

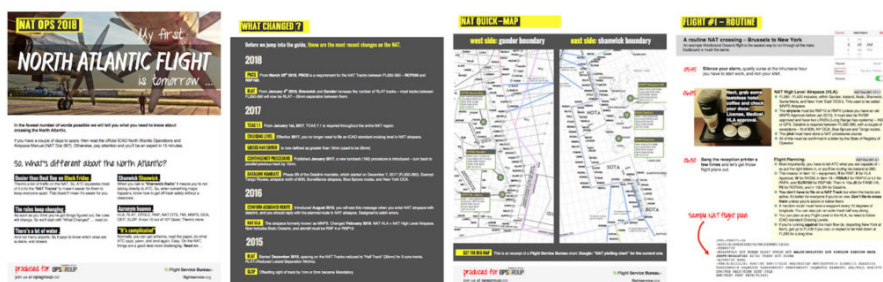
# My first North Atlantic Flight is tomorrow - NAT Ops Guide (Updated 2018)

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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](http://flightservicebureau.org/NAT).

Of all the hundreds of questions we see in OPSGROUP, one region stands out as the most asked about – the NAT/North Atlantic. So, we made one of our legendary guides, to get everything into one PDF. It's called "My first North Atlantic Flight is tomorrow" – **and now we've updated it for 2018!**



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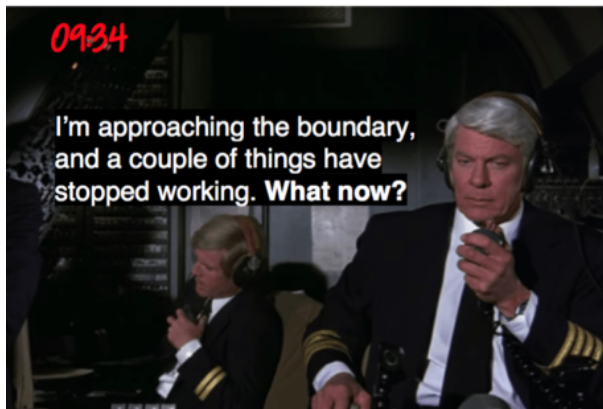
## Excerpt from the Routine Flight #1:



### Oceanic Clearance

NAT Doc 007, 4.1

- ⦿ You need a specific clearance to enter Oceanic Airspace.
- ⦿ Request it about 60 mins before entering, on CPDLC, VHF, or HF.
- ⦿ When you get your clearance, **don't be a chump** and climb to your ocean level *without* a clearance from Domestic ATC. This happens pretty often, and will make you immediately unpopular. Your Oceanic Clearance is valid from the Oceanic Entry Point (OEP) only.



### Equipment Failure before the boundary

NAT Doc 007, 6.6

- ⦿ **HF fail:** Oceanic Clearance received – **fly the clearance**. Tell Domestic ATC. Use Satcom Voice, CPDLC, or VHF relay with other aircraft. **Don't revert to the filed flight plan.**
- ⦿ **HF fail:** No Oceanic Clearance received, and no contact with Domestic ATC: You should enter the OCA **at the FPL requested Oceanic level and speed** but **not** execute any subsequent step climbs in the Flight Plan.
- ⦿ **Datalink – affecting CPDLC or ADS-C.** Tell ATC. They will try to accommodate you within the Datalink mandated area (FL350-390), but you may be rerouted.
- ⦿ **One LRNS failure** (of two) – request a reclearance below or above NAT HLA, or land and get it fixed.



### Entering the Ocean

NAT Doc 007, 4.1

- ⦿ Say goodbye to the radar controller, you're on your own now.
- ⦿ Select an offset for **SLOP** – 1nm or 2nm right of track, your call.
- ⦿ Logon to **EGGX**, and call Shanwick on HF for a radio check.
- ⦿ Expect a "Confirm Assigned Route" message on CPDLC .
- ⦿ Check next waypoint is correct, and that you're going there.
- ⦿ Set 123.45 for turbulence complaints + baseball scores, and 121.5.
- ⦿ **Squawk 2000**, 30 minutes after passing the OEP.

If you do have to make a voice position report, then do it like this:  
**Position, Swissair 100, RESNO at 1235, Flight Level 330,**  
*Estimating 56 North 020 West at 1310, 56 North 030 West Next.*



### Going around Weather

NAT Doc 007, 13.4

- ⦿ Unless you've spotted the CB late, request a deviation from ATC. Otherwise, follow the **contingency deviation procedure**:
- ⦿ Turn away from the tracks, turn on your lights
- ⦿ Call on 121.5 and 123.45 to tell others
- ⦿ If deviating >10nm, if **north of track** descend 300 feet; if **south of track** climb 300 feet, but only once you are 10nm off track.
- ⦿ Once clear, and back within 10nm of track, return to level.

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