

2018 Edition: New NAT Doc 007 2018 - North Atlantic Airspace and Operations Manual

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European and North
Atlantic Office

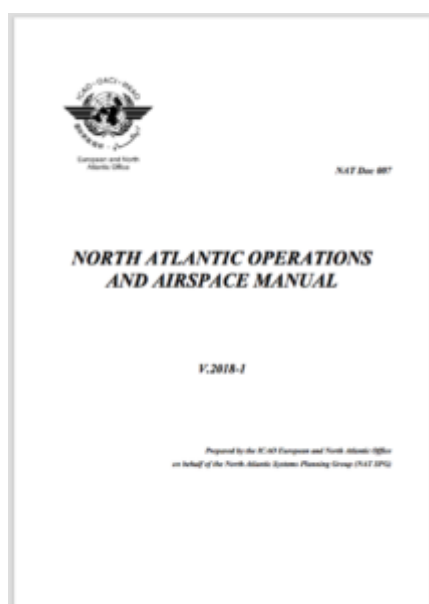
NAT Doc 007

NORTH ATLANTIC OPERATIONS AND AIRSPACE MANUAL

For the **latest changes and updates on the North Atlantic**, including our most recent **Guides and Charts**, use our NAT reference page at **flightservicebureau.org/NAT**.

2018 version - NAT Doc 007

The 2018 version of NAT Doc 007, North Atlantic Airspace and Operations Manual, was published in January 2018 by ICAO/NAT SPG.



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

- The North Atlantic page with a **summary of the changes** so far in 2018
- The FSB/OPSGROUP **NAT Ops Guide - “My First North Atlantic Flight is tomorrow”**

2018 is off to a flying start again with NAT changes - these are the latest important changes. These are also published in the latest edition of NAT Doc 007, January 2018.

- **PBCS** From March 29th 2018, PBCS is a requirement for the NAT Tracks between FL350-390 - RCP240 and RSP180. Read more about **PBCS in our article**.
- **RLAT** From January 4th 2018, Shanwick and Gander increase the number of RLAT tracks - most tracks between FL350-390 will now be RLAT - 25nm separation between them.

And there will be more! Keep an eye on the **FSB NAT Changes** page, we'll keep it updated.



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 requires most of it onto the "NAT Track" to make it easier for them to keep everyone apart. That doesn't mean it's easier for you.

Shanwick Shanwick

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

The rules keep changing

At some point you think you've got things figured out, the rules will change. So we'll start with "What Changed?" ... read on.

Acronym leaves

HLA, RLAT, CPOG, RNP, NAT OTS, TM, MNPS, OCA, DEP, SLOP. Know 12 out of 12? Good. There's more.

There's a lot of water

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

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 2nd, 2018: FSB updated the full NAT Crossing Guide **“My first North Atlantic Flight is tomorrow”**.

- What's different about the NAT, changes in 2018, 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.

SALE

North Atlantic Plotting Chart

AIRCRAFT PLOTTING CHART NORTH ATLANTIC

Flight Service Bureau
www.fsbureau.org

NOTICE TO USERS OF THIS CHART: You are kindly requested to inform us of any corrections and additions that come to your attention while using this chart. No warranty is made as to the accuracy of information contained herein - check official sources before using for navigation. Corrections should be notified to charts@fsbureau.org.

\$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

