# "Resume Normal Speed" on the NAT

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An OPSGROUP member recently reported some confusion with ATC during their eastbound crossing of the NAT, related to the CDPLC-issued instruction: **RESUME NORMAL SPEED.**

After increasing their cruise speed by M0.02, they advised ATC as per ICAO procedures and received the following message from a controller who appeared to believe that they had just **busted their clearance**…
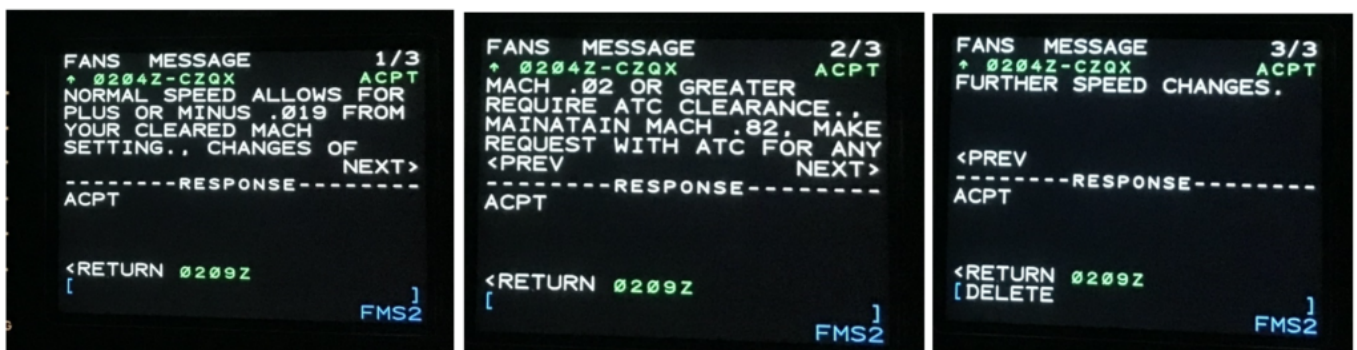
No paperwork was filed, but the crew involved were left scratching their heads as to **what exactly they'd done wrong.**

In the absence of any obvious explanation, we reached out to Gander directly who quickly replied. The answer was nothing – in this case, it was the controller who misinterpreted the rule.

Turns out the *RESUME NORMAL SPEED* instruction implies some pretty specific things. Here is exactly what you need to know next time you get this message on your NAT crossing.

Operations Without a Fixed Speed

OWAFS been happening over the NAT since 2019. O-WTF, you might be saying. But it stands for

Operations Without An Assigned Fixed Speed.

It works like this. You get a normal oceanic clearance, with a fixed mach number, like you always did. But then somewhere after the Oceanic Entry Point, you may get a CPDLC message saying *RESUME NORMAL SPEED.*

Just reply with WILCO. Happy days.

But what this actually means is this – fly ECON, or a cost index with variable mach. You can fly within 0.01 up or down of your cleared Mach number without saying a word. **But if it varies by 0.02 or more, you must advise ATC.**

The big thing to note here is *advise*. **No clearance is needed, you just need to tell them what you're doing.**

If you're looking for a reference, ICAO DOC 007 section 5.1.12 is where you'll find it.

As long as ATC are in the know, the gas pedal is now yours for the pressing.

Keep Reporting

If a clearance has you scratching your head, please let us know. Chances are if you're confused, a lot of us will be too.

As this event illustrates, this can also help ATC who are human – just like us pilots. Misunderstanding between pilots and controllers, especially with respect to oceanic re-clearances, is one of the **leading causes of procedural errors on the NAT.**

You can reach us on team@ops.group, or if you're an OPSGROUP member, via the Crew Room.