
Subject: Change in Oceanic Clearance Delivery Procedures by New York Oceanic and the Data Link Mandate (DLM)

Background

Two separate initiatives will be implemented that will affect operations in the North Atlantic Track System (NATS).

Effective February 5th, New York Oceanic will modify the procedures that are used to issue an Oceanic Clearance to eastbound aircraft entering MNPS airspace. Standalone oceanic clearances will no longer be issued unless a routing, different from the filed flight plan, is required. Altitude assignment and Constant Mach will still be required to operate in the NATS.

Effective February 7th, the Data Link Mandate (DLM - Phase I) directs that only aircraft equipped with FANS (CPDLC and ADS-C) may file or be given a clearance to fly on the “core” tracks of the Organized Track System (OTS) at FL360-390 inclusive. The core tracks will be identified in the Track Message remarks.

Procedures

Change in Oceanic Clearances in New York Oceanic Airspace

These procedures apply only to aircraft entering New York Oceanic airspace from an FAA Offshore RADAR (domestic) facility (Miami, Jacksonville, New York, or Boston). There are three components to an oceanic clearance: route, altitude, and Mach.

Route

Beginning on February 5th, the ATC clearance received at the departure airport (PDC in conjunction with the flight plan filed routing) will be the route portion of the oceanic clearance for the entire oceanic crossing.

All formal route clearances and read backs are eliminated with the following exception. If filed on an organized track (Track Z for example), crews will need to confirm the Track Message Identifier (TMI). The TMI will normally be transmitted to New York Oceanic when Altitude/Mach assignment is delivered.

Note: Aircraft that enter New York Oceanic airspace and subsequently enter Moncton Area Control Center (ACC) (waypoints such as CARAC, JEBBY, and LOMPI) and/or Gander Domestic ACC (waypoints such as JAROM, BOBTU, TALGO, and RAFIN) will continue to receive an oceanic clearance through Gander via ACARS or voice.



Altitude and Mach

Crossing altitude and Mach should be requested prior to entry into New York Oceanic airspace if they have not already been received. Constant Mach is required to operate in NATS airspace.

CAUTION: In the event that filed flight plan route, altitude and Mach cannot be obtained; the last assigned route, and/or altitude and/or Mach should be maintained until further clarification can be obtained.

Data Link Mandate (DLM - Phase I)

Review the track message for the following remark to identify core tracks.

ADS-C AND CPDLC MANDATED OTS ARE AS FOLLOWS
TRACK B 360 370 380 390
TRACK D 360 370 380 390
END OF ADS-C AND CPDLC MANDATED OTS

The 747 will not be allowed to fly core tracks until the FANS modification is complete and authorized by future bulletin.

Summary

Change in the Oceanic Clearance Delivery Procedures in New York Oceanic airspace is the first step to align the NATS with the Pacific Region. The goal of the Data Link Mandate is to require all aircraft operating within the Organized Track System (OTS) to be FANS equipped. Additionally, the DLM will enable Reduced Lateral Separation (30 nm separation / half latitudes) throughout the track system.

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