

AC NO: 91-52

DATE: June 21, 1978



# ADVISORY CIRCULAR

## DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

**SUBJECT:** VHF RADIO COMMUNICATIONS COVERAGE IN INTERNATIONAL AIRSPACE  
UNDER U.S. JURISDICTION (EXCEPT PACIFIC ISLANDS)

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1. PURPOSE. This Advisory Circular transmits a chart depicting VHF radio coverage available in oceanic airspace off the coasts of the conterminous U.S., Bermuda and San Juan, Puerto Rico. The chart has been developed to assist pilots in complying with communications requirement for IFR flight over the high seas.

2. GENERAL.

a. Pilots should be aware of the limits of VHF radio coverage available to them for two-way radio communications in oceanic airspace.

b. VHF radio coverage provided by the Air Traffic Control Centers extends approximately 125NM off the coasts of the conterminous United States at FL 240. The range decreases or increases proportionate to the flight level of the aircraft.

c. Aeronautical Radio Inc. (ARINC) provides VHF radio coverage in an extended area off the coasts of the U.S. and San Juan allowing for two-way radio communications on VHF for a greater distance.

d. FAR 91.1 requires pilots flying over the high seas to comply with Annex 2, (Rules of the Air) to the Convention on International Civil Aviation which specifically requires pilots to be capable of two-way radio communication with appropriate ground stations.

e. Very often pilots equipped with only VHF radio and operating beyond the limits of VHF coverage, utilize the emergency frequency 121.5 MHz to relay position reports via other flights to the ground station. While this procedure is an acceptable option in the event of primary communications failure, it is not accepted as a primary means of communicating with ground stations.

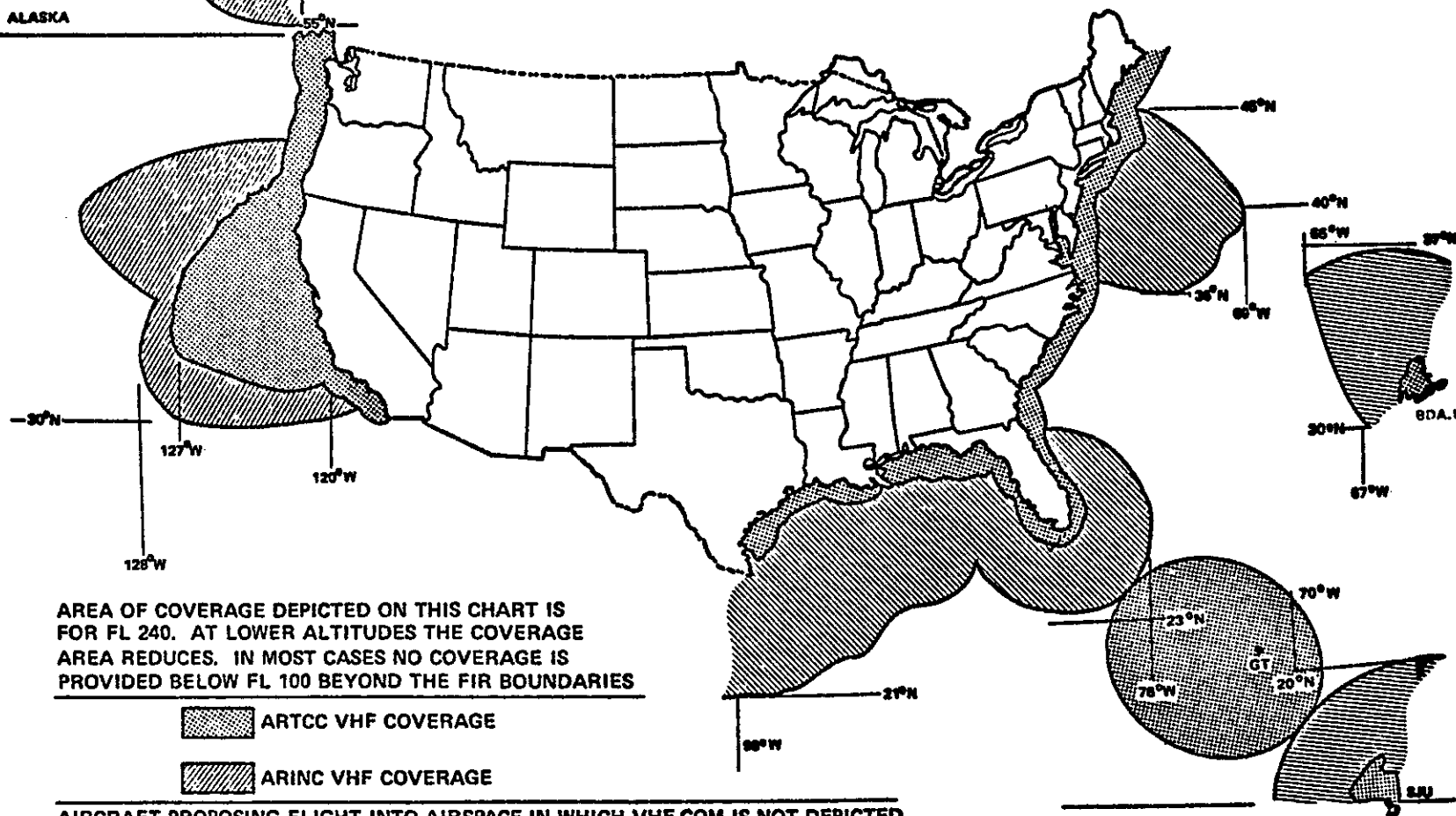
f. On numerous occasions pilots have flight planned into oceanic airspace beyond the coverage of VHF radio with only VHF equipment on board the aircraft. Such actions often prove costly and time consuming when controllers, in accordance with prescribed procedures, implement alerting service. This unnecessarily detracts controllers from their primary function of separating aircraft and adds to radio frequency congestion.

3. ACTION. Pilots are reminded that when they flight plan via routes into oceanic airspace they are responsible to be equipped to communicate with appropriate ground stations. If such flights go beyond the range of VHF coverage as depicted on the enclosed chart, then the aircraft must be equipped with functioning HF radio to satisfy the provisions of Annex 2 as incorporated in FAR 91.1.



GLEN D. TIGNER  
Acting Director, Air Traffic Service

A map of Alaska with a shaded region in the central part. A vertical line labeled '150°W' passes through this shaded region. A box labeled 'ANCHORAGE' is located at the top of the map, and the word 'ALASKA' is at the bottom left.



**AREA OF COVERAGE DEPICTED ON THIS CHART IS FOR FL 240. AT LOWER ALTITUDES THE COVERAGE AREA REDUCES. IN MOST CASES NO COVERAGE IS PROVIDED BELOW FL 100 BEYOND THE FIR BOUNDARIES**



**ARTCC VHF COVERAGE**

## ARINC VHF COVERAGE

**AIRCRAFT PROPOSING FLIGHT INTO AIRSPACE IN WHICH VHF COM IS NOT DEPICTED ON THIS CHART MUST BE EQUIPPED WITH OPERATING 2 WAY HF RADIO CAPABILITY.**

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Cancelled AAS-1 memo of 12/4/84