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SOUTH PACIFIC

AIC
Series A

AIC 03/18
1 APRIL 2018

Introduction of Clipperton Oceanic Control Area (OCA)

1. Purpose

1.1 The purpose of this Circular is to provide information concerning the introduction of operations in the Clipperton Oceanic Control Area (OCA), coincident with the Clipperton Flight Information Region, effective 2359Z on March 31st, 2018.

1.2 The aim is to provide aircraft operators information on the Clipperton OCA.

2. Background

2.1 The Clipperton Flight Information Region (Clipperton FIR) has been effectively dormant since 1958, when the Clipperton Radio service was terminated. Since then, the airspace has been designated **XX04 – NO FIR**, with no services provided.

2.2 The Clipperton Department of Civil Aviation initially delegated authority for the Clipperton FIR to the Flight Service Bureau (FSB) effective January 1st, 2018. Flight Service Bureau will take full control of the Clipperton Flight Information region on March 31st, 2018, at 2359Z. The FIR will use the designator NPCX.

3. Air Traffic Services

3.1 The initial Air Traffic Service that will be provided in the Clipperton FIR is a Flight Information Service. No Alerting or Air Traffic Control service is provided during the initial period of operations.

3.2 The Clipperton Oceanic Control Area (OCA) extends from FL55 to FL460 and is bounded by the co-ordinates:

- N10° W104°30'
- N1°25.51' W92°
- S3°23.52' W92°
- S3°23.30' W90°
- S15° W90°
- S15° W120°
- N0°5.83' W120°
- N10° W104°30'

4. **ATS Routes**

4.1 Airways within the Clipperton FIR will be realigned, and new airways are introduced. All changes are effective March 31st, 2018, at 2359Z

4.2 Flight Planning Providers were notified of the airspace and airways changes on November 27th, 2017. AIRAC Cycle 1805 will contain the new airways and waypoints, publication date April 13th, 2018.

4.3 Existing airway remains:

UN789 IRIMO (FIR BDY) - DILEN - DIGAS – ARPOL – REMIK - UDILA

4.4 Two new airways are initially provided for additional connectivity:

UN351 from IRIMO (FIR BDY) – DAMUM – EMZED – BINZZ – CEECE – JAYMA (N10° W104°30')

UN477 from UDILA (FIR BDY) – OPSGP – FOXXY – BEERZ (FIR BDY)

4.5 Operators can file User Preferred Routes (UPR) from the Western OCA boundary to the Northern OCA boundary only. A waypoint on each boundary must be included in the flight plan. Traffic transiting to the Guyaquil and Cenamer FIRs cannot use UPR's.

4.6 New waypoints introduced to the Clipperton OCA are as follows:

| Waypoint | Coordinates (WGS 84) |
|-----------------|-----------------------------|
| BEERZ | S15° W107°6.74' |
| BINZZ | N2°19.44' W109°10.66' |
| CEECE | N6°50.09' W105°42.36' |
| DAMUM | S3°57.38' W114°8.61' |
| EMZED | S0°55.63' W110°58.77' |
| FOXXY | S11°31.64' W102°45.70' |
| JAYMA | N10° W104°30' |
| OPSGP | S8°14.26' W97°2.93' |

5. **Minimum Airspace Entry Requirements**

5.1 As recommended by Flight Service Bureau, and accepted by Clipperton DCA, the only requirement for entry is a functioning HF radio and navigation equipment accurate to 10nm.

5.2 There is no mandatory requirement for RNP, RNAV, PBCS, RVSM, ADS-B, ADS-C or any other recently invented acronym. Although CPDLC is not required, a datalink service is provided.

5.3 Also in accordance with the recommendation of Flight Service Bureau, there is a moratorium on new requirements or changes in minimum equipment until January 1st, 2038.

6. Datalink

6.1 Controller Pilot Datalink Communications (CPDLC) is operational within the Clipperton FIR/OCA effective March 31st, 2018 2359Z. Datalink services are available to all FANS 1/A equipped aircraft on H24 basis. However, HF remains the primary means of communication. The AFN LOGON address for the Clipperton FIR is NPCX.

6.2 **Datalink Failure.** Pilots recognizing a failure of a CPDLC connection must immediately establish communications on the appropriate voice frequency. When voice communications have been established, voice must continue to be used as the primary medium until a CPDLC connection has been re-established and the controller has authorized the return to datalink. In the event of an expected CPDLC shutdown, the controller will immediately advise all data link connected aircraft of the failure by voice. Instructions will continue to be issued by voice until the return of the datalink system. The return of the system to an operational state will require a new AFN LOGON from the affected aircraft.

7. Flight Planning

7.1 Aircraft operators shall follow ICAO Flight Plan requirements in force, adhering to the minimum requirements for entry into the Clipperton Oceanic Control Area (OCA).

7.2 Flight plans shall be addressed to NPCXZQZX and NPCXZOZX.

7.3 Operators will receive an ACK from NPCXZOZX.

7.4 Level preference will be given to OpsGroup members, who should note in Field 18 of the Flight Plan, RMK/OPSGROUP.

8. Communications

8.1 HF Radio Communications are provided within the Clipperton OCA with the Callsign "Clipperton Radio". Clipperton Radio uses the standard MWARA South Pacific (SP) allocation, shared with Auckland, Brisbane, Nadi, and Tahiti, on the frequencies 3467, 5643, 8867, 13261, and 17904.

8.2 AFTN connectivity is provided through the South Pacific circuit. Clipperton relies on a connection through Rarotonga (NCRG).

9. Entry Requirements

9.1 All aircraft planning to enter the Clipperton Oceanic Control Area are required to file a standard ICAO2012 format Flight Plan 3 hours in advance of the estimate for the Clipperton FIR Boundary.

9.2 No special permission shall be required for a foreign civil aircraft operating scheduled transit flights without landing or with stops in the territory of the Clipperton for non-traffic purposes, provided the aircraft is registered in the Member State of the ICAO that requires no such permission in respect of the same flights performed by the aircraft of Clipperton.

9.3 Aircraft operating non-scheduled flights that are not OpsGroup members should contact the Clipperton DCA for prior approval to operate through Clipperton airspace. The permit is valid only for the number of flights and time indicated therein and shall be not subject to extension. Write to: Permit Department, Clipperton DCA, PO Box 367, Clipperton, AFTN NPCXYAYX, or email permission.dca@clipperton-gov.co

10. Additional Information

10.1 The Clipperton Department of Civil Aviation is hereby providing the following email address in our Department's website as a communication channel for any queries, suggestions or comments.

ais.dca@clipperton-gov.co

10.2 For operational and commercial matters, operators can contact the designated authority for the Clipperton FIR effective January 1st, 2018, **Flight Service Bureau** (www.flightservicebureau.org).

clipperton.ops@fsbureau.org

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