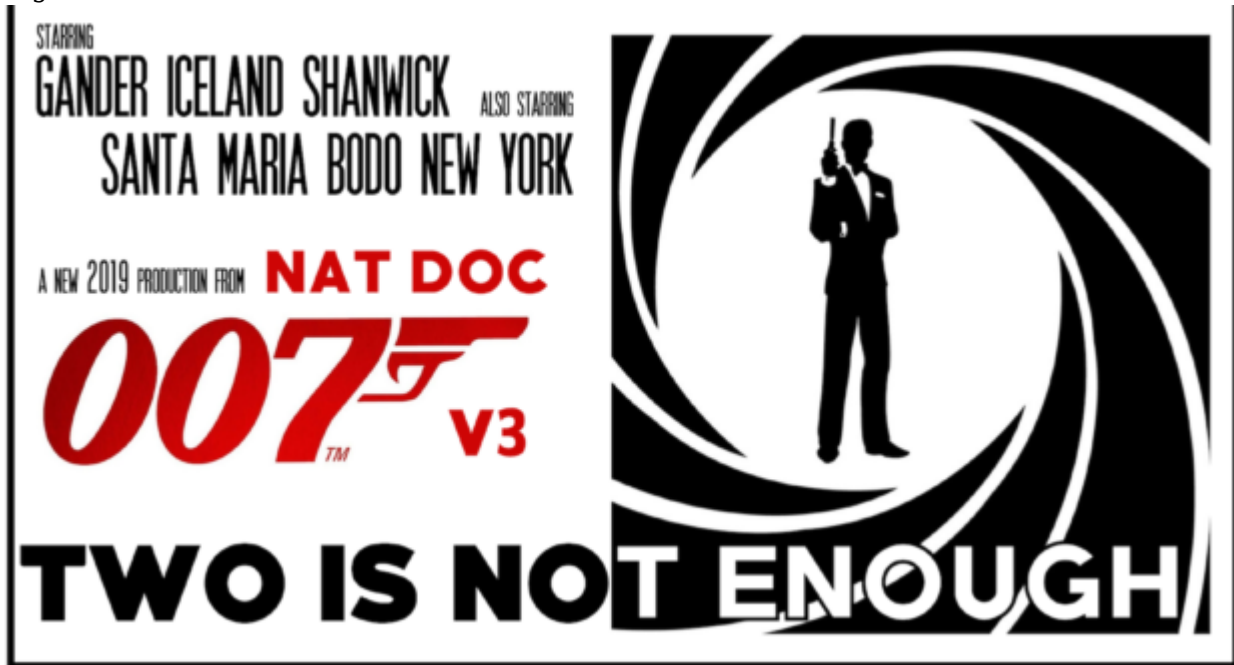# Two is Not Enough: New NAT Doc 007 (Version 3) – August 2019
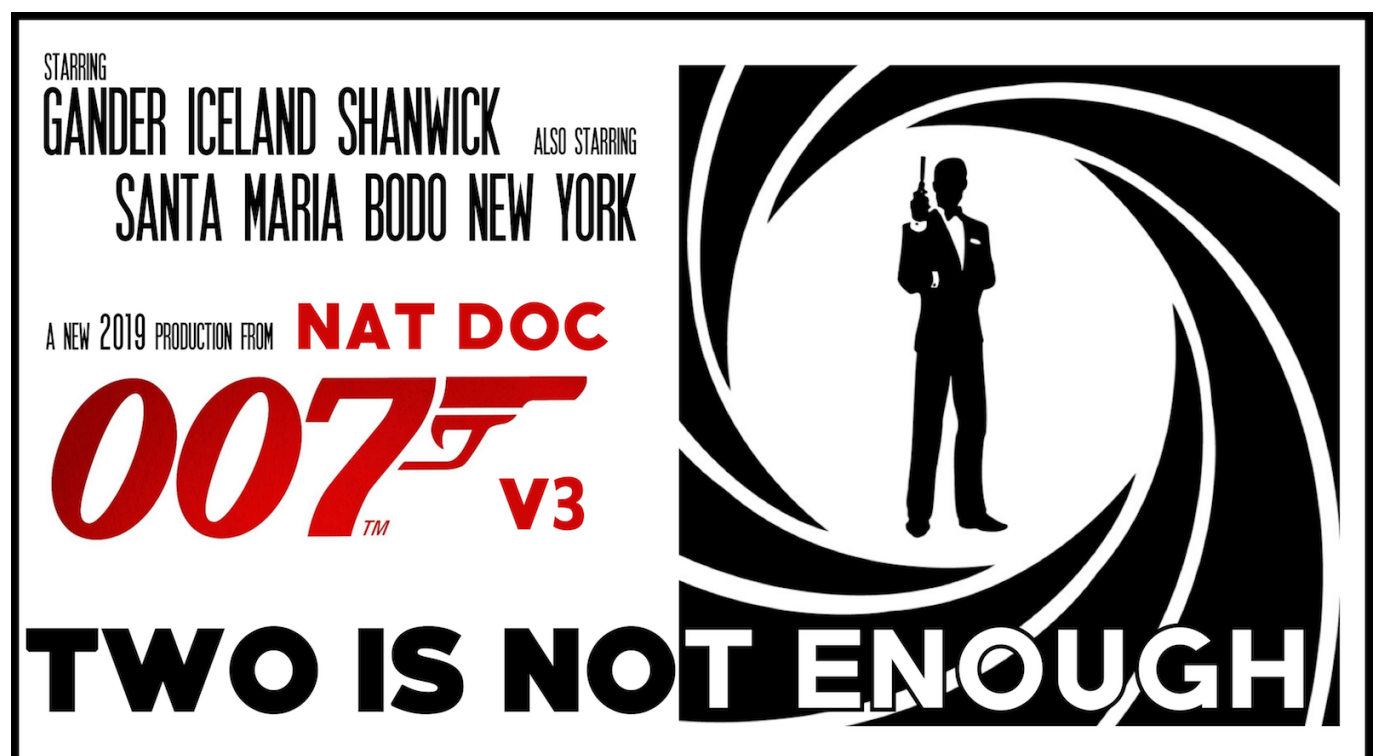
Mark Zee
19 August, 2019



NAT Doc 007 is the Bible of the North Atlantic. It's full of NAT goodness – all the specifics about how to operate your aircraft safely through the complex airspace of the region is here.

**And there's another new edition!**



The NAT changes over the last few years have been coming thicker and faster than the sandwiches at

Katz's Deli on the Lower East Side. And now, there's more. **Effective August 7th, 2019, NAT Doc 007, Version 3**, is the latest tome to digest. As aviation documents go, it's written in pretty digestible language. There's just a lot in it. But this is the first time we've had 3 editions of this in one year.

So, we're going to start naming them after 007 Movies to keep track of them all. This is the "**Two is Not Enough**" edition.

**NAT Doc 007, Version 3, 2019**:
Download the full NAT Doc 007.
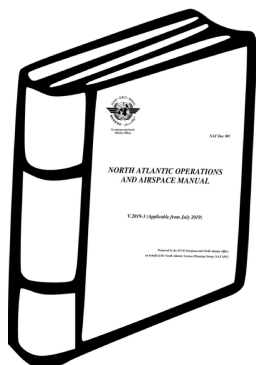


## So, here are the three things that have changed this time:

1. **We got new SLOP rules!** This is a biggie. Instead of the three previous choices (0, 1, or 2nm), we now have **Twenty One choices!** More on this below.

2. **99 problems and Datalink is one**. The short version: check that you've got the latest software update for your datalink.

3. **The next datalink mandate (2C) is capped at FL410**. This comes in January 30th next year. And so, the Checklist for Dispatchers is updated.

## The new SLOP rules

Now, let's take a closer look at the big change – SLOP (Strategic Lateral Offset Procedure). To get up to speed, check out our full article on SLOP – the how, and why (and where).

The change here is that instead of just being able to SLOP 1 or 2 nm right of track, (or fly the centreline), you go from these three choices to twenty one – you can use any one of 21 **Micro-SLOP** offsets. Specifically: 0.0 nm, 0.1 nm, 0.2 nm …. OK, you get it. All the way up to 2.0 nm Right of track.

## Simple, right?

Not quite. It's not yet fully clear which of the OCA's have given the green light for this, even though NAT Doc 007 now says you **should** Micro-SLOP if you can.

But, phoning around the Oceanic Houses, we've got this to tell you:

1. **Gander** – you can micro-SLOP right now! An AIP amendment will follow soon.
2. **Shanwick** – you can micro-SLOP right now! A Notam will be published soon, and the AIP will be updated in Dec 2019.
3. **New York** – they will allow micro-SLOP from 12th Sept 2019, and will update the AIP in Jan 2020.
4. **Santa Maria** – you can micro-SLOP right now! Nothing published officially yet, but that's what the good people from the oceanic control centre have told us.

5. **Iceland** – just like New York, they will allow micro-SLOP here from 12th Sept 2019 as well. When that happens, you will still not be allowed to SLOP below FL285 within the Reykjavik CTA (that's the domestic part over Iceland, and the airspace over Greenland above FL195). We asked them to publish a Notam about this – and they actually did!! Check it out!
6. **Bodo** – Nothing official yet, but ATC say they "have no objections" to operators micro-SLOPing right now. (Currently, SLOP is only allowed here above FL285 within the OCA.)

That's the current picture as of 1100z on Monday 19th Aug.

We will **update** this as soon as we get more info. Got something for us? Email us!

---

# My first North Atlantic Flight is tomorrow – NAT Ops Guide (Updated 2018)

Declan Selleck
19 August, 2019



> For the **latest changes and updates on the North Atlantic**, including our most recent **Guides and Charts**, use our NAT reference page at **flightservicebureau.org/NAT**.

Of all the hundreds of questions we see in OPSGROUP, one region stands out as the most asked about – the NAT/North Atlantic. So, we made one of our legendary guides, to get everything into one PDF. It's called "My first North Atlantic Flight is tomorrow" – **and now we've updated it for 2018!**
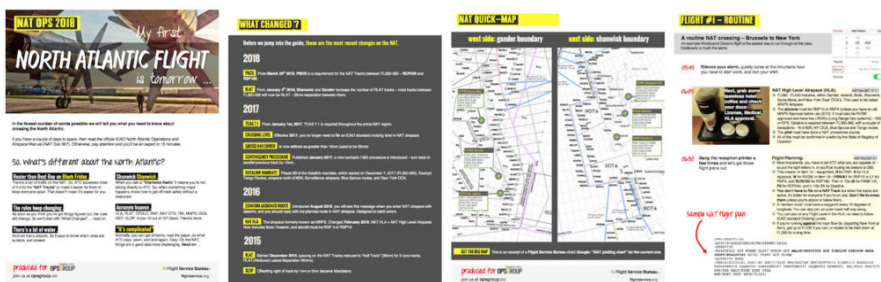
Contents:

- 1. What's different about the NAT?

- 2. Changes in 2018, 2017, 2016, 2015

- 3. NAT Quick Map – Gander boundary, Shanwick boundary

- 4. Routine Flight Example #1 – Brussels to JFK (up at 5.45am)
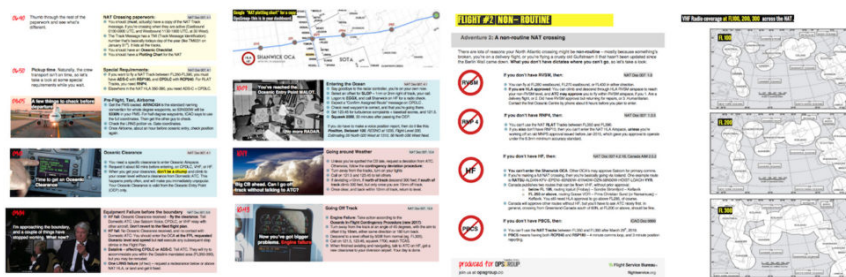


- 5. **Non Routine-Flights**: No RVSM, No RNP4, No HF, 1 LRNS, No HLA, No ETOPS, No TCAS, No Datalink – what you can do and where you can go

- 6. **Diversion Airports guide**: Narsarsuaq, Sondy, Kef, Glasgow, Dublin, Shannon, Lajes, Fro Bay, Goose Bay, Gander, St. Johns

- 7. **Airport data**

- 8. **Overflight permits** – routine and special



- 9. **Special NAT procedures**: Mach number technique, SLOP, Comms, Oceanic Transition Areas, A successful exit, Screwing it up, Departing from Close Airports

- 10. North Atlantic **ATC contacts** for 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.

- 11. NAT **FPL Codes**

- 12. NAT **Flight Levels**

- 13. **Flight Plan Filing** Addresses by FIR

- 14. Links, Questions, Guidance
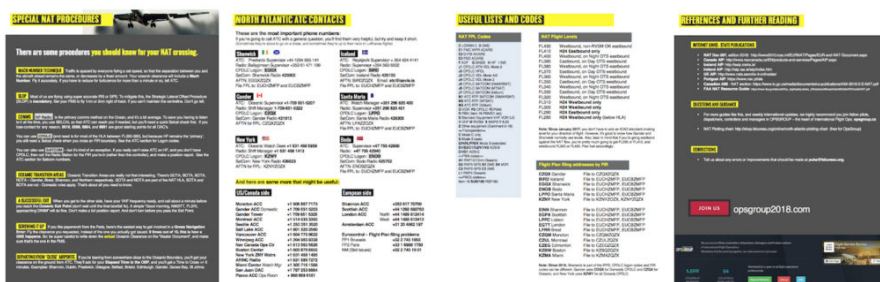


**Excerpt from the Routine Flight #1:**
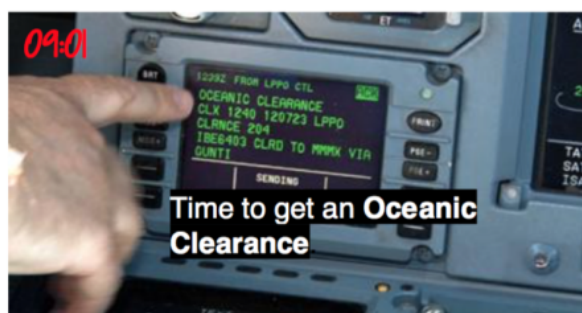


**Oceanic Clearance** NAT Doc 007, 4.1

- You need a specific clearance to enter Oceanic Airspace.
- Request it about 60 mins before entering, on CPDLC, VHF, or HF.
- When you get your clearance, **don't be a chump** and climb to your ocean level *without* a clearance from Domestic ATC. This happens pretty often, and will make you immediately unpopular. Your Oceanic Clearance is valid from the Oceanic Entry Point (OEP) only.
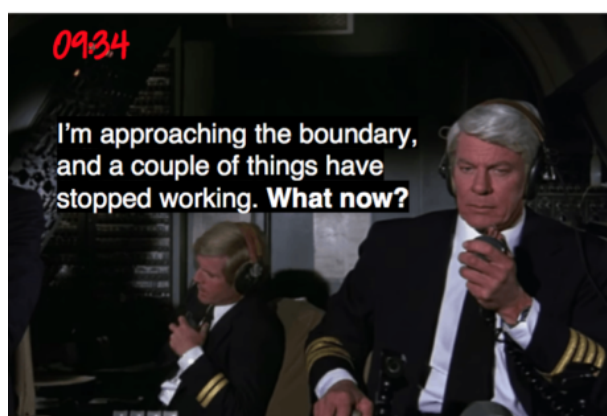


**Equipment Failure before the boundary** NAT Doc 007, 6.6

- **HF fail:** Oceanic Clearance received – **fly the clearance**. Tell Domestic ATC. Use Satcom Voice, CPDLC, or VHF relay with other aircraft. **Don't revert to the filed flight plan.**
- **HF fail:** No Oceanic Clearance received, and no contact with Domestic ATC: You should enter the OCA **at the FPL requested Oceanic level and speed** but **not** execute any subsequent step climbs in the Flight Plan.
- **Datalink – affecting CPDLC or ADS-C**. Tell ATC. They will try to accommodate you within the Datalink mandated area (FL350-390), but you may be rerouted.
- **One LRNS failure** (of two) – request a reclearance below or above NAT HLA, or land and get it fixed.

**Entering the Ocean** — NAT Doc 007, 4.1

- Say goodbye to the radar controller, you're on your own now.
- Select an offset for **SLOP** – 1nm or 2nm right of track, your call.
- Logon to **EGGX**, and call Shanwick on HF for a radio check.
- Expect a "Confirm Assigned Route" message on CPDLC .
- Check next waypoint is correct, and that you're going there.
- Set 123.45 for turbulence complaints + baseball scores, and 121.5.
- **Squawk 2000**, 30 minutes after passing the OEP.

If you do have to make a voice position report, then do it like this:
*Position, Swissair 100*, RESNO at 1235, Flight Level 330, *Estimating 56 North 020 West at 1310, 56 North 030 West Next.*
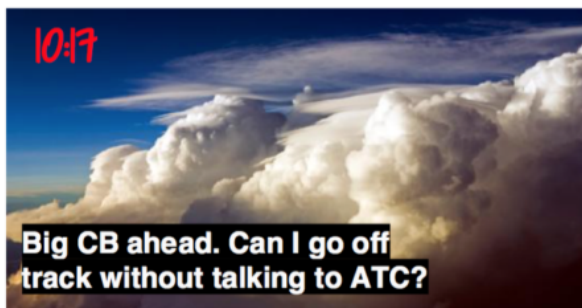


**Going around Weather** — NAT Doc 007, 13.4

- Unless you've spotted the CB late, request a deviation from ATC. Otherwise, follow the **contingency deviation procedure**:
- Turn away from the tracks, turn on your lights
- Call on 121.5 and 123.45 to tell others
- If deviating >10nm, if **north of track** descend 300 feet; if **south of track** climb 300 feet, but only once you are 10nm off track.
- Once clear, and back within 10nm of track, return to level.

Buy a copy ($20)    Get it free – join OPSGROUP

To get your copy – there are three options:

1. **OPSGROUP Members**, login to the Dashboard and find it under "Publications > Guides". All FSB content like this is included in your membership, **or**

2. **Join OPSGROUP** with an individual, team, or department/airline plan, and get it free on joining (along with a whole bunch of other stuff), **or**

3. **Purchase a copy** in the Flight Service Store!

---

# 2017 Edition: NAT Doc 007 2017 – North Atlantic Airspace and Operations Manual

Declan Selleck
19 August, 2019

**The 2017 version of NAT Doc 007**, North Atlantic Airspace and Operations Manual, was published in January 2017 by ICAO/NAT SPG.
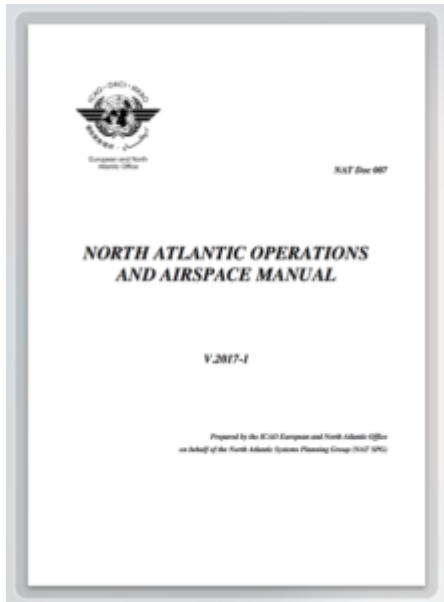
Download the original document here (PDF, 5mB), and see also:

- A **summary of the changes** in the 2017 edition
- The OPSGROUP **NAT Ops Guide** – "My First North Atlantic Flight is tomorrow"

---

**Feb 15th, 2017** In the first six weeks of 2017 there have been some important changes on the NAT/North Atlantic. These are published in the latest edition of NAT Doc 007, January 2017.

- **TCAS 7.1**: From January 1st, 2017, TCAS 7.1 is required throughout the entire NAT region.
- **Cruising Level**: Effective 2017, you no longer need to file an ICAO standard cruising level in NAT airspace.
- **Gross Nav Error**:  is now defined as greater than 10nm (used to be 25nm)
- **Contingency Procedure**: Published January 2017, a new turn-back (180) procedure is introduced – turn back to parallel previous track by 15nm.
- **Datalink Mandate Exemptions**: Announced January 2017, new exemptions for Phase 2B of the Datalink mandate, which will start on December 7, 2017 (FL350-390). Exempt: Tango Routes, airspace north of 80N, and New York OCA.

---

Feb 15th, 2017: FSB published the full NAT Crossing Guide "**My first North Atlantic Flight is tomorrow**".

– What's different about the NAT, changes in 2017, 2016, 2015, NAT Quick Map
– Routine Flight Example #1 – Brussels to JFK (up at 5.45am)
– Non Routine-Flights: 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
Take a look.

---
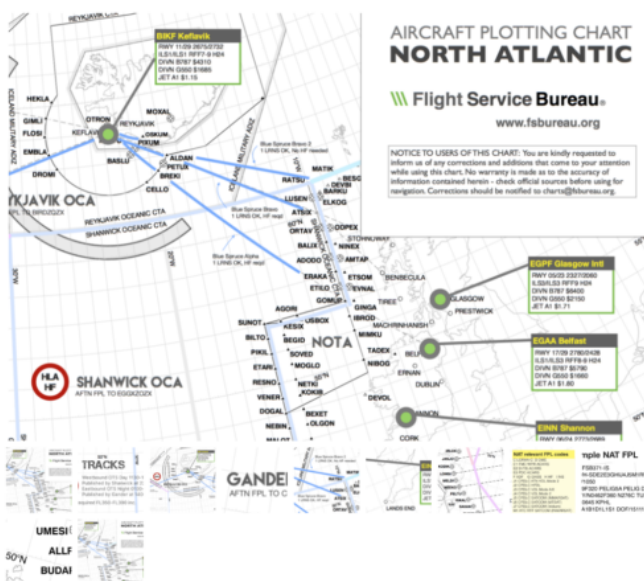
# North Atlantic Plotting Chart

$19.00 ~~$25.00~~

Hi-Res **North Atlantic Plotting/Planning Chart** in PDF format showing North Atlantic Oceanic Airspace, Shanwick, Gander, Reykjavik, New York, Santa Maria, and adjoining domestic airspace, with Airspace entry requirements, FPL codes, Airport data and pricing.
Current chart: Effective **2016**

ADD TO CART