

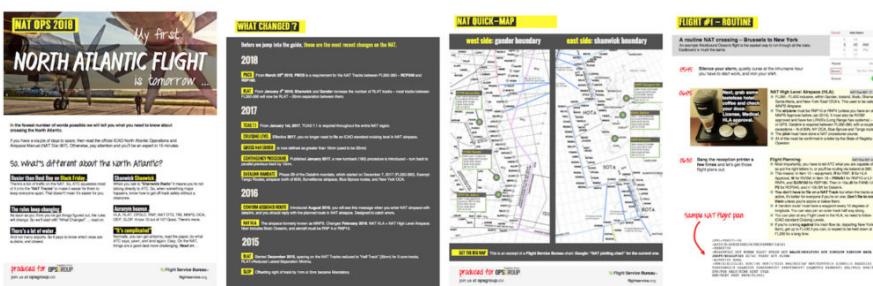
# My first North Atlantic Flight is tomorrow - NAT Ops Guide (Updated 2018)

Declan Selleck  
1 March, 2018



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](http://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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**SPECIAL NAT PROCEDURES**

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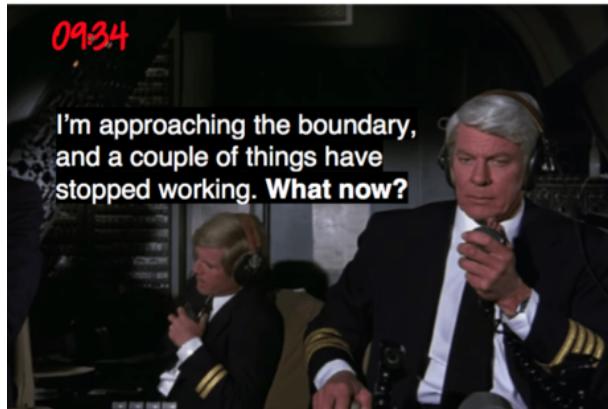
## Excerpt from the Routine Flight #1:



### 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.

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## Australia is turning off its Navaids - are you ready?

Declan Selleck

1 March, 2018



On the 26th of May, Australia will switch off around 180 different VOR's, NDB's, and other ground-based Navaids. Those that escape the cull - about 245 of them - will form the basis of their new "Backup Navigation Network", or BNN.

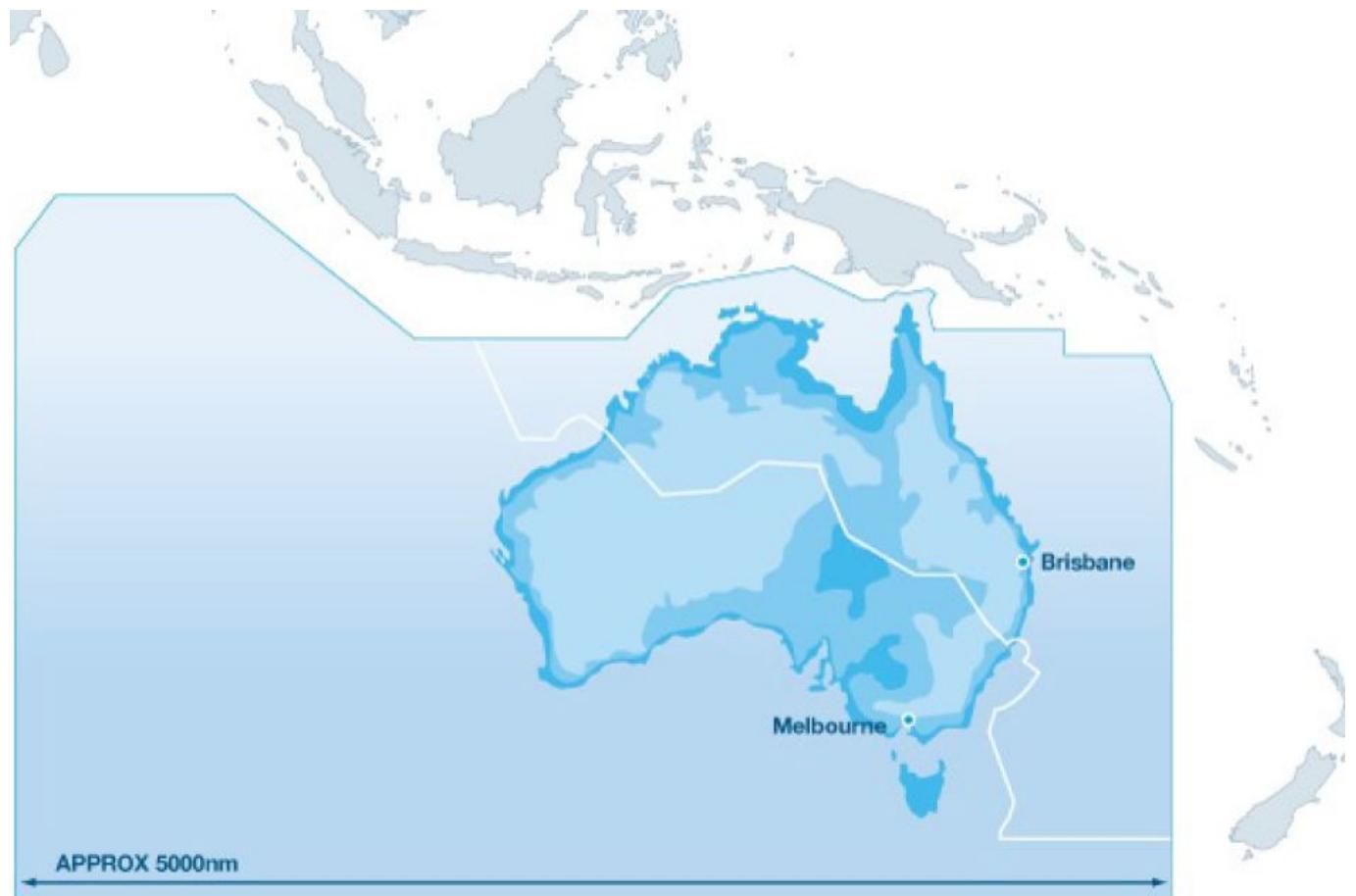
For International Operators, in short, Australia wants you to navigate with GNSS as your primary means of navigation. The new standards, from 26MAY, are:

- **Oceanic Routes:** RNP4 if able, otherwise RNP10
- **Continental Routes:** RNP2
- **SIDs and STARs:** RNP1
- **Non Precision approaches:** RNP APCH (ie. RNAV(GNSS))

CASA will issue **an exemption** if you have an existing RNAV1 or RNAV2 approval based on GNSS from your National Authority, but you must have either the above RNP capabilities, or the exemption, to operate in Australian Airspace from 26MAY.

Further reading:

- Australia AIC 10/16
- Australia AIC 11/16



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## **Did you know MNPS is over? Meet HLA, the new North Atlantic Airspace.**

Mark Zee  
1 March, 2018



From Feb 4th, 2016, **MNPS** (Minimum Navigation Performance Specifications) Airspace is being dumped as a term (no loss, really), and replaced by the much more user friendly **NAT High Level Airspace or NAT HLA**. MNPS first came into being in 1977, and this change is significant in that the requirements for approval to enter the new NAT HLA are updated – you must now have RNP4, or RNP10. Also, the rest of the Atlantic welcomes Bodø Oceanic to the fray – it joins Shanwick, Gander, Reykjavik, New York, and Santa Maria to make up the new NAT HLA, which keep the original vertical profile of FL285-FL420.

In short, that's all you need to know. You should read our **International Ops Notice 01/16** for the full story.