

TRANSATLANTIC RADIO OPERATIONS CHECKSHEET

DEPARTURE		REQUEST CLEARANCE READ NUMBERS 1 TO 8
ARRIVAL		SQUAWK 2000 THIRTY MINUTES UPON ENTRY

OCEANIC FLIGHTPLAN

1. NAT TRACK	2. WAYPOINTS						
3. FIGHT LEVEL	4. MACH						

CLEARANCE CROSSING

5. EXPECTED	6. AT TIME	NOT BEFORE	7. TMI	8. SELCAL
		NOT AFTER		

POSITION REPORT AT

REPORTING	TIME	FLIGHT LEVEL	MACH	INBOUND	ESTIMATED
NEXT					

POSITION REPORT AT

REPORTING	TIME	FLIGHT LEVEL	MACH	INBOUND	ESTIMATED
NEXT					

POSITION REPORT AT

REPORTING	TIME	FLIGHT LEVEL	MACH	INBOUND	ESTIMATED
NEXT					

POSITION REPORT AT

REPORTING	TIME	FLIGHT LEVEL	MACH	INBOUND	ESTIMATED
NEXT					

NEXT					

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POSITION REPORT AT					
REPORTING	TIME	FLIGHT LEVEL	MACH	INBOUND	ESTIMATED
NEXT					
POSITION REPORT AT					
REPORTING	TIME	FLIGHT LEVEL	MACH	INBOUND	ESTIMATED
NEXT					

Example Radio Transmissions

Clearance Request

Pilot:	<i>“Shanwick Oceanic, BAW123 request clearance to Kennedy Intl”</i>
ATC:	<i>“BAW123, pass your message”</i>
Pilot:	<i>“Request Kennedy Intl. Via NAT alpha, SUNOT 58/20 59/30 59/40 59/50 PRAWN DCT YDP, at flight level 370, mach .82. Estimate SUNOT time 1508 Zulu, TMI 075, SELCAL – CS-AR, BAW123”</i>
ATC:	<i>“BAW123, cleared track Alpha to Kennedy at flight level 370 mach .82. Cross SUNOT not before time 1503 Zulu, clearance expires SUNOT time 1513 Zulu”</i>
Pilot:	<i>“Cleared to Kennedy via track Alpha, cross SUNOT not before time 1503 Zulu, clearance expires SUNOT time 1513 Zulu, BAW123”</i>
ATC:	<i>“BAW123, Standby for SELCAL check CS-AR”</i>
Pilot:	<i>[ONLY ON RECEIPT OF SELCAL] “SELCAL received, BAW123”</i>
ATC:	<i>“BAW123, continue with domestic”</i>
Pilot:	<i>“Going to domestic, BAW123” [YOU MUST RETURN TO YOUR PREVIOUS FREQUENCY]</i>

Position Report

Pilot:	<i>“Shanwick, BAW123 with position report”</i>
ATC:	<i>“BAW123, go ahead with your position report”</i>
Pilot:	<i>“Reporting 5820N time 1532 Zulu, flight level 370 mach .82, estimating 5930N time 1619 Zulu, 5940N thereafter, BAW123”</i>
ATC:	<i>“BAW123, Shanwick copied your report of 5820N time 1532 Zulu, flight level 370 mach .82, estimating 5930N time 1619 Zulu, 5940N thereafter”</i>
Pilot:	<i>“Correct, BAW123”</i>