HF

- Most NAT air/ground communications are conducted on single side-band HF frequencies.
- State the HF frequency in use when initiating contact (e.g. TWA 100 on 5649 … etc)
- Maintain a listening watch (even when using ADS-C and/or CPDLC) unless SELCAL is fitted.

SELCAL

- Provide the SELCAL code in the flight plan.
- Carry out a SELCAL Check at or prior to entry into Oceanic airspace.
- Maintain thereafter a SELCAL watch (even in areas of the region where VHF coverage is available and used for air/ground communications).
- Crews of aircraft equipped with a 12-tone SELCAL must be aware that SELCAL assignment is predicated on the usual geographical area of operation of that aircraft. If the aircraft is subsequently flown in other than the originally specified area, a duplicate SELCAL code situation may exist.

SATCOM

- In the event of HF communication failure, an aircraft should use Satellite Voice Communications.
- Pilots electing to use SATCOM voice as an alternative to HF voice communications remain responsible for operating SELCAL or maintaining a listening watch on the assigned HF frequency.

CPDLC and ADS-C

- The use of CPDLC and/or ADS-C does not alleviate any of the equipment requirements mandated by the NAT Doc 007 (MNPS)
- HF SELCAL watch is still required and specific procedures are in place governing the conduct of these data link operations.
- FANS 1/A CPDLC and ADS-C services are offered within Gander, Shanwick, Reykjavik, Santa Maria, Bodo (exc. CPDLC) and New York OCAs and within Dakar Oceanic FIR.
- FMC Waypoint Reporting is offered within Gander, Shanwick, Reykjavik, Santa Maria and Bodo OCAs.

Radio Communication Failure Procedures - General

- In case of a two-way ATS communication failure, set SSR Code 7600.
- Use Satellite Voice Communications to contact the responsible station via special telephone numbers/short codes (shown on chart proper).
- In case there is no SATCOM then use VHF to contact any (other) ATC facility or another aircraft for relaying.
- The inter-pilot air-to-air VHF frequency, 123.45 MHz, may be used to relay position.
- Initial contact with the other aircraft may be made on 121.5 MHz.
- Broadcast regular position reports on the inter-pilot frequency 123.45 MHz until communication is re-established.
- Experiencing a communication failure while still in European domestic airspace, it is strongly recommended not to enter the Shanwick OCA.
Radio Communication Failure Procedures - Prior to Entering NAT Oceanic Airspace

With a Received and Acknowledged Clearance

- Enter Oceanic Airspace at the **cleared Oceanic Entry Point, level and speed**.
- Level or speed changes required to **comply with clearance** shall be completed **within the vicinity of the Entry Point**.
- **Proceed in accordance** with the received and acknowledged Oceanic Clearance.

Without a Received and Acknowledged Clearance

- Enter at the first Oceanic **Entry Point, level and speed, as contained in the filed flight plan**.
- **Maintain the first oceanic level and speed** until the landfall.
- Proceed via the **filed flight plan route** to landfall.

Radio Communication Failure Procedures - Prior to Exiting NAT Oceanic Airspace

On Filed Flight Plan Route

- Proceed in accordance with the **last received and acknowledged clearance** to the last specified oceanic route point (normally landfall).
- Maintain the **last assigned oceanic level and speed** to landfall.
- Continue on the **filed flight plan route (after last oceanic route point, normally landfall)**.
- Then conform to the **relevant State procedures** and regulations.

On Other than Flight Plan Route:

- Proceed in accordance with the **last received and acknowledged Oceanic Clearance**.
- Maintain the **last assigned oceanic level and speed** to the last oceanic route point, normally landfall.
- After this point, conform to the **relevant State procedures** and regulations
- **Rejoin the filed flight plan** route by proceeding, **via the published ATS route** structure where possible, to the next significant point ahead as contained in the filed flight plan.
Summary of Communication Failure Procedures in the NAT Region

BEFORE Receiving an Oceanic CLEARANCE:

- **EQUIPMENT FAILURE**:
  - **Divert**
  - Or
  - **Fly**: Flight plan route + Speed + Initial planned oceanic level to landfall.

- **HF BLACKOUT (DOMESTIC ATC ENVIRONMENT)**:
  - Continue at Domestic cleared level
  - Flight planned route and speed to landfall.

AFTER receiving an Oceanic CLEARANCE:

- **EQUIPMENT FAILURE**:
  - Fly the clearance to landfall.

- **HF BLACKOUT**:
  - Fly the clearance to landfall.

Disclaimer: "NAT Communication Procedures" are personal notes of the undersigned that do not sanction any pilot to violate his/her company's standard operating procedures or ignore the original documents. These notes are based on procedures that were valid in Feb 2012. These notes may or may not be updated in future.