

**NOTE—**

*The exchange of information between an aircraft and an ARTCC through an FSS is quicker than relay via company radio because the FSS has direct interphone lines to the responsible ARTCC sector. Accordingly, when circumstances dictate a choice between the two, during an ARTCC frequency outage, relay via FSS radio is recommended.*

**d. Oakland Oceanic FIR.** The use of CPDLC and ADS-C in the Oakland Oceanic FIR (KZAK) is only permitted by Inmarsat, Iridium, and MTSAT customers. All other forms of data link connectivity are not authorized. Users must ensure that the proper data link code is filed in Item 10a of the ICAO FPL in order to indicate which satellite medium(s) the aircraft is equipped with. The identifier for Inmarsat is J5, the identifier for MTSAT is J6, and the identifier for Iridium is J7. If J5, J6, or J7 is not included in the ICAO FPL, then the LOGON will be rejected by KZAK and the aircraft will not be able to connect.

**e. New York Oceanic FIR.** The use of CPDLC and ADS-C in the New York Oceanic FIR (KZNY) is only permitted by Inmarsat and Iridium customers. All other forms of data link connectivity are not authorized. Users must ensure that the proper data link code is filed in Item 10a of the ICAO FPL in order to indicate which satellite medium(s) the aircraft is equipped with. The identifier for Inmarsat is J5 and the identifier for Iridium is J7. If J5 or J7 is not included in the ICAO FPL, then the LOGON will be rejected by KZNY and the aircraft will not be able to connect.

## 5-3-2. Position Reporting

The safety and effectiveness of traffic control depends to a large extent on accurate position reporting. In order to provide the proper separation and expedite aircraft movements, ATC must be able to make accurate estimates of the progress of every aircraft operating on an IFR flight plan.

### a. Position Identification.

1. When a position report is to be made passing a VOR radio facility, the time reported should be the time at which the first complete reversal of the “to/from” indicator is accomplished.



2. When a position report is made passing a facility by means of an airborne ADF, the time

reported should be the time at which the indicator makes a complete reversal.

3. When an aural or a light panel indication is used to determine the time passing a reporting point, such as a fan marker, Z marker, cone of silence or intersection of range courses, the time should be noted when the signal is first received and again when it ceases. The mean of these two times should then be taken as the actual time over the fix.

4. If a position is given with respect to distance and direction from a reporting point, the distance and direction should be computed as accurately as possible.

5. Except for terminal area transition purposes, position reports or navigation with reference to aids not established for use in the structure in which flight is being conducted will not normally be required by ATC.

**b. Position Reporting Points.** CFRs require pilots to maintain a listening watch on the appropriate frequency and, unless operating under the provisions of subparagraph c, to furnish position reports passing certain reporting points. Reporting points are indicated by symbols on en route charts. The designated compulsory reporting point symbol is a solid triangle  and the “on request” reporting point symbol is the open triangle . Reports passing an “on request” reporting point are only necessary when requested by ATC.

### c. Position Reporting Requirements.

**1. Flights Along Airways or Routes.** A position report is required by all flights regardless of altitude, including those operating in accordance with an ATC clearance specifying “VFR-on-top,” over each designated compulsory reporting point along the route being flown.

**2. Flights Along a Direct Route.** Regardless of the altitude or flight level being flown, including flights operating in accordance with an ATC clearance specifying “VFR-on-top,” pilots must report over each reporting point used in the flight plan to define the route of flight.

**3. Flights in a Radar Environment.** When informed by ATC that their aircraft are in “Radar Contact,” pilots should discontinue position reports over designated reporting points. They should resume normal position reporting when ATC advises