

NOTAM A0017/13 - Change in New York Center Oceanic Clearance Procedures

Beginning on 5 February 2013 at 1200Z, New York Center will modify the procedures that are used to issue Oceanic Clearances to eastbound aircraft entering Minimum Navigation Performance Standard (MNPS) Airspace. These procedures only apply to aircraft entering the New York Center Oceanic CTA from a FAA Facility. The purpose of this NOTAM is to explain these changes.

North Atlantic (NAT) document 007, titled GUIDANCE CONCERNING AIR NAVIGATION IN AND ABOVE THE NORTH ATLANTIC MNPS AIRSPACE, is a guidance document published by ICAO to assist users in the proper procedures to be used when operating in the NAT. Chapter 5 of Document 007, titled OCEANIC ATC CLEARANCES, is the chapter to which these changes pertain.

There are three components to an Oceanic Clearance. They are route, altitude and speed. It is the delivery method of these three components which is changing. Beginning on 5 February 2013, the FAA will consider the airport clearance which an aircraft receives on the ground at its departure aerodrome to be the route portion of the Oceanic Clearance. Altitude and speed assignment will occur prior to entry into the New York Center Oceanic CTA. As is the current operating procedure, unsolicited en-route route, altitude or speed changes may occur due to changing traffic situations. At all times, the last assigned route, altitude and speed are to be maintained and should be considered your new oceanic profile. Having received all three components, the requirement to receive an oceanic clearance will have been met.

► For example:

An aircraft has filed an FPL from MDSD to EDDF. This would take the flight from the Santo Domingo FIR, through the Miami FIR and then the New York FIR before entering Santa Maria. The airport clearance provided on the ground at MDSD would fulfill the route requirement of the Oceanic Clearance. Once airborne and in the Miami FIR, final speed and altitude assignment will be given after the flight is coordinated between Miami and New York.

If a route, speed or altitude change en-route is desired, then aircraft should make a request from the ATC unit in which they are operating. At all times, the last assigned route, altitude and speed are to be maintained.

Track Message Identification Number (TMI) confirmation for aircraft filing an abbreviated clearance in lieu of the track coordinates will be accomplished prior to reaching the track entry point.

Users are reminded of the requirement to file an FPL and any subsequent changes with New York Oceanic at KZWYZOZX, along with any other ATC facilities that may require such filing.

Note: The FAA has issued NOTAM A0017/13 which describes changes to Oceanic Clearance delivery procedures that New York Oceanic is implementing on 5 February 2013. These changes affect all eastbound aircraft departing NAM/CAR/SAM airports and entering MNPS airspace.

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