Freq.>
after acknowledgment - <call sign> C-P-D-L-C, <OCA Name> NEXT -
SELCAL CHECK XX-XX
CHANGE SATCOM #2 to New OCA

ENTERING LAST OCA, example:

<OCA Name> RADIO <call sign> on <HF Freq.>
after acknowledgment <call sign> C-P-D-L-C, [TRACK __, OR Random Route **AND** last TWO Exit Points] SELCAL CHECK XX-XX

Re-Release - Send to Dispatcher - ETA & EFOB at Re-Release Point

PRIOR TO Entering Controlled Airspace

Either a Message given on the DCDU or information will be provided on last HF contact for Location & Frequency to Contact Center.

Entering Canadian Airspace use HEAVY first call to **EACH** Center Frequency.

Entering US Airspace use HEAVY **ONLY** on the first contact with US Center