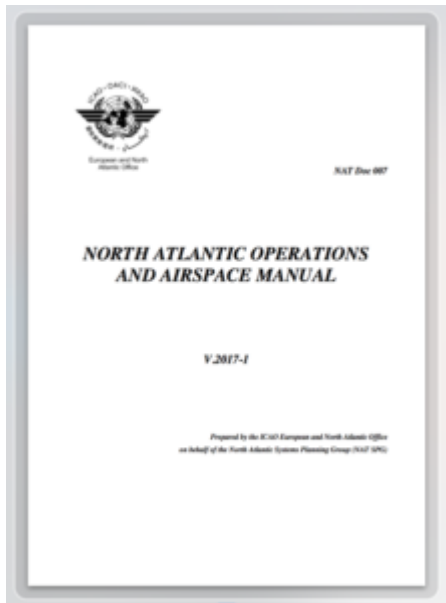


2017 Edition: NAT Doc 007 2017 - North Atlantic Airspace and Operations Manual

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16 February, 2017

The **2017 version of NAT Doc 007**, North Atlantic Airspace and Operations Manual, was published in January 2017 by ICAO/NAT SPG.



Download the original document here (PDF, 5mB), and see also:

- A **summary of the changes** in the 2017 edition
- The OPSGROUP **NAT Ops Guide** - “My First North Atlantic Flight is tomorrow”

Feb 15th, 2017 In the first six weeks of 2017 there have been some important changes on the NAT/North Atlantic. These are published in the latest edition of NAT Doc 007, January 2017.

- **TCAS 7.1:** From January 1st, 2017, TCAS 7.1 is required throughout the entire NAT region.
- **Cruising Level:** Effective 2017, you no longer need to file an ICAO standard cruising level in NAT airspace.
- **Gross Nav Error:** is now defined as greater than 10nm (used to be 25nm)
- **Contingency Procedure:** Published January 2017, a new turn-back (180) procedure is introduced – turn back to parallel previous track by 15nm.
- **Datalink Mandate Exemptions:** Announced January 2017, new exemptions for Phase 2B of the Datalink mandate, which will start on December 7, 2017 (FL350-390). Exempt: Tango Routes, airspace north of 80N, and New York OCA.



In the fewest number of words possible we will tell you what you need to know about crossing the North Atlantic.

If you have a couple of days to spare, then read the official ICAO North Atlantic Operations and Airspace Manual (NAT Doc 007). Otherwise, pay attention and you'll be an expert in 15 minutes.

So, what's different about the North Atlantic?

Easier than Best Buy on Black Friday

There's a lot of traffic on the NAT. So, ATC squeezes most of it onto the NAT Tracker to make it easier for them to keep everyone apart. That doesn't mean it's easier for you.

The rules keep changing

As soon as you think you've got things figured out, the rules will change. So we'll start with "What Changed?" - read on.

There's a lot of water

And not many airports. So it pays to know which ones are suitable, and closest.

Shanwick Shanwick

When you talk to "Shanwick Radar" it means you're not taking directly to ATC. So, when something major happens, know how to get off track safely without a clearance.

Acronym heaven

FLA, HLA, ETO, ETC, RNP, NAT OTC, TML, MNP, OCA, CEF, BLOP. Know 10 out of 10? Good. There's more.

"It's complicated"

Normally, you can get airborne, read the paper, do what ATC says, yawn, and land again. Easy. On the NAT, things are a good deal more challenging. Read on ...

Feb 15th, 2017: FSB published the full NAT Crossing Guide "**My first North Atlantic Flight is tomorrow**".

- What's different about the NAT, changes in 2017, 2016, 2015, NAT Quick Map
 - Routine Flight Example #1 - Brussels to JFK (up at 5.45am)
 - Non Routine-Flights: No RVSM, No RNP4, No HF, 1 LRNS, No HLA, No ETOPS, No TCAS, No Datalink - what you can do and where you can go
- Take a look.



North Atlantic Plotting Chart

SALE

\$19.00 \$25.00

Hi-Res North Atlantic Plotting/Planning Chart in PDF format showing North Atlantic Oceanic Airspace, Shanwick, Gander, Reykjavik, New York, Santa Maria, and adjoining domestic airspace, with Airspace entry requirements, FPL codes, Airport data and pricing. Current chart: Effective 2016

ADD TO CART