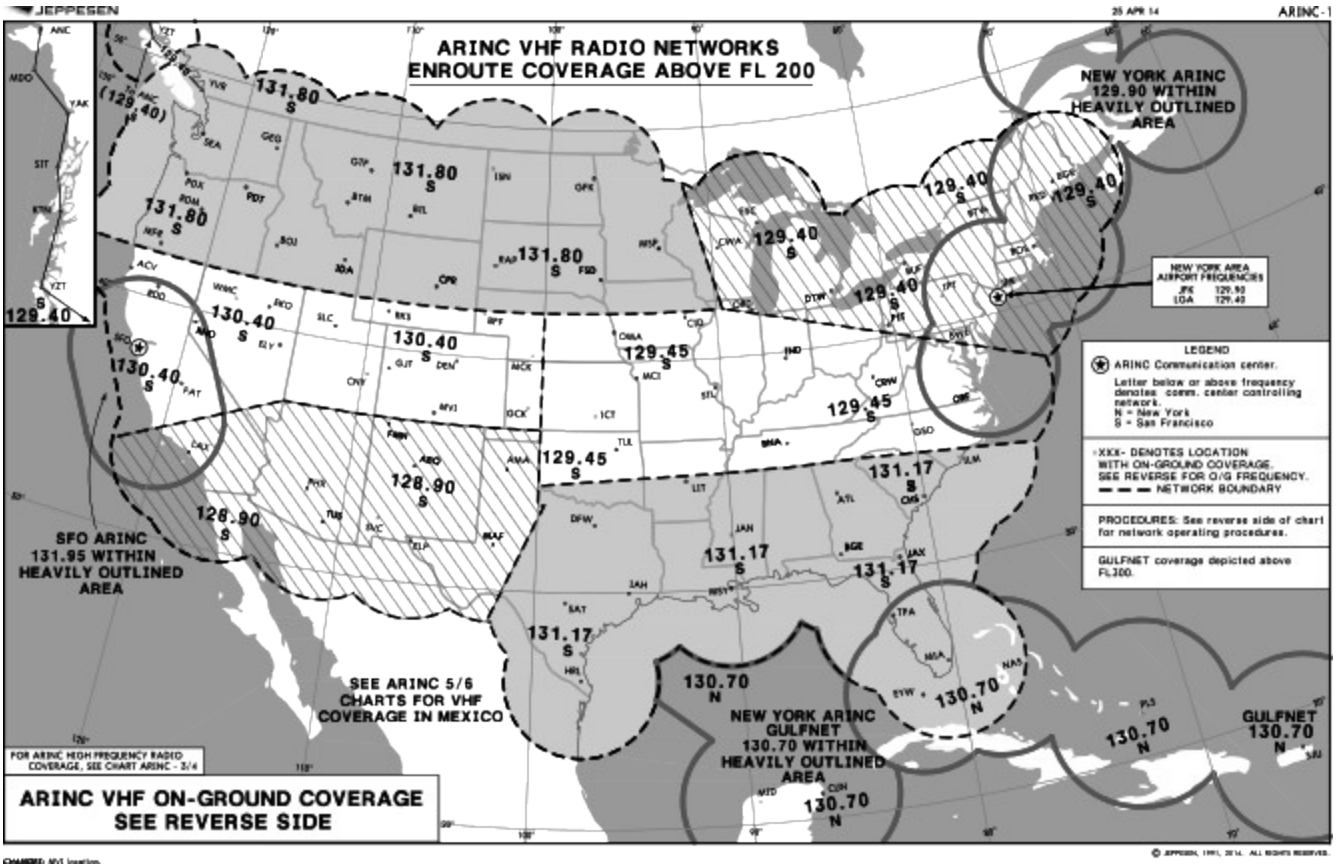
HF / Oceanic Procedures
Quick Reference Guide

Contents

Revision Status

001	Original Issue
002	Added clickable links, more communication examples, and section on weather deviations.
003	Enhanced communications examples. Format changes. Added revision status page. Updated ARINC maps.
004	Added examples for compulsory reporting points.



Domestic U.S. HF Radio Check

ARINC 13393 rev. X, Item 2.2.1.5

An HF radio check can be made on the ground or while airborne.

The HF radio check should be made:

- Prior to departure, or
- Prior to entering U.S. oceanic airspace

For any HF radio check:

- Using the ARINC-1 chart, determine your location and the most suitable ARINC facility
- Note the **S** or **N** below each listed frequency.
  - S (SFO) San Francisco
  - N (NYC) New York
- For a ground-based check, call the appropriate agency by phone using the numbers in the table below.
- For an airborne check, use the appropriate charted VHF frequency (from ARINC-1)

ARINC Agency	Primary Phone	Secondary Phone
San Francisco Radio	(800) 621-0140	(925) 294-8297
New York Radio	(631) 589-7272	(631) 244-2483

Provide the following information:

	Example:
Aircraft Location	*Cedar Rapids, IA, KCID*
Callsign	*N845TM*
SELCAL	*BC-GL*
Destination	*Trinidad-Tobago*

Request PRIMARY and SECONDARY frequency for HF radio check.

Tuning The HF Radio

Honeywell	Collins
• Select USB (Upper Side Band) on the outer tuning knob. • Push the inner tuning knob to select each place, rotate knob to change frequency. • Select channel, dial frequency, press STORE	• Use TUNE page 2, enter frequency in format xx.xxx
• Press PTT once to tune antenna	• Press PTT once to tune antenna

Position Reporting

“Radar service terminated.”

Be sure to monitor 121.5 and 123.45 as necessary.

NUCAR

Only required to report over compulsory reporting points:

- Solid stars (Jeppesen)
- Solid triangles (NACO)

PERDO

Upon hearing “RADAR contact”, no longer required to make position reports unless requested by ATC.

Remember, you are not talking directly to ATC. You are talking to a radio operator who acts as a relay between you and ATC. Give them plenty of time to respond as they may be very busy.

VESRA

Position Reporting Format				**Optional**
“*OVER*”	FIX NAME 1	TIME [Z]	ALTITUDE	SPEED, FUEL
“*ESTIMATING*”	FIX NAME 2	TIME [Z]		
“*NEXT*”	FIX NAME 3			

Example Radio Calls

N845TM	New York Radio, New York Radio, N845TM Position.
NYR	N845TM, go ahead.
N845TM	N845TM OVER FIX1, TIME, ALT, MACH, ESTIMATING FIX2, TIME, NEXT FIX3.
NYR	N845TM OVER FIX1, TIME, ALT, MACH, ESTIMATING FIX2, TIME, NEXT FIX3.
N845TM	Readback correct.

When transitioning from VHF to HF, the VHF controller will issue the HF PRIMARY and SECONDARY or a VHF ARINC frequency where you can get a PRIMARY and SECONDARY.

When transitioning from HF to VHF, the HF controller will tell you to:
“Contact [XYZ Center] on XXX.XXX upon reaching [FIXNAME]”

Alternatively, they may issue a:
“Contact [XYZ Center] on XXX.XXX NN (miles or minutes) prior to [FIXNAME]”

Weather Deviation

TMC Intl Ops Manual, 4.3.2
Weather Deviation Procedures in Oceanic Airspace, p. 4-4

<u>If you can establish contact with ATC:</u>

- Try to obtain an ATC clearance prior to deviating.
- Use the phraseology, “WEATHER DEVIATION IS REQUIRED”
- If your situation is urgent, “PAN PAN, PAN PAN, PAN PAN”
- Advise when deviation is no longer required.

<u>If you cannot establish contact with ATC:</u>

- Deviate away from an organized track system.
- Communicate at suitable intervals on 121.5 and/or 123.45:
  - Flight Identification
  - Flight Level
  - Aircraft Position (route, track code, as appropriate)
  - Intentions

- Watch for conflicting traffic (be sure TCAS is on)
- Turn on exterior lights (adhere to aircraft limitations)
- **For deviations less than 10 NM from centerline, aircraft should remain at the level assigned by ATC.**
- When the aircraft is approximately 10 NM from track, initiate a level change based on the following criteria:

ROUTE CENTERLINE and/or TRACK	DEVIATIONS > 10 NM	LEVEL CHANGE
East 000 – 179 Magnetic	LEFT of course RIGHT of course	DESCEND 300' CLIMB 300'
West 180 – 359 Magnetic	LEFT of course RIGHT of course	CLIMB 300' DESCEND 300'
When returning to track, be at assigned Flight Level when the aircraft is within approximately 10 NM of centerline.		

- If contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions, and obtain Essential Traffic Information.

SELCAL Codes Table			
Hawker		**Challenger**	
401TM	BHCD	610TM	MSAH
403CT	BJCQ	620TM	EHPR
404TM	EKGJ		
405TM	BJCQ		
406TM	CPGS		
417TM	BHCD		
426TM	EKGJ		
427TM	ELHM		
429TM	AGJP		
806TM	GSAM		
808TM	GSAK		
818TM	GSCK		
820TM	BRES		
822TM	BHCD		
830TM	AGJP		
833TM	BRFG		
835TM	ELHM		
840TM	EKGJ		
845TM	BHCD		
855TM	AGJP		
860TM	ELHM		
865TM	EKGJ		
870TM	BHCD		
875TM	AGJP		
877TM	BRFJ		
880TM	ELHM		
885TM	BJCQ		
890TM	BJCQ		
895TM	AGJP		
899TM	DSAQ		

Sample Oceanic/HF Position Reporting Form

SELCAL		MACH		NOTES PRI / SEC / VHF
FIX	ETA	ATA	FL	