

Canadian Operators need Special Authorization to keep flying in the NAT

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Transport Canada has said that all old NAT MNPS authorizations are **no longer valid** for flights operating across the North Atlantic as of 31st Jan 2020 in NAT HLA airspace between FL290-410. In its place, a new **special authorization** called NAT HLA MNPS will have to be added to the operator's PORD or AOC in order to fly in this airspace, which includes the NAT Tracks and Blue Spruce Routes. Airspace above FL410 or below FL290 is not affected by this.

Transport Canada did issue a Civil Aviation Safety Alert (CASA) about this back on 10th Jan 2020, but later admitted it was **too vague and difficult to understand** – therefore they will reissue the CASA. But in the meantime, the requirement to get this new special authorization still stands. Here's how it works:

How do you apply for this new SA?

It appears to be fairly simple. The operator emails TC applying for the NAT HLA MNPS special authorization. TC will reply by email including a compliance guide to verify equipment and training requirements.

If you wish to operate in the Organized Track System, there are 4 Special Authorizations that Canadian operators must hold:

1. NAT HLA MNPS;
2. RVSM;
3. RNP 4 or RNP 10; and
4. PBCS (ADS-C with proof of contract)

What if you don't have PBCS? Where can you operate?

If you hold the first 3 SAs listed above and the ADS-B SA you may operate on the Blue Spruce Routes only. That's ADS-B for Broadcast.

So to summarize...

Scenario one is that you already possess RVSM, RNP 4 & 10, and PBCS (ADS-C with proof of contract). Your process is to e-mail TC for the application for the NAT HLA MNPS special authorization. A compliance guide will be sent out to verify equipment and training requirements. Once it has been returned and reviewed, a new PORD or AOC will be issued which will contain the new NAT HLA MNPS special authorization.

Scenario two is you do not possess PBCS with ADS-C, but you are either ADS-B capable or already hold a special authorization for ADS-B. In this case the process will be to apply for the NAT HLA MNPS via email and a similar compliance guide will be sent out to verify equipment and training requirements. The difference is that your special authorization will be restricted to the Blue Spruce Routes only. You can request the ADS-B special authorization in the email if you don't have it already. Simply note that in your e-mail request.

Further reading

CBAA new forum information, with login credentials: <https://www.cbaa-aaaa.ca>

CASA links can be found here: <https://www.tc.gc.ca/en/services/aviation/reference-centre/safety-alerts.html>

Original CASA 2019-10 Issue 01 that will be replaced:
<https://www.tc.gc.ca/en/services/aviation/documents/CASA-2019-10.pdf>

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