NAT Doc 007 Changes 2022

Dave Mumford & Rebecca Lougheed
20 January, 2022

It has happened again. **They have made amendments to NAT Doc 007.** We took a look and the first thing we noticed is **a lot of red text!**

Thankfully, on reading it, we have determined there are not really any *actual changes* (i.e. nothing that you probably don't already know about). It is more a great rewording to incorporate things you already know about in a tidier and more coherent way.

So here is a summary of the changes, and here is a link in case you do want to take a look for yourself. **Version 2022-1 is applicable from Jan 2022.**

The Very Simple Summary

MNPS is out

They have removed all historical references to it.

OWAFS is in

Well, it was already but now we have some definitions and a few additional paragraphs on it.

OWAFS (in case you don't know) means **'Operations Without an Assigned Fixed Speed'** and it means that the requirement to issue a fixed Mach in the NAT has been removed. If you are told to 'Resume Normal Speed' this means you can fly at your chosen cost index speed. Just let ATC know if it is a big change **(M.02 or more)**.

The Chapter by Chapter Review

Chapter 1

MNPS references have been removed, as have the old MNPS performance specs. Now it is all PBN. They

have also taken out the old bits about trials and implementation because MNPS evolution to NAT HLA and PBN has happened.

Chapter 2

They have amended the examples of NAT Track Messages. No great difference.

Chapter 3

5.1.12 is the new paragraph on OWAFS and it says this:

"With the implementation of OWAFS, flight crews can expect ATC to issue the clearance RESUME NORMAL SPEED when traffic permits after oceanic entry. This clearance allows the flight crew to select a cost index (ECON) speed instead of a fixed Mach number with the condition that ATC must be advised if the speed changes by plus or minus Mach .02 or more from the last assigned Mach number."

Chapter 6

There are some subtle word changes here. The one to know is under **6.1.22** (and throughout the chapter). When using HF, SATVOICE or CPDLC flight crew **SHALL** maintain a **continuous air-ground communication.**

'Shall' not 'should'. It also used to just say 'listening' instead of that continuous air-ground bit.

Chapter 7

This whole chapter is about 'Application of Mach Number Technique'. So more OWAFS info.

In summary – You should receive a 'RESUME NORMAL SPEED' clearance after oceanic entry. If it doesn't come through automatically then request normal speed.

ATC will still occasionally use mach number technique to maintain longitudinal spacing so if they give you an assigned mach number, stick to it. But if you get that "resume normal speed" clearance then you can fly at your cost index (ECON) speed and just let ATC know if it is more than a M0.02 difference.

Chapter 10

Another 'should' to 'shall' change.

If you are on **T9 route** then you **shall** change your squawk to 2000 10 minutes after passing BEGAS or LASNO. If you are on **T290** then you **shall** change it 10 minutes after ADVAT or GELPO

A permanent military area also looks like it has been removed.

That's all we saw.

If you spot any changes we have missed please share them with us at news@ops.group

Further reading

To see a full version of this new NAT Doc 007, with all the changes incorporated, go here.

The last time they updated it was back in July 2020, which you can read about here.