

# CREW BRIEF & CHECKLIST : GANDER EASTBOUND



## 90-60 MINS BEFORE OEP/ENTRY

RCL (Posn, Time, Level, Speed) ..... SENT  
 ACK ("RCL Received by Gander") ..... RECEIVED  
 (IF RCL SENT ON TIME, NO FURTHER ACTION REQUIRED)

## WITH GANDER DOMESTIC

OCEANIC CLEARANCE ..... NONE (REMOVED)  
 IF "RCL REJECTED" ..... READ RCL TO ATC  
 LEVEL CHANGE ..... AWAIT FROM ATC  
 (NEVER GO TO YOUR RCL LEVEL WITHOUT CLEARANCE)

## AT OCEANIC ENTRY POINT

FLIGHT LEVEL ..... AS CLEARED  
 SPEED ..... SET (RCL or ASSIGNED MACH)  
 ROUTE ..... AS PER FPL OR RE-CLEARANCE

ATC SYSTEMS ARE CONTINUALLY MONITORING YOUR ROUTE,  
 SPEED, AND LEVEL, AND WILL ADVISE OF ANY DISCREPANCY

## TOP 5 PILOT ERRORS

AS REPORTED BY GANDER OCEANIC, DECEMBER 2024



**WRONG RCL TIME.** Send it when you are 90-60 mins from your entry point. Not before, not after. The 1 hour cutoff is strict.



**ASKING FOR AN OCEANIC CLEARANCE.** They are gone, finished, done. (for NAT eastbound). ATC can't give you one, so don't ask!



**CLIMBING WITHOUT APPROVAL.** (or descending). Too many are getting this wrong. ATC will ensure you are at the right level at the OEP. Don't "do it yourself".



**WRONG HANDLING OF "RCL REJECTED".** You'll get this if you send your RCL early or late. If late, just tell ATC on the current frequency what your RCL says. Then you're done. You won't be handled any differently. No "Oceanic Clearance".



**ASKING FOR ROUTE CONFIRMATION.** Don't do it, it blocks the frequency and increases ATC workload. ATC auto-queries your FMS to ensure it's correct.



CDQX/GANDER DOMESTIC

52N 50W

52N 40W

52N 30W

TUDEP

RENNY

### RCL WINDOW

- Send RCL 90-60 before OEP
- Receive ACK, done.
- RCL Reject received? Use voice

### DOMESTIC SECTOR

- Expect **No** "Oceanic Clearance"
- **Don't Climb!** Domestic ATC will give you a level change **IF** your Ocean Level is different to your current level
- **No need** to "Confirm our Route", ATC has it

### OEP/ENTRY POINT

- Maintain current level. **Don't climb!** (or desc.) to RCL level unless Domestic ATC clears you
- Speed: Per RCL or as assigned
- Route: As per FPL or as re-cleared

### OCEANIC SECTOR

- "Resume Normal Speed" means fly Cost Index/RCL speed
- If you did not get your **optimum level or speed** at OEP, Oceanic ATC will advise when it is available

CZQX/GANDER OCEANIC

KZWY/NEW YORK OCEANIC

LPPO/SANTA MARIA OCEANIC

EGGX/SHANWICK OCEANIC

NAT EASTBOUND:  
STEP BY STEP

**1** The RCL is a **one-and-done** message with your **desired** level and speed. You **won't get a clearance**, so don't ask for one! Send your RCL **at the right time**. The 1 hour cut-off is firm. If you do have to use **voice** (e.g late, or no ACARS) - just read out the RCL with current ATC, and you're done.

**2** Domestic ATC (the radar sector before the ocean) **is responsible** for getting you to the level Oceanic ATC has assigned you. **IF** your RCL level is available, they will clear you. **Don't** just climb yourself. Nil comms means no change, stay where you are.

**3** At the Oceanic Entry Point, **maintain** whatever level Domestic ATC has assigned - this is your ocean level. Set speed to Econ/Cost Index, or a Fixed Mach if so assigned. Your **route** is automatically queried with a "Confirm Assigned Route" message - no need to confirm via voice.

**4** Once in the ocean and traffic permits, you can expect an advisory that your RCL level is available if you didn't get it earlier. If you have an Assigned Mach, when able, ATC will issue "Resume Normal Speed". This means fly RCL speed (Cost Index), and notify of +/- 0.02 changes to this speed.