

NAT Guide 2025 - My First NAT Flight is Tomorrow

OPSGROUP Team
15 October, 2024



The **latest edition** (2025) of the NAT Guide (“My First North Atlantic Flight is Tomorrow”) has now been published. This **24-page guide** is for pilots and dispatchers, to help you understand the basics of North Atlantic flying.



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.

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.

There's a lot of water

And not many airports. So it pays to know which ones are suitable, and closest.

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.

Acronym heaven

H.A. RGL. CPDLC. RNP. NAT OTS. TML. OCA. OEP. SLOP. PBGS. Know 10 out of 10? Good. There's more.

"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 ...

CIRCLE OF ENTRY NORTH ATLANTIC AIRSPACE



A FEW NOTES:

- The NAT RMA (RMA) is defined by the NAT RMA and contains all airspace in the area.
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CONTINGENCY PROCEDURES

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

NAT CONTINGENCY!

CONVEX If you are drafting and descending to a lower altitude, you must:

- Identify the obstacle.
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DIVERSIONS

Let's look at the most common diversion alternatives for NAT flights.

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Contents:

- 1. What's different about the NAT?
- 2. Changes in 2024, 2023, all the way back to 2016.
- 3. (Updated 2024) **Circle of Entry** - a visual depiction of what equipment is needed to enter the different parts of the NAT region airspace.
- 4. **NAT Quick Map** - Gander boundary, Shanwick boundary
- 5. Routine Flight Example #1 - Brussels to JFK (up at 5.45am) - NAT HLA certification, Oceanic Paperwork, Special requirements, getting an Oceanic Clearance, Equipment failure, Weather deviation, and going off track.
- 6. **Non Routine-Flights**: No PBCS, No RVSM, No RNP4, No HF, 1 LRNS, No HLA, No ETOPS, No TCAS, No Datalink - what you can do and where you can go.
- 7. **Diversion Airports guide**: A couple of notes on each of the most popular diversion airports from Shannon to Goose Bay: What to expect.
- 8. **Airport data**: BGBW Narsarsuaq, BGSF Sondy, BIKF Keflavik, EGPF Glasgow, EGPK Prestwick, LPLA Lajes, LPAZ Santa Maria, EINN Shannon, EIDW Dublin, CYFB Fro Bay, CYR Goose Bay, CYQX Gander, CYYT St. Johns, LPPR Porto, LPPT Lisbon, TXKF Bermuda.
- 9. **Overflight permits** - routine and special, non-standard airworthiness, how to get one.
- 10. **Special NAT procedures**: Mach number technique, SLOP, Comms, Oceanic Transition Areas, A successful exit, Screwing it up, Departing from Close Airports
- 11. North Atlantic **ATC contacts** - Shanwick, Gander, Iceland, Bodo, Santa Maria, New York - ATC Phone, Radio Station Phone, AFTN, Satcom, CPDLC Logon codes; and adjoining Domestic ATC units - US, Canada, Europe.
- 12. **NAT FPL Codes and Flight Levels**
- 13. The **Contingency procedure** - weather and diversions

- 14. **Flight Plan Filing** Addresses by FIR
- 15. NAT Clearance or no Clearance, guide to the new RCL process.
- 16. **Common Gotchas**: ATC and OPSGROUP Member favorites.
- 17. Links, Questions, Guidance

There are two options to download a copy of the NAT Guide 2025 (24 pages, 6Mb)

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