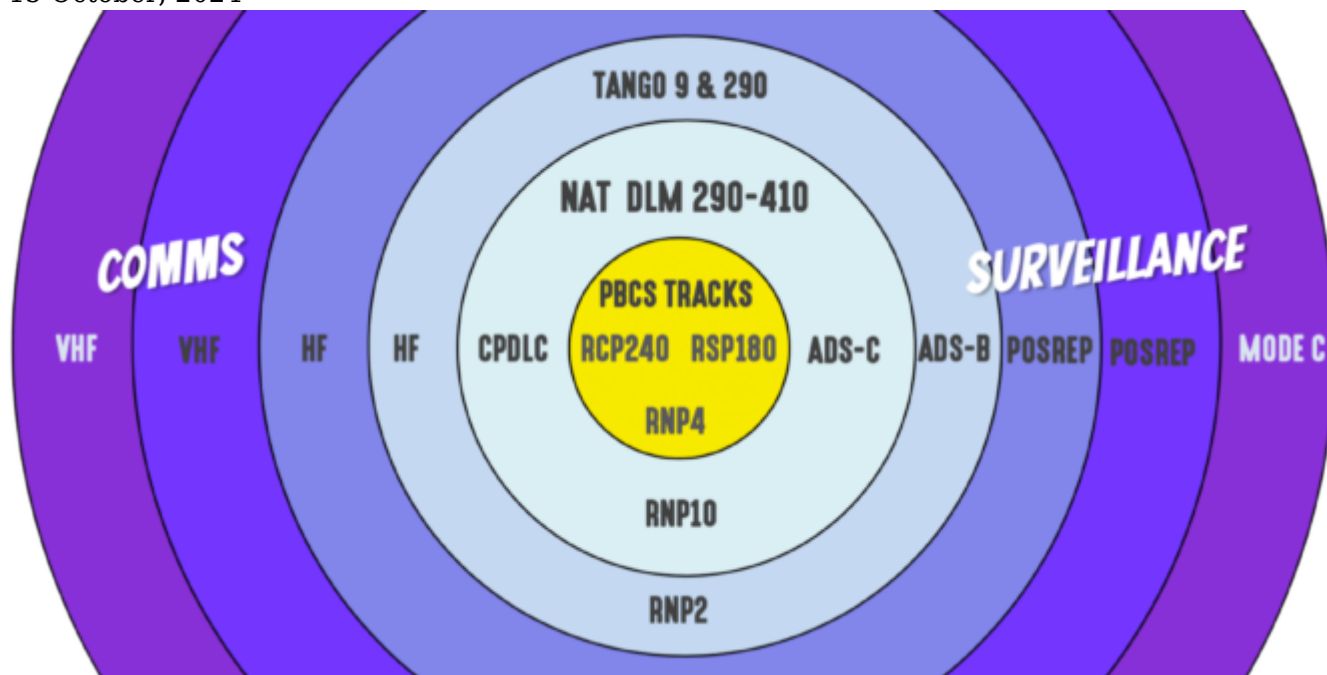


NAT Circle of Entry (2025)

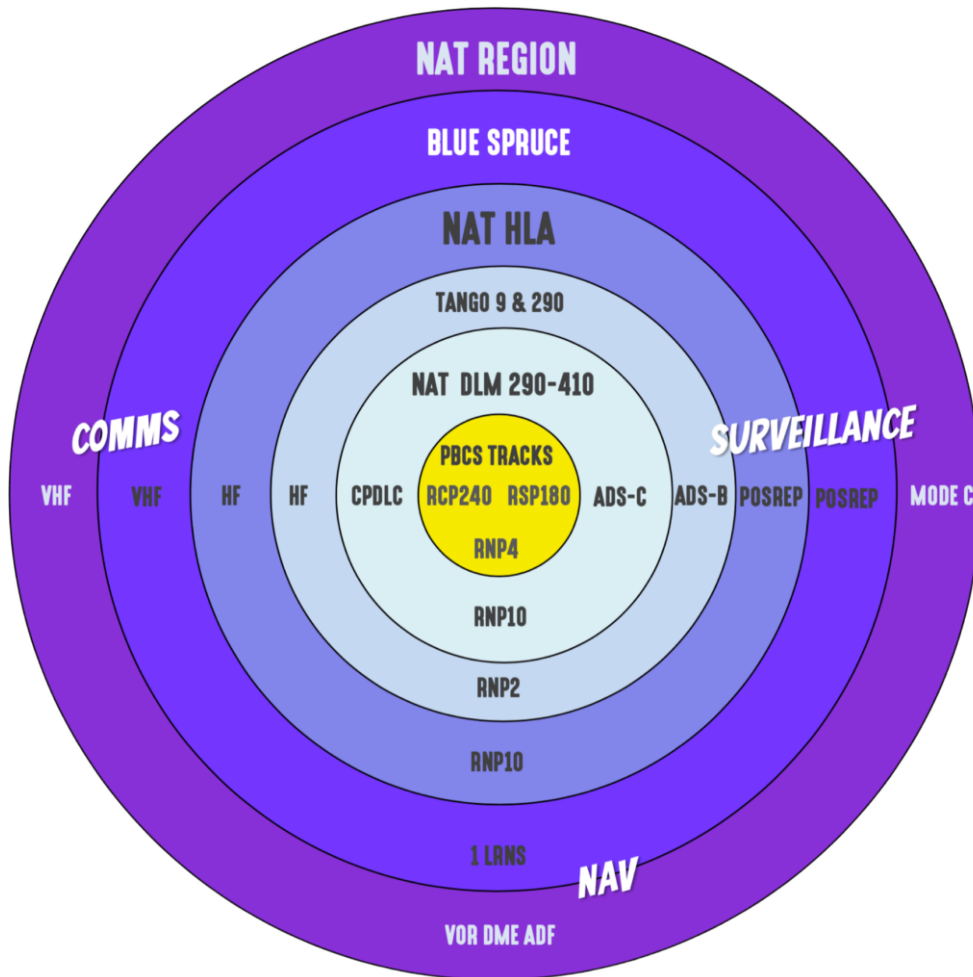
OPSGROUP Team
15 October, 2024



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

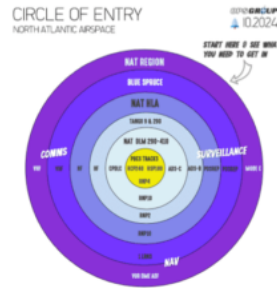
We've updated the NAT Circle of Entry for 2025. As always, changes on the NAT continue without pause for breath - this version is the latest information as at October 2024. The Circle of Entry tells you what you need to get into each different sliver of North Atlantic airspace.

Click on the circle to download the more detailed PDF.



We've also published a new version of the **NAT Guide ("My First North Atlantic Flight is Tomorrow")**

Get a copy [here](#).



- A FEW NOTES:**
- The **NAT RING 1-2** airspace (NAT RING 1-2) and airspace needs ICA approval in the area. ICAO requires...
 - Blue Spine** (NAT RING 3-4) is not an approved area and is not an approved area. ICAO requires...
 - Blue Spine** (NAT RING 3-4) is not an approved area and is not an approved area. ICAO requires...
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 - Blue Spine** (NAT RING 3-4) is not an approved area and is not an approved area. ICAO requires...

CONTINGENCY PROCEDURES

Here's what to do when you need to respond quickly to an emergency, or weather - and can't get a revised clearance in time.

NAT CONTINGENCY!

CONCOMS

- 1. If you need to deviate from the NAT RING 1-2, you must have a valid reason and a plan. This will be approved by the NAT RING 1-2 ATIS. You must have a valid reason and a plan. This will be approved by the NAT RING 1-2 ATIS.

Weather Deviation

- 1. If you need to deviate from the NAT RING 1-2, you must have a valid reason and a plan. This will be approved by the NAT RING 1-2 ATIS.

Fuel/Engine Issues

- 1. If you need to deviate from the NAT RING 1-2, you must have a valid reason and a plan. This will be approved by the NAT RING 1-2 ATIS.

Crew Resource Management

- 1. If you need to deviate from the NAT RING 1-2, you must have a valid reason and a plan. This will be approved by the NAT RING 1-2 ATIS.

Loss of Control

- 1. If you need to deviate from the NAT RING 1-2, you must have a valid reason and a plan. This will be approved by the NAT RING 1-2 ATIS.

Uncontrolled Descent

- 1. If you need to deviate from the NAT RING 1-2, you must have a valid reason and a plan. This will be approved by the NAT RING 1-2 ATIS.

Loss of Communications

- 1. If you need to deviate from the NAT RING 1-2, you must have a valid reason and a plan. This will be approved by the NAT RING 1-2 ATIS.

Loss of Power

- 1. If you need to deviate from the NAT RING 1-2, you must have a valid reason and a plan. This will be approved by the NAT RING 1-2 ATIS.

Loss of Control

- 1. If you need to deviate from the NAT RING 1-2, you must have a valid reason and a plan. This will be approved by the NAT RING 1-2 ATIS.

Loss of Control

- 1. If you need to deviate from the NAT RING 1-2, you must have a valid reason and a plan. This will be approved by the NAT RING 1-2 ATIS.

DIVERSIONS

Let's look at the most common comms alternates for NAT flights.

- 101-102 Shannon, Ireland**
- 103-104 Dublin, Ireland**
- 105-106 London, UK**
- 107-108 Amsterdam, Netherlands**
- 109-110 Frankfurt, Germany**
- 111-112 Paris, France**
- 113-114 Rome, Italy**
- 115-116 Athens, Greece**
- 117-118 Madrid, Spain**
- 119-120 Lisbon, Portugal**
- 121-122 Reykjavik, Iceland**
- 123-124 Copenhagen, Denmark**
- 125-126 Stockholm, Sweden**
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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 NAT?

It is BUSY
There's a ton of traffic on the NAT. So, ATC squeezes most of it onto the "NAT Tracks" 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 Radio" 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
As soon as you think you've got things figured out, the rules will change. So we'll start with "What Changed" ... read on.

Acronym heaven
HLA, RCL, CPDLC, FNP, NAT OTS, TMI, OCA, OEP, SLOP, PBGS. Know 10 out of 10? 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 ...