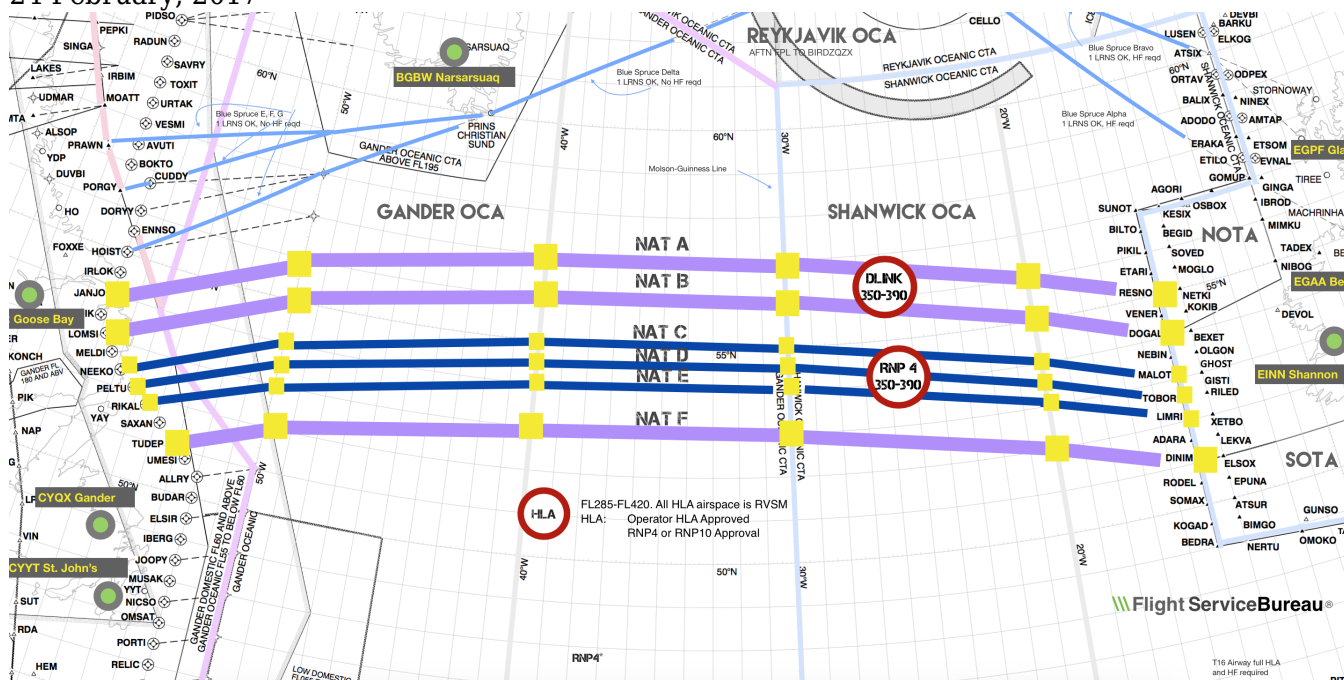


# NAT Tracks example with RLAT - 2017

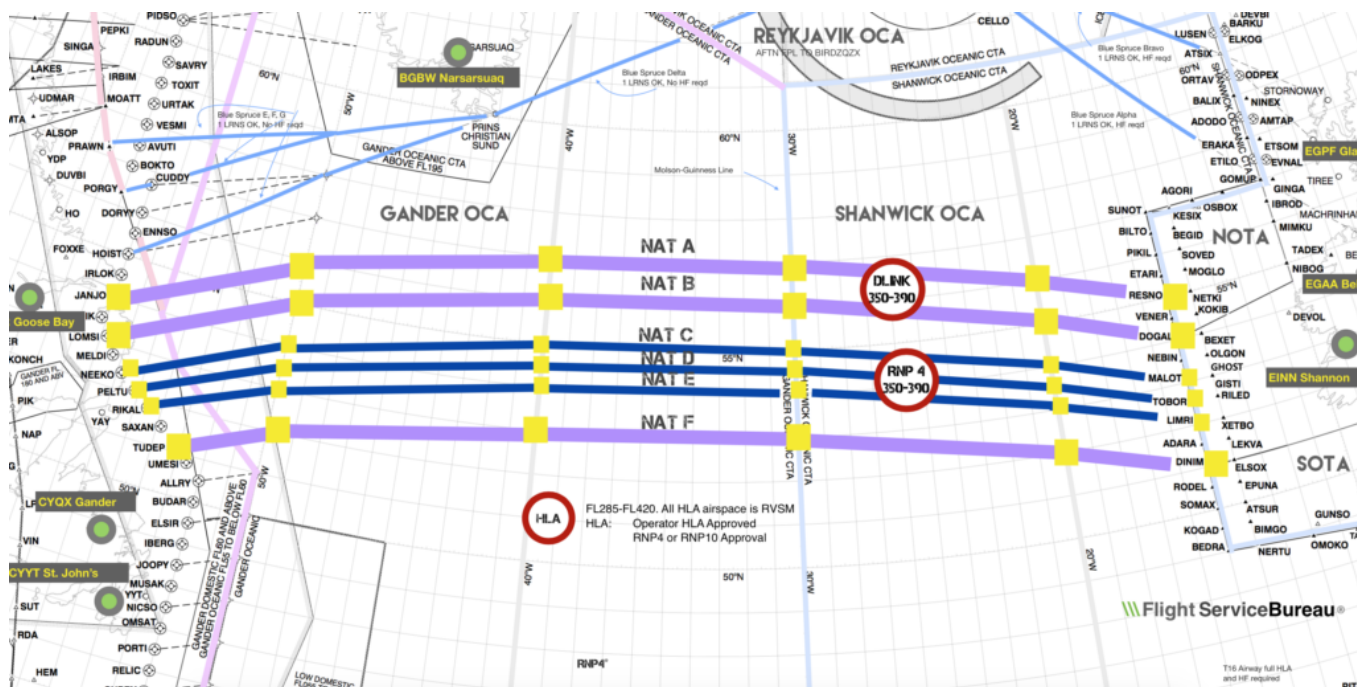
Declan Selleck  
24 February, 2017



With the new (ish) RLAT Tracks, the standard NAT Track picture looks different these days. We thought we'd draw one out so you can see the RLAT Tracks. This example is the Westbound Tracks today, February 24th 2017. The RLAT Tracks are C, D, and E.

The neat plotting chart that this is drawn on is from **Flight Service Bureau** and available here.

Picture first (click for big version), Track message follows:



Westbound NAT Tracks 24th February, 2017.

232034 EGGXZOZX

□(NAT-1/2 TRACKS FLS 310/390 INCLUSIVE  
FEB 24/1130Z TO FEB 24/1900Z

PART ONE OF TWO PARTS-

A RESNO 56/20 57/30 57/40 56/50 JANJO

EAST LVLS NIL

WEST LVLS 310 320 330 340 350 360 370 380 390

EUR RTS WEST NIL

NAR NIL-

B DOGAL 55/20 56/30 56/40 55/50 LOMSI

EAST LVLS NIL

WEST LVLS 310 320 330 340 350 360 370 380 390

EUR RTS WEST NIL

NAR NIL-

C MALOT 54/20 55/30 55/40 54/50 NEEKO

EAST LVLS NIL

WEST LVLS 310 320 330 340 350 360 370 380 390

EUR RTS WEST NIL

NAR NIL-

D TOBOR 5330/20 5430/30 5430/40 5330/50 PELTU

EAST LVLS NIL

WEST LVLS 350 360 370 380 390

EUR RTS WEST NIL

NAR NIL-

E LIMRI 53/20 54/30 54/40 53/50 RIKAL

EAST LVLS NIL

WEST LVLS 310 320 330 340 350 360 370 380 390

EUR RTS WEST NIL

NAR NIL-

END OF PART ONE OF TWO PARTS)

□□

232035 EGGXZOZX

□(NAT-2/2 TRACKS FLS 310/390 INCLUSIVE  
FEB 24/1130Z TO FEB 24/1900Z

PART TWO OF TWO PARTS-

F DINIM 52/20 53/30 53/40 52/50 TUDEP

EAST LVLS NIL

WEST LVLS 310 320 330 340 350 360 370 380 390

EUR RTS WEST NIL

NAR NIL-

REMARKS.

1.TMI IS 055 AND OPERATORS ARE REMINDED TO INCLUDE THE  
TMI NUMBER AS PART OF THE OCEANIC CLEARANCE READ BACK.

2.ADS-C AND CPDLC MANDATED OTS ARE AS FOLLOWS  
TRACK A 350 360 370 380 390

TRACK B 350 360 370 380 390

TRACK C 350 360 370 380 390

TRACK D 350 360 370 380 390

TRACK E 350 360 370 380 390

TRACK F 350 360 370 380 390

END OF ADS-C AND CPDLC MANDATED OTS

3.RLATSM OTS LEVELS 350-390. RLATSM TRACKS AS FOLLOWS

TRACK C

TRACK D

TRACK E

END OF RLATSM OTS

4.FOR STRATEGIC LATERAL OFFSET AND CONTINGENCY PROCEDURES FOR OPS IN NAT FLOW REFER TO NAT PROGRAMME COORDINATION WEBSITE WWW.PARIS.ICAO.INT. SLOP SHOULD BE STANDARD PROCEDURE, NOT JUST FOR AVOIDING WX/TURB.

5.80 PERCENT OF GROSS NAVIGATION ERRORS RESULT FROM POOR COCKPIT PROCEDURES. CONDUCT EFFECTIVE WAYPOINT CHECKS.

6.OPERATORS ARE REMINDED THAT CLEARANCES MAY DIFFER FROM THE FLIGHT PLAN, FLY THE CLEARANCE.

7.UK AIP. ENR 2.2.4.2 PARA 5.2 STATES THAT NAT OPERATORS SHALL FILE PRM'S.

8.FLIGHTS REQUESTING WESTBOUND OCEANIC CLEARANCE VIA ORCA DATALINK SHALL INCLUDE IN RMK/ FIELD THE HIGHEST ACCEPTABLE FLIGHT LEVEL WHICH CAN BE MAINTAINED AT OAC ENTRY POINT.

9.ALL ADSC CPDLC EQUIPPED FLIGHTS NOT LOGGED ON TO A DOMESTIC ATSU PRIOR TO ENTERING THE SHANWICK OCA MUST INITIATE A LOGON TO EGGX BETWEEN 10 AND 25 MINUTES PRIOR TO OCA ENTRY.-

END OF PART TWO OF TWO PARTS)