

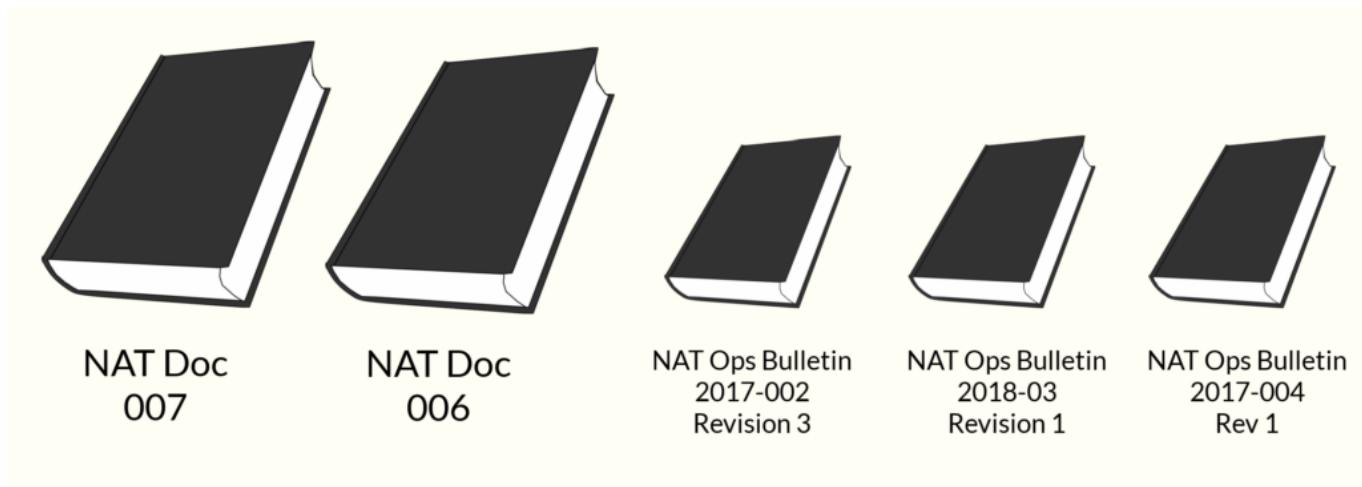
Feb 2021 North Atlantic Changes

David Mumford
24 February, 2021



2021 is off to a flying start again with **NAT changes aplenty!**

We've got a new edition of the **NAT Doc 007** (the big one with pretty much everything you need to know in it), **Nat Doc 006** (the one which tells you what happens when things go wrong – also pretty big), and **three updated NAT Ops Bulletins** (the small-to-medium-sized ones which give more info about specific topics).



Words-words-numbers-numbers...

This image shows the docs which have changed – lots of meaningless letters and numbers in there. Fear not, we'll go through each one and explain **what it is**, and **what has changed...**

NAT Doc 007



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 they've just published a new edition - effective Feb 2021.

As aviation documents go, it's written in pretty digestible language. **There's just a lot in it.** But the latest release is slightly more user-friendly than previous updates, as ICAO have now included **a little summary document which explains all the changes.**

You can download a pdf of the **new NAT Doc 007 here.**

And you can get **the little explainer doc here.**

We've been looking at this latest edition for 12 hours or so now, and we think the changes are **minor**. We use that word with trepidation. **The most significant changes** seem to be as follows:

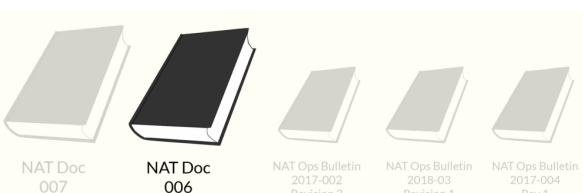
1. **No more NOROTS** - these were a system of domestic westbound tracks published daily by Nav Canada for aircraft transiting between Europe and the Northwestern US. These have been disbanded.
2. **Mach Number Technique** - they want any aircraft capable of maintaining a mach number to flight plan their requested number (not just turbojets).
3. **The southerly Blue Spruce route** which used to start/end at "HO" now does so at "PORGY" instead. HO/Hopedale NDB has been removed from service.
4. **Some clarification on Comms requirements.** Basically two long-range comms systems are needed throughout the NAT if outside of VHF coverage. One must be HF. The other may be CPDLC/Sat Voice but Inmarsat systems do not count when you're really really far north (north of 80N).

Here is latest VHF coverage chart they refer too in Doc 007 (although it says it needs updating):



Relief from the HF requirement is available for flights going for repairs, ferry flights, and special cases. This requires permission from each and every Oceanic Area Control Centre you're passing through (i.e. Gander, Shanwick, etc). Include your approval in Item 18 of your flight plan.

NAT Doc 006



Also known as the **Air Traffic Management Operational Contingency Plan - North Atlantic Region**.

Also known as the **ATMOCOP-NAR**.



The dreaded ATMOCP-NAR, spotted on an aircraft wing somewhere over Greenland.

Not really. There's no such thing as an ATMOCP-NAR.

NAT Doc 006 is about a different kind of monster – it tells the tale of **what happens on the North Atlantic when ATC goes down for any reason**. It's the official go-to manual to check the Contingency Plan they put in place during these so-called "ATC Zero" events.

You can download a pdf of the **new NAT Doc 006 here**.

And you can get **the little explainer doc here**.

Summary of what's changed:

- They have updated the section talking about contingency plans for the Gander Oceanic FIR. There is basically some updated contact info, updated contingency routes in the event of Gander Evacuations, and some wording changes clarifying the procedures to be used in event of a comms disruption or full loss of ground-air comms capability.
- The plan only applies to Gander Oceanic FIR, and has removed the ADS-B designated airspace over Greenland because Gander no longer provide ground based ADS-B separation.

For a breakdown of each of the big changes in this NAT Doc 006, in chronological order (i.e. following the order they appear in the NAT Doc 006 guidance doc!), check out our separate article here.

So **NAT Doc 007** and **006** are the "big ones" that have changed.

But remember, there are some changes to **three NAT Ops Bulletins** too!

Here's the lowdown:

1. The “How Not To Make Oceanic Errors” NAT Ops Bulletin



Real name: “ICAO NAT Ops Bulletin 2017-002 Revision 3. Subject: OESB – Oceanic Errors”.

Download it [here](#).

This is the one which has all the advice for operators on how to avoid the common mistakes when flying the North Atlantic. These include: Gross Nav Errors, Large Height Deviations, and Longitudinal Separation busts. There's also some advice on Flight Planning, SLOP, and some CPDLC things to watch out for.

The changes in this latest version:

- It now has up-to-date guidance on Contingency and Weather Deviation Procedures, to reflect the new procedures that were introduced on the NAT in March 2019 and then extended to all oceanic airspace worldwide in Nov 2020.

[Click here](#) for our article which has more info on all this.

2. The “How To Punch In Waypoints Correctly” NAT Ops Bulletin



Real name: “ICAO NAT Ops Bulletin 2018-03 Revision 1. Subject: Waypoint Insertion / Verification Special Emphasis Items”.

Download it [here](#).

There are some specific procedures to know when it comes to proper waypoint insertion and verification. This is considered a critical method of mitigating the risk associated the rapidly changing procedures (contingency) as well as reduced separation operations (ASEPS and PBCS) within the North Atlantic.

The changes in this latest version:

- Oceanic Clearances containing a re-route issued by voice/OCL may include half-degree waypoints. Operators should ensure that their flight crew procedures and associated training are sufficiently robust to mitigate against navigational error due to waypoint insertion errors.
- Flight Crews are reminded they have the option to respond “UNABLE” to an oceanic re-route and negotiate with ATC accordingly.

3. The “How To Use Datalink Properly” NAT Ops Bulletin



Real name: “ICAO NAT Ops Bulletin 2017_004_Revision 1. Subject: NAT Data Link Special Emphasis Items”.

Download it [here](#).

This Bulletin basically gives a tonne of guidance to operators on how to follow the correct datalink procedures in the North Atlantic.

The changes in this latest version:

- It now includes a new section on the use of CPDLC route clearance uplinks:

4. CPDLC Route Clearance Uplinks

- 4.1 CPDLC route clearance uplinks are used by ATC to amend oceanic routing.
- 4.2 If a clearance is received that can be automatically loaded into the FMS (e.g. via a LOAD prompt), the flight crew should load the clearance into the FMS and review it before responding with WILCO.
- 4.3 Flight crews must be familiar with the proper loading and execution of the following CPDLC route clearance uplinks:
 - a) PROCEED DIRECT TO (position)
 - I. Instruction to proceed directly to the specified position
 - b) CLEARED TO (position) VIA (route clearance)
 - I. Instruction to proceed to the specified position via the specified route
 - II. This uplink may not show the “VIA ROUTE CLEARANCE” until it is loaded
 - III. This is not a “direct” to the CLEARED TO waypoint. It is a clearance to the waypoint via the route specified.
 - c) CLEARED (route clearance)
 - I. Instruction to proceed via the specified route
 - II. This uplink may not show the “ROUTE CLEARANCE” until it is loaded
 - d) AT (position) CLEARED (route clearance)
 - I. Instruction to proceed from the specified position via the specified route
 - II. This uplink may not show the “ROUTE CLEARANCE” until it is loaded

Note. — Experience shows that flights crews often misunderstand the uplink message CLEARED TO (position) VIA (route clearance) when they fail to load the message and incorrectly fly directly to the CLEARED TO position. Or, even after loading, they perceive the clearance as “direct” to the “CLEARED TO” position.

Note. — FMS waypoint weather data (winds and temperature) may be lost depending on the route clearance message received. Flight crews should verify the weather data as they may need to re-enter the weather data for proper FMS predictions.

So as far as the ICAO NAT Ops Bulletins go, the full list of **current Bulletins** is as follows:



NAT OPS BULLETIN CHECKLIST

NAT OPS Bulletin Checklist		Issued: 23 February 2021
Serial N°	Subject	Effective date
2020_002	Surveillance Service in the NAT / Flight Crew Operating Procedures	08 July 2020
2020_001	ACARS Data Link Oceanic Clearance Flight	06 April 2020
2019_003	Data Link performance improvement options- Revision 2	08 July 2020
2019_001	Operations Without an Assigned Fixed Speed in the NAT (OWAFS) Special Emphasis Items (SEI)	09 July 2019
2018_005	Special Procedures For In-Flight Contingencies in Oceanic Airspace Revision 1	28 March 2019
2018_004	Implementation of Performance Based Separation Minima-Expanded Publication of PBCS OTS	28 March 2019
2018_003	Waypoint Insertion / Verification Special Emphasis Items – Revision 1	23 February 2021
2018_002	CPDLC Uplink Message Latency Monitor Function – Revision 1	04 June 2018
2017_005	Revised Sample Oceanic Checklists	07 December 2017
2017_004	NAT Data Link Special Emphasis Items – Revision 1	23 February 2021
2017_002	Oceanic Errors - Revision 03	29 January 2021
2017_001	NAT common DLM AIC – Revision 4	09 July 2019
2013_005	New Service Notification for Gander Oceanic Control Area	21 November 2013
2013_002	Publication of “Track Wise – Targeting Risk within the Shanwick OCA” – updated 29 April 2013	29 April 2013

You can download each Bulletin from the ICAO page [here](#).

And that's it!! That's all the changes!! At least, we think so. If you have spotted any biggies not listed here, send us an email at: news@ops.group

And if all this is not enough for you, and you want a comprehensive timeline of **all the old significant changes on the North Atlantic** stretching back to the dawn of time (2015, actually), then [click here](#).

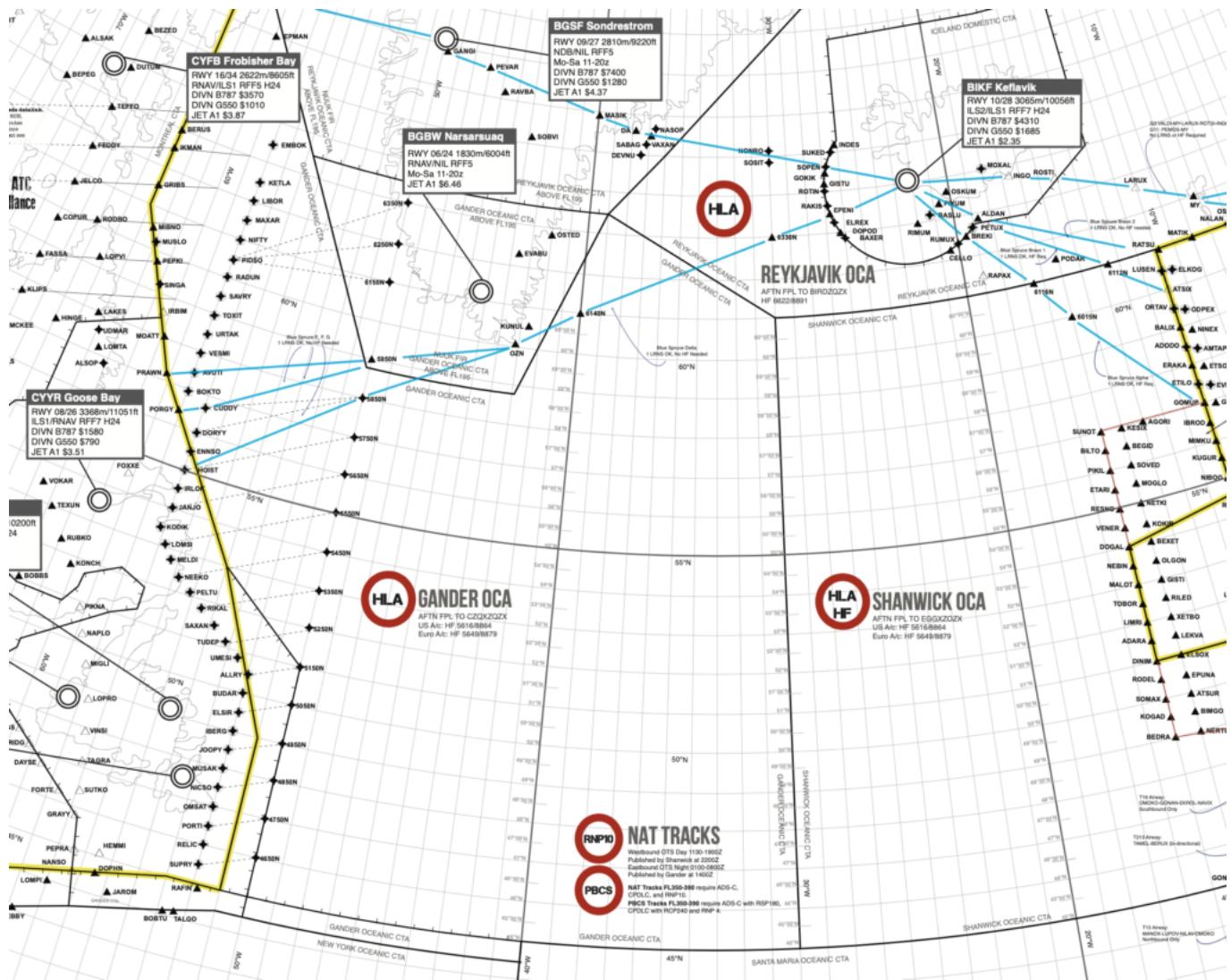
Planning for “ATC Zero” events in Oceanic Airspace

David Mumford
24 February, 2021



You're halfway across the Atlantic when **ATC declares that they are suspending all services**. TIBA procedures are now in effect. **Would you know what to do next?** As Covid infections impact ATC facilities, short notice closures are currently a constant risk. With the possibility of an entire oceanic ATC area being shut down due to Covid, there are some big questions to consider, and to factor in to your planning: Are you tankering enough fuel if you suddenly have to fly around large sections of oceanic airspace? Where are your ETPs? Do you have a wet footprint?

Back in 2011, there was an incident where transatlantic flights were not allowed to enter CYQX/Gander oceanic airspace due to a smoke situation in ATC control centre which meant that controllers had to be evacuated. They issued a Notam, but that wasn't much use to the traffic en-route at the time, which all had to be **re-routed around the CYQX/Gander Oceanic FIR** - a vast portion of oceanic airspace.



Fast forward to March of this year, where New York Air Route Traffic Control Center was forced to temporarily close due to **a controller testing positive for Covid-19**. The affected airspace restricted flights into New York area airports, with aircraft having to take longer routes in order to avoid closed sectors, as well as Oceanic airspace which stretches from New York past Bermuda and services flights heading to the Caribbean, Europe, South America, and Africa.

The New York ARTCC is not the only ATC center that has been affected over the past few months due to controllers coming down sick with coronavirus. Eleven sites across the US, including at major airports in New York, Chicago, and Las Vegas, have been **temporarily closed for cleaning**, affected flight operations. Some facilities have been **closed for several days** leaving inbound and departing aircraft left to their own devices for taxi, take-off, and landing.

NAT Doc 006 is the official go-to manual to check what happens during these **“ATC Zero” events** on the North Atlantic, but the spate of recent ATC shutdowns in the US led the FAA to re-examine the increased potential for these situations occurring during the Covid crisis, and in early July they published a SAFO as a result.

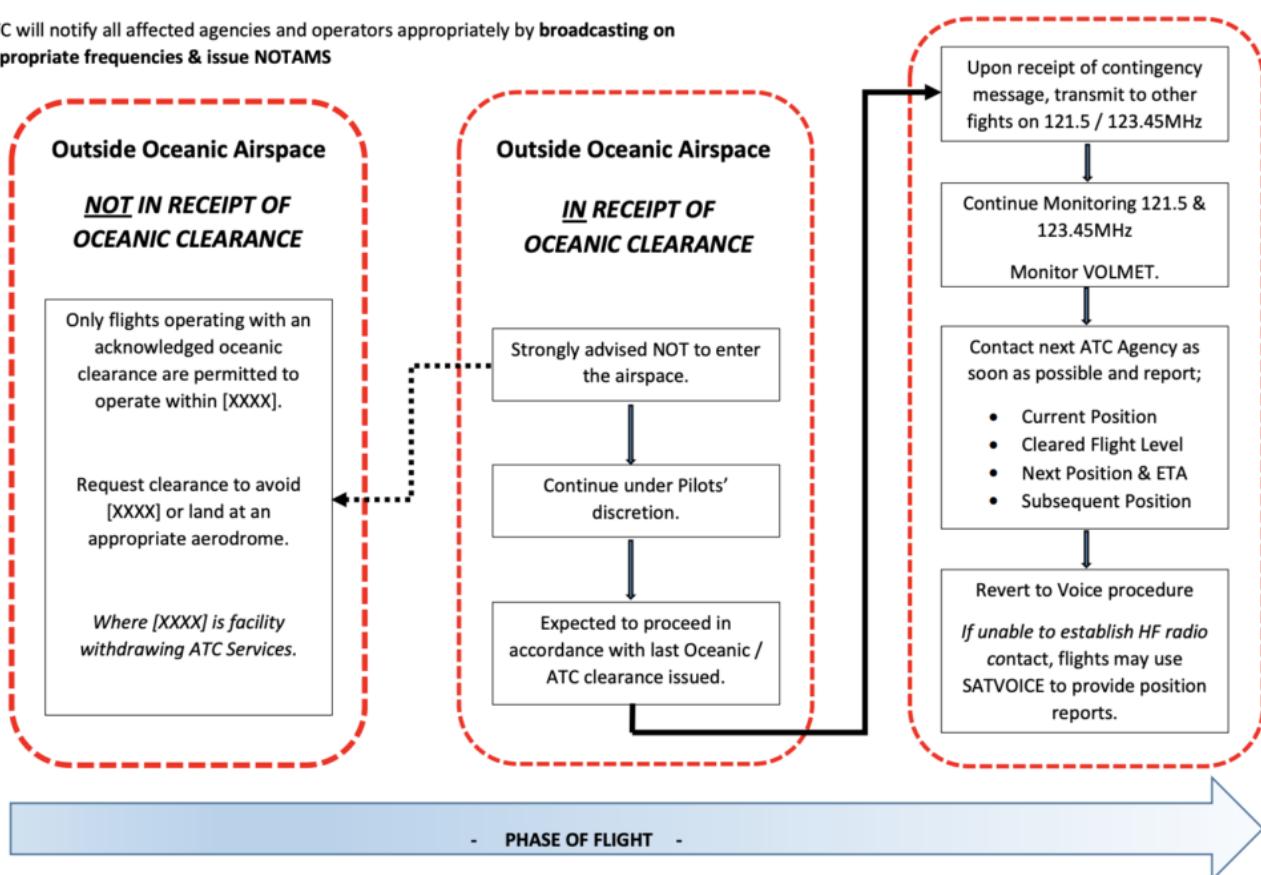
The NAT Doc 006 and the US SAFO are great resources, but here are **two more** which you might not know about!

Code7700.com has published an excellent **2-page crib sheet** with clear guidance for pilots on what to do in these situations. You can download it [here](#):

CONTINGENCY CONSIDERATIONS

GUIDANCE FOR PILOTS IN THE IMMEDIATE AFTERMATH OF A SUDDEN WITHDRAWAL OF ATC SERVICES IN OCEANIC AIRSPACE

ATC will notify all affected agencies and operators appropriately by **broadcasting on appropriate frequencies & issue NOTAMS**



CONTINGENCY CONSIDERATIONS

GUIDANCE FOR PILOTS IN THE IMMEDIATE AFTERMATH OF A SUDDEN WITHDRAWAL OF ATC SERVICES IN OCEANIC AIRSPACE

ICAO IN-FLIGHT BROADCAST BY AIRCRAFT (TIBA)

Broadcast on the last assigned frequency, 121.5 and 123.45 the following:

ALL STATIONS (call-sign),
FLIGHT LEVEL (number) (or CLIMBING/DESCENDING TO FLIGHT LEVEL (number)) (direction) (ATS Route) (or DIRECT FROM position) TO (position) AT (time)
ESTIMATING (next reporting point, or the point of crossing or joining a designated ATS route)
AT (time) (call sign) FLIGHT LEVEL (number) (direction)

TIBA calls should be provided at the following times:

- a. 10 minutes before entering the designated airspace;
- b. 10 minutes prior to crossing a reporting point;
- c. 10 minutes prior to crossing or joining an ATS route;
- d. At 20 minute intervals between distant reporting points;
- e. 2 to 5 minutes, where possible before a change in a flight level;
- f. At the time of a change in flight level; and
- g. At any other time considered necessary by the flight-crew.

SATVOICE

SATVOICE Numbers for ATC Centers and Radio Stations can be found on the Jeppesen enroute charts

LEVEL CHANGE WITH AN ACKNOWLEDGED CLERANCE

NOTE: Flight-Crews shall use extreme caution and all available means to detect conflicting traffic

The following procedures shall be applied when conducting any level change to **comply with an acknowledged clearance** within airspace affected by the sudden withdrawal of ATC services.

At least 3 minutes prior to the commencement of a climb or descent the flight should broadcast on the last assigned frequency, 121.5 and 123.45 the following:

- ALL STATIONS (call-sign) (direction) DIRECT FROM (position) TO (position) LEAVING FLIGHT LEVEL (number) FOR FLIGHT LEVEL (number) AT (distance) (direction) FROM (position) AT (time).

When the level change begins, the flight should make the following broadcast:

- ALL STATIONS (call-sign) (direction) DIRECT FROM (position) TO (position) LEAVING FLIGHT LEVEL (number) NOW FOR FLIGHT LEVEL (number).

When level, the flight should make the following broadcast:

- ALL STATIONS (call-sign) MAINTAINING FLIGHT LEVEL (number)

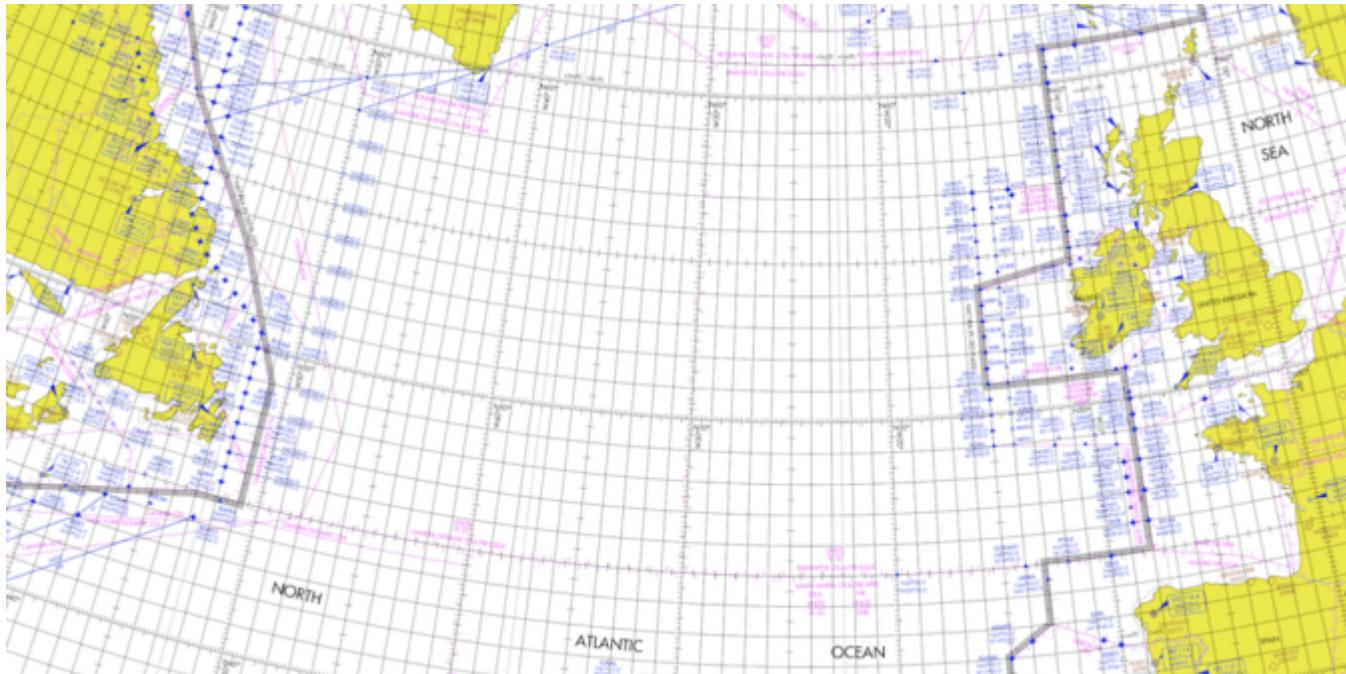
REF: ICAO NAT DOC006, ICAO DOC 7030, (PAC Para. 9.3), FAA SAFO 20011

V1.0 JULY 2020

And 30WestIP.com have recorded a **video webinar** discussing this topic in more detail, which you can view here:

July 2020 North Atlantic Ops Update

David Mumford
24 February, 2021



July 2020: There's a bunch of new things to tell you about the North Atlantic this month! Here's a summary:

- Two new ICAO NAT Ops Bulletins
- An updated NAT Doc 007 from ICAO (aka the North Atlantic "Ops Bible")
- A guide for pilots from the FAA about what to do if ATC suddenly has to suspend services
- Some juicy Notams from all the NAT FIRs extending the relaxation of the North Atlantic datalink mandate rules until the end of September.

ICAO NAT Ops Bulletins

Two new ICAO NAT Ops Bulletins have been published this week, but it looks like there's no need to panic.

First up, there's **2019_003 Rev 2: Data Link Performance Improvement Options**, which is just an updated list of common datalink errors and what to do about them.

Second, there's a new Bulletin called **2020_002: Surveillance Service in the NAT Region / Flight Crew Operating Procedures**. This is a strange one. The message seems to be this: back in the old days, you used to get a call from ATC saying "radar service is terminated" or "surveillance service is terminated" when heading out into the NAT, or when crossing from one oceanic control centre to the next. But nowadays, with improved SSR equipment and ADS-B more widely implemented, you might not get this message anymore.

ICAO NAT Doc 007 (2020, Version 2)

ICAO has published an updated version of the NAT Doc 007, applicable from July 2020. There are only some minor changes from the previous version, concerning the **Tango Routes**:

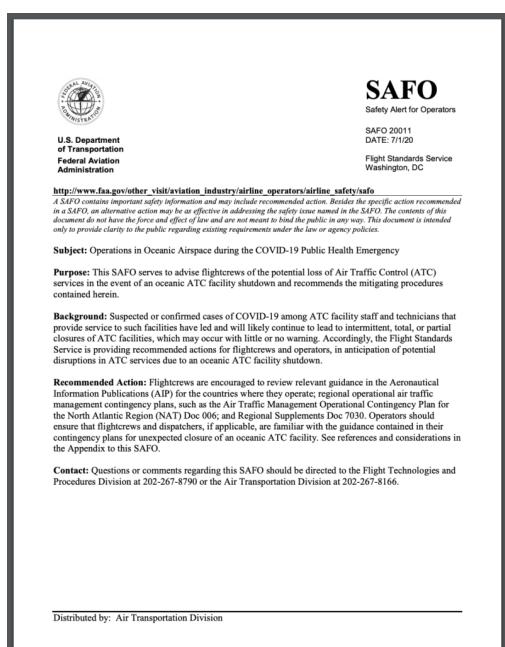
- There's now a specific note saying that **state approval** is required to operate on these.
- There's also a change to the **transponder procedures** when using **T9** or **T290**: normally you change transponder code to 2000 30mins after NAT entry, but because of the limited time spent in the NAT HLA when flying on T9 and T290 you should instead make this change 10mins after joining either of those routes.



T9 is southbound only, even levels between FL300-400. **T290** is northbound only, odd levels from FL290-410. For more info on the Tango Routes, check out our article [here](#).

What to do during “ATC Zero” events

You're halfway across the Atlantic when ATC declares that they are suspending all services. TIBA procedures are now in effect. **Would you know what to do next?** As Covid infections impact ATC facilities, short notice closures are currently a constant risk.



The FAA has published a safety alert for international flight crew with contingency procedures in the event of loss of ATC services in **Oceanic airspace**. It's a good one to have in your flight bag. Dispatchers and flight crew are reminded to be thoroughly familiar with AIP specific procedures and traffic management contingency plans for the regions they are operating in. You can read the FAA's alert [here](#).

They have also published another one for ATC Zero events in **Terminal airspace**, which you can read [here](#). There have been multiple 'ATC Zero' events at major air traffic control centres due to Covid prevention and the subsequent cleaning required. The alert contains important information regarding instrument approach selection, TCAS use, alternate minima, aerodrome lighting and other CTAF procedures at unattended airports. There are also important considerations applicable to Part 121 operations discussed.

NAT Datalink Mandate

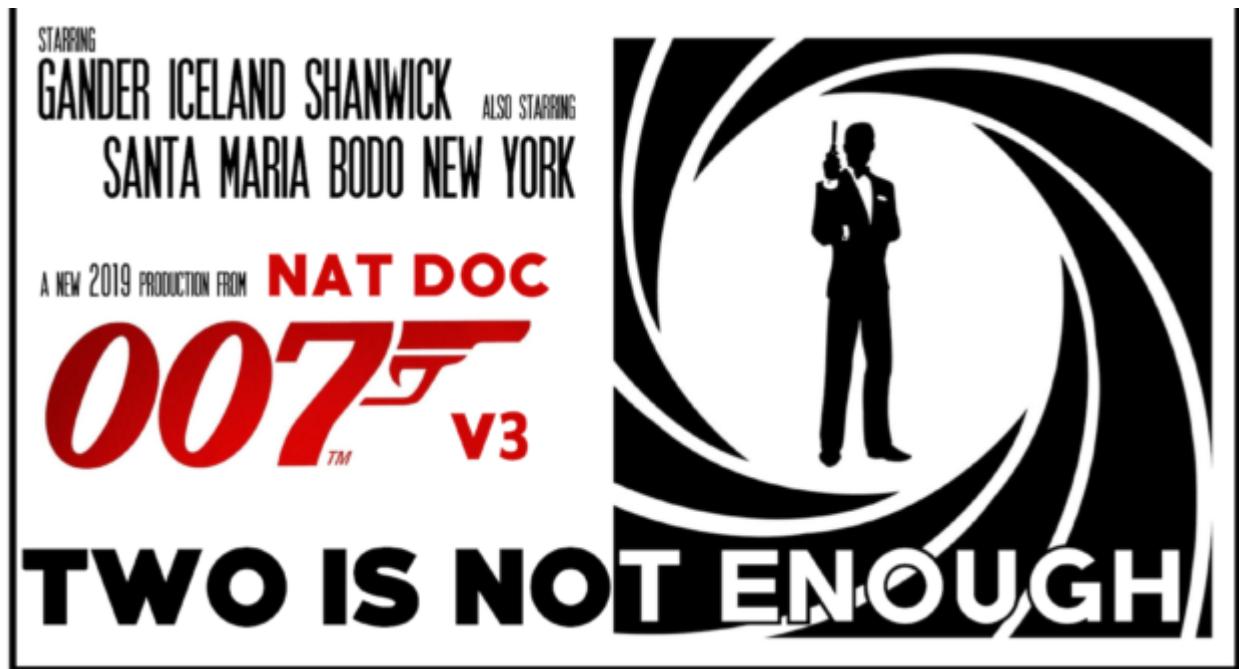
EGGX/Shanwick, BIRD/Reykjavik, CZQX/Gander, KZWY/New York Oceanic West and LPPO/Santa Maria have all published Notams extending the relaxation of the North Atlantic datalink mandate rules until the end of September. This is due to the fact that there's still significantly less traffic because of all the Covid restrictions. **Non-datalink mandate compliant aircraft may therefore continue to flight plan and operate across the North Atlantic between FL290-410 until Sept 30.** For more info on the NAT Datalink Mandate, check out our article [here](#).

In addition, ICAO are saying that due to the decrease in traffic, there is a significantly higher chance of flights being cleared as requested, and are encouraging operators to file and request their optimal profiles at all stages of the flight. Read ICAO's guidance [here](#).

For a brief history of the most significant North Atlantic-related ops changes, check out our dedicated article [here](#).

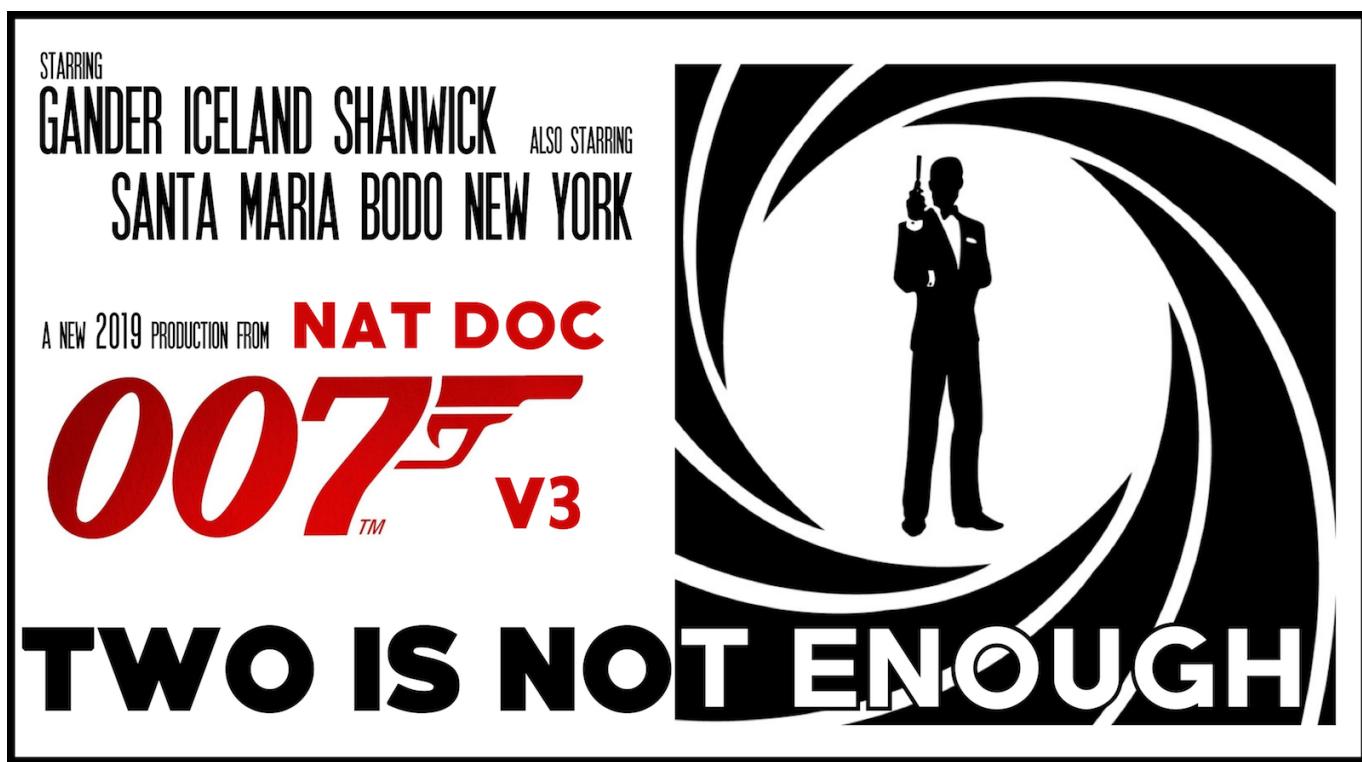
Two is Not Enough: New NAT Doc 007 (Version 3) - August 2019

Mark Zee
24 February, 2021



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!

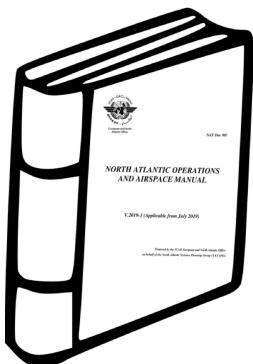


The NAT changes over the last few years have been coming thicker and faster than the sandwiches at Katz's Deli on the Lower East Side. And now, there's more. **Effective August 7th, 2019, NAT Doc 007, Version 3**, is the latest tome to digest. As aviation documents go, it's written in pretty digestible 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!

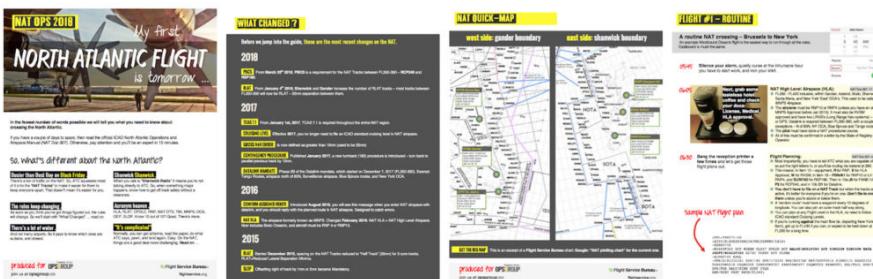
My first North Atlantic Flight is tomorrow - NAT Ops Guide (Updated 2018)

Declan Selleck
24 February, 2021



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!**

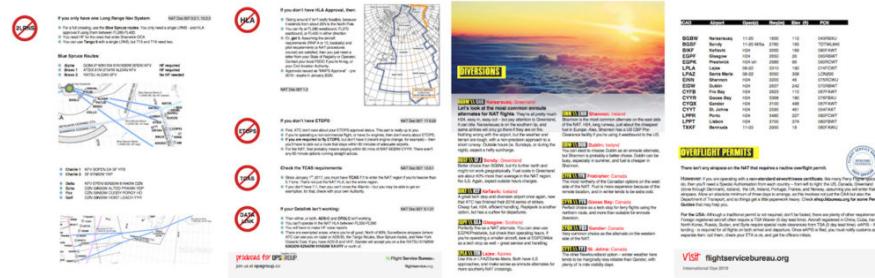


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- 1. What's different about the NAT?
- 2. Changes in 2018, 2017, 2016, 2015
- 3. NAT Quick Map - Gander boundary, Shanwick boundary
- 4. Routine Flight Example #1 - Brussels to JFK (up at 5.45am)



- 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, Sondre, Kef, Glasgow, Dublin, Shannon, Lajes, Fro Bay, Goose Bay, Gander, St. Johns
- 7. **Airport data**
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- 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

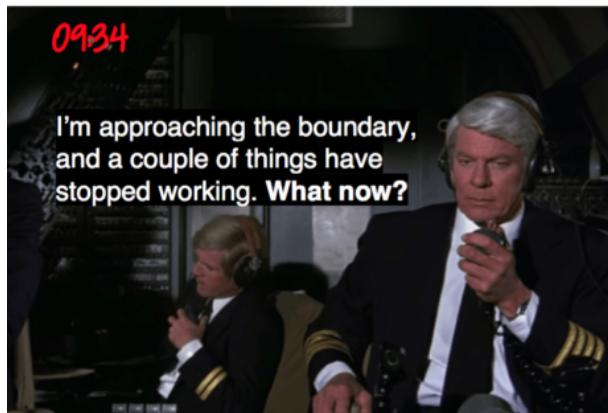
Excerpt from the Routine Flight #1:



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.



I'm approaching the boundary, and a couple of things have stopped working. **What now?**

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

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

- ➊ Unless you've spotted the CB late, request a deviation from ATC. Otherwise, follow the **contingency deviation procedure**:
- ➋ Turn away from the tracks, turn on your lights
- ➌ Call on 121.5 and 123.45 to tell others
- ➍ 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.
- ➎ Once clear, and back within 10nm of track, return to level.

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Oceanic ATC's tell us their position on Iridium Satcom

David Mumford
24 February, 2021



Last week **we reported on an equipment issue with Iridium** satcom that prompted a ban by a number of Oceanic ATC agencies. Some aircraft were receiving massively delayed clearances sent by ATC via CPDLC – and one took the instruction and climbed 1000 feet, even though the message was meant for the flight the aircraft operated previously.

Today, we checked-in again with all the oceanic ATC centres, to see what their current policy is on the issue.

EGGX/Shanwick told FSB that they are aware of the issue, reviewed it, but have decided not to ban the use of Iridium for either CPDLC or ADS-C just yet. LPPO/Santa Maria have the same position. So, in this airspace, you can use Iridium, for now.

CZQX/Gander said they did a safety analysis of it, and decided not to ban it. They have all kinds of conformance alerts in place to prevent any problems from happening – so if aircraft deviate they get notified immediately.

BIRD/Reykjavik aren't that concerned about the issue – they use HF most of the time anyway.

Chile (SCIZ)

Japan (RJJJ)

Anchorage (PAZA)

Oakland (KZAK)

New York (KZNY and KZWY)

All these centres have published Notams instructing crews not to use Iridium for CPDLC **or ADS-C**. Until the fault is fixed, in those regions you'll have to either use HF for ATC comms, or use another SAT provider.

Auckland (NZZO) and **Brazil (Atlantico SBAO)** have applied the ban to CPDLC alone. Use ADS-C if you like.

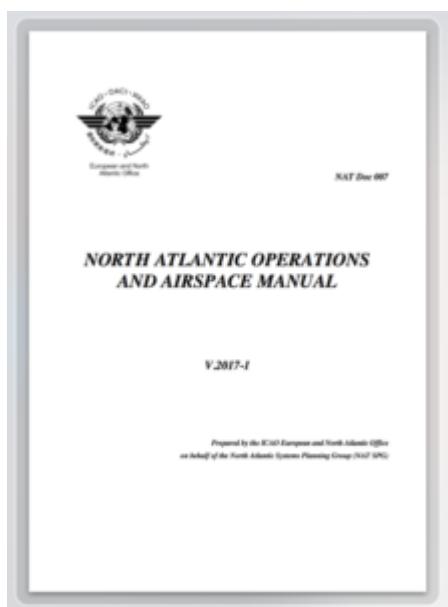
From Iridium themselves, they told FSB: "We've updated their queue management system. Every minute, there is a queue check. If there is any message that is older than 4 minutes, it marks as timed out, and will not be delivered. This update was done at ground level, so it does not require any software updates by the user. We're still waiting on feedback from FAA workgroup on the fix and if it's sufficient to allow use of Iridium for CPDLC and ADS-C."

That's it for now! We'll keep you posted, or, even better – tell us below in the comment section if you hear news.

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

Declan Selleck
24 February, 2021

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.



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 North Atlantic?

Busier than Best Buy on Black Friday

There's a ton of traffic on the NAT. So, ATC uses most of it onto the "NAT Thruway" 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 disturbance.

Acronyms leaves

HLA, RLV, CPOLC, RNP, NAT OCA, TMI, MNPS, OCA, CEP, SLOP. Know 10 out of 12? Good. There's more.

"It's complicated"

Normally, you get airborne, read the paper, do what ATC says, yeaaah, and land again. Easy. On the NAT, things are a good deal more challenging. Read on...

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

SALE

\$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

Santa Maria Strike: Four Routes

Declan Selleck
24 February, 2021



Update: 1730Z/Weds - we have received notification that Portuguese Industrial action may be being withdrawn. We will update and confirm when certain.

LPPO/Santa Maria Oceanic has published four special routes for use during the upcoming "July Friday Strike Series" ATC Industrial Action.

If you happen to be crossing the LPPO FIR on a Friday morning in July, then expect a hefty reroute if you didn't file per the plan.

The Strike Time Period is : 0700-0900Z, during which time only these four routes will be accepted.

-ROUTE A- 45N020W 40N030W 37N040W

-ROUTE B- DETOX 39N020W 36N030W 34N040W

-ROUTE C- LUTAK 36N020W 33N030W 29N040W

-ROUTE D- ULTEM 27N040W

The cutoff time for these routes is when you enter the LPPO/Santa Maria FIR

Traffic entering prior to 0700Z: unrestricted

Traffic entering the FIR between 0700-0900Z: Must file and fly one of the four Routes above.

Traffic entering the FIR after 0900Z: unrestricted