



The Shanwick Oceanic Clearance Delivery frequencies are the busiest VHF frequencies in the UK.

Highly disciplined R/T procedures can therefore lead to efficient use of available R/T time.

Unfortunately it doesn't always work out that way!

The following are some of the R/T exchanges between CDOs and aircrew.

➤ *Just for a starter to show CDOs don't always get it right. Breaking in some new teeth -*

"I spell CYMON - Charlie YIKE Mike Oscar November"

.=.=..

➤ *Shanwick DOES NOT issue clearances to flights via 61/10 -*

".-.-. Go ahead."

"We're just calling to tell you we don't need to call you today as we are routing via 61/10."

".-.-. Estimating 61/10" (clearance request details transmitted)

"Via 61/10 you are not entering Shanwick airspace. You will get you're routing to that position from Scottish Control. Onward clearance will be issued by Reykjavik."

".-.-. I knew that!"

.=.=..

➤ *You thought flight deck instrument panels had been made easier to read -*

".-.-. confirm your estimate for 49/15?"

".-.-. estimating 49/15 1607"

"Confirm your estimate is 1607? - Time now 1300"

"Err - umm - Yeah sorry, that should be 1425. Ah was lookin' at the fuel gauge."

➤ *The introduction of Datalink clearances has presented a whole new series of problems -*

"We have ACARS clearance but it's at M083. Request 080."

"Roger. Shanwick clears you at M080, and for information we received your ACARS request for M033 and we second guessed you were requesting M083."

"Roger, Sir. We actually were requesting FL330 but we put it in the wrong box."

"I have received 2 different clearances on the datalink. Both are exactly the same. Can you tell me which one is correct?"

➤ *What started as a perfect datalink request just went on and on to show that someone on the flight deck could type with one finger! - And fast enough to down-link the request before the aircraft reached the Oceanic boundary!!*

.-.-. RCLV/0011-53N015W/1639 M082F330-RMK/HELLO SHANWICK, .-.-. REQUESTS OCEANIC RANDOM TRACK ONE DEGREE NORTH OF NAT TRK DELTA 53N015W 53N020W 53N030W 51N040W 48N050W YYT MI ILS FL330 MAX FL350 MACH .82. ALT NAT TRK DELTA. TMI 200. THANK YOU

.=.=..

➤ *The following aircraft is fully cleared using the datalink and still logged on. (Always remember who is in charge of the aircraft). He calls CDO -*

"Have you received your clearance on datalink?"

"Affirm, Sir."

"Have you acknowledged it on datalink?"

"Affirm, Sir."

"Have you received a revert-to-voice instruction on datalink, or been instructed by ATC to call me on this frequency?"

"Negative, Sir."

"Why have you called me on this frequency?"

"Because the captain told me to, Sir."

".-.-.Roger.-.-.?!!?"

➤ Remember, understanding new technology may take some practice. This flight was asked to revert-to-voice.

".-.-. can you confirm the correct estimate for 53N15W as you entered 1553?"

".-.-. Correct time is 1349. You won't believe that 1553 is the time on our example, and that I would be stupid enough to enter that, would you?"

".-.-. Did you receive a clearance via the datalink?"

"Well ma'am, its just all symbols and numbers and things I just don't understand!"

➤ Having received a clearance via datalink with ATC/EPC this aircraft called on VHF.

".-.-. We need to check our clearance. We requested via 58N10W and have been cleared 59N10W. Please confirm."

EGGX - "If you look at the clearance you received there will be a line that says ATC/EPC which means Entry Point Change."

".-.-. Oh, that's what that means! Thank you."

➤ Aircraft using the datalink should not request a clearance more than 90 minutes before the Oceanic boundary. This aircraft was asked to revert-to-voice to confirm the estimate and be reminded of the correct procedure.

Female crew member - ".-.-. That's what happens when you let the captain touch anything."

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➤ Oceanic route points always seem to cause great confusion -

".-.-. Confirm your oceanic entry point." (It was missing from the FPL)

"Roger, we wish to enter Shanwick at position EGGX."

".-.-. Just confirm the position after 60/50 is PRAWN."

".-.-. Affirm - The big shrimp!"

".-.-. Confirm your clearance is via Track Delta."

".-.-. Charlie, Charlie...!"

"-.-. Estimate 56/10 1403 obviously requesting Track Alpha"
EGGX - "Track alpha commences 57/10"
"-.-. Affirm. Alternate Track Alpha. Requesting Track Bravo."

"-.-. Request F280 Mach decimal 83. Negative RSVP. - Sorry RVSM."

➤ *Flying the Atlantic is so relaxing -*

"-.-. Request H/Fs"
"-.-. 5616 and 8864"
"-.-. We will try 8864. There is music on 5616"
"-.-. Is it any good?"
"-.-. Its French"
"Enough said, good day."

"-.-. Confirm the TMI today"
"Oh I'm sorry, - I was looking out the window at a cloud"

"-.-. What is today's TMI?"
"TMI 367"
"-.-. Say again?"
"TMI 367. . . . Make that 337."

"-.-. Are you reading Shanwick?"
"-.-. Negative."

".-.-. Requesting Oceanic clearance."

EGGX - "Did you not receive your Oceanic clearance while on the ground at Dublin?"

".-.-. Oh yes, I forgot!"

➤ *Accuracy is always appreciated.*

".-.-. Estimating MASIT 1403 and a half."

".-.-. Requesting Oceanic. TMI 054, Track Bravo"

EGGX - "Are you on the ground at Glasgow?"

".-.-. Affirm"

"What is your ETD from Glasgow?"

".-.-. Our ETD from Glasgow is N58W045."

➤ *Some crews do not instil confidence.*

".-.-. , Shanwick, pass your request."

".-.-. Just a small query. We're flight planned 56N10W do we still get a clearance from you?"

➤ *This aircraft had received a clearance at F390 then returned to the frequency to request F310.*

".-.-. Do you have a problem?"

".-.-. No sir, no problem. But if we're to have one, we'd rather be at F310."

➤ *Frequencies, in general, generate their own problems -*

".-.-. Request H/F frequencies."

"5616 and 8864."

".-.-. Will try 8864. There is music on 5616."

"Is the music any good?"

".-.-. It's French."

"Enough said!"

"What are the H/Fs today?"

".-.-.-. Call on VHF 127.9 for HF assignment."

(Several minutes later) . . .

"I contacted 127.9 but it was a foreign language I do not understand."

"Roger .-.-.-., That'll be Irish."

"Irish?"

"Affirm. Try primary , or secondary"

➤ *Who said that? -*

".-.-.-. Readback unreadable due other aircraft blocking frequency. Try again."

(A second transmission is also unreadable due to 2 transmissions at the same time. 3rd time lucky as both crew of the same flight realise they have both been trying to readback the clearance!)

➤ *2nd choice? -*

".-.-.-. Flight level 350 is not available. We can offer you FL340 or FL360."

"Roger, in that case we would like FL330."

.=.=.=..

➤ *Who said the Julian calendar would make the TMI easier? -*

".-.-.-. What is today's TMI?"

"TMI 367."

"Say again?"

"TMI 367 Make that 337."

".-.-.-. Confirm the TMI today."

"TMI today - 3662. Correction, make that 366 decimal 2"

➤ *One from the en-route controllers (Virgin Atlantic use B747s or A340s on the Ocean)-*

"-.-. we have a Virgin flight on our starboard side at F410. . . ."

"The only traffic at F410 crossing your path is a Gulfstream 4"

➤ *And just to finish off - This from one of our east European crews after receiving his Oceanic clearance and being told to revert to his domestic frequency.*

"-.-. Roger. Long may your Lum Reek."

This is a quaint Scottish expression not unlike "Have a nice day", but would translate more as "Long may your chimney smoke"! i.e. Have a long and prosperous life!

Acknowledgements:

This collection could not have been put together without the professionalism of the aircrew who fly the North Atlantic and who never fail to amaze us with their knowledge and understanding of flying the ocean. Long may they continue to remain confused to enable us to compile more quotes for the future.

Thanks must also go to the Shanwick CDOs who find the time to remember the quotes and write them down for the pleasure of us all.

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Enjoy it.

But please, if you are a member of the flight-deck do not attempt to follow any of these R/T exchanges or you may find yourself in print!