

# NAT FAQ: No Datalink - Where can we go?

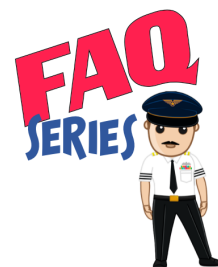
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## **NORTH ATLANTIC**

COMMON QUESTIONS AND USEFUL  
ANSWERS TO HELP YOU CROSS ...



## No Datalink - Where can we go?

- **You can** make a crossing at FL280 or below, or FL430 or above
- **You can** cross via the Iceland-Greenland corridor if you have ADS-B
- **You can** enter NY Oceanic, the Bodo and Azores corridors, GOTA, and fly down T9/290.

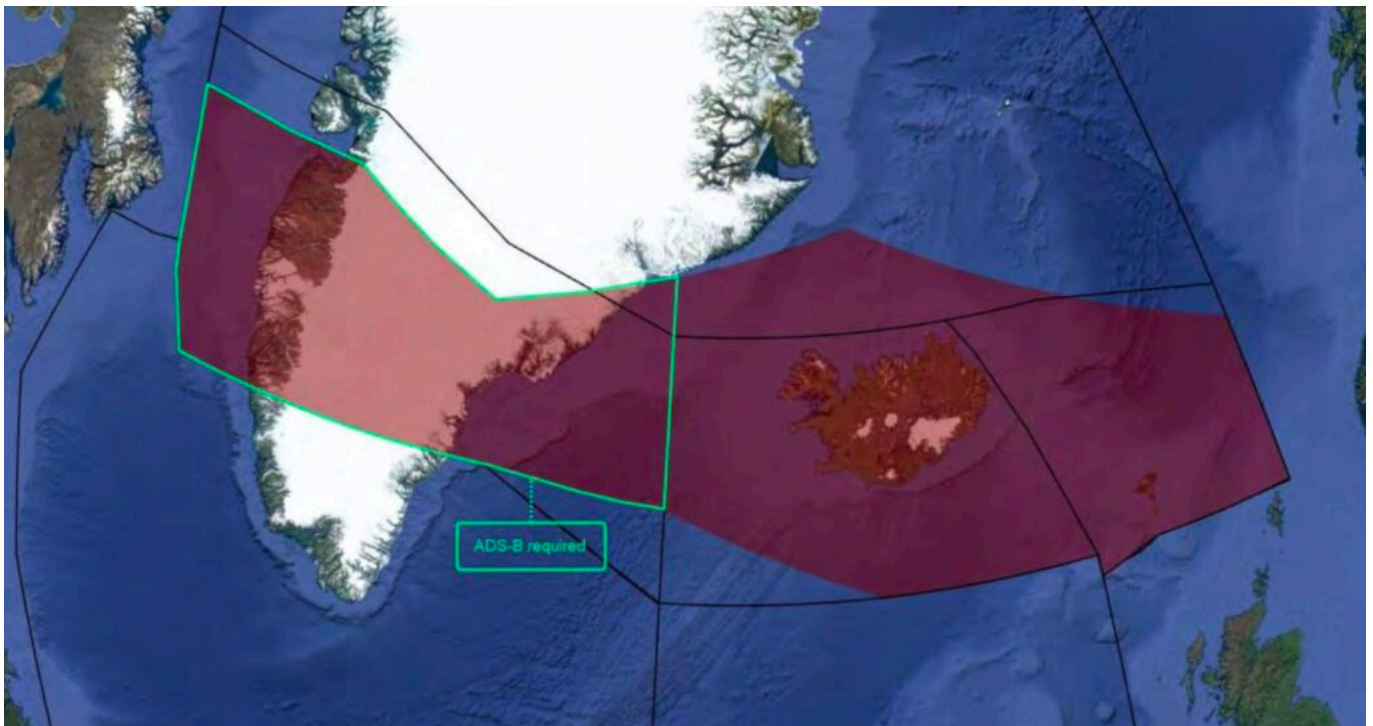
**Datalink** is defined as **CPDLC** and **ADS-C**. If you're missing either CPDLC or ADS-C, then you're not datalink equipped. Since 2021, datalink is mandated (DLM) for the entire NAT region between **FL290-410**

[NAT Doc 007, Ch 1.8]. The only exception is flights STS/FFR, HOSP, HUM, MEDEVAC, SAR, or STATE.

**Without datalink**, you can only enter these areas on the North Atlantic FL290-410 [NAT Doc 007, 1.8.2]:

- **Anywhere north of 80N**
- **New York Oceanic East**
- **The Iceland-Greenland Surveillance corridor** (ADS-B required west of 30W)
- **The Bodo corridor** (ADS-B required)
- **The Azores corridor** (ADS-B required)
- **Tango 9 and 290** (ADS-B required) (per UK AIP)
- **GOTA** (ADS-B not required but please do if you can, says ATC)

The only complete crossing available is therefore via the **Iceland-Greenland** corridor. For this, you need **ADS-B** west of 30W.



So, if you have ADS-B, and the remaining **NAT HLA** requirements, you can make a crossing at normal altitudes (eg. FL380) through this airspace.

For planning purposes, this area is bounded by the following:

Northern boundary: 65N000W - 67N010W - 69N020W - 68N030W - 67N040W - 69N050W - 69N060W - BOPUT.

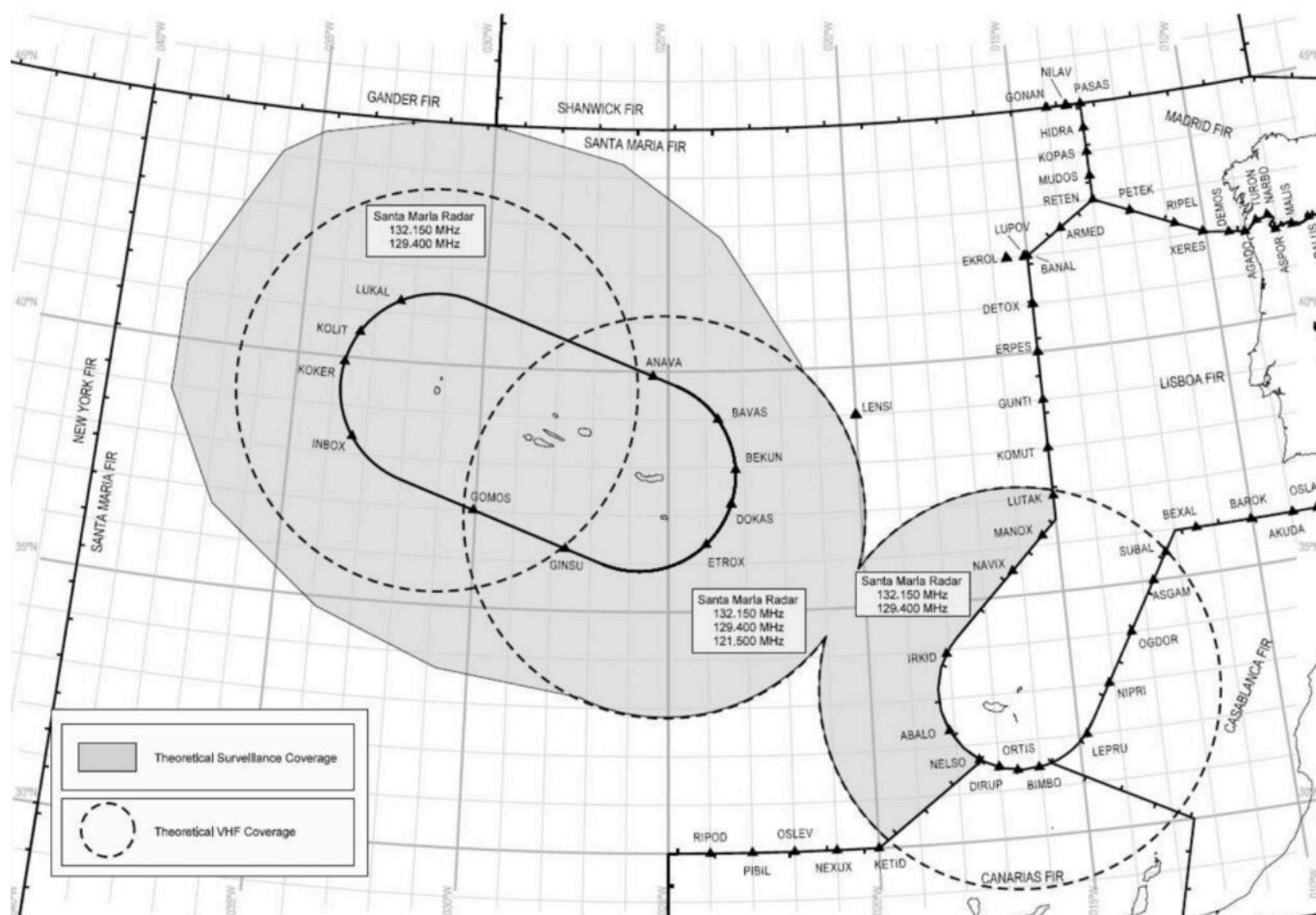
Southern boundary: GUNPA (61N000W) - 61N007W - 6040N010W - RATSU (61N010W) - 61N020W - 63N030W - 6330N040W - 6330N050W - EMBOK. [NAT Doc 007, 1.8.5]

**If you don't have ADS-B**, then this crossing is not available between FL290-FL410.

In this case, you should plan to cross the ocean at FL280 or below, or FL430 or above. This in turn places you outside the NAT HLA, as the HLA levels are FL285-FL420. A crossing at FL280 may mean a fuel stop, in Iceland for example (BIKF or BIRK are commonly used).

You **can** request a climb or descent through Datalink Mandated airspace from ATC, and this is commonly granted, but you do need **HLA approval**.

## Santa Maria Corridor



The Santa Maria Corridor will allow you to fly out to the Azores and back, but won't help with a full NAT crossing due to the gap between Santa Maria surveillance and the New York oceanic boundary. To use this corridor, you need a Mode S transponder with extended squitter for ADS-B. [NAT Doc 007, 1.8.5 b]

**This didn't answer your question?**

**Comment below.** Sadly (for us), we enjoy digging into this stuff. So, post your question below and we'll update this page with the answer (probably quite quickly!)

### Useful links for more on this ...

- [NAT Timeline - new rules, year by year](#)
- [NAT Datalink - current rules](#)
- [NAT Doc 007 \(ICAO\)](#)