

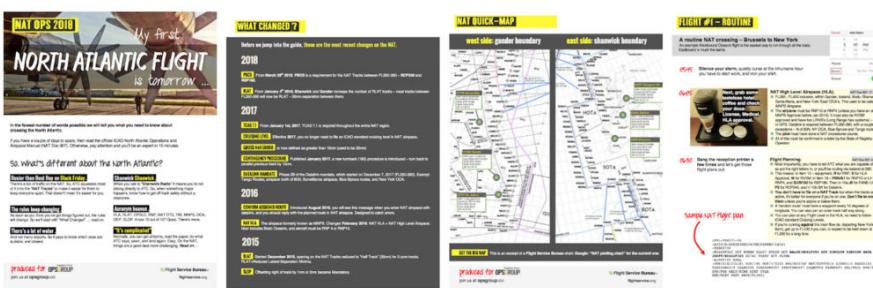
My first North Atlantic Flight is tomorrow - NAT Ops Guide (Updated 2018)

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.

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)

NAT Drawing procedures

LIGHT #2 NON-Routine

VFR Radio coverage at 1000, 2000, 3000, 4000, 5000

- **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**

NAT Non-Routine

Diversion

Overflight Permits

- **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**
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SPECIAL NAT PROCEDURES

NORTH ATLANTIC ATC CONTACTS

USEFUL LISTS AND CODES

REFERENCES AND FURTHER READING

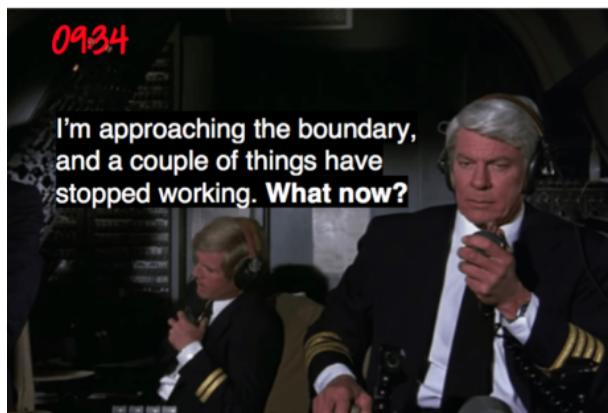
Excerpt from the Routine Flight #1:



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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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.

Monday Briefing: NAT Track Changes, Russia-Ukraine airline ban

Declan Selleck
1 March, 2018

INTERNATIONAL BULLETIN	ISSUED BY FLIGHT SERVICE BUREAU
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26OCT2015 In around two weeks time, significant changes will occur to the design and structure of North Atlantic Tracks (NAT OTS), which have existed in their current lateral structure since the OTS introduction in 1965. The key changes are: a reduction in separation to '**half-track**' compared to the existing structure, introduction of **24 new Oceanic Entry Points** (OEP's), and a new requirement for **RNP4**. A special briefing on these changes is below.

26OCT2015 With effect from yesterday, almost all Ukrainian and Russian airlines are barred from each others airports and airspace. Ukraine issued a sanctions list in September barring all except one Russian airline from operating, and in return Russia banned the three Ukrainian airlines from operating to Russia. GA, Business Aviation, and non-scheduled flights are not affected.

EGPX/Scottish FIR High delays this morning 26OCT in Scottish airspace due to ATC radio system failure. EGPF/Edinburgh airport departures were suspended, now resumed, with enroute traffic rerouted to avoid Antrim, Galloway, Tay, and Talla sectors. Situation is slowly improving but potential for afternoon delays exists.

KORD/Chicago O'Hare There will be a TFR in effect for Oct 27 and Oct 28 due to VIP movement. Please see NOTAM 5/1931 for further details.

MMXX/Mexico The impact of Hurricane Patricia was less than feared. MMPR/Puerto Vallarta Airport, MMZH/Ixtapa, and MMZO/Manzanillo have all reopened and are operating normally.

KXXX/USA Current runway closures: BWI-RWY 10/28 CLOSED, IAD-RWY 01R/19L CLOSED, DTW-RWY 03R/21L 09L/27R CLOSED, SEA-RWY 16C/34C CLOSED

NAT/North Atlantic ASD15 Exercise Trident Juncture (At Sea Demonstration) military exercise until 31OCT. The designated firing areas incorporate elements of Scottish FIR/UIR, Shanwick and Reykjavik FIR as well as notified UK Danger areas. Flight planning restrictions will be applied affecting NAT Traffic on northerly routes, monitor NOTAMs.

South Pacific Tropical Cyclone Season 2015-16 begins on 01NOV. Tropical cyclone warnings in the South Pacific region, please consult the Joint Typhoon Warning Center, Fiji's regional meteorological center responsible for tropical cyclone warnings in the South Pacific region, or Australia's Bureau of Meteorology.

[View the full International Ops Bulletin for 26OCT2015.](#)