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NAT Doc 007

NORTH ATLANTIC OPERATIONS AND AIRSPACE MANUAL

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*Prepared by the ICAO European and North Atlantic Office
on behalf of the North Atlantic Systems Planning Group (NAT SPG)*

EUROPEAN AND NORTH ATLANTIC OFFICE OF ICAO**International Civil Aviation Organization (ICAO)**

European and North Atlantic (EUR/NAT) Office

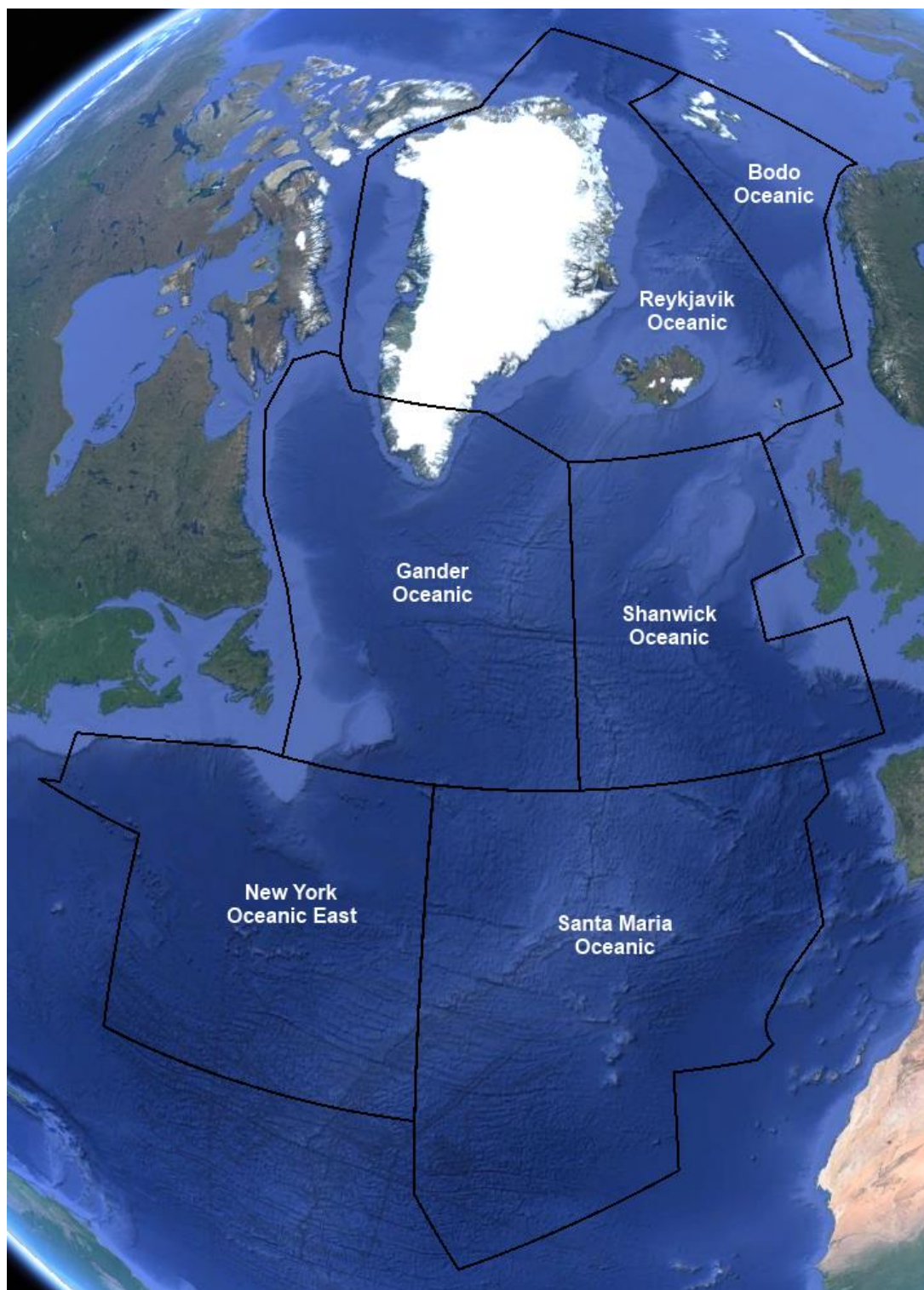
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Figure 0-1 – The North Atlantic High Level Airspace (NAT HLA)



(Prior to February 2016 designated as “NAT MNPS Airspace”)

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FOREWORD

This Document has been produced with the approval and on behalf of the North Atlantic (NAT) Systems Planning Group (SPG); the North Atlantic regional planning body established under the auspices of the International Civil Aviation Organisation (ICAO). This Group is responsible for developing the required operational procedures; specifying the necessary services and facilities; and defining the aircraft and operator approval standards employed in the NAT region.

Further information on the functions and working methods of the NAT SPG, together with the NAT Regional Safety Policy Statement, are contained in the NAT SPG Handbook (NAT DOC 001) which is available in the European and North Atlantic (EUR/NAT) Office public pages on the ICAO website (www.icao.int/EURNAT/).

This Document is for guidance only. Regulatory material relating to North Atlantic aircraft operations is contained in relevant ICAO Annexes, PANS/ATM (Doc.4444), Regional Supplementary Procedures (Doc.7030), State AIPs and current NOTAMs, which should be read in conjunction with the material contained in this Document.

The airspace of the North Atlantic which links Europe and North America is the busiest oceanic airspace in the world. In 2012 approximately 460,000 flights crossed the North Atlantic. For the most part in the North Atlantic, Direct Controller Pilot Communications (DCPC) and ATS Surveillance are unavailable. Aircraft separation assurance and hence safety are nevertheless ensured by demanding the highest standards of horizontal and vertical navigation performance/accuracy and of operating discipline.

The vast majority of North Atlantic flights are performed by commercial jet transport aircraft in the band of altitudes FL290 – FL410. To ensure adequate airspace capacity and provide for safe vertical separations, Reduced Vertical Separation Minima (RVSM) is applied throughout the ICAO NAT region.

A large portion of the airspace of the NAT, which, incidentally, contains the majority of these NAT crossings routes, is designated as the NAT High Level Airspace (NAT HLA) between FL 285 and 420 inclusive. Within this airspace a formal approval process by the State of Registry of the aircraft or the State of the operator ensures that aircraft meet defined NAT HLA Standards and that appropriate flight crew procedures and training have been adopted. The lateral dimensions of the NAT HLA include the following Control Areas (CTAs):

REYKJAVIK, SHANWICK (excluding SOTA & BOTA), GANDER, SANTA MARIA OCEANIC, BODO OCEANIC and the portion of NEW YORK OCEANIC EAST which is north of 27°N.

Some idea of these dimensions can be obtained from the maps at Figure 0-1 and those in Chapters 2 and 3. However, for specific dimensions, reference should be made to ICAO Regional Air Navigation Plan and Doc.7030 - NAT/RAC (available at www.icao.int/EURNAT/).

Note that “NAT HLA” is a re-designation of the airspace formerly known as the “North Atlantic Minimum Navigational Performance Specifications Airspace (NAT MNPSA),” but excludes those portions of SHANWICK OCA which form the SOTA and BOTA areas and includes the BODO OCEANIC FIR. This re-designation is the third of the milestones of the “MNPS to PBN Transition Plan” for the North Atlantic region and is effective from 04 February 2016. Approvals initially issued to operate in the NAT MNPSA are referred to as “NAT MNPS” approvals and approvals issued to operate in the NAT HLA are referred to as “NAT HLA” approvals.

Although aircraft and flight crews may fly above the NAT HLA without the requisite of a NAT HLA approval, it is important that flight crews of such aircraft have both an understanding of the operational procedures and systems employed in the NAT HLA and specific knowledge of any active organized route structures.

The bulk of this Document provides information for Aircraft Operating Agencies, flight crews and Dispatchers planning and conducting operations in or above the NAT HLA and it also offers guidance to the

State Regulators responsible for the approval/certification/or licensing of such aircraft operators, flight crews or dispatchers. It combines the guidance material contained prior to 2010 separately in the “North Atlantic MNPS Airspace Operations Manual”, and the ICAO “Guidance Material for Air Navigation in the North Atlantic Region.

Aircraft without NAT HLA or RVSM approvals may, of course, also fly across the North Atlantic below FL285. However, due consideration should be given to the particular operating environment. Especially by pilots/operators of single and twin engine aircraft. Weather conditions can be harsh; there are limited VHF radio communications and ground-based navigation aids; and the terrain can be rugged and sparsely populated. International General Aviation (IGA) flights at these lower levels constitute a very small percentage of the overall NAT traffic but they account for the vast majority of Search and Rescue operations. Specific guidance for the pilots and operators of such flights was previously contained in the North Atlantic International General Aviation (NAT IGA) Operations Manual published by the FAA on behalf of the ICAO North Atlantic Systems Planning Group (NAT SPG). However, with effect from Edition 2013, such guidance has been subsumed into this document.

The resulting consolidated guidance document provided herewith is included in the ICAO NAT Regional Library and is designated as NAT Document 007 (NAT Doc 007). The Document can be accessed/downloaded from the [European and North Atlantic \(EUR/NAT\) Office public pages on the ICAO website](#), following “[EUR & NAT Documents](#)”, then “[NAT Documents](#)”, in folder “[NAT Doc 007](#)”.

This website will also include, any noted post publication errata (changes) or addenda (additions) to the current edition.

A separate document, “NAT Region Updates Bulletin”, is also available from the website. This advises operators of any recent changes to procedures or associated operational information which may affect their conduct and planning of operations in the ICAO North Atlantic (NAT) region.

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To assist with the editing of this Manual and to ensure the currency and accuracy of future editions it would be appreciated if readers would submit their comments/suggestions for possible amendments/additions, to the ICAO EUR/NAT Office at the above Email address.

In October 2012 UK NATS completed a publication titled ‘Track Wise-Targeting Risk within the Shanwick OCA’. It was produced in collaboration with the Safety Partnership Agreement. It is available as a DVD or can be viewed on-line via You-Tube. Like this Manual, it is aimed at flight crews, dispatchers and others concerned in flight operations in the North Atlantic. It follows the progress of a westbound NAT flight through the Shanwick OCA as well as exemplifying contingency and emergencies situations. While the operational procedures elements are specific to Shanwick, the majority of the DVD considers issues common to the whole ICAO NAT region. It is available at no charge to bona fide operators on application to: customerhelp@nats.co.uk.

The complete DVD can be accessed from the European and North Atlantic (EUR/NAT) Office public pages on the ICAO website (www.icao.int/EURNAT/), following “[EUR & NAT Documents](#)”, then “[NAT Documents](#)”, then selecting “Trackwise for on-line U-Tube viewing”. It is also available on [YouTube™](#), looking for “**Trackwise - Targeting Risk Within The Shanwick OCA**”, or directly at <https://www.youtube.com/watch?v=EJTjwW5ZYas>

As part of the continuing development within the operating environment of NAT HLA, trials take place in the NAT from time to time, in support of various separation reduction and safety initiatives. Some of these trials require the assistance of operators and flight crews. For a listing of current initiatives and trials (if any) and participation details etc., reference should be made to the AIP of NAT ATS provider States. Information on some of these trials may also be found by looking for “[NAT Documents](#)” in the European and North Atlantic (EUR/NAT) Office public pages on the ICAO website (www.icao.int/EURNAT/).

EXPLANATION OF CHANGES

Edition 2018-v2 Content Modifications/Additions Incorporated

This modification includes updates regarding Performance Based Communication and Surveillance (PBCS) implementation and the conclusion of the RLatSM trial (e.g., the change of nomenclature from RLatSM tracks to PBCS tracks). Included in this modification are numerous editorial and organizational changes for clarity and consistency. Modifications have been made to the Glossary of Terms: new information has been added and unnecessary information has been removed; as well, the structure has been changed to divide into “Abbreviations” and “Definitions”.

ABBREVIATIONS

ACARS	Aircraft Communications Addressing and Reporting System
ACAS	Airborne Collision Avoidance System
ACC	Area Control Centre
ADF	Automatic Direction Finding
ADS	Automatic Dependant Surveillance
ADS-B	Automatic Dependant Surveillance - Broadcast
ADS-C	Automatic Dependant Surveillance - Contract
AFTN	Aeronautical Fixed Telecommunication Network
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation and Control
AIS	Aeronautical Information Service
ARINC	ARINC - formerly Aeronautical Radio Incorporated
ATA	Actual Time of Arrival
ATC	Air Traffic Control
ATM	Air Traffic Management
ATS	Air Traffic Services
BOTA	Brest Oceanic Transition Area
BRNAV	Basic Area Navigation
CAR	Caribbean
CDL	Configuration Deviation List
CDM	Collaborative Decision Making
CDR	ConDitional Route
CDU	Control Display Unit
CMA	Central Monitoring Agency
CPDLC	Controller Pilot Data Link Communications
CTA	Control Area
DCL	Departure Clearance (via Data Link)
DCPC	Direct Controller/Pilot Communications
DME	Distance Measuring Equipment
DR	Dead Reckoning
EDTO	Extended Diversion Time Operations
ELT	Emergency Locator Transmitter
ETA	Estimated Time of Arrival
ETOPS	Extended Range Twin-engine Aircraft Operations
EUR	Europe

FAA	Federal Aviation Administration
FANS 1/A	Future Air Navigation System 1 or A. (Respectively, Boeing and Airbus Proprietary Air-Ground ATC Data Link Communications Systems)
FDE	Fault Detection and Exclusion
FDR	Flight Data Records
FIR	Flight Information Region
FL	Flight Level
FLAS	Flight Level Allocation Scheme
FMC	Flight Management Computer
FMS	Flight Management System
GLONASS	Global Orbiting Navigation Satellite System
GMU	GPS (Height) Monitoring Unit
GNE	Gross Navigation Error
GNSS	Global Navigation Satellite System
GP	General Purpose
GPS	Global Positioning System
HF	High Frequency
HMU	Height Monitoring Unit
HSI	Horizontal Situation Indicator
ICAO	International Civil Aviation Organisation
IFR	Instrument Flight Rules
INS	Inertial Navigation System
IRS	Inertial Reference System
JAA	Joint Aviation Authorities
kHz	Kilohertz
LAT	Latitude
LEO	Low Earth Orbit (in reference to satellites e.g Iridium Constellation)
LONG	Longitude
LRNS	Long Range Navigation System
MASPS	Minimum Aircraft System Performance Specifications
MEL	Minimum Equipment List
MET	Meteorological
MHz	Megahertz
MMEL	Master Minimum Equipment List
MNPS	Minimum Navigation Performance Specifications
MNT	Mach Number Technique
NAM	North America
NAR	North American Route

NAT	North Atlantic
NAT HLA	North Atlantic High Level Airspace
NAT SPG	North Atlantic Systems Planning Group
NDB	Non Directional Beacon
NM	Nautical Mile
NOAA	National Oceanic and Atmospheric Administration
NOTA	Northern Oceanic Transition Area
NOTAM	Notice to Airmen
OACC	Oceanic Area Control Centre
OCA	Oceanic Control Area
OESB	Oceanic Errors Safety Bulletin
OTS	Organized Track System
PBCS	Performance-Based Communication and Surveillance
PDC	Pre Departure Clearance
PRM	Preferred Route Message
RA	Resolution Advisory (per ACAS/TCAS)
RAIM	Receiver Autonomous Integrity Monitoring
RMI	Radio Magnetic Indicator
RNP	Required Navigation Performance
R/T	Radio Telephony
RVSM	Reduced Vertical Separation Minimum
SAM	South America
SELCAL	Selective Calling
SID	Standard Instrument Departure
SLOP	Strategic Lateral Offset Procedures
SMS	Safety Management System
SOTA	Shannon Oceanic Transition Area
SSB	Single Sideband
SSR	Secondary Surveillance Radar
TAS	True Airspeed
TCAS	Traffic (Alert and) Collision Avoidance System
TLS	Target Level of Safety
TMI	Track Message Identification
UTC	Co-ordinated Universal Time
VHF	Very High Frequency
VOR	VHF Omni-directional Range
WAH	When Able Higher

WATRS	West Atlantic Route System
WPR	Waypoint Position Report

DEFINITIONS

ATS Surveillance service	Term used to indicate a service provided directly by means of an ATS Surveillance system.
ATS Surveillance system	Generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft.
Conflict	A situation that occurs when it is predicted that the spacing between aircraft, an aircraft and a defined airspace, or an aircraft and terrain, may or will reduce below the prescribed minimum.
Doc 7030	North Atlantic (NAT) Regional Supplementary Procedures (AKA NAT Supps)
Multilateration	A group of equipment configured to provide position derived from the secondary surveillance radar (SSR) transponder signals (replies or squitters) primarily using time difference of arrival (TDOA) techniques. Additional information, including identification, can be extracted from the received signals..
North Atlantic Operations Bulletin (NAT OPS Bulletin)	NAT Ops Bulletins are used to distribute information on behalf of the North Atlantic Systems Planning Group (NAT SPG) for the purpose of providing guidance to North Atlantic (NAT) operators on material relevant to their operations.
Oceanic Entry Point	Point on the FIR boundary where the aircraft enters the first oceanic control area
Oceanic Exit Point	Point on the FIR boundary where the aircraft leaves the last oceanic control area
Procedural Control	Term used to indicate that information derived from an ATS Surveillance system is not required for the provision of air traffic control service. (PANS-ATM)

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CHAPTER 1

OPERATIONAL APPROVAL AND AIRCRAFT SYSTEM REQUIREMENTS FOR FLIGHT IN THE NAT HLA

Flight crews may fly across the North Atlantic within NAT High Level Airspace (HLA) only if they are in possession of the appropriate NAT HLA and RVSM approvals issued by the State of Registry of the aircraft or by the State of the operator. The Minimum Equipment List (MEL) for operations must be strictly observed.

1.1 GENERAL

1.1.1 With effect from 04 February 2016 the airspace previously designated as NAT MNPSA was re-designated as NAT HLA. NAT HLA is that volume of airspace between flight level (FL) 285 and FL 420 within the oceanic control areas of Bodo Oceanic, Gander Oceanic, New York Oceanic East, Reykjavik, Santa Maria and Shanwick, excluding the Shannon and Brest Ocean Transition Areas. State approvals for NAT MNPSA operations granted prior to that date will be valid for NAT HLA operations. Except that those approvals issued prior to 01 January 2015 and based upon the earlier “6.3 NMs” MNPS standard will not be valid beyond January 2020. Any NAT MNPS approvals granted using PBN specifications for navigation equipment performance will continue to be valid beyond that date.

1.1.2 It is implicit in the concept of the NAT HLA that all flights within the airspace achieve the highest standards of horizontal and vertical navigation performance and accuracy. Formal monitoring programmes are undertaken to quantify the achieved performances and to compare them with standards required to ensure that established Target Levels of Safety (TLS) are met.

Note: Collision Risk Modelling is used to estimate risk in each of the three dimensions (i.e. lateral, longitudinal and vertical). Target maxima set for these estimates are expressed in terms of potential collisions per flight hour and are known as “Target Levels of Safety (TLSs)”.

1.1.3 Aircraft operating within the NAT HLA are required to meet specified navigation performance in the horizontal plane through the carriage and proper use of navigation equipment that meets identified standards and has been approved as such by the State of Registry or State of the operator for the purpose. Such approvals encompass all aspects affecting the expected navigation performance of the aircraft, including the designation of appropriate cockpit/flight deck operating procedures.

1.1.4 All aircraft intending to operate within the NAT HLA must be equipped with altimetry and height-keeping systems which meet RVSM Minimum Aircraft System Performance Specifications (MASPS). RVSM MASPS are contained in ICAO Doc 9574 and detailed in designated FAA document, AC91-85 (latest edition). These documents can be downloaded from:

www.faa.gov/air_traffic/separation_standards/rvsm/documents/AC_91-85A_7-21-2016.pdf and www.skybrary.aero/bookshelf/books/157.pdf, respectively.

1.1.5 The ultimate responsibility for checking that a NAT HLA/RVSM flight has the necessary approval(s) rests with the pilot in command. In the case of most regular scheduled flights this check is a matter of simple routine but flight crews of special charter flights, private flights, ferry and delivery flights are advised to pay particular attention to this matter. Routine monitoring of NAT traffic regularly reveals examples of flight crews of non-approved flights, from within these user groups, flight planning or requesting clearance within the NAT HLA. All such instances are prejudicial to safety and are referred to relevant State Authorities for further action.

1.1.6 While not a specific element of NAT HLA approval, flight crews and operators are reminded that for flights over the NAT, *ICAO SARPS in Annex 6 (Operation of Aircraft), Part I, Chapter 6 and Part II, Chapter 2* requires carriage of Emergency Locator Transmitters (ELTs) by all commercial and IGA aircraft, respectively.

Exceptions - Special Operations

1.1.7 NAT ATS providers may approve moving or stationary temporary airspace reservations within the NAT HLA, for the benefit of State or Military Aircraft Operating Agencies to accommodate Military Exercises, Formation Flights, Missile Firing or UAV Activities. Procedures are established in respect of the requests for and management of such reservations. Whenever such reservations might impinge upon other flights in the NAT region, relevant AIS is published, including, if appropriate, annotations on the NAT track message-

1.1.8 Manned Balloon flights can be operated in or through the NAT region. They are, however, required to avoid the NAT HLA and must be meticulously co-ordinated with affected ATS Authorities in advance allowing sufficient time for all parties involved to properly plan for the flight.

1.2 APPROVAL

1.2.1 All flights within the NAT HLA must have the approval of either the State of Registry of the aircraft, or the State of the operator. Aircraft operating in RVSM airspace are required to be compliant with the altimetry Minimum Aircraft System Performance Specifications (MASPS) and hold an issued approval. Approval for NAT HLA operations will require the checking by the State of Registry or State of the operator, of various aspects affecting navigation performance. These aspects include: the navigation equipment used, together with its installation and maintenance procedures; plus the flight crew navigation procedures employed and the flight crew training requirements.

1.2.2 Since the NAT HLA is now designated as RVSM airspace at all levels, all NAT flight crews/operators must be State approved specifically for NAT RVSM operations and each aircraft intended to be flown in the NAT HLA must have State RVSM Airworthiness approval.

1.2.3 There are times when NAT HLA and/or RVSM approval documentation may need to be shown to “suitably authorised persons”, e.g. during a ramp inspection or on similar occasions.

1.2.4 In order to adequately monitor the NAT HLA, State aviation authorities should maintain a database of all NAT HLA and RVSM approvals that they have granted. States must also provide data on RVSM approved airframes to the North Atlantic Regional Monitoring Agency (RMA), which is maintained by the North Atlantic Central Monitoring Agency (NAT CMA). The CMA database facilitates the tactical monitoring of aircraft approval status and the exclusion of non-approved users.

1.2.5 In the case of approvals for IGA operations, the following points are emphasised:

- a) aircraft NAT HLA and RVSM approvals constitute a package covering equipment standards, installation, maintenance procedures and flight crew training;
- b) State aviation authorities should consider limiting the validity period of approvals; and
- c) State aviation authorities should maintain detailed records of all NAT HLA and RVSM approvals.

1.3 HORIZONTAL NAVIGATION REQUIREMENTS FOR UNRESTRICTED NAT HLA OPERATIONS

Longitudinal Navigation

1.3.1 Time-based longitudinal separations between subsequent aircraft following the same track (in-trail) and between aircraft on intersecting tracks in the NAT HLA are assessed in terms of differences in ATAs/ETAs at common points. The time-based longitudinal separation minima currently used in the NAT HLA are thus expressed in clock minutes. The maintenance of in-trail separations is aided by the application of the Mach Number Technique (MNT) (See Chapter 7). However, aircraft clock errors resulting in waypoint ATA errors in position reports can lead to an erosion of actual longitudinal separations between aircraft. It is thus vitally important that the time-keeping device intended to be used to indicate waypoint passing times is accurate, and is synchronised to an acceptable UTC time signal before commencing flight in the NAT HLA. In many modern aircraft, the Master Clock can only be reset while the aircraft is on the ground. Thus the pre-flight procedures for any NAT HLA operation must include a UTC time check and resynchronisation of the aircraft Master Clock (typically the FMS). Lists of acceptable time sources for this purpose have been promulgated by NAT ATS provider States. A non-exhaustive list is shown in Chapter 8 of this Document.

Lateral Navigation

Equipment

1.3.2 There are two navigational equipment requirements for aircraft planning to operate in the NAT HLA. One refers to the navigation performance that should be achieved, in terms of accuracy. The second refers to the need to carry standby equipment with comparable performance characteristics (ICAO Annex 6 (Operation of Aircraft) refers).

1.3.3 The navigation system accuracy requirements for NAT MNPSA/HLA operation should only be based on the PBN specifications, RNP 10 (PBN application of RNAV 10) or RNP 4. Although when granting consequent approval for operations in MNPSA/NAT HLA, States should take account of the RNP 10 time limits for aircraft equipped with dual INS or inertial reference unit (IRU) systems. All approvals issued after 04 February 2016 must be designated as “NAT HLA” approvals.

Note 1 – With respect to RNAV 10/RNP 10 operations and approvals the nomenclature “RNAV 10 (RNP 10)” is now used throughout this document for consistency with ICAO PBN Manual Doc.9613. As indicated in the PBN Manual RNAV 10 is designated and authorized as RNP 10 irrespective of the fact that RNP 10 designation is inconsistent with PBN RNP and RNAV specifications since RNP 10 does not include requirements for on-board performance monitoring and alerting. The justification for this being that renaming current RNP 10 routes, operational approvals, etc., to an RNAV 10 designation would be an extensive and expensive task, which is not cost-effective. Consequently, any existing or new operational approvals will continue to be designated RNP 10, and any charting annotations will be depicted as RNP 10.

Note 2 – RNP 10 time limits are discussed in (Doc 9613) Part B, Volume II Chapter 1.

1.3.4 Additionally, in order for the 50 NM lateral separation minimum to be utilized in the New York Oceanic East the following navigation performance criteria must also be met by aircraft with RNAV 10 (RNP 10) approvals:

- a) the proportion of the total flight time spent by aircraft 46 km (25 NM) or more off the cleared track shall be less than 9.11×10^{-5} ; and
- b) the proportion of the total flight time spent by aircraft between 74 and 111 km (40 and 60 NM) off the cleared track shall be less than 1.68×10^{-5} .

1.3.5 And similarly the additional criteria which must be met by aircraft approved as RNP 4 are as follows:

- a) the proportion of the total flight time spent by aircraft 28 km (15 NM) or more off the cleared track shall be less than 5.44×10^{-5} ; and
- b) the proportion of the total flight time spent by aircraft between 44 and 67 km (24 and 36 NM) off the cleared track shall be less than 1.01×10^{-5} .

1.3.6 When granting approval for operations in the NAT HLA, States of Registry should also ensure that in-flight operating drills are approved which include mandatory navigation cross-checking procedures aimed at identifying navigation errors in sufficient time to prevent the aircraft inadvertently deviating from the ATC-cleared route.

1.3.7 Long Range Navigation Systems, namely INS, IRS or GNSS, have demonstrated the requisite navigation accuracy required for operations in the NAT HLA. Consequently, State approval of unrestricted operation in the NAT HLA may presently be granted to an aircraft equipped as follows:

- a) **with at least two** fully serviceable Long Range Navigation Systems (LRNSs). A LRNS may be one of the following:

- one Inertial Navigation System (INS);
- one Global Navigation Satellite System (GNSS); or
- one navigation system using the inputs from one or more Inertial Reference System (IRS) or any other sensor system complying with the NAT HLA requirement.

Note 1: Currently the only GNSS system fully operational and for which approval material is available, is GPS.

Note 2: In USA, FAA Advisory Circular (AC) 20-138 provides guidance on airworthiness approval for positioning and navigation systems, to include GPS. AC 90-105 provides guidance on operational approval for RNP operations in oceanic airspace, to include the requirements for RNP 10 (RNAV 10) applicable to NAT HLA operations.

Note 3: Currently equivalent approval material for GLONASS is not under development but it will need to be available prior to approval of any GLONASS equipped aircraft for NAT HLA operations.

- b) each LRNS must be capable of providing to the flight crew a continuous indication of the aircraft position relative to desired track.
- c) it is also highly desirable that the navigation system employed for the provision of steering guidance is capable of being coupled to the autopilot.

Note : Some aircraft may carry two independent LRNS but only one FMCS. Such an arrangement may meet track keeping parameters but does not provide the required redundancy (in terms of continuous indication of position relative to track or of automatic steering guidance) should the FMCS fail; therefore, in order to obtain NAT HLA certification, dual FMCS is required to be carried. For example: a single INS is considered to be one LRNS; and an FMCS with inputs from one or more IRS/ISS is also considered to be a single LRNS.

Flight Crew Training

1.3.8 It is essential that flight crews obtain proper training for NAT HLA and RVSM operations in line with procedures described in other chapters of this document.

1.4 ROUTES FOR USE BY AIRCRAFT NOT EQUIPPED WITH TWO LRNS

Routes for Aircraft with Only One LRNS

1.4.1 A number of special routes have been developed for aircraft equipped with only one LRNS and carrying normal short-range navigation equipment (VOR, DME, ADF), which require to cross the North Atlantic between Europe and North America (or vice versa). It should be recognised that these routes are within the NAT HLA, and that State approval must be obtained prior to flying along them. These routes are also available for interim use by aircraft normally approved for unrestricted NAT HLA operations that have suffered a partial loss of navigation capability and have only a single remaining functional LRNS. Detailed descriptions of the special routes known as 'Blue Spruce Routes' are included in Chapter 3 of this Document. Other routes also exist within the NAT HLA that may be flown by aircraft equipped with only a single functioning LRNS. These include routings between the Azores and the Portuguese mainland and/or the Madeira Archipelago and also routes between Northern Europe and Spain/Canaries/Lisbon FIR to the east of longitude 009° 01' W (viz.T9). Other routes available for single LRNS use are also established in the NAT HLA, including a route between Iceland and the east coast of Greenland and two routes between Kook Islands on the west coast of Greenland and Canada.

1.4.2 If this single LRNS is a GPS it must be approved in accordance with FAA TSO-C129 or later standard as Class A1, A2, B1, B2, C1 or C2, or with equivalent EASA documentation ETSO- C129a. Some States may have additional requirements regarding the carriage and use of GPS (e.g. a requirement for FDE RAIM) and flight crews should check with their own State of Registry to ascertain what, if any, they are. These above mentioned documents can be found at:

www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgWebcomponents.nsf and
www.easa.europa.eu/ws_prod/g/doc/Agency_Mesures/Certification_Spec/CS-ETSO.pdf.

Routes for Aircraft with Short-Range Navigation Equipment Only

1.4.3 Aircraft that are equipped only with short-range navigation equipment (VOR, DME, ADF) may operate through the NAT HLA but only along routes G3 or G11. However, once again formal State approval must be obtained. (See Chapter 3 for details of these routes.)

1.4.4 The letter 'X' shall be inserted in Item 10 of the ATS flight plan to denote that a flight is approved to operate in NAT HLA. The filed ATS flight plan does not convey information to the controller on any NAT HLA approval limitations. Therefore, it is the responsibility of the pilot in command to take account of aircraft or flight crew limitations and if appropriate, decline any unsanctioned ATC clearances.

1.5 SPECIAL ARRANGEMENTS FOR OPERATION IN NAT HLA BY NON-NAT HLA CERTIFIED AIRCRAFT

1.5.1 Aircraft that do not meet NAT HLA requirements may be allowed to operate in NAT HLA if the following conditions are satisfied:

- a) The aircraft is being provided with ATS Surveillance service
- b) Direct controller-pilot VHF voice communication is maintained; and
- c) The aircraft has a certified installation of equipment providing it the ability to navigate along the cleared track.

NOTE: Flight crews operating in the NAT HLA under these provisions should familiarize themselves with NAT HLA operations and procedures as well as ATS Surveillance and VHF service areas as published in state AIPs. They should also have a current copy of the OTS message that is in effect for the time of their flight for situational awareness.

1.5.2 Aircraft not approved to operate in NAT HLA and not meeting the provisions in 1.5.1 may be cleared to climb or descend through NAT HLA, traffic permitting.

1.5.3 Details of other special arrangements may be found in AIP of each ATS provider State.

1.6 SPECIAL ARRANGEMENTS FOR NON-RVSM APPROVED AIRCRAFT

To Climb/Descend Through RVSM Levels

1.6.1 NAT HLA approved aircraft that are not approved for RVSM operation will be permitted, subject to traffic, to climb/descend through RVSM levels in order to attain cruising levels above or below RVSM airspace. Flights should climb/descend continuously through the RVSM levels without stopping at any intermediate level and should “Report leaving” current level and “Report reaching” cleared level (N.B. this provision contrasts with the regulations applicable for RVSM airspace operations in Europe, where aircraft not approved for RVSM operations are not permitted to effect such climbs or descents through RVSM levels.). Such aircraft are also permitted to flight plan and operate at FL430 either Eastbound or Westbound above the NAT HLA.

To Operate at RVSM Levels

1.6.2 ATC may provide special approval for a NAT HLA approved aircraft that is not approved for RVSM operation to fly in the NAT HLA provided that the aircraft:

- a) is on a delivery flight; or
- b) was RVSM approved but has suffered an equipment failure and is being returned to its base for repair and/or re-approval; or
- c) is on a mercy or humanitarian flight.

1.6.3 Operators requiring such special approval should request prior approval by contacting the initial Oceanic Area Control Centre (OACC), normally not more than 12 hours and not less than 4 hours prior to the intended departure time, giving as much detail as possible regarding acceptable flight levels and routings. Operators should be aware, due to the requirements to provide non-RVSM separation, that requested levels and/or routes may not always be available (especially when infringing active OTS systems). The special approval, if and when received, should be clearly indicated in Item 18 of the ICAO flight plan. Operators must appreciate that the granting of any such approval does not constitute an oceanic clearance, which must be obtained from ATC, by the flight crew, in the normal manner.

1.6.4 This service, as explained above, will not be provided to aircraft without approval for NAT HLA operations. It must be noted that the provision of this service is intended exclusively for the purposes listed above and is not the means for an operator or flight crew to circumvent the RVSM approval process. Operators or flight crews are required to provide written justification for the request, upon completion of the flight plan, to the NAT Central Monitoring Agency (CMA). Any suspected misuse of the exceptions rule above, regarding RVSM operation, will be reported and will therefore be subject to follow-up action by the State of Registry or State of the operator as applicable.

1.6.5 Some flight planning systems cannot generate a flight plan through RVSM airspace unless the “W” designator is inserted in item 10 (equipment). For a flight which has received this special approval, it is of utmost importance that the “W” is removed prior to transmitting the ICAO flight plan to ATC. ATC will use the equipment block information to apply either 1000 ft or 2000ft separation. Additionally, flight crews of any such non-RVSM flights operating in RVSM airspace should include the phraseology “Negative RVSM” in all initial calls on ATC frequencies, requests for flight level changes, read-backs of flight level clearances within RVSM airspace and read-back of climb or descent clearances through RVSM airspace.

1.7 ATS SURVEILLANCE SERVICE AREAS IN THE NAT REGION

1.7.1 ATS Surveillance services (radar, ADS-B and Multilateration) are provided within some portions of the NAT HLA, where radar- and/or ADS-B and/or Multilateration coverage exists. The ATS Surveillance services are provided in accordance with the ATS Surveillance services procedures in the PANS ATM (DOC 4444).

1.7.2 All aircraft operating as IFR flights anywhere within the NAT region are required to be equipped with a pressure-altitude reporting SSR transponder and may therefore benefit from such radar and multilateration air traffic services, currently offered in parts of the NAT region.

1.7.3 ADS-B services are provided within portions of the NAT region (see Chapter 10). Eligibility and procedures for ADS-B service in the NAT are based upon the provisions in the Doc 7030 section 5.5.

1.7.4 North Atlantic States providing ADS-B Air Traffic Services maintain a common exclusion list of aircraft that are known to not satisfy the conditions promulgated by Doc 7030. The purpose of the exclusion list is to ensure that ADS-B reports received from such aircraft are not utilized by the air traffic control system for separation services.

1.7.5 Aircraft operators wishing to receive an exemption from the procedures specified in Doc 7030 for an individual flight shall apply for an exemption to the ATS unit(s) in accordance with AIP directives. Any approvals for such exemptions may be contingent on specific conditions such as routing, flight level and time of day.

1.8 DATA LINK MANDATED AIRSPACE

1.8.1 The NAT Data Link Mandate (DLM) is being implemented in phases. The goals are that: by 2018, 90% of aircraft operating in the NAT region airspace at FL290 and above will be equipped with FANS 1/A or equivalent ADS-C and CPDLC and that by 2020, 95% of aircraft operating in that airspace will be so equipped. The DLM requires aircraft to be equipped with, and operating, CPDLC and ADS-C in specific portions of the NAT region. Currently, the mandate incorporates FL350 to FL390 throughout the NAT region.

1.8.2 For further information, see Doc 7030 and States' AIPs.

1.9 PERFORMANCE MONITORING

1.9.1 The horizontal (i.e. latitudinal and longitudinal) and vertical navigation performance of operators within the NAT HLA is monitored on a continual basis. If a deviation is identified, follow-up action after flight is taken, both with the operator and the State of Registry of the aircraft involved, to establish the cause of the deviation and to confirm the approval of the flight to operate in NAT HLA and/or RVSM airspace. The overall navigation performance of all aircraft in the NAT HLA is compared to the standards established for the region, to ensure that the relevant TLSs are being maintained. (See Chapter 11).

1.10 TRIALS AND FUTURE DEVELOPMENTS

1.10.1 The ICAO North Atlantic Systems Planning Group undertakes a continuous programme of monitoring the safety and efficiency of flight operations throughout the NAT region. Plans are thereby developed to ensure the maintenance and further enhancement of the safety and traffic capacity of the airspace. The NAT SPG has produced a document providing a comprehensive overview of expected development of North Atlantic flight operations. This document, "Future ATM Concept of Operations for the North Atlantic Region" (NAT Doc 005) is available at www.icao.int/EURNAT/, following "[EUR & NAT Documents](#)", then "[NAT Documents](#)", in folder "[NAT Doc 005](#)".

1.10.2 Presently such plans include a gradual transition to a PBN system of navigation performance specification. The detailed transition plan is available on the ICAO EUR/NAT website where updates are reflected. In preparation, from January 2015 onward, any new approvals to operate in MNPS airspace have been based on RNP10 or RNP4 navigation specifications and in support, MNPS airspace was redesigned and renamed in February 2016 to NAT High Level Airspace (HLA).

1.10.3 The evolution of MNPS airspace to NAT HLA in conjunction with the Data Link Mandate and the PBN based navigational requirements will improve flight safety allowing for the use of reduced lateral and longitudinal separation standards. This will enhance airspace capacity and provide more fuel efficient profiles for operators.

1.10.4 All planned or anticipated changes will involve consultation and coordination with the airspace users. Advanced notification of any changes will be provided by the appropriate ANSP(s).

1.10.5 Details of already determined NAT region separation reduction plans are available on the ICAO/ EUR/NAT website including trials that are currently ongoing. One such trial is the application of RLongSM in the NAT region. (See [EUR and NAT Documents - OPS Bulletins](#))

1.10.6 There is some airspace where the DLM may not apply, including ATS Surveillance airspace; airspace north of 80° North; and New York Oceanic FIR. Aircraft not DLM equipped may be permitted to operate on the TANGO Routes and other specified routings during Phase 2B. Any such permissions will be promulgated via ANSP State AIP. Also certain categories of flights may be allowed to plan and operate through the mandated airspace with non-equipped aircraft. Details will be promulgated in future via State AIP. (See also “**NAT OPS Bulletin 2012-031**” available at www.icao.int/EURNAT/, following “[EUR & NAT Documents](#)”, then “[NAT Documents](#)”, then “[NAT OPS Bulletins](#)”). Charts providing an indication of the likely extent of the NAT ATS Surveillance airspace are included in Attachment 8.

1.10.7 The NAT region is envisaged as the first place that space based ADS-B ATS Surveillance will be used. Within the NAT SPG structure work is already underway to develop the necessary Regional Business Case, Concept of Operations, Safety Plan and Implementation Plan.

CHAPTER 2

THE ORGANISED TRACK SYSTEM (OTS)

2.1 GENERAL

2.1.1 As a result of passenger demand, time zone differences and airport noise restrictions, much of the North Atlantic (NAT) air traffic contributes to two major alternating flows: a westbound flow departing Europe in the morning, and an eastbound flow departing North America in the evening. The effect of these flows is to concentrate most of the traffic uni-directionally, with peak westbound traffic crossing the 30W longitude between 1130 UTC and 1900 UTC and peak eastbound traffic crossing the 30W longitude between 0100 UTC and 0800 UTC.

2.1.2 The flight levels normally associated with the OTS are FL310 to FL400 inclusive. These flight levels, and their use have been negotiated and agreed by the NATS ATS providers and are published as the Flight Level Allocation Scheme (FLAS). (See Attachment 5). The FLAS also determines flight levels available for traffic routing partly or wholly outside of the OTS as well as flights operating outside of the valid time periods of the OTS; often referred to as “transition times”.

2.1.3 The hours of validity of the two Organised Track Systems (OTS) are as follows:

(Westbound) Day-time OTS	1130	UTC	to	1900	UTC	at	30°W
(Eastbound) Night-time OTS	0100	UTC	to	0800	UTC	at	30°W

Note: Changes to these times can be negotiated between Gander and Shanwick OACCs and the specific hours of validity for each OTS are indicated in the NAT track message. For flight planning, operators should take account of the times as specified in the relevant NAT track message(s). Tactical extensions to OTS validity times can also be agreed between OACCs when required, but these should normally be transparent to operators.

2.1.4 Use of the OTS tracks is not mandatory. Aircraft may flight plan on random routes which remain clear of the OTS or may fly on any route that joins, leaves, or crosses the OTS. Operators must be aware that while ATC will make every effort to clear random traffic across the OTS at requested levels, re-routes or significant changes in flight level from those planned are very likely to be necessary during most of the OTS traffic periods. A comprehensive understanding of the OTS and the FLAS may assist flight planners in determining the feasibility of flight profiles.

2.2 CONSTRUCTION OF THE ORGANISED TRACK SYSTEM (OTS)

General processes

2.2.1 The appropriate OACC constructs the OTS after determination of basic minimum time tracks; with due consideration of airlines' preferred routes and taking into account airspace restrictions such as danger areas and military airspace reservations. The night-time OTS is produced by Gander OACC and the day-time OTS by Shanwick OACC (Prestwick), each incorporating any requirement for tracks within the New York, Reykjavik, Bodø and Santa Maria Oceanic Control Areas (OCAs). OACC planners co-ordinate with adjacent OACCs and domestic ATC agencies to ensure that the proposed system is viable. They also take into account the requirements of opposite direction traffic and ensure that sufficient track/flight level profiles are provided to satisfy anticipated traffic demand. The impact on domestic route structures and the serviceability of transition area radars and nav aids are checked before the system is finalised.

2.2.2 When the expected volume of traffic justifies it, tracks may be established to accommodate the EUR/CAR traffic axis. Extra care is required when planning these routes as they differ slightly from the

'core tracks' in that they may cross each other (using vertical separations via different flight level allocations), and in some cases may not extend from coast-out to coast-in (necessitating random routing to join or leave). Similarly, some westbound tracks may commence at 00°W or 30°W, North of 61°N, to accommodate NAT traffic routing via the Reykjavik OCA and Northern Canada.

Collaborative Decision Making Process

2.2.3 Operators proposing to execute NAT crossings during the upcoming OTS period are encouraged to contribute to the OTS planning process. A comprehensive set of Collaborative Decision Making (CDM) procedures for NAT track design is now employed.

2.2.4 To ensure emphasis is placed on operators' preferred routes, the CDM process begins with the Preferred Route Message (PRM) system. All NAT operators (both scheduled and non-scheduled) are urged to provide information by AFTN message to the appropriate OACCs regarding optimum routing for any/all of their flights intending to operate during upcoming peak traffic periods. Such information should be provided, in the correct format, as far in advance as possible, but not later than 1900 UTC for the following day-time OTS and 1000 UTC for the following night-time OTS. The details for submitting operators' preferred routes in respect of day-time westbound flights are specified in the UK AIP. The filing of night-time eastbound preferred routings is an element of the NavCanada Traffic Density Analyser (TDA) tool (see Chapter 16).

2.2.5 Subsequently, following the initial construction of the NAT tracks by the publishing agencies, the proposed tracks are published on an internet site for interested parties to view and discuss. One hour is allocated for each of the proposals during which any comments will be considered by the publishing agency and any changes which are agreed are then incorporated into the final track design. This internet site is currently operated by NAV CANADA. Access to this site is by password which any bona fide NAT operator may obtain on application to NAV CANADA - see Canada AIP for details. Requests for access should be sent to noc@navcanada.ca.

Split Westbound Structure

2.2.6 On occasions, when a strong westerly Jetstream closely follows the Great Circle of the dominant NAT traffic flow between London and New York, the resulting daytime Westbound minimum time tracks can be located both north and south of this great circle. In such cases, Shanwick may publish a "split" track structure, leaving at least two adjacent exit points and landfalls at the Eastern NAT boundary for use by the daytime eastbound traffic flow (an example of such a structure is shown in Example 1/Figure 2 below).

2.3 THE NAT TRACK MESSAGE

2.3.1 The agreed OTS is promulgated by means of the NAT track message via the AFTN to all interested addressees. A typical time of publication of the day-time OTS is 2200 UTC and of the night-time OTS is 1400 UTC.

2.3.2 This message gives full details of the coordinates of the organised tracks as well as the flight levels that are expected to be in use on each track. In most cases there are also details of domestic entry and exit routings associated with individual tracks (e.g. NAR). In the westbound (day-time) system the track most northerly, at its point of origin, is designated Track 'A' (Alpha) and the next most northerly track is designated Track 'B' (Bravo) etc. In the eastbound (night-time) system the most southerly track, at its point of origin, is designated Track 'Z' (Zulu) and the next most southerly track is designated Track 'Y' (Yankee), etc. Examples of both eastbound and westbound systems and NAT track messages are shown in this chapter.

2.3.3 The originating OACC identifies each NAT track message, within the Remarks section appended to the end of the NAT track message, by means of a 3-digit Track Message Identification (TMI) number equivalent to the Julian calendar date on which that OTS is effective. For example, the OTS effective

on February 1st will be identified by TMI 032. (The Julian calendar date is a simple progression of numbered days without reference to months, with numbering starting from the first day of the year.) If any subsequent NAT track amendments affecting the entry/exit points, route of flight (coordinates) or flight level allocation are made, the whole NAT track message will be re-issued. The reason for this amendment will be shown in the Notes and a successive alphabetic character, i.e. 'A', then 'B', etc., will be added to the end of the TMI number (e.g. TMI 032A).

2.3.4 The remarks section is an important element of the NAT track message. Included is essential information for operators that may vary greatly from day to day. The Remarks may also include details of special flight planning considerations, reminders of ongoing initiatives (e.g., Data Link Mandate or RLatSM trials), planned amendments to NAT operations, or active NOTAMS referencing airspace restrictions. The remarks section of the Night-time Eastbound OTS Message will also include important information on appropriate clearance delivery frequency assignments.

2.4 OTS CHANGEOVER PERIODS

2.4.1 To ensure a smooth transition from night-time to day-time OTSs and vice-versa, a period of several hours is interposed between the termination of one system and the commencement of the next. These periods are from 0801 UTC to 1129 UTC: and from 1901 UTC to 0059 UTC.

2.4.2 During the changeover periods some restrictions to flight planned routes and levels are imposed. Eastbound and westbound aircraft operating during these periods should file flight level requests in accordance with the Flight Level Allocation Scheme (FLAS) as published in the *UK and Canada AIPs* and shown at Attachment 5.

2.4.3 It should also be recognised that during these times there is often a need for clearances to be individually co-ordinated between OACCs and cleared flight levels may not be in accordance with those flight planned. If, for any reason, a flight is expected to be level critical, operators are recommended to contact the initial OACC prior to filing of the flight plan to ascertain the likely availability of required flight levels.

2.5 EXAMPLES OF DAY-TIME WESTBOUND AND NIGHT-TIME EASTBOUND NAT TRACK MESSAGES AND ASSOCIATED TRACK SYSTEMS

Example 1 — Example of Westbound NAT Track Message

TZA179 082009
FF BIRDZQZZ BIKFYXX
082009 EGGXZOZX
 (NAT)-1/3 TRACKS FLS 310/390 INCLUSIVE
 APR 09/1130Z TO APR 09/1900Z
 PART ONE OF THREE PARTS-
 A ERAKA 60/20 62/30 63/40 63/50 MAXAR
 EAST LVLS NIL
 WEST LVLS 310 320 330 350 360
 EUR RTS WEST ETSOM
 NAR -
 B GOMUP 59/20 61/30 62/40 62/50 PIDSO
 EAST LVLS NIL
 WEST LVLS 310 320 330 350 360 380
 EUR RTS WEST GINGA
 NAR -
 C SUNOT 58/20 60/30 61/40 61/50 SAVRY
 EAST LVLS NIL
 WEST LVLS 310 320 330 340 360 380
 EUR RTS WEST NIL
 NAR -
 END OF PART ONE OF THREE PARTS)

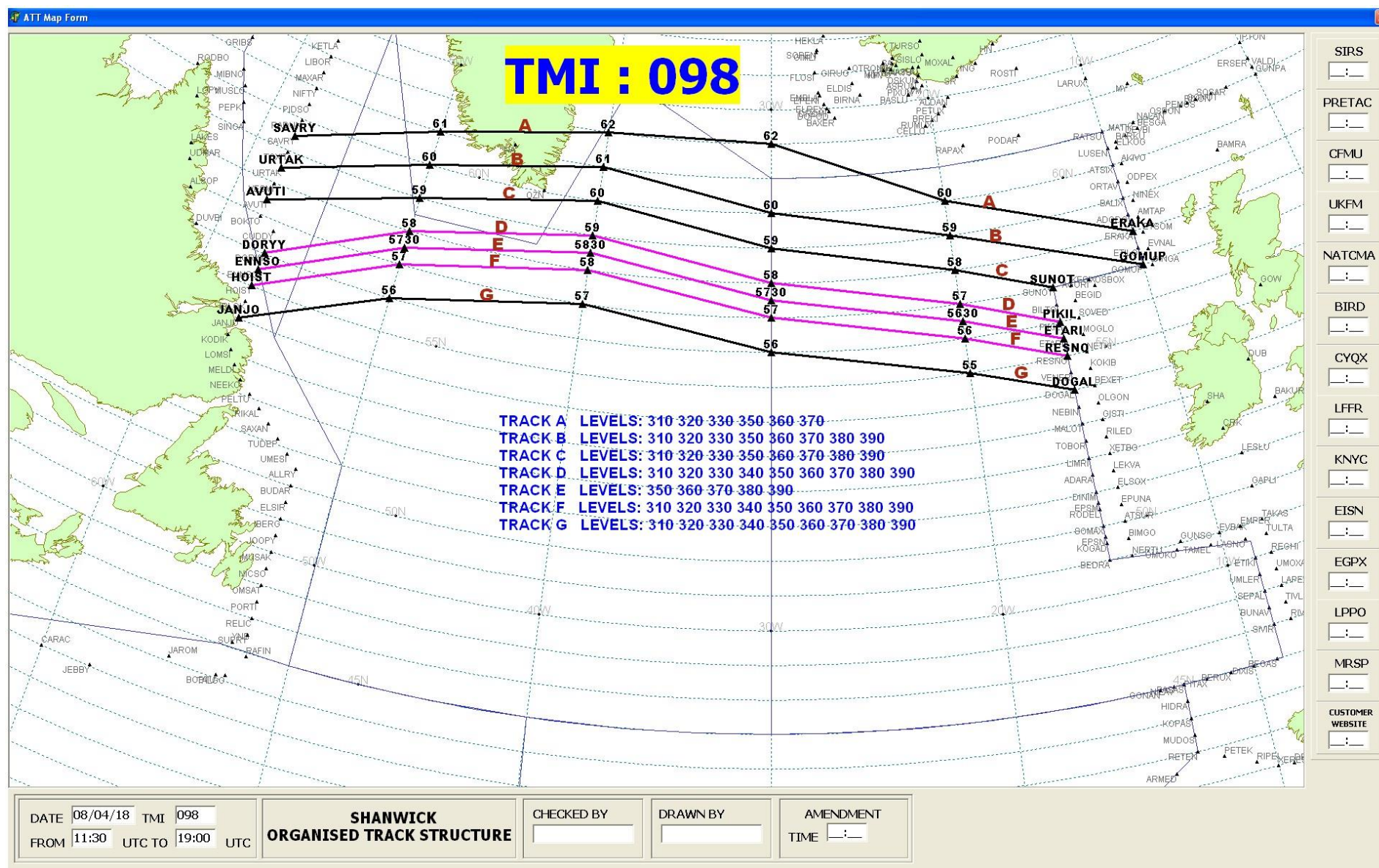
TZA181 082010
FF BIRDZQZZ BIKFYXX
082009 EGGXZOZX
 (NAT)-2/3 TRACKS FLS 310/390 INCLUSIVE
 APR 09/1130Z TO APR 09/1900Z
 PART TWO OF THREE PARTS-
 D PIKIL 57/20 57/30 56/40 54/50 NEEKO
 EAST LVLS NIL
 WEST LVLS 310 320 330 340 350 360 370 380 390
 EUR RTS WEST NIL
 NAR -
 E RESNO 56/20 56/30 55/40 53/50 RIKAL
 EAST LVLS NIL
 WEST LVLS 310 320 330 340 350 360 370 380 390
 EUR RTS WEST NIL

NAR -
 F VENER 5530/20 5530/30 5430/40 5230/50 SAXAN
 EAST LVLS NIL
 WEST LVLS 350 360 370 380 390
 EUR RTS WEST NIL
 NAR -
 G DOGAL 55/20 55/30 54/40 52/50 TUDEP
 EAST LVLS NIL
 WEST LVLS 310 320 330 340 350 360 370 380 390
 EUR RTS WEST NIL
 NAR -
 END OF PART TWO OF THREE PARTS)

TZA182 082010
FF BIRDZQZZ BIKFYXX
082010 EGGXZOZX
 (NAT)-3/3 TRACKS FLS 310/390 INCLUSIVE
 APR 09/1130Z TO APR 09/1900Z
 PART THREE OF THREE PARTS-
 H MALOT 54/20 54/30 53/40 51/50 ALLRY
 EAST LVLS NIL
 WEST LVLS 310 320 330 340 350 360 370 380 390
 EUR RTS WEST NIL
 NAR -
 REMARKS.
 1. TMI IS 099 AND OPERATORS ARE REMINDED TO INCLUDE THE
 TMI NUMBER AS PART OF THE OCEANIC CLEARANCE READ BACK.
 2. OPERATORS ARE REMINDED THAT ADS-C AND CPDLC IS MANDATED FOR
 LEVELS 350-390 IN NAT AIRSPACE.
 3. PBCS OTS LEVELS 350-390. PBCS TRACKS AS FOLLOWS
 TRACK E
 TRACK F
 TRACK G
 END OF PBCS OTS
 4. FOR STRATEGIC LATERAL OFFSET AND CONTINGENCY PROCEDURES FOR
 OPS IN
 NAT FLOW REFER TO NAT PROGRAMME COORDINATION WEBSITE
 WWW.PARIS.ICAO.INT.

SLOP SHOULD BE STANDARD PROCEDURE, NOT JUST FOR AVOIDING WX/TURB.
5.80 PERCENT OF GROSS NAVIGATION ERRORS RESULT FROM POOR COCKPIT PROCEDURES. CONDUCT EFFECTIVE WAYPOINT CHECKS.
6. OPERATORS ARE REMINDED THAT CLEARANCES MAY DIFFER FROM THE FLIGHT PLAN, FLY THE CLEARANCE.
7. UK AIP. ENR 2.2.4.2 PARA 5.2 STATES THAT NAT OPERATORS SHALL FILE PRM'S.
8. FLIGHTS REQUESTING WESTBOUND OCEANIC CLEARANCE VIA ORCA DATALINK SHALL INCLUDE IN RMK/ FIELD THE HIGHEST ACCEPTABLE FLIGHT LEVEL WHICH CAN BE MAINTAINED AT OAC ENTRY POINT.
9. ALL ADSC CPDLC EQUIPPED FLIGHTS NOT LOGGED ON TO A DOMESTIC ATSU PRIOR TO ENTERING THE SHANWICK OCA MUST INITIATE A LOGON TO EGGX BETWEEN 10 AND 25 MINUTES PRIOR TO OCA ENTRY.-
END OF PART THREE OF THREE PARTS)

Figure 2-0-1 — Example of Day-Time Westbound NAT Organised Track System



Example 2 — Example of Eastbound NAT Track Message

TZA466 241302
 FF BIRDZQZZ
 241302 CZQXZQZX
 (NAT)-1/3 TRACKS FLS 320/400 INCLUSIVE
 APR 25/0100Z TO APR 25/0800Z
 PART ONE OF THREE PARTS-
 R ALLRY 51/50 52/40 52/30 53/20 MALOT GISTI
 EAST LVLS 320 330 340 350 360 370 380 390 400
 WEST LVLS NIL
 EUR RTS EAST NIL
 NAR N389B N383B-
 S BUDAR 5030/50 5130/40 5130/30 5230/20 TOBOR RILED
 EAST LVLS 350 360 370 380 390
 WEST LVLS NIL
 EUR RTS EAST NIL
 NAR N365A N359B N355B-
 T ELSIR 50/50 51/40 51/30 52/20 LIMRI XETBO
 EAST LVLS 320 330 340 350 360 370 380 390 400
 WEST LVLS NIL
 EUR RTS EAST NIL
 NAR N333B N329B N323A-

END OF PART ONE OF THREE PARTS)

TZA468 241302
 FF BIRDZQZZ
 241302 CZQXZQZX
 (NAT)-2/3 TRACKS FLS 320/400 INCLUSIVE
 APR 25/0100Z TO APR 25/0800Z
 PART TWO OF THREE PARTS-
 U JOOPY 49/50 50/40 50/30 51/20 DINIM ELBOX
 EAST LVLS 320 330 340 350 360 370 380 390 400
 WEST LVLS NIL
 EUR RTS EAST NIL
 NAR N269A N261A-
 V NICSO 48/50 49/40 49/30 50/20 SOMAX ATSUR
 EAST LVLS 320 330 340 350 360 370 380 390 400
 WEST LVLS NIL
 EUR RTS EAST NIL

NAR N211E N197A-
 W PORTI 47/50 48/40 48/30 49/20 BEDRA NERTU
 EAST LVLS 320 330 350 360 380 390 400
 WEST LVLS NIL
 EUR RTS EAST NIL
 NAR N155A N139A-
 X SUPRY 46/50 47/40 47/30 48/20 48/15 OMOKO GUNSO
 EAST LVLS 320 330 350 360 380 390 400
 WEST LVLS NIL
 EUR RTS EAST NIL
 NAR N93A N75A-
 Y RAFIN 45/50 46/40 46/30 47/20 47/15 ETIKI REGHI
 EAST LVLS 320 330 350 360 380 390 400
 WEST LVLS NIL
 EUR RTS EAST NIL
 NAR N59C N45D-

END OF PART TWO OF THREE PARTS)

TZA471 241303
 FF BIRDZQZZ
 241303 CZQXZQZX
 (NAT)-3/3 TRACKS FLS 320/400 INCLUSIVE
 APR 25/0100Z TO APR 25/0800Z
 PART THREE OF THREE PARTS-
 Z DOVEY 42/60 44/50 45/40 45/30 46/20 46/15 SEPAL LAPEX
 EAST LVLS 320 360 380 390 400
 WEST LVLS NIL
 EUR RTS EAST NIL
 NAR NIL-
 REMARKS:
 1.TMI IS 115 AND OPERATORS ARE REMINDED TO INCLUDE THE TMI
 NUMBER
 AS PART OF THE OCEANIC CLEARANCE READ BACK.
 2.OPERATORS ARE REMINDED THAT ADS-C AND CPDLC ARE MANDATED
 FOR LEVELS
 350-390 I
 NAT AIRSPACE.
 3.PBCS OTS LEVELS 350-390. PBCS TRACKS AS FOLLOWS

TRACK R

TRACK S

TRACK T

END OF PBCS TRACKS.

4.CLEARANCE DELIVERY FREQUENCY ASSIGNMENTS

FOR AIRCRAFT OPERATING

FROM AVPUT TO TALGO INCLUSIVE:AVPUT TO LIBOR

132.02,MAXAR TO VESMI

134.2,AVUTI

TO JANJO 128.7,KODIK TO TUDEP 135.45,UMESI TO

JOOPY 135.05, MUSAK TO SUPRY 128.45,RAFIN TO TALGO

119.42.

5.80 PERCENT OF NAVIGATIONAL ERRORS RESULT FROM
POOR COCKPIT PROCEDURES

ALWAYS CARRY OUT PROPER WAYPOINT PROCEDURES.

6.OPERATORS ARE ADVISED THAT VERSION 24 OF THE
GANDER DATA LINK

OCEANIC CLEARANCE DELIVERY CREW PROCEDURES IS
NOW VALID AND

AVAILABLE AS NAT OPS BULLETIN 2015-004 ON THE

WWW.PARIS.ICAO.INT

WEBSITE.

7.OPERATORS ARE REMINDED THAT EASTBOUND

AIRCRAFT INTENDING TO

OPERATE IN THE OTS ARE REQUIRED TO COMPLY WITH

NAR FLIGHT PLANNING

RULES AS DEFINED IN THE CANADA FLIGHT

SUPPLEMENT OR WITH ROUTES AS

CONTAINED IN

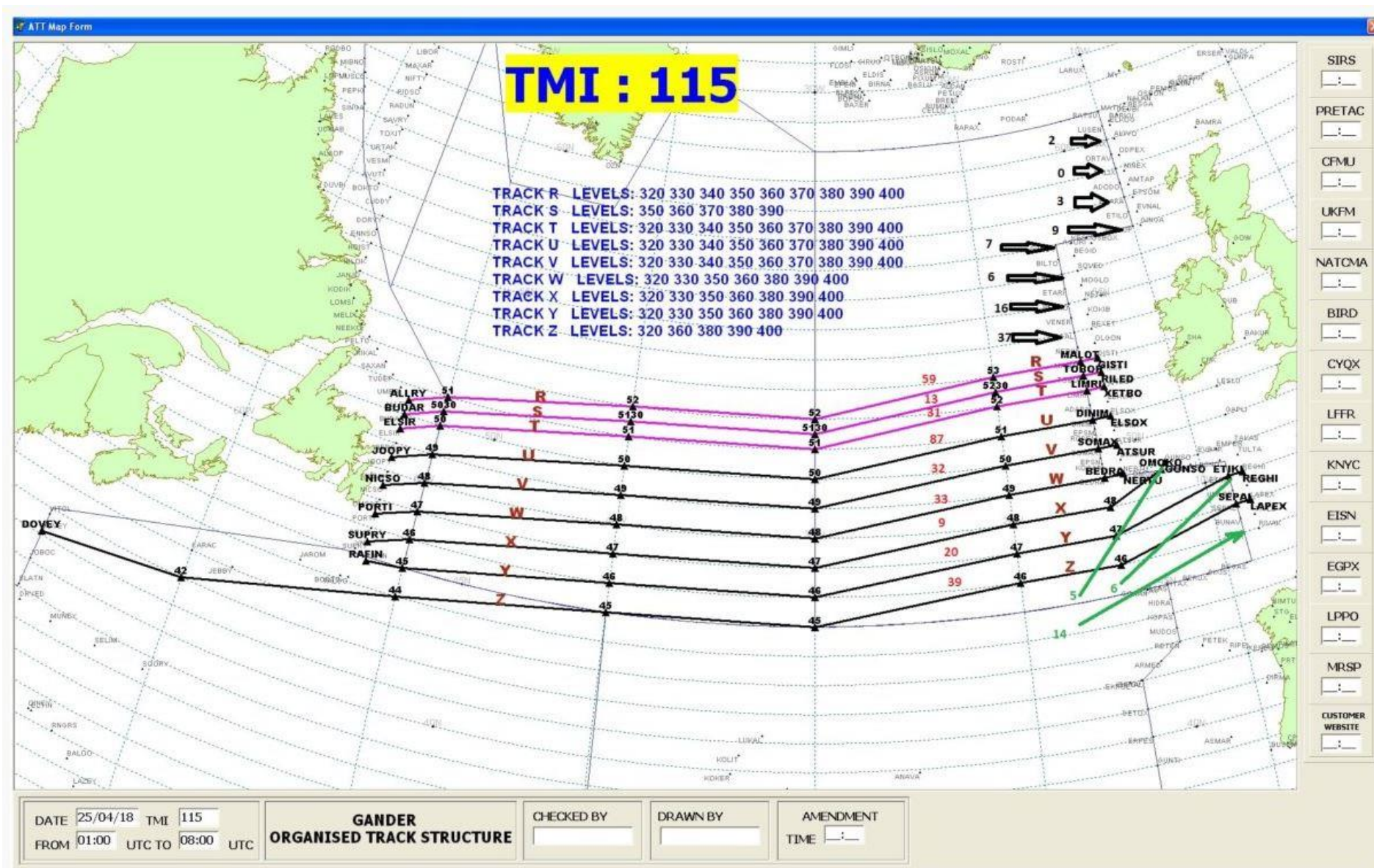
THE DAILY BOSTON ADVISORY.

8.FL320 EXPIRES AT 30W AT 0600Z FOR TRACK X, Y, AND

Z.-

END OF PART THREE OF THREE PARTS)

Figure 2-0-2 — Example of Night-Time Eastbound NAT Organised Track System



CHAPTER 3

ROUTES, ROUTE STRUCTURES, AND TRANSITION AREAS WITHIN OR ADJACENT TO THE NAT HLA

3.1 GENERAL

3.1.1 Routes, route structures, and transition areas within and adjacent to the NAT HLA are detailed below.

3.2 ROUTES WITHIN THE NAT HLA

3.2.1 Routes within the NAT HLA (illustrated in Figure 3-1) are as follows:

a) *Blue Spruce Routes require state approval for NAT HLA operations, and are listed below:

- MOXAL – RATSU (for flights departing Reykjavik Airport)
(VHF coverage exists. Non HF equipped aircraft can use this route)
- OSKUM – RATSU (for flights departing Keflavik Airport)
(VHF coverage exists. Non HF equipped aircraft can use this route)
- RATSU – ALDAN – KfV (Keflavik)
(VHF coverage exists. Non HF equipped aircraft can use this route)
- ATSIX – 61°N 12°34'W – ALDAN – KfV
(HF is required on this route)
- GOMUP – 60°N 15°W – 61°N 16°30'W – BREKI – KfV
(HF is required on this route)
- KfV – EPENI – 63°N 30°W – 61°N 40°W – OZN
(VHF coverage exists. Non HF equipped aircraft can use this route)
- KfV – SOPEN – DA (Kulusuk) – SF (Kangerlussuaq) – YFB
(VHF coverage exists. Non HF equipped aircraft can use this route)
- SF (Kangerlussuaq) – DARUB – YXP
(VHF coverage exists. Non HF equipped aircraft can use this route)
- OZN – 59°N 50°W – ALTOD (FL290 to FL600) - PRAWN – YDP
(VHF coverage exists. Non HF equipped aircraft can use this route)
- OZN – 59°N 50°W – CUDDY (FL290 to FL600) - PORGY – HO
(VHF coverage exists. Non HF equipped aircraft can use this route)
- OZN – 58°N 50°W – HOIST – YYR
(VHF coverage exists. Non HF equipped aircraft can use this route)

State approval for NAT HLA operations is required for operations along Blue Spruce routes.

- b) routes between Northern Europe and Spain/Canaries/Lisbon FIR. (T9*, T13 and T16);
- c) *routings between the Azores and the Portuguese mainland and between the Azores and the Madeira Archipelago;

- d) routes between Iceland and Constable Pynt on the east coast of Greenland and between Kook Islands on the west coast of Greenland and Canada;
- e) defined routes of short stage lengths where aircraft equipped with normal short-range navigation equipment can meet the NAT HLA track-keeping criteria as follows:
 - G3- VALDI - MY (Myggenes) - ING – KFV
 - G11 - PEMOS - MY (Myggenes)

State approval for NAT HLA approval is required for operations on G3 and G11.

*Note: *routes/routings identified with an asterisk in sub paragraphs (a), (b), (c) and (d) above may be flight planned and flown by approved aircraft equipped with normal short-range navigation equipment (VOR, DME, ADF) and at least one approved fully operational LRNS.*

3.3 ROUTE STRUCTURES ADJACENT TO THE NAT HLA

North American Routes (NARs)

3.3.1 The North American Routes (NARs) consist of a numbered series of predetermined routes which provide an interface between NAT oceanic and North American domestic airspace. The NAR System is designed to accommodate major airports in North America. (For further information see Chapter 4).

3.3.2 Full details of all NAR routings (eastbound and westbound) together with associated procedures are published in two saleable documents:

- the United States Chart Supplement – Northeast U.S., currently available through the following:
https://www.faa.gov/air_traffic/flight_info/aeronav/productcatalog/supplementalcharts/AirportDirectory/
 with an electronic version currently available through the following link:
https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dafd/

and

- the Canada Flight Supplement

It should be noted that these routes are subject to occasional changes and are re-published/updated on a regular AIRAC 56-day cycle

US East Coast Transitions

3.3.3 Aircraft operators are encouraged to refer to FAA Air Traffic Control System Command Center Advisory Database (www.fly.faa.gov) for NAT Advisory Message, published daily, for specified transitions from select U.S. airports to the NAT Entry Points. Additionally, route advisories are published, as necessary, to address special route requirements eastbound and westbound through the New York Oceanic FIR/CTA.

Canadian Domestic Track Systems

3.3.4 Within Canada there are three track systems: the Northern Control Area tracks (NCAs), the Southern Control Area tracks (SCAs) and the Northern Organised Track System (NOROTS); these provide links for NAT traffic operating between Europe and North America to central and western North American airports. Track procedures and details are published in Transport Canada's Aeronautical Information Manual (TC AIM). The coordinates of the NOROTS are published daily via NOTAM.

Routes between North America and the Caribbean area

3.3.5 The West Atlantic Route System (WATRS) resides within the New York OCA West, the Miami oceanic airspace, and the San Juan oceanic airspace. Details of these routes and associated procedures are contained in the United States AIP.

Shannon Oceanic Transition Area (SOTA) and Northern Oceanic Transition Area (NOTA)

3.3.6 Parts of the Shanwick OCA are designated as the Shannon Oceanic Transition Area (SOTA) and the Northern Oceanic Transition Area (NOTA).

3.3.7 SOTA:

5100N 01500W- 5100N 00800W – 4830N 00800W – 4900N 01500W – 5100N 01500W

FL060 TO FL600 INCLUSIVE

NOT INCLUDED IN NAT HLA*

**Note: Flights transitioning through SOTA and requiring an oceanic clearance FL285 to FL420 inclusive must meet NAT HLA requirements.*

3.3.8 NOTA:

5400N 01500W – 5700N 01500W – 5700N 01000W – 5434N 01000W – 5400N 01500W

FL 060 TO FL600 INCLUSIVE

NAT HLA FL285 TO FL420.

3.3.9 Air Traffic Services are provided by Shannon ACC using the call sign SHANNON CONTROL. Full details of the service provided and the procedures used are contained in AIP Ireland.

Brest Oceanic Transition Area (BOTA)

3.3.10 Part of the Shanwick OCA is designated as the Brest Oceanic Transition Area (BOTA).

3.3.11 BOTA:

4834N 00845W – 4830N 00800W – 4500N 00800W – 4500N 00845W – 4834N 00845W

FL060 TO FL600 INCLUSIVE

NOT INCLUDED IN NAT HLA*

**Note: Flights transitioning through BOTA and requiring an oceanic clearance FL285 to FL420 inclusive must meet NAT HLA requirements.*

3.3.12 Air Traffic service is provided by the Brest ACC, call sign BREST CONTROL.

Gander Oceanic Transition Area (GOTA)

3.3.14 Part of the Gander OCA is designated as the Gander Oceanic Transition Area (GOTA):

6530N 060W east to the Reykjavik ACC boundary, southeast along the Reykjavik boundary to 6330N 05540W, east to 6330N 055W, southwest to 5352N 05458W, northwest along the Gander

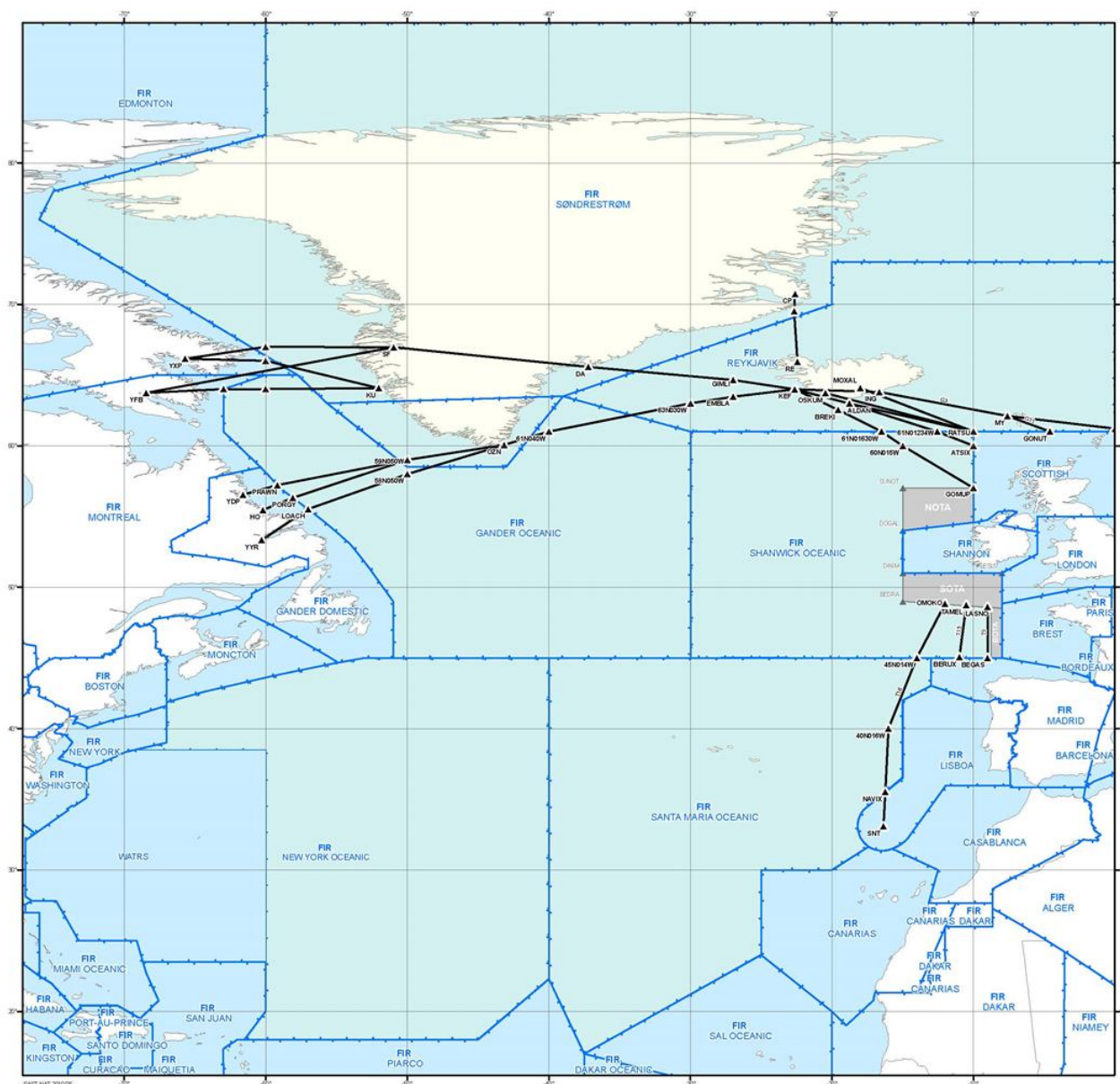
boundary to PRAWN, north to MOATT, northwest to 61N 063W, then north along the Montreal ACC boundary to the Edmonton ACC boundary.

FL290 TO FL600 INCLUSIVE

NAT HLA FL285 TO FL420

3.3.15 Air Traffic service is provided by the Gander ACC, call sign GANDER CENTRE. Full details of the service provided and the procedures used are contained in Canada Flight Supplement (CFS).

3.4 FIGURE 3-1 – OTHER ROUTES AND STRUCTURES WITHIN THE NAT HLA



CHAPTER 4

FLIGHT PLANNING

4.1 FLIGHT PLAN REQUIREMENTS

General

4.1.1 Doc 7030, in conjunction with State AIPs, provides detailed routing constraints reference flight planning in the NAT. Refer to Doc 7030 and relevant State AIP for details. General rules are paraphrased below.

4.1.2 All flights which generally route in an eastbound or westbound direction should normally be flight planned so that specified ten degrees of longitude (20°W, 30°W, 40°W etc.) are crossed at whole or half degrees of latitude; and all generally northbound or southbound flights should normally be flight planned so that specified parallels of latitude spaced at five degree intervals (65°N, 60°N, 55°N etc.) are crossed at whole degrees of longitude. Exceptions apply in the case of flights routing north of 70°N, these are noted below.

4.1.3 Additionally, relevant State AIPs may detail areas of ATS Surveillance coverage and VHF voice coverage. These areas may allow flight planning between defined entry and exit points without requiring adherence to the above provisions.

Routings

4.1.4 During the hours of validity of the OTS, operators are encouraged to flight plan as follows (keeping in mind equipment requirements for operations on PBCS tracks and within DLM airspace):

- in accordance with the OTS; or
- along a route to join or leave an outer track of the OTS; or
- on a random route to remain clear of the OTS, either laterally or vertically.

4.1.5 Nothing in the paragraph above prevents operators from flight planning through/across the OTS. While ATC will make every effort to clear random traffic across the OTS at published levels, re-routes or significant changes in flight level are likely to be necessary during most of the OTS traffic periods.

4.1.6 Outside of the OTS periods, operators flying against the pending OTS may flight plan any random routing, except:

- Eastbound flights that cross 30°W less than one hour prior to the pending Westbound OTS (i.e. after 1029 UTC);
- or Westbound flights that cross 30°W less than one hour prior to the pending Eastbound OTS (i.e. after 2359 UTC),

should plan to remain clear of the pending OTS structure.

4.1.7 Flight crews of all NAT flights at or above FL290, even those that will transit the NAT either above the NAT HLA, or laterally clear of the OTS, must carry a copy of the NAT track message, including any amendments. In the case of amendments, Note One of the NAT track message will generally contain a brief explanation of the amendment and, if warranted, a revised TMI with an alpha suffix.

Note: A revised TMI with an alpha suffix will be issued for changes to: any track coordinate(s), including named points; published track levels; or named points within European routes west. A TMI revision will not be issued for changes to other items such as NARs.

Flight Levels

4.1.8 Flight planning in the NAT at FL350 to FL390 inclusive is restricted by the Data Link Mandate. Chapter 1 outlines equipment required to flight plan in the NAT at FL350 to FL390 inclusive as well as any airspace not confined by the DLM.

4.1.9 Flights which are planned to remain entirely clear of the OTS or which join or leave an OTS track (i.e. follow an OTS track for only part of its published length), are all referred to as Random Flights. Flight crews intending to fly on a random route or outside the OTS time periods may plan any flight level(s) in accordance with the NAT FLAS.

Note: The FLAS is published in the UK and Canadian AIPs and described in Attachment 5.

4.1.10 Flights which are planned to follow an OTS track for its entire length (during the OTS periods) may plan any of the levels published for that track, keeping in mind PBCS and DLM requirements.

Note: PBCS tracks will be identified in Note 3 of the OTS message. Operators planning to operate in the altitude band FL350-390 on the PBCS OTS are subject to equipage and authorization requirements as outlined in NAT OPS Bulletin, "Implementation of Performance Based Separation Minima".

4.1.11 Operators may include climbs in the flight plan, although each change of level during flight must be requested from ATC by the flight crew. Approval of such requests will be entirely dependent upon potential traffic conflicts. ATC may not always be able to accommodate requested flight level changes and prudent pre-flight fuel planning should take this into consideration.

4.1.12 If a flight is expected to be level critical, operators should contact the initial OACC prior to filing of the flight plan to determine the likely availability of specific flight levels.

Flight Plans

4.1.13 Correct completion and addressing of the ICAO flight plan is extremely important as errors can lead to delays in data processing and the subsequent issuing of clearances to the flights concerned. Detailed explanations of how to correctly complete a flight plan with respect to the NAT portion of a flight are contained in Chapter 16 of this Manual.

4.1.14 Operators are reminded that they must indicate their aircraft and flight crew capabilities (e.g. RNP, RNAV, RCP240 and RSP180 authorization, RVSM, FANS 1/A data link, ADS-B and NAT HLA approval) in the flight plan. Separation criteria and safety improvement initiatives in the NAT region are made available to all appropriately equipped flights based on filed flight plan information. This also supports planning for future initiatives by providing more accurate information regarding the actual capabilities of the fleet operating in the ICAO NAT region.

4.2 FLIGHT PLANNING REQUIREMENTS ON SPECIFIC ROUTES

Flight Planning on the Organised Track System

4.2.1 If (and only if) the flight is planned to operate along the entire length of one of the organised tracks (as detailed in the NAT track message), from oceanic entry point to oceanic exit point. Item 15 of the flight plan may be defined by using the abbreviation 'NAT' followed by the track letter assigned to the track.

4.2.2 Flights wishing to join or leave an organised track at some intermediate point are considered to be random route aircraft and full route details must be specified in the flight plan. The track letter must not be used to abbreviate any portion of the route in these circumstances.

4.2.3 The planned Mach number and flight level for the organised track should be specified at either the last domestic reporting point prior to oceanic airspace or the organised track commencement point.

4.2.4 Each point at which a change of Mach number or flight level is planned must be specified by geographical coordinates in latitude and longitude or as a named waypoint and followed in each case by the next significant point.

4.2.5 For flights operating along the whole length of one of the organised tracks, estimates are only required for the commencement point of the track and oceanic FIR boundaries.

Flight Planning on Random Route Segments in a Predominantly East - West Direction

4.2.6 Doc 7030 states that flights operating between North America and Europe shall generally be considered as operating in a predominantly east-west direction. However, flights planned between these two continents via the North Pole shall be considered as operating in a predominantly north-south direction. The following applies:

- For flights operating at or south of 70°N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10 degrees from the Greenwich meridian to longitude 70°W.
- For flights operating north of 70°N and at or south of 80°N, the planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20 degrees from the Greenwich meridian to longitude 60°W, using the longitudes 000W, 020W, 040W and 060W.
- For flights operating at or south of 80°N, the distance between significant points shall, as far as possible, not exceed one hour's flight time. When the flight time between successive significant points is less than 30 minutes, one of these points may be omitted. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridians are crossed, e.g.:
 - a) at intervals of 10 degrees of longitude (between 5°W and 65°W) for flights operating at or south of 70°N; and
 - b) at intervals of 20 degrees of longitude (between 10°W and 50°W) for flights operating north of 70°N and at or south of 80°N.
- For flights operating north of 80°N, the planned tracks shall normally be defined by points of intersection of parallels of latitude expressed in degrees and minutes with meridians expressed in whole degrees. The distance between significant points shall normally equate to not less than 30 and not more than 60 minutes of flying time.

Flight Planning on Random Routes in a Predominantly North - South Direction

4.2.7 The following applies:

- For flights whose flight paths at or south of 80°N are predominantly oriented in a north-south direction, the planned tracks shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at intervals of 5 degrees.

- For flights operating north of 80°N, the planned tracks shall be defined by points of intersection of parallels of latitude expressed in degrees and minutes with meridians expressed in whole degrees. The distance between significant points shall normally equate to not less than 30 and not more than 60 minutes of flying time.

Flight Planning to Enter or Leave the NAT Region via the North American Region

4.2.8 To provide for the safe and efficient management of flights to/from the NAT region, a transition route system is established in the NAM region (North American Routes - NARs). This system details particular domestic routings associated with each oceanic entry or landfall point. These routes are promulgated to expedite flight planning; reduce the complexity of route clearances and minimize the time spent in the route clearance delivery function. The NAR System is designed to accommodate major airports in North America where the volume of North Atlantic (NAT) traffic and route complexity dictate a need to meet these objectives. It consists of a series of pre-planned routes from/to coastal fixes and identified system airports. Most routes are divided into two portions:

Common Portion — that portion of the route between a specified coastal fix and specified Inland Navigation Fix (INF). (*Note: Eastbound NARS only have a common portion*).

Non-common Portion — that portion of the route between a specified INF and a system airport.

4.2.9 The routes are prefixed by the abbreviation “N,” with the numbering for the common portions orientated geographically from south to north. The odd numbers have eastbound application while the even numbers apply to westbound. An alpha character may follow the one to three digit identifying code indicating an amendment. Together it forms the route identifier. The alpha numeric identifier is associated with the common routes only and not with the non-common route portions.

4.2.10 The use of NARs is not compulsory for every oceanic exit point. The East-bound NAT track message includes recommended NARs for each track which enters oceanic airspace through Canadian domestic airspace. The West-bound NAT track message carries the annotation “NAR Nil” for each track with the exception of tracks terminating at CARAC, JAROM, or RAFIN where NARs must be filed. Operators may file on any one of the destination appropriate NARs published from that relevant coastal fix.

Note: West-bound NAR details are listed in the Canada Flight Supplement and Moncton FIR issues daily NOTAMS showing “recommended NARs”. Operators may file them if desired.

4.2.11 Canadian Domestic route schemes and the US East Coast Link Routes are also published. Flights entering the NAM region north of 65N must be planned in accordance with the NCA and/or NOROTS as appropriate. All of these linking structures are referenced in Chapter 3 of this Manual and account must be taken of any such routing restrictions when planning flights in this category.

Flight Planning to Operate Without Using HF Communications

4.2.12 Aircraft with only functioning VHF communications equipment should plan their route according to the information contained in the appropriate State AIPs and ensure that they remain within VHF coverage of appropriate ground stations throughout the flight. VHF coverage charts are shown in Attachment 4. Some may permit the use of SATVOICE to substitute for or supplement HF communications. However, it must also be recognised that the Safety Regulator of the operator may impose its own operational limitations on SATVOICE usage. Any operator intending to fly through the NAT HLA without fully functional HF communications or wishing to use an alternative medium should ensure that it will meet the requirements of its State of Registry and those of all the relevant ATS providers throughout the proposed route.

Flight Planning to Operate with a Single Functioning LRNS

4.2.13 Information on specific routes that may be flight planned and flown by aircraft equipped with normal short-range navigation equipment (VOR, DME, ADF) and at least one approved fully operational LRNS can be found in Chapter 3.

Flight Planning to Operate with Normal Short-Range Navigation Equipment Only

4.2.14 Two routes providing links between Iceland and the ICAO EUR region (G3 and G11) (see Chapter 3) are designated as special routes of short stage lengths where it is deemed that aircraft equipped with normal short-range navigation equipment can meet the NAT HLA track-keeping criteria. Nevertheless, State approval for NAT HLA operations is still required in order to fly along these routes.

CHAPTER 5

OCEANIC ATC CLEARANCES

5.1 GENERAL

5.1.1 There are three elements to an oceanic clearance: Route, Level, and Speed (if required). These elements serve to provide for the three basic elements of separation: lateral, vertical, and longitudinal.

5.1.2 Oceanic clearances are required for all flights within NAT controlled airspace (at or above FL60). Flight crews should request oceanic clearances from the ATC responsible for the first OCA within which they wish to operate, following the procedures and the time-frame laid down in appropriate AIPs and NAT OPS Bulletins. Such clearances are applicable only from that entry point.

5.1.3 To assist in optimum airspace utilisation, when requesting an oceanic clearance the flight crew should:

- Advise of any required changes to oceanic flight planned level, track, or speed
- Advise the maximum acceptable flight level at the oceanic boundary
- Advise of preferred alternative NAT track if applicable.

5.1.4 Specific information on how to obtain oceanic clearance from each NAT OACC is published in State AIPs and NAT OPS Bulletins.

5.1.5 When flight crews are requesting oceanic clearance, they are required to maintain contact on the control frequency, unless having received permission to leave the frequency.

5.1.6 If an aircraft encounters an in-flight equipment failure relevant to the airspace, enroute to the NAT oceanic airspace, then the flight crew must advise ATC when requesting an oceanic clearance.

5.1.7 The flight crew should monitor the forward estimate for oceanic entry, and if this changes by **3 minutes or more**, unless providing position reports via ADS-C, pass a revised estimate to ATC. As planned longitudinal spacing by these OACCs is based on the estimated times over the oceanic entry fix or boundary, failure to adhere to this ETA amendment procedure may jeopardise planned separation between aircraft, thus resulting in a subsequent re-clearance to a less economical track/flight level for the complete crossing. Any such failure may also penalise following aircraft.

5.1.8 If any of the route, flight level or speed in the clearance differs from that flight planned, requested or previously cleared, attention may be drawn to such changes when the clearance is delivered (whether by voice or by data link). Flight crews should pay particular attention when the issued clearance differs from the flight plan. (*N.B. a significant proportion of navigation errors investigated in the NAT involve an aircraft which has followed its flight plan rather than its differing clearance*).

5.1.9 If the entry point of the oceanic clearance differs from that originally requested and/or the oceanic flight level differs from the current flight level, the flight crew is responsible for requesting and obtaining the necessary domestic re-clearance to ensure that the flight is in compliance with its oceanic clearance when entering oceanic airspace.

5.1.10 If flight crews have not received their oceanic clearance prior to reaching the OCA boundary, they must follow the guidance provided in the appropriate State AIP.

5.1.11 Unless otherwise stated the oceanic clearance issued to each aircraft is at a specified flight level and cruise Mach number. Subsequent en route changes to flight level or Mach number should not be

made without prior ATC clearance, except in an urgency situation. (e.g. encountering unanticipated severe turbulence).

5.2 CONTENTS OF CLEARANCES

5.2.1 An abbreviated clearance is issued by Air Traffic Services when clearing an aircraft to fly along the whole length of an organised track. The flight crew should confirm the current NAT track message by using the TMI number (including any appropriate alpha suffix) in the readback. There is no requirement for the flight crew to read back the NAT track coordinates. If any doubt exists as to the TMI or the NAT track coordinates, the flight crew should request the complete track coordinates. Similarly, if the flight crew cannot correctly state the TMI, confirmation will include NAT track coordinates in full and a full read back of those coordinates will be required.

5.2.2 If the term, “via flight plan route” is used when issuing an oceanic clearance, the flight crew is required to readback the full coordinates of the flight plan route, from the oceanic entry point to the exit point.

5.2.3 Attachment 6 provides examples and explanations of clearances and instructions possible in the NAT region. Operators and flight crews, especially those new to NAT operations, are encouraged to review the examples.

5.3 OCEANIC CLEARANCES FOR WESTBOUND FLIGHTS ROUTING VIA 61°N 010°W

5.3.1 The provision of air traffic service at RATSU (61°N 010°W) has been delegated by Shanwick to Reykjavik. Flights intending to enter NAT oceanic airspace via RATSU (61°N 010°W) should not call Shanwick for an oceanic clearance. The required oceanic clearance will be issued by Reykjavik Control. There are three points established at the boundary of delegated airspace from Scottish to Reykjavik, BESGA, DEVBI and BARKU on routes to RATSU. Reykjavik will issue oceanic clearances from those points. Aircraft that have not received their oceanic clearance prior to those points shall enter Reykjavik airspace at the domestic cleared flight level while awaiting such oceanic clearance.

5.4 OCEANIC FLIGHTS ORIGINATING FROM THE NAM, CAR OR SAM REGIONS AND ENTERING THE NAT HLA VIA THE NEW YORK OCA EAST

5.4.1 For flights planning to enter the NAT directly from the New York Oceanic East FIR, the IFR clearance to destination received at the departure aerodrome constitutes the route portion of the oceanic clearance. Once airborne, and prior to entry into the NAT, aircraft will be assigned an altitude and a speed (if required) by New York Center. The receipt of all three elements of an oceanic clearance: route, flight level, and speed constitutes the complete oceanic clearance. A subsequent change to any element(s) of the oceanic clearance does not alter the others.

Example: *Flight from Santo Domingo to Madrid:*

The route portion of the clearance received via PDC or DCL from Santo Domingo should be flown unless amended. San Juan ACC will confirm requested altitude and speed prior to issuing the remainder of the oceanic clearance. All three required elements of an oceanic clearance have been received.

Example: *Flight from New York (KFJK) to Madrid (LEMD):*

The route and altitude portions of the clearance received via PDC from Kennedy Clearance should be flown unless amended. Prior to entering oceanic airspace, New York Center confirms requested speed and issues clearance. All three elements of an oceanic clearance have been received.

5.4.2 Flights entering Canadian Domestic airspace from the New York Oceanic East FIR and then subsequently entering the NAT require a complete oceanic clearance.

Note: There is considerable confusion around which agency is responsible to deliver the oceanic clearance when the flight is operating in New York Oceanic airspace which has been delegated to either Moncton or Gander ACCs. (See Figure 5-1.)

Example: Flight enters New York Oceanic at SLATN, JOBOC, or DOVEY and does not enter airspace delegated to Moncton ACC or Gander ACC:

The route portion of the clearance received via PDC or DCL should be flown unless amended. New York ATC will confirm requested altitude and speed prior to issuing the remainder of the oceanic clearance. The TMI is required during the readback if on an organized track.

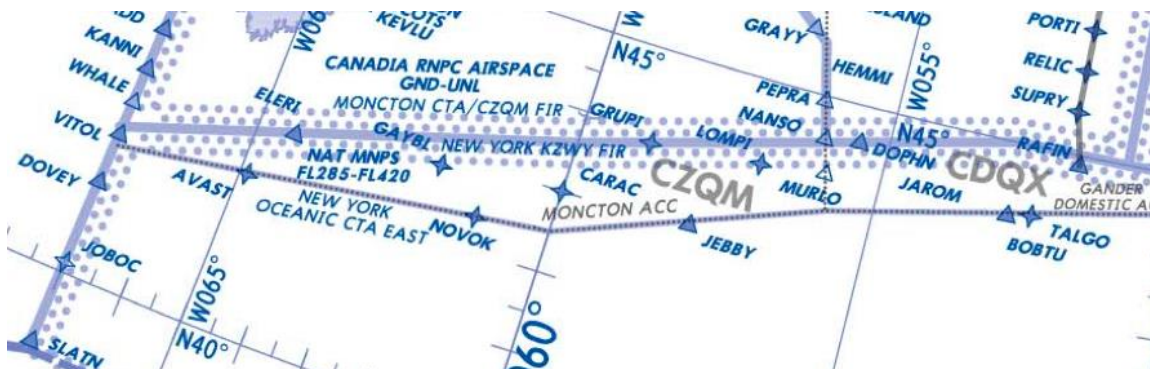
Example: Flight enters airspace delegated to Moncton ACC and exits back into New York Oceanic via (AVAST, NOVOK, or JEBBY) never entering Gander Domestic ACC airspace;

The route portion of the clearance received via PDC or DCL should be flown unless amended. Moncton ATC will confirm requested altitude and speed prior to issuing the remainder of the clearance.

Example: Flight enters airspace delegated to Gander ACC (DOPHN, JAROM, BOBTU) via either Moncton ACC or via New York Oceanic and enters NAT airspace through either Gander or New York:

Full oceanic clearance should be requested with Gander Oceanic via ACARS or voice as appropriate.

Figure 5-1



5.4.3 Flights entering the southern portion of New York East FIR from Piarco CTA will be issued all three components of the oceanic clearances prior to entering New York OCA.

5.4.4 In cases where aircraft have been cleared via a NAT track, the TMI number will be confirmed prior to reaching the NAT track entry fix.

5.5 CLEARANCES INCLUDING VARIABLE FLIGHT LEVEL

5.5.1 Clearances which include variable flight level may be requested and granted, traffic permitting. Clearance requests for a variable flight level may be made by voice or CPDLC.

5.5.2 Within the NAT, on occasion when traffic permits, aircraft are cleared for a cruise climb or to operate within a block of flight levels. The operational difference between cruise climbs and block of flight levels is in accordance with the following:

- **Cruise climb: Only climb or maintain a level, NEVER DESCEND**
- **Block of flight levels: Climb and/or descend freely within the assigned block of flight levels.**

Note: ICAO defines cruise climb as follows: “An aeroplane cruising technique resulting in a net increase in altitude as the aeroplane mass decreases”.

5.5.3 A block of flight levels should be requested when a flight crew wants to operate with a “flexible” vertical profile and gradually climb as the aircraft weight decreases and the optimum flight level increases, or when the aircraft’s altitude varies up or down due to factors such as turbulence or icing. Consideration should be given to:

- The limitation of aircraft conducting a cruise climb not being able to descend under any circumstances may not always be feasible;
- ATC will still make the most efficient use of airspace with the block of levels by adjusting the clearance as levels are cleared; and
- Unlike cruise climbs, ATC might be able to coordinate with adjacent units the block of levels profile via AIDC (ATC Interfacility Data Communication).

5.6 ERRORS ASSOCIATED WITH OCEANIC CLEARANCES

5.6.1 Errors associated with oceanic clearances fall into several categories of which the most significant are ATC System Loop errors and Waypoint Insertion errors.

Communication Errors

5.6.2 A communication error is any error caused by a misunderstanding between the flight crew and the controller regarding the assigned flight level, speed, or route to be followed. Such errors can arise from: incorrect interpretation of the NAT track message by dispatchers; errors in coordination between OACCs; or misinterpretation by flight crews of oceanic clearances or re-clearances. Errors of this nature, which are detected by ATC from flight crew position reports will normally be corrected. However, timely ATC intervention cannot always be guaranteed, especially as it may depend on the use of third-party relayed HF, GP/VHF or SATVOICE communications.

Waypoint Insertion Errors

5.6.3 Experience has shown that many of the track-keeping errors in the NAT HLA occur as a result of flight crews programming the navigation system(s) with incorrect waypoint data. These are referred to as Waypoint Insertion Errors. They frequently originate from:

- failure to observe the principles of checking waypoints to be inserted in the navigation systems, against the cleared route;
- failure to load waypoint information correctly; or
- failure to cross-check on-board navigation systems.

5.6.4 Many of the navigation error occurrences are the product of one or more of the foregoing causes. It is therefore extremely important that flight crew double check each element of the oceanic

clearance on receipt, and at each waypoint, since failure to do so may result in inadvertent deviation from cleared route and/or flight level.

5.6.5 More detailed guidance on this subject is contained in Chapter 8 and Chapter 14.

CHAPTER 6

COMMUNICATIONS AND POSITION REPORTING PROCEDURES

6.1 ATS COMMUNICATIONS

6.1.1 It is important that flight crews appreciate that routine air/ground ATS voice communications in the NAT region are conducted via aeronautical radio stations (hereafter referred to as radio station) staffed by radio operators **who have no executive ATC authority**. Messages are relayed by the ground station to/from the air traffic controllers in the relevant OACC. This is the case, whether communications are via HF, GP/VHF or SATVOICE.

6.1.2 There are six radio stations in the NAT: Bodø Radio (Norway), Gander Radio (Canada), Iceland Radio (Iceland), New York Radio (USA), Santa Maria Radio (Portugal) and Shanwick Radio (Ireland).

HF Voice Communications

6.1.3 Even with the growing use of data link communications a significant volume of NAT air/ground communications are conducted using voice on SSB HF frequencies and GP VHF frequencies. To support air/ground ATC communications in the North Atlantic region, twenty-four HF frequencies have been allocated, in bands ranging from 2.8 to 18 MHz. Additionally, Shanwick Radio, Santa Maria Radio, and Iceland Radio operate a number of Regional and Domestic Air Route Area (RDARA) frequencies in accordance with operating requirements and agreements between the stations.

6.1.4 There are a number of factors which affect the optimum frequency for communications over a specific path. The most significant is the diurnal variation in intensity of the ionisation of the refractive layers of the ionosphere. Hence frequencies from the lower HF bands tend to be used for communications during night-time and those from the higher bands during day-time. Generally in the North Atlantic frequencies of less than 6 MHz are utilised at night and frequencies of greater than 5 MHz during the day.

6.1.5 The 24 NAT frequencies are organized into six groups known as Families. The families are identified as NAT Family A, B, C, D, E and F. Each family contains a range of frequencies from each of the HF frequency bands. A number of stations share families of frequencies and co-operate as a network to provide the required geographical and time of day coverage. A full listing of the frequencies operated by each NAT radio station is contained in the “**HF Management Guidance Material for the North Atlantic Region**” (NAT Doc 003), available at www.icao.int/EURNAT/, following “[EUR & NAT Documents](#)”, then “[NAT Documents](#)”, in folder “[NAT Doc 003](#)”.

6.1.6 Each individual flight may be allocated a primary and a secondary HF frequency before the oceanic boundary.

6.1.7 Radio operators usually maintain a listening watch on more than one single frequency therefore it is useful for flight crews to state the frequency used when placing the initial call to the radio station.

SELCAL

6.1.8 When using HF, SATVOICE, or CPDLC, flight crews should maintain a listening watch on the assigned frequency, unless SELCAL equipped, in which case they should ensure the following sequence of actions:

- a) provide the SELCAL code in the flight plan; (any subsequent change of aircraft for a flight will require refileing of the flight plan or submitting a modification message (CHG) which includes the new registration and SELCAL);
- b) check the operation of the SELCAL equipment, at or prior to entry into oceanic airspace, with the appropriate radio station. (This SELCAL check must be completed prior to commencing SELCAL watch); and
- c) maintain thereafter a SELCAL watch.

6.1.9 It is important to note that it is equally essential to comply with the foregoing SELCAL provisions even if SATVOICE or CPDLC are being used for routine air/ground ATS communications. This will ensure that ATC has a timely means of contacting the aircraft.

6.1.10 Flight management staff and flight crews of aircraft equipped with SELCAL equipment should be made aware that SELCAL code assignment is predicated on the usual geographical area of operation of the aircraft. If the aircraft is later flown in geographical areas other than as originally specified by the aircraft operator, the aircraft may encounter a duplicate SELCAL code situation. Whenever an aircraft is to be flown routinely beyond the area of normal operations or is changed to a new geographic operating area, the aircraft operator should contact the SELCAL Registrar and request a SELCAL code appropriate for use in the new area.

6.1.11 When acquiring a previously owned aircraft equipped with SELCAL, many aircraft operators mistakenly assume that the SELCAL code automatically transfers to the purchaser or lessee. This is not true. As soon as practical, it is the responsibility of the purchaser or lessee to obtain a SELCAL code from the Registrar, or, if allocated a block of codes for a fleet of aircraft, to assign a new code from within the block of allocated codes.

6.1.12 Issues associated with duplicate SELCALs should be made to the SELCAL registrar, Aviation Spectrum Resources, Inc. (ASRI). The SELCAL registrar can be contacted via the AFTN address KDCAXAAG, and by including “ATTN. OPS DEPT. (forward to SELCAL Registrar)” as the first line of message text or via online at <https://www.asri.aero/selcal/>.

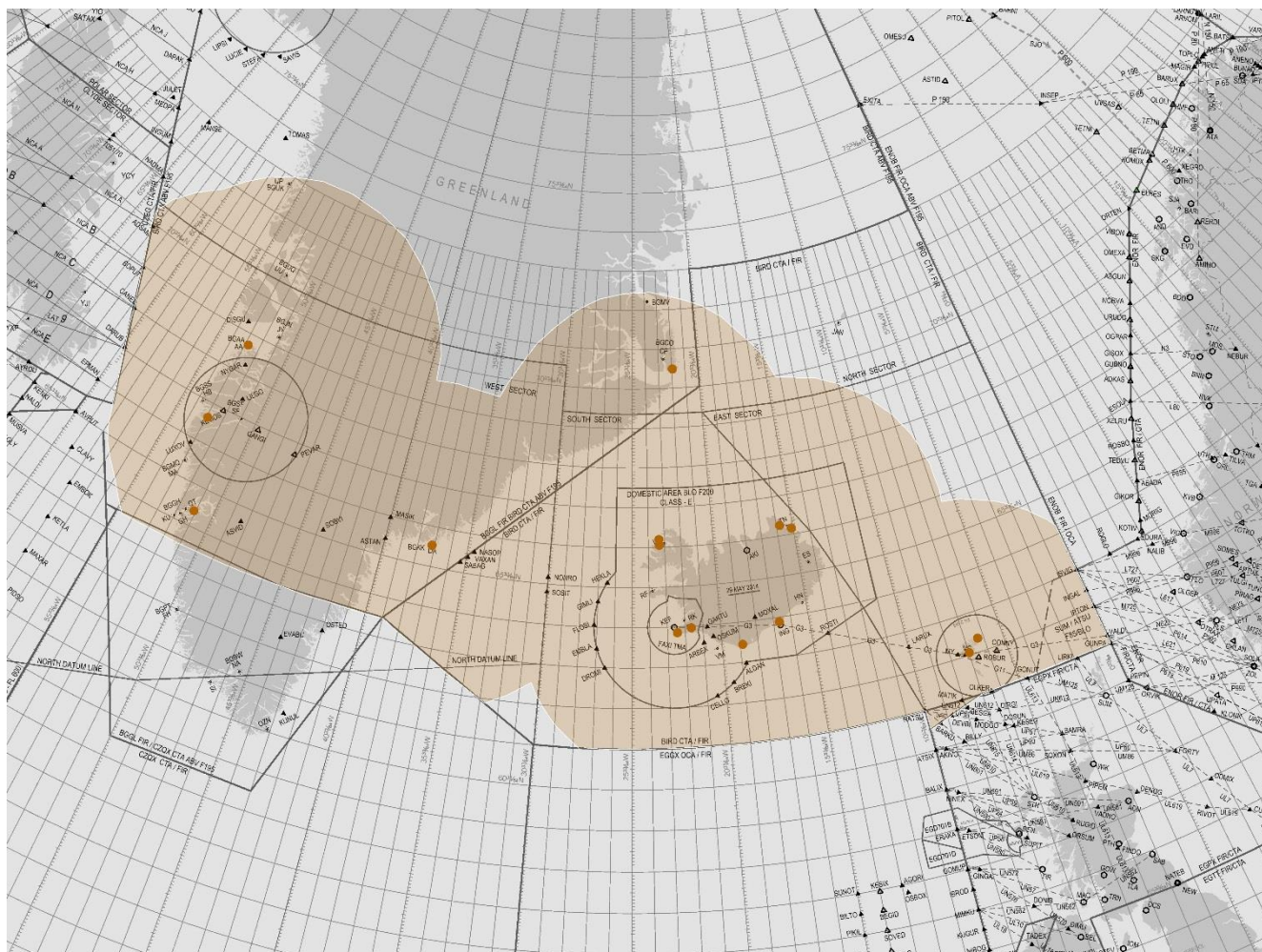
VHF Voice Communications

6.1.13 Radio stations are also responsible for the operation of General Purpose VHF (GP/VHF) outlets. North Atlantic flights may use these facilities for all regular and emergency communications with relevant OACCs. Such facilities are especially valuable in the vicinity of Iceland, Faroes and Greenland since VHF is not as susceptible to sunspot activity as HF. Outlets are situated at Prins Christian Sund, which is operated by Gander Radio, and at Kangerlussuaq (Nuuk), Kulusuk, several locations in Iceland and the Faroes, via Iceland Radio. Theoretical VHF coverage charts are shown at Attachment 4. It is important for the flight crew to appreciate that when using GP/VHF, as with HF and SATVOICE, these communications are with a radio station and the flight crew is not in direct contact with ATC. However, contact between the flight crew and ATC can be arranged, if necessary, via patch-through on HF or GP/VHF frequencies by Iceland Radio and Shanwick Radio.

6.1.14 Reykjavik centre operates a number of Direct Controller Pilot Communications (DCPC) VHF stations in Iceland, Faroe Islands and Greenland. At jet flight levels the coverage is approximately 250 NM as indicated in the map below. Those stations are used to provide tactical procedural control and ATS Surveillance services within the South, East and West sectors of the Reykjavik area. The callsign of the Reykjavik centre is “*Reykjavik Control*” or just “*Reykjavik*” and indicates that the flight crew is communicating directly with an air traffic controller. The callsign of Iceland radio is “*Iceland radio*” and indicates that the flight crew is communicating with a radio operator who is relaying messages between the flight crew and the appropriate control facility.

Note: Due to technical data link interoperability requirements, CPDLC uplink messages refer to Iceland Radio as "Iceland Radio Center". This is done to enable the flight crew of capable aircraft to automatically load the specified frequency into the aircraft communication system.

Figure 6-1



6.1.15 Gander OACC operates a number of VHF remote outlets in the southern part of Greenland and in the adjacent eastern seaboard of Canada, providing DCPC service for ADS-B operations in those parts of its airspace. For details of this ADS-B service, participation requirements and coverage charts, operators should consult the Canadian AIP. A brief description of the service is provided in Chapter 10 of this document.

6.1.16 The carriage of HF communications equipment is mandatory for flight in the Shanwick OCA. Aircraft with only functioning VHF communications equipment should plan their route outside the Shanwick OCA and ensure that they remain within VHF coverage of appropriate ground stations throughout the flight. Details of communication requirements are published in State AIPs and ICAO publications.

SATVOICE Communication

6.1.17 The Aeronautical Mobile Satellite (Route) Service (AMS(R)S), more commonly referred to as SATVOICE, can be used as a supplement to HF & CPDLC communications throughout the NAT region for any routine, non-routine or emergency ATS air/ground communications. NAT ATS provider State AIPs contain the necessary telephone numbers and/or short-codes for air-initiated call access to radio stations and/or direct to OACCs. Since oceanic traffic typically communicates with ATC through radio facilities, routine SATVOICE calls should be made to such a facility rather than the ATC Centre. Only when the

urgency of the communication dictates otherwise should SATVOICE calls be made to the ATC Centre. SATVOICE communication initiated due to HF propagation difficulties does not constitute urgency and should be addressed to the air-ground radio facility. The use of SATVOICE is described in The *SATVOICE Operations Manual* (ICAO Doc 10038).

6.1.18 The provisions governing the use of SATVOICE for ATS communications in the NAT region are contained in Doc.7030. These provisions include that even when using SATVOICE, flight crews must simultaneously operate SELCAL or maintain a listening watch on the assigned HF/VHF frequency.

6.1.19 Operators must also recognise that they are bound by their own State of Registry's regulations regarding carriage and use of any and all long-range ATS communications equipment. Some States do not authorise the carriage of SATVOICE as redundancy for HF equipage. However, in other instances MMEL remarks for HF systems do provide relief for SATVOICE equipped aircraft, thereby making the requirement for the carriage of fully serviceable/redundant HF communications equipment less of an issue (See also Section 6.6 regarding the use of SATVOICE in the event of "HF Communications Failure").

Data Link Communications

6.1.20 Data link communications have been gradually introduced into the NAT for position reporting (via ADS-C & CPDLC) and air/ground ATC communications using FANS 1/A CPDLC. Operational procedures are specified in ICAO Doc 10037, "Global Operational Data Link (GOLD) Manual". AIS publications of the NAT ATS provider States should be consulted to determine the extent of current implementation in each of the North Atlantic OCAs.

6.1.21 When operating CPDLC, the aircraft data link system provides indication to flight crews of any degraded performance which results from a failure or loss of connectivity. The flight crew should then notify the ATS unit of the failure as soon as practicable. Timely notification is essential to ensure that the ATS unit has time to assess the situation and apply a revised separation standard, if necessary.

6.1.22 Similar to SATVOICE usage, flight crews electing to use Data link communications for regular ATS communications in the ICAO NAT region remain responsible for operating SELCAL (including completion of a SELCAL Check), or maintaining a listening watch on the assigned HF frequency outside VHF coverage.

6.1.23 Flights equipped with CPDLC and /or ADS-C should ensure that the data link system is logged on to the appropriate OACC. This applies even when the aircraft is provided with ATS Surveillance services. With the introduction of PBCS separation, establishing and maintaining a data link connection becomes even more important since an active data link connection is one of the requirements for the application of the separation. CPDLC provides communication redundancy and controllers will in many cases use CPDLC for communication even though the flight crew is maintaining a listening watch on the assigned DCPC VHF frequency. ADS-C furthermore enables ATC to perform route conformance monitoring for downstream waypoints.

6.2 INTER-PILOT AIR-TO-AIR VHF FACILITY 123.450 MHZ AND EMERGENCY FREQUENCY 121.5 MHZ

6.2.1 The frequency 121.5 MHz should be continuously monitored by all aircraft operating in the NAT region so as to be prepared to offer assistance to any other aircraft advising an emergency situation.

6.2.2 An air-to-air VHF frequency has been established for world-wide use when aircraft are out of range of VHF ground stations which utilise the same or adjacent frequencies. This frequency, 123.450 MHz, is intended for pilot-to-pilot exchanges of operationally significant information (*N.B. It is not to be used as a "chat" frequency*).

6.2.3 123.450 MHz may be used to relay position reports via another aircraft in the event of an air-ground communications failure.

6.2.4 This frequency (123.450 MHz) may also be used by flight crews to contact other aircraft when needing to coordinate offsets required in the application of the Strategic Lateral Offset Procedures (SLOP).

6.2.5 If necessary initial contact for relays or offset coordination can be established on 121.5 MHz, although great care must be exercised should this be necessary, in case this frequency is being used by aircraft experiencing or assisting with an ongoing emergency.

6.2.6 Therefore in order to minimise unnecessary use of 121.5 MHz, it is recommended that when possible aircraft additionally monitor 123.450 MHz when flying through NAT airspace.

6.3 POSITION REPORTING

Time and Place of Position Reports

6.3.1 Unless otherwise requested by ATC, position reports from flights on routes which are not defined by designated reporting points should be made at the significant points listed in the flight plan.

6.3.2 ATC may require any flight to report its position at any intermediate waypoints when deemed necessary.

6.3.3 In requiring aircraft to report their position at intermediate points, ATC is guided by the requirement to have positional information at approximately hourly intervals and also by the need to accommodate varying types of aircraft and varying traffic and MET conditions.

6.3.4 Unless providing position reports via ADS-C, if the estimated time for the ‘next position’, as last reported to ATC, has changed by **three minutes or more**, a revised estimate must be transmitted to the ATS unit concerned as soon as possible.

6.3.5 Flight crews must always report to ATC as soon as possible on reaching any new cruising level.

Contents of Position Reports

6.3.6 For flights outside domestic ATS route networks, position should be expressed in terms of latitude and longitude except when flying over named reporting points. For flights whose tracks are predominantly east or west, latitude should be expressed in degrees and minutes, longitude in degrees only. For flights whose tracks are predominantly north or south, latitude should be expressed in degrees only, longitude in degrees and minutes. However, it should be noted that when such minutes are zero then the position report may refer solely to degrees.

6.3.7 All times should be expressed in four digits giving both the hour and the minutes UTC.

6.3.8 Radio operators may simultaneously monitor and operate more than one frequency. Therefore, when initiating an HF voice contact it is helpful if the flight crew include advice on the frequency being used (see examples below).

“Operations Normal” Reports

6.3.9 When “operations normal” reports are transmitted by flight crews, they should consist of the prescribed call followed by the words “OPERATIONS NORMAL”.

Standard Message Types

6.3.10 Standard air/ground message types and formats are used within the NAT region and are published in State AIPs and Atlantic Orientation charts. To enable ground stations to process messages in the shortest possible time, flight crew should observe the following rules:

- a) use the correct type of message applicable to the data transmitted;
- b) state the message type in the contact call to the ground station or at the start of the message;
- c) adhere strictly to the sequence of information for the type of message;
- d) **all times** in any of the messages should be expressed in hours and minutes **UTC**.

6.3.11 The message types are shown below with examples:

POSITION

Pilot: *“Shanwick Radio, Swissair 100, Position on 8831”*
Radio operator: *“Swissair 100, Shanwick Radio”*
Pilot: *“Shanwick Radio, Swissair 100, RESNO at 1235, Flight Level 330, Estimating 56 North 020 West at 1310, Next 56 North 030 West”*

POSITION REPORT AND REQUEST CLEARANCE

Pilot: *“Shanwick Radio, American 123, Request Clearance on 8831”*
Radio operator: *“American 123, Shanwick Radio”*
Pilot: *“Shanwick Radio, American 123, 56 North 020 West at 1308, Flight Level 330, Estimating 56 North 030 West at 1340, Next 56 North 040 West. Request Flight Level 350”*

REQUEST CLEARANCE

Pilot: *“Shanwick Radio, Speedbird 212, Request Clearance on 3476”*
Radio operator: *“Speedbird 212, Shanwick Radio”*
Pilot: *“Shanwick Radio, Speedbird 212, Request Flight Level 370”*

REVISED ESTIMATE

Pilot: *“Shanwick Radio, Speedbird 212, Revised Estimate on 3476”*
Radio operator: *“Speedbird 212, Shanwick Radio”*
Pilot: *“Shanwick Radio, Speedbird 212, 57 North 040 West at 0305”*

MISCELLANEOUS

Plain language – free format

6.4 “WHEN ABLE HIGHER” (WAH) REPORTS

6.4.1 Prior advice to ATC of the time or position that a flight will be able to accept the next higher level can assist ATC in ensuring optimal usage of available altitudes. A WAH report must be provided by all flights entering the NAT HLA portion of the New York OCA and entering the Santa Maria OCA. Due to the higher number of climb requests on the generally longer NAT route segments that transit New York and Santa Maria OCAs and also because of the greater frequency of crossing traffic situations here, the strategy of issuing “coast-out to coast-in” conflict-free clearances is not employed by these two oceanic control centres. Here, air traffic control of a more tactical nature is exercised. The provision of WAH reports in these

circumstances allows the controllers to more effectively utilise their airspace and provide aircraft more fuel efficient profiles. Provision of WAH reports on entering other NAT OCAs is optional or they may be requested by any OACC.

6.4.2 When required or when otherwise provided, upon entering an oceanic FIR, flight crews should include in the initial position report the time or location that the flight will be able to accept the next higher altitude. The report may include more than one altitude if that information is available.

Example: *"Global Air 543, 40 North 040 West at 1010, Flight Level 350,
Estimating 40 North 050 West at 1110, 40 North 060 West Next.
Able Flight Level 360 at 1035, Able Flight Level 370 at 1145,
Able Flight Level 390 at 1300"*

6.4.3 Information thus provided of the aircraft's future altitude "ability" will not automatically be interpreted by ATC as an advance "request" for a climb. It will be used as previously indicated to assist ATC in planning airspace utilisation. However, should the flight crew wish to register a request for one or more future climbs, this may be incorporated in the WAH report by appropriately substituting the word "Request" for the word "Able".

Example: *"Global Air 543, 42 North 040 West at 1215, Flight Level 330,
Estimating 40 North 050 West at 1310, 38 North 060 West Next.
Request Flight Level 340 at 1235, Able Flight Level 350 at 1325,
Request Flight Level 360 at 1415"*

6.4.4 Although optimal use of the WAH reports is in conjunction with a Position Report, a WAH report can be made or updated separately at any time.

Example: *"Global Air 543, Able Flight Level 360 at 1035, Request Flight Level
370 at 1145, Able Flight Level 390 at 1300"*

6.4.5 It should be noted that ATC acknowledgement of a WAH report (and any included requests) is NOT a clearance to change altitude.

6.5 METEOROLOGICAL REPORTS

6.5.1 In accordance with ICAO Annex 3 - *Meteorological Service for International Air Navigation*, aircraft are no longer required to provide voice reports of MET observations of wind speed and direction nor outside air temperature.

6.5.2 When an ATS unit establishes an event contract with an aircraft to provide ADS-C position reports, it may also establish an additional periodic report contract (e.g. with a 30 mins interval). Such ADS-C periodic reports, unlike event reports, contain wind and temperature data and thereby satisfy the MET authorities' requirements for the provision of MET data. However, it must be appreciated that any such automated MET Reports do not include information on any observations of special or non-routine significant meteorological phenomena, such as moderate/severe turbulence or icing, volcanic ash, thunderstorms, etc. Therefore, any flight crew providing position reports via data link, who encounters any such significant meteorological phenomena should report this information via voice or, if appropriate, via a CPDLC free text downlink message. The format to be used for the reporting of such observations should, where appropriate, be by reference to geographical coordinates.

6.5.3 VOLMET Services

This is a 24 hour, 365 day-a-year continuous voice broadcast of weather information consisting of SIGMETs for the NAT region, terminal forecasts and actual weather observations for the principal airports in North

America & Europe provided by Gander, New York and Shanwick. Consult State AIPs and ICAO DOC 003 HF Guidance Material for broadcast information.

6.6 HF COMMUNICATIONS FAILURE

6.6.1 Rules and procedures for the operation of an aircraft following a radio communications failure (RCF) are established to allow ATC to anticipate that aircraft's subsequent actions and thus for ATC to be able to provide a service to all other flights within the same vicinity, so as to ensure the continued safe separation of all traffic. The general principles of such rules and procedures are set out in Annexes 2 and 10 to the ICAO Convention. States publish in their AIPs specific RCF rules and regulations to be followed within their particular sovereign airspace.

6.6.2 It must be recognised that there is in general an underlying premise in “normal” radio communications failure procedures that they are for use when a single aircraft suffers an on-board communications equipment failure. Within the NAT region and some adjacent domestic airspace (e.g. Northern Canada), where HF Voice is used for air-ground ATC communications, ionospheric disturbances resulting in poor radio propagation conditions can also interrupt these communications. While it is impossible to provide guidance for all situations associated with an HF communications failure, it is, however, extremely important to differentiate between two distinct circumstances: - firstly, an on-board communications equipment failure, resulting in an individual aircraft losing HF communications with ATC and; secondly, the occurrence of poor HF propagation conditions (commonly referred to as “HF Blackouts”), which can simultaneously interrupt HF air-ground communications for many aircraft over a wide area.

6.6.3 In the case of an on-board communications equipment failure, even though ATC loses contact with that aircraft, it can anticipate that aircraft's actions and, if necessary, modify the profiles of other aircraft in the same vicinity in order to maintain safe separations.

6.6.4 However, the occurrence of poor HF propagation conditions can simultaneously interrupt HF air-ground communications for many aircraft over a wide area and ATC may then be unable to make any interventions to assure safe traffic separations using HF. Notwithstanding the growing use of Data link and SATVOICE for regular air-ground ATS communications in the NAT region, all flight crews must recognise that, pending the mandatory carriage and use of such means, an HF blackout will impact the ability of ATC to ensure the safe separation of all traffic. **Hence, even if using other than HF for regular communications with ATC, flight crews should still exercise appropriate caution when HF blackout conditions are encountered.**

6.6.5 The following procedures are intended to provide general guidance for aircraft which experience a communications failure while operating in, or proposing to operate in, the NAT region. These procedures are intended to complement and not supersede State procedures/regulations.

General Provisions

1. The flight crew of an aircraft experiencing a two-way ATS communications failure should operate the SSR Transponder on identity Mode A Code 7600 and Mode C.
2. When so equipped, an aircraft should use SATVOICE to contact the responsible radio station via special telephone numbers/short codes published in State AIPs (see also NAT Doc 003, “High Frequency Management Guidance Material for the NAT Region” which can be downloaded from the www.icao.int/EURNAT/, following “EUR & NAT Documents”, then “NAT Documents”). However, it must be appreciated that pending further system developments and facility implementations the capability for Ground (ATC)-initiated calls varies between different NAT OACCs.
3. If the aircraft is not equipped with SATVOICE then the flight crew should attempt to use VHF to contact any (other) ATC facility or another aircraft, inform them of the difficulty,

and request that they relay information to the ATC facility with which communications are intended.

4. The inter-pilot air-to-air VHF frequency, 123.450 MHz, may be used to relay position reports via another aircraft. (*N.B. The emergency frequency 121.5 MHz should not be used to relay regular communications, but since all NAT traffic is required to monitor the emergency frequency, it may be used, in these circumstances, to establish initial contact with another aircraft and then request transfer to the inter-pilot frequency for further contacts*).
5. In view of the traffic density in the NAT region, flight crews of aircraft experiencing a two-way ATS communications failure should broadcast regular position reports on the inter-pilot frequency (123.450 MHz) until such time as communications are re-established.

Communications Procedures for Use in the Event of an On-board HF Equipment Failure

6.6.6 Use SATVOICE communications, if so equipped. (See General Provisions 2. above).

6.6.7 If not SATVOICE equipped try VHF relay via another aircraft (See 6.6.5).

Communications Procedures for Use during Poor HF Propagation Conditions

6.6.8 Poor HF propagation conditions are the result of ionospheric disturbances. These are usually caused by sun-spot or solar flare activity creating bursts of charged particles in the solar wind which can spiral down around the Earth's magnetic lines of force and distort or disturb the ionised layers in the stratosphere which are utilised to refract HF radio waves. As with the Aurora Borealis, which is of similar origin, these ionospheric disturbances most commonly occur in regions adjacent to the Magnetic Poles. Since the Earth's North Magnetic Pole is currently located at approximately 87N 150W, flights through the North Atlantic and Northern Canada regions can, on occasion, experience resulting HF communications difficulties.

6.6.9 SATVOICE communications are unaffected by most ionospheric disturbances. Therefore, when so equipped, an aircraft may use SATVOICE for ATC communications (See 6.6.5).

6.6.10 If not SATVOICE equipped, in some circumstances it may be feasible to seek the assistance, via VHF, of a nearby SATVOICE equipped aircraft to relay communications with ATC (See 6.6.5).

6.6.11 Whenever aircraft encounter poor HF propagation conditions that would appear to adversely affect air-ground communications generally, it is recommended that all flight crews then broadcast their position reports on the air-to-air VHF frequency 123.450 MHz. Given the density of traffic in the NAT region and the fact that in such poor propagation conditions ATC will be unable to maintain contact with all aircraft, it is important that even those aircraft that have been able to establish SATVOICE contact also broadcast their position reports.

6.6.12 If for whatever reason SATVOICE communications (direct or relayed) are not possible, then the following procedures may help to re-establish HF communications. Sometimes these ionospheric disturbances are very wide-spread and HF air-ground communications at all frequencies can be severely disrupted throughout very large areas (e.g. simultaneously affecting the whole of the NAT region and the Arctic.). However, at other times the disturbances may be more localised and/or may only affect a specific range of frequencies.

6.6.13 In this latter circumstance, HF air-ground communications with the intended radio station may sometimes continue to be possible but on a frequency other than either the primary or secondary frequencies previously allocated to an aircraft. Hence, in the event of encountering poor HF propagation conditions flight crews should first try using alternative HF frequencies to contact the intended radio station.

6.6.14 However, while the ionospheric disturbances may be severe, they may nevertheless only be localized between the aircraft's position and the intended radio station, thus rendering communications with that station impossible on any HF frequency. But the radio stations providing air-ground services in the NAT region do co-operate as a network and it may, even then, still be possible to communicate with another radio station in the NAT network on HF and request that they relay communications. Efforts should therefore be made to contact other NAT radio stations via appropriate HF frequencies.

6.6.15 Nevertheless, as previously indicated, there are occasions when the ionospheric disturbance is so severe and so widespread that HF air-ground communications with any radio station within the NAT region network are rendered impossible.

Rationale for Lost Communications Operational Procedures

6.6.16 Because of the density of oceanic traffic in the NAT region, unique operational procedures have been established to be followed by flight crews whenever communications are lost with ATC. If communications with the relevant OACC are lost at any time after receiving and acknowledging a clearance then the aircraft must adhere strictly to the routing and profile of the last acknowledged clearance until exiting the NAT region. Flight crews must not revert to their filed flight plan.

Operational Procedures following Loss of HF Communications Prior to Entry into the NAT

On-Board HF Communications Equipment Failure

6.6.17 Due to the potential length of time in oceanic airspace, it is strongly recommended that a flight crew, experiencing an HF communications equipment failure prior to entering the NAT, while still in domestic airspace and still in VHF contact with the domestic ATC Unit, does not enter NAT airspace but adopts the procedure specified in the appropriate domestic AIP and lands at a suitable airport. Should the flight crew, nevertheless, elect to continue the flight then every effort must be made to obtain an oceanic clearance and the routing, initial level and speed contained in that clearance must be maintained throughout the entire oceanic segment. Any level or speed changes required to comply with the oceanic clearance must be completed within the vicinity of the oceanic entry point.

6.6.18 If, however, an oceanic clearance cannot be obtained, the individual aircraft suffering radio communications equipment failure should enter oceanic airspace at the first oceanic entry point, level and speed contained in the filed flight plan and proceed via the filed flight plan route to landfall. **The initial oceanic level and speed included in the filed flight plan must be maintained until landfall.** Any subsequent climbs included in the filed flight plan **must not** be executed.

HF Blackout

6.6.19 In the case of aircraft that lose ATC communications as a result of poor propagation conditions (HF Blackouts) when approaching NAT airspace through domestic airspace where ATC communications are also conducted via HF (e.g. entering the NAT through Northern Canadian airspace into the Reykjavik OCA), it is probably less advisable to execute unscheduled landings. These poor propagation conditions are very likely to affect many aircraft simultaneously and multiple diversions of "lost comms" aircraft might create further difficulties and risks.

6.6.20 As with the equipment failure situation, aircraft approaching the NAT and losing ATC communications as a result of poor HF radio propagation conditions should, if already in receipt of an oceanic clearance, follow the routing specified in that clearance and maintain the **initial** cleared level and speed throughout the oceanic segment i.e. through to landfall.

6.6.21 However, in these HF Blackout circumstances, if no oceanic clearance has been received, the aircraft must remain at the last cleared domestic flight level, not only to the ocean entry point but also throughout the whole subsequent oceanic segment (i.e. until final landfall). This is in stark contrast to the

equipment failure case. In such HF Blackouts, flight crews must not effect level changes to comply with filed flight plans. Such aircraft should, maintain the last cleared level and, enter oceanic airspace at the first oceanic entry point and speed contained in the filed flight plan, then proceed via the filed flight plan route to landfall.

6.6.22 The rationale here must be appreciated. In such circumstances it is likely that ATC will have simultaneously lost HF communications with multiple aircraft in the same vicinity. Should flight crews then wrongly apply the “normal” radio failure procedures and “fly the flight plan”, there is a possibility that two such aircraft may have filed conflicting flight paths/levels through the subsequent oceanic airspace, and without communications with either aircraft, ATC would then be unable to intervene to resolve the conflict. Since safe aircraft level separation assurance has already been incorporated into the current domestic clearances, **it is consequently imperative that under such (domestic and oceanic) HF-blackout circumstances, all aircraft electing to continue flight into NAT oceanic airspace without a received and acknowledged oceanic clearance, should adhere to the flight level in the last received domestic clearance. No level changes should be made to comply with a filed oceanic level that is different from that of the domestic clearance in effect at the time that ATC air-ground communications were lost.**

Operational Procedures following Loss of HF Communications after Entering the NAT

6.6.23 If the HF communications equipment failure occurs or HF Blackout conditions are encountered after entering the NAT then : -

The flight crew must proceed in accordance with the last received and acknowledged oceanic clearance, including level and speed, to the last specified oceanic route point (normally landfall). After passing this point, the flight crew should conform with the relevant AIP specified State procedures/regulations and if necessary rejoin the filed flight plan route by proceeding, via the published ATS route structure where possible, to the next significant point contained in the filed flight plan. *Note: the relevant State procedures/regulations to be followed by an aircraft in order to rejoin its filed flight plan route are specified in detail in the appropriate State AIP.*

6.6.24 Aircraft with a destination within the NAT region should proceed to their clearance limit and follow the ICAO standard procedure to commence descent from the appropriate designated navigation aid serving the destination aerodrome at, or as close as possible to, the expected approach time. Detailed procedures are promulgated in relevant State AIPs.

Summary of Operational Procedures Required following Loss of Air/Ground ATS Communications in the NAT Region

6.6.25 The foregoing detailed operational procedures can be simply summarised as follows :

- Equipment Failure before receiving an oceanic clearance:-
Divert or fly the flight plan route, speed and initial planned oceanic level to landfall.
- Blackout encountered (in an HF comms Domestic ATC environment) before receiving an oceanic clearance:-
Continue at Domestic cleared level and follow flight planned route and speed to landfall.
- Equipment Failure or Blackout after receiving an oceanic clearance:-
Fly that clearance to landfall.

In all cases, after landfall rejoin, or continue on, the flight planned route, using appropriate State AIP specified procedures for the domestic airspace entered.

6.7 CONTINGENCY SITUATIONS AFFECTING ATM PROVISION IN THE NAT REGION

6.7.1 In the anticipation of situations arising which might result in the partial or total disruption of Air Traffic Services within the NAT region, NAT ATS providers have developed arrangements which would, in such events, be put in place to ensure, as far as possible, the continued safety of air navigation. Such arrangements include required actions by flight crews and operators of affected flights. These arrangements are detailed in the “**Air Traffic Management Operational Contingency Plan –North Atlantic Region**” (NAT Doc 006) which can be downloaded from www.icao.int/EURNAT/, following “[EUR & NAT Documents](#)”, then “[NAT Documents](#)”, in folder “[NAT Doc 006 - NAT Contingency Plan](#)”. Operators and flight crews planning and conducting operations in North Atlantic region should ensure their familiarity with these arrangements and in particular with the actions expected of flight crews in such contingency situations.

6.7.2 The plan is presented in two parts. The first deals with contingency arrangements necessary when only one NAT ATS unit is affected. While the second addresses events which are likely to affect more than one facility within the NAT region, for example the contamination of the airspace by volcanic ash. Where available, information is also provided outlining the steps taken by ANSPs to deal with any long-term unavailability of an ATC facility.

6.8 OPERATION OF TRANSPONDERS

6.8.1 All aircraft operating as IFR flights in the NAT region shall be equipped with a pressure-altitude reporting SSR transponder. Unless otherwise directed by ATC, flight crews flying in the NAT FIRs will operate transponders continuously in Mode A/C Code 2000, except that the last assigned code will be retained for a period of 30 minutes after entry into NAT airspace or after leaving a radar service area. Flight crews should note that it is important to change from the last assigned domestic code to the Mode A/C Code 2000 since the original domestic code may not be recognised by the subsequent Domestic Radar Service on exit from the oceanic airspace. One exception to this requirement should be noted. Because of the limited time spent in the NAT HLA, when flying on Route Tango 9, the change from the last assigned domestic code to Code 2000 should be made Northbound 10 minutes after passing BEGAS and Southbound 10 minutes after passing LASNO.

6.8.2 It should be noted that this procedure does not affect the use of the special purpose codes (7500, 7600 and 7700) in cases of unlawful interference, radio failure or emergency. However, given the current heightened security environment flight crews must exercise CAUTION when selecting Codes not to inadvertently cycle through any of these special purpose codes and thereby possibly initiate the launching of an interception.

6.8.3 Reykjavik ACC provides a radar control service in the south-eastern part of its area and consequently transponder codes issued by Reykjavik ACC must be retained throughout the Reykjavik OCA until advised by ATC.

6.9 AIRBORNE COLLISION AVOIDANCE SYSTEMS (ACAS)

6.9.1 Turbine-engined aircraft having a maximum certificated take-off mass exceeding 5,700 kg or authorized to carry more than 19 passengers are required to carry ACAS II in the NAT region. The technical specifications for ACAS II are contained in ICAO Annex 10 Volume IV. Compliance with this requirement can be achieved through the implementation of traffic alert and collision avoidance system (TCAS) Version 7.1 as specified in RTCA/DO-185B or EUROCAE/ED-143.

6.9.2 Flight crews should report all ACAS/TCAS Resolution Advisories which occur in the NAT region to the controlling authority for the airspace involved. (See Chapter 13.)

CHAPTER 7

APPLICATION OF MACH NUMBER TECHNIQUE

7.1 DESCRIPTION OF TERMS

7.1.1 Mach Number Technique (MNT) is a technique whereby turbojet aircraft operating successively along suitable routes are cleared by ATC to maintain a Mach number for a portion of the enroute phase of flight.

7.2 OBJECTIVE

7.2.1 MNT is used to improve the utilisation of airspace on long route segments where ATC has only position reports to ensure longitudinal separation between flights is maintained. When two or more aircraft are operating along the same route at the same flight level and maintaining the same Mach number, the time interval between them is more likely to remain constant than by using any other method.

7.3 PROCEDURES IN NAT OCEANIC AIRSPACE

7.3.1 Oceanic clearances include assigned Mach numbers (when required) which are to be maintained. Turbojet aircraft intending to fly in NAT oceanic airspace must flight plan their requested Mach number. ATC uses assigned Mach number along with position reports to calculate estimated times along the cleared route. These times are used as the basis for longitudinal separation and for coordination with adjacent units.

7.3.2 ATC will try to accommodate flight crew/dispatcher requested or flight planned Mach numbers when issuing oceanic clearances. It is rare that ATC will assign a Mach number more than 0.01 faster or 0.02 slower than that requested.

7.3.3 The monitoring and maintenance of longitudinal separation is dependent upon the provision of accurate times in position reports.

7.3.4 **The assigned Mach number must be maintained.** If an immediate temporary change in the Mach number is essential (due to turbulence for example), ATC must be so informed.

7.3.5 Flight crews should maintain their last assigned Mach number during climbs in oceanic airspace. If due to aircraft performance this is not feasible ATC should be advised at the time of the request for the climb.

7.4 PROCEDURE AFTER LEAVING OCEANIC AIRSPACE

7.4.1 After leaving oceanic airspace flight crews maintain their assigned Mach number in domestic controlled airspace unless and until the appropriate ATC unit authorises a change.

CHAPTER 8

NAT HLA FLIGHT OPERATION & NAVIGATION PROCEDURES

8.1 INTRODUCTION

8.1.1 The aircraft navigation systems necessary for flying in the NAT HLA are capable of high-performance standards. However, it is essential that stringent cross-checking procedures are employed, both to ensure that these systems perform to their full capabilities and to minimise the consequences of equipment failures and possible human errors.

8.1.2 ICAO specifies the navigation system performance required for operations within a given airspace. This concept is referred to as “Performance Based Navigation” (PBN). Within this philosophy some navigation specifications, in addition to stating the accuracies to be achieved, also require on-board automatic integrity monitoring and alerting functions. Such specifications are referred to as RNP-X, where X represents an accuracy of 95% containment in X NMs. However, specifications requiring the same accuracies but not requiring on-board monitoring/alerting are referred to as RNAV-X.

8.1.3 Large numbers of aircraft worldwide are now in receipt of “RNP 10” approvals. To conform with the PBN standard terminology, as indicated above, this system should actually be designated as “RNAV10”. However, it has been recognised that re-classifying such a widespread existing approval designation would create significant difficulties for both operators and State regulators. Consequently, it has been agreed that this designation of “RNP 10” will remain as such, even though the navigation specifications here are, in PBN terminology, effectively “RNAV10”.

8.1.4 With current technology, on-board automatic performance monitoring can only be carried out using GNSS. Hence GNSS is mandatory for true RNP airspace (e.g. RNP 4) but is not required for RNAV airspace, including that historically and still designated as “RNP 10”.

Note: For more detailed information on RNP see ICAO Document Doc 9613 – ‘Performance Based Navigation Manual’.

8.1.5 Regardless of how sophisticated or mature a system is, it is still essential that stringent navigation and cross checking procedures are maintained if Gross Navigation Errors (GNEs) are to be avoided. A GNE within NAT airspace is defined as a deviation from cleared track of 10 NM or more

8.1.6 All reported navigation errors in North Atlantic airspace are thoroughly investigated. Records show that navigation equipment or system technical failures are now fortunately rare. However, when they do occur they can sometimes be subtle or progressive, resulting in a gradual and perhaps not immediately discernible degradation of performance. Chapter 11 of this Manual provides guidance on detection and recovery when such problems are encountered.

8.1.7 About half of NAT flights route via an OTS track and a large portion of the remaining random flights follow routes that at some point approach within one or two degrees of the outermost OTS tracks. One consequence of this is that a single digit error in the latitude of one significant point of an aircraft’s route definition will very likely lead to a conflict with another aircraft which is routing correctly via the resulting common significant point. The risk of an actual collision between two aircraft routing via a common point, as is the case when such errors are made, is further exacerbated by the improved technical accuracy of the modern navigation and height keeping equipment employed.

8.1.8 The importance of employing strict navigation system operating procedures designed to avoid the insertion of wrong waypoints or misunderstandings between the flight crew and ATC over cleared routes cannot be over-emphasised.

8.1.9 Many of the procedures listed in this chapter are not equipment specific and others may not be pertinent to every aircraft. For specific equipment, reference should be made to Manufacturers' and operators' handbooks and manuals.

8.1.10 There are various references in this material to two flight crew members; however, when carried, a third flight crew member should be involved in all cross check procedures to the extent practicable.

8.1.11 Maintenance of a high standard of navigation performance is absolutely essential to the maintenance of safety in the NAT HLA.

Sample Oceanic Checklist

8.1.12 ICAO North Atlantic Working Groups composed of industry, ATC and state regulators have created a Sample Oceanic Checklist. This checklist represents lessons learned from decades of NAT operations and internationally accepted best practices. It is provided as guidance and is not intended to replace an operator's oceanic checklist. However, all operators are strongly encouraged to review the Sample Oceanic Checklist, either for guidance in developing their own checklist or as a means of assessing the thoroughness of their checklist. Operators can tailor the NAT checklist to their specific needs and approvals. This checklist focuses on an orderly flow and ways to reduce oceanic errors. The details behind, and the rationale for, the proposed actions listed in the sample checklist are described in the Expanded Check List. These checklists, along with the NAT Oceanic Errors Safety Bulletin, are available on the ICAO website at www.icao.int/EURNAT/, following "[EUR & NAT Documents](#)", then "[NAT Documents](#)", in folder "[NAT OPS Bulletins](#)".

8.2 GENERAL PROCEDURES

Presentation of Navigation Information

8.2.1 A significant proportion of navigation errors result from the use of incorrect data. To minimize the problem, source data must be clearly legible under the worst cockpit lighting conditions and presented in a format suitable for error-free use in the cockpit environment. In this context, the following considerations apply:

- a) on navigation charts, all position coordinates, e.g. ramp position, ATC waypoints, radio navaid positions, etc., should ideally be printed in dark blue or black numerals against a white background. Where such coordinates would normally appear against a locally tinted background, they should be enclosed in a white box. Absolutely no information should be overprinted on top of position coordinates. In situations where groups of position coordinates must appear in close proximity to each other, the position to which each set of coordinates applies should be clearly indicated by means of a leader;
- b) navigational documents, such as NAT track messages or flight plans, should be double-spaced or "boxed", to minimize the possibility of line slippage when the information is read; and
- c) it is advisable to provide flight crews with a simple plotting chart of suitable scale (1 inch equals 120 NM has been used successfully on NAT routes) in order to facilitate a visual presentation of the intended route that, otherwise, is defined only in terms of navigational co-ordinates.

Importance of Accurate Time

8.2.2 Longitudinal separations between subsequent aircraft following the same track and between aircraft on intersecting tracks are assessed in terms of differences in ETAs/ATAs at common waypoints. Aircraft clock errors resulting in position report time errors can therefore lead to an erosion of actual

longitudinal separations between aircraft. It is thus vitally important that prior to entry into the NAT HLA the time reference system to be used during the flight is accurately synchronised to UTC and that the calculation of waypoint ETAs and the reporting of waypoint ATAs are always referenced to this system. Pre-flight Procedures for any NAT HLA flight must include a UTC time check and resynchronisation of the aircraft master clock. Lists of acceptable time sources for this purpose have been promulgated by NAT ATS provider States.

8.2.3 The following are examples of acceptable time standards:

- GPS (Corrected to UTC) - Available at all times to those flight crews who can access time via approved on-board GPS (TSO-C129 or later standard) equipment.
- WWV - National Institute of Standards (NIST - Fort Collins, Colorado). WWV operates continually H24 on 2500, 5000, 10,000, 15,000 and 20,000 kHz (AM/SSB) and provides UTC (voice) once every minute.
- CHU - National Research Council (NRC - Ottawa, Canada) - CHU operates continually H24 on 3330, 7850 and 14,670 kHz (SSB) and provides UTC (voice) once every minute (English even minutes, French odd minutes).
- Telephone Talking Clock Facility - English (+16137451576) or French (+16137459426)
- BBC - British Broadcasting Corporation (United Kingdom). The BBC transmits on a number of domestic and world-wide frequencies and transmits the Greenwich time signal (referenced to UTC) once every hour on most frequencies, although there are some exceptions.

8.2.4 Further details of these and other acceptable time references can be found in AIS documentation of the NAT ATS provider States. In general, the use of any other source of UTC that can be shown to the State of the operator or the State of Registry of the aircraft to be equivalent, may be allowed for this purpose.

The Use of a Master Document

8.2.5 Navigation procedures must include the establishment of some form of master working document to be used on the flight deck. This document may be based upon the flight plan, navigation log, or other suitable document which lists sequentially the waypoints defining the route, the track and distance between each waypoint, and other information relevant to navigation along the cleared track. When mentioned subsequently in this guidance material, this document will be referred to as the 'Master Document'.

8.2.6 Misuse of the Master Document can result in GNEs occurring and for this reason strict procedures regarding its use should be established. These procedures should include the following:

- a) Only one Master Document is to be used on the flight deck. However, this does not preclude other flight crew members maintaining a separate flight log.
- b) On INS equipped aircraft a waypoint numbering sequence should be established from the outset of the flight and entered on the Master Document. The identical numbering sequence should be used for storing waypoints in the navigation computers.
- c) For aircraft equipped with FMS data bases, FMS generated or inserted waypoints should be carefully compared to Master Document waypoints and cross checked by both flight crew members.
- d) An appropriate symbology should be adopted to indicate the status of each waypoint listed on the Master Document.

8.2.7 The following is a typical example of Master Document annotation. An individual operator's procedures may differ slightly but the same principles should be applied:

- a) The waypoint number is entered against the relevant waypoint coordinates to indicate that the waypoint has been inserted into the navigation computers.
- b) The waypoint number is circled, to signify that insertion of the correct coordinates in the navigation computers has been double-checked independently by another flight crew member.
- c) The circled waypoint number is ticked, to signify that the relevant track and distance information has been double-checked.
- d) The circled waypoint number is crossed out, to signify that the aircraft has overflowed the waypoint concerned.

8.2.8 All navigational information appearing on the Master Document must be checked against the best available prime source data. When a re-route is necessary, some regulators recommended that a new Master Document is prepared for the changed portion of the flight. In cases where the original Master Document is to be used, the old waypoints must be clearly crossed out and the new ones carefully entered in their place. The checks listed in the previous paragraph must be carried out in respect of all new or revised waypoints.

8.2.9 When ATC clearances or re-clearances are being obtained, headsets should be worn. The inferior clarity of loud-speakers has, in the past, caused errors during receipt. Two qualified flight crew members should monitor such clearances; one of them recording the clearance on the Master Document as it is received, the other cross-checking the receipt and read-back. All waypoint coordinates should be read back in detail, adhering strictly to standard ICAO phraseology, except where approved local procedures make this unnecessary. Detailed procedures pertaining to abbreviated clearances/read-backs are contained in the appropriate AIPs, and in this Manual at Chapter 5 - Oceanic ATC Clearances.

Position Plotting

8.2.10 An aeronautical chart can provide a visual presentation of the intended route which is defined otherwise only in terms of navigational coordinates. Plotting the intended route on such a chart may reveal errors and discrepancies in the navigational coordinates which can then be corrected immediately, before they reveal themselves in terms of a deviation from the ATC cleared route. As the flight progresses, plotting the aircraft's present position on this chart will also serve the purpose of a navigation cross check, provided that the scale and graticule are suitable.

8.2.11 As the flight progresses in oceanic airspace, plotting the aircraft's position on a chart will help to confirm (when it falls precisely on track) that the flight is proceeding in accordance with its clearance. However, if the plotted position is laterally offset, the flight may be deviating unintentionally, and this possibility should be investigated at once.

8.2.12 Plotting the aircraft's progress on a chart can be a useful tool for contingency situations. In the event of a total loss of long range navigation capability, a completed plotting chart will assist in the necessary reversion to dead reckoning. In other contingency situations it can help in assessing separation assurance from other tracks or from high terrain (e.g over Greenland).

8.2.13 The chart must be of a scale appropriate for plotting. Many company Progress Charts are of the wrong scale or too small. It has been noted that the use of plotting charts that are small can lead to oceanic errors. EAG Chart AT (H) 1; No 1 AIDU (MOD) Charts AT(H)1, 2, 3 & 4 and the Jeppesen North/Mid Atlantic Plotting Charts are all useful compromises between scale and overall chart size; while

the *NOAA/FAA North Atlantic Route Chart* has the advantage, for plotting purposes, of a 1° latitude/longitude graticule.

Provision of Climbs

8.2.14 Tactical ATS surveillance control and tactical procedural control are exercised in some areas of the NAT HLA. However, oceanic clearances for many NAT flights are of a strategic nature. Although such strategic clearances normally specify a single flight level for the entire crossing, there is often scope for enroute climb re-clearances as fuel burn-off makes higher levels more optimal. Controllers will accommodate requests for climbs whenever possible. When so re-cleared, flight crews should initiate the climb without delay (unless their discretion was invited or unless a conditional clearance was issued) and those aircraft not using CPDLC/ADS-C should **always** report to ATC immediately upon **leaving** the old and on **reaching** the new cruising levels.

Relief Flight Crew Members

8.2.15 Long range operations may include the use of relief flight crew. In such cases it is necessary to ensure that procedures are such that the continuity of the operation is not interrupted, particularly in respect of the handling and treatment of the navigational information.

8.3 PRE-FLIGHT PROCEDURES

RNP Approval Status

8.3.1 In order for an aircraft to be cleared to fly in airspace where a particular RNP authorization is required, or take advantage of any preferred handling provided to RNP aircraft, the aircraft's RNP approval status must be accurately reflected in Item 18 of the ATC flight plan. Flight crews shall also verify that the corresponding RNP value is entered in the Flight Management Computer, either by default or through manual input, in order to enable aircraft navigation system monitoring and alerting against the most stringent oceanic RNP capability filed in the ATC flight plan

Inertial Navigation Systems

Insertion of Initial Latitude and Longitude

8.3.2 Unless inertial navigation systems are properly aligned on the ground, to include inputting the exact aircraft position, systematic errors will be introduced. These errors can be corrected while the aircraft is on the ground but it is not possible to adequately recover from them while the aircraft is in flight, despite any indications to the contrary. Correct insertion of the initial position must therefore be checked before inertial systems are aligned and the position should be recorded in the flight log and/or Master Document. It is recommended that subsequent 'silent' checks of the present position and of the inertial velocity outputs (e.g. ground speed registering zero) be carried out independently by both flight crew members during (an early stage of) the pre-flight checks and again just before the aircraft is moved. Any discrepancies should be investigated.

8.3.3 With regard to the insertion of the initial coordinates while on the ramp, the following points should be taken into account:

- in some inertial systems, insertion errors exceeding about one degree of latitude will illuminate a malfunction light. It should be noted that very few systems provide protection against longitude insertion errors.
- at all times, but particularly in the vicinity of the Zero Degree E/W (Greenwich) Meridian or near to the Equator, care should be taken to ensure that the coordinates inserted are correct. (i.e. E/W or N/S).

System Alignment

8.3.4 The alignment of inertial systems must be completed and the equipment put into navigation mode prior to releasing the parking brake at the ramp. Some systems will align in about 10 minutes, others can take 15 minutes or more; expect alignment to take longer in extreme cold or at higher latitudes or when the aircraft (and hence the inertial platform) is buffeted by winds or rocked during cargo loading. A rapid realignment feature is sometimes provided but should only be used if, during an intermediate stop, it becomes necessary to increase the system accuracy. The aircraft must be stationary during rapid realignment which typically will take about one minute.

GNSS (GPS) Systems

8.3.5 As with all LRNS operations, GPS LRNS operations must be approved by the State of the operator (or the State of Registry for International General Aviation operations) as part of the NAT HLA operational approval. When both the LRNSs required for unrestricted NAT HLA operations are GPSs the approval of their operation will include the requirement to carry out Pre-Departure Satellite Navigation Prediction Programme (as shown below). When only one of the two LRNSs required is a GPS, or for multi-sensor navigation systems, State Authorities vary as to whether they require their operators to conduct such pre-departure programmes.

Satellite Availability

8.3.6 The following specify the numbers of satellites required:

- Four satellites are required to determine 3-D position;
- For Receiver Autonomous Integrity Monitoring (RAIM) purposes, five satellites are required to detect the presence of a single faulty satellite;
- For Fault Detection and Exclusion (FDE) purposes, six satellites are required to identify a faulty satellite and exclude it from participating in further navigation solution calculations.

Note 1: An FDE algorithm is normally associated with a RAIM algorithm.

Note 2: The above numbers of satellites (for RAIM and FDE purposes only) may in each case be reduced by one if barometric aiding is used.

Satellite Navigation Prediction

8.3.7 When so required, operators intending to conduct GPS navigation in the NAT HLA must utilise a Satellite Navigation Availability Prediction Programme specifically designated for the GPS equipment installed. This prediction programme must be capable of predicting, prior to departure for flight on a "specified route", the following:

- a) Any loss of navigation coverage (meaning that less than 3 satellites will be in view to the receiver); and
- b) Any loss of the RAIM/FDE function and its duration.

Note: "specified route" is defined by a series of waypoints (to perhaps include the route to any required alternate), with the time between waypoints based on planned speeds. Since flight planned ground speeds and/or departure times may not be met, the pre-departure prediction must be performed for a range of expected ground speeds.

8.3.8 This prediction programme must use appropriate parameters from the RAIM/FDE algorithm employed by the installed GPS equipment. In order to perform the predictions this programme must provide the capability to manually designate satellites that are scheduled to be unavailable. Such information is not included in the GPS almanac or ephemeris data in the navigation message (i.e. the GPS receiver does not

receive this information). Information on GPS satellite outages is promulgated via the U.S. NOTAM Office. The KNMH transmitting station (US Coast Guard Station, Washington D.C.) is responsible for release (in NOTAM format) of information relating to the operating condition of the GPS constellation satellites. These NOTAMs can be obtained through direct query to the USA data bank, via the AFTN, using the following service message format: SVC RQ INT LOC = KNMH addressed to KDZZNAXX. Such information can also be found on the US Coast Guard Web site at www.navcen.uscg.gov."

8.3.9 When GPS is being used as a supplementary navigation means or when GPS is only one of the two LRNSs required for NAT HLA approval (e.g. when the second LRNS is an IRS/INS installation) or in the case of multi-sensor navigation systems, then some States of Registry may not require the operator to conduct pre-flight RAIM/FDE prediction checks.

Operational Control Restrictions

The Capability to Determine a GPS Position

8.3.10 When so required, prior to departure, the operator must use the prediction programme to first demonstrate that forecast satellite outages will not result in a loss of navigation coverage (i.e. the capability to determine position) on any part of the specified route of flight. If such outages are detected by the programme, the flight will need to be re-routed, delayed or cancelled.

Determination of the Availability of RAIM/FDE

8.3.11 Once the position determination function is assured (i.e. no loss in navigation coverage for the route has been predicted), the operator must run the RAIM/FDE outage prediction programme. Any continuous outage of RAIM/FDE capability of greater than 51 minutes in the NAT HLA (or greater than 25 minutes for flights on RLatSM tracks) means again that the flight should be re-routed, delayed or cancelled. It is understood that some prediction programmes carry out both these checks together.

Note: Derivation of the 51 & 25 minute limits – At the instant the RAIM/FDE capability is lost, it is assumed that the GPS navigation solution proceeds to direct the aircraft away from track at a speed of 35 knots. With the current NAT HLA nominal track spacing of 60 nautical miles (30 NMs for RLatSM tracks), it is further assumed that aircraft on adjacent tracks have a lateral “safety buffer” of 30 nautical miles (15 NMs for RLatSM tracks). At 35 knots it will take an aircraft 51(or 25) minutes to exit this “safety buffer”. It should be noted that this is a very conservative methodology and it is thought unlikely that a RAIM/FDE outage alone could cause such errant navigation behaviour. The equivalent outage limit for RNAV 10 (RNP 10) operations is 34 minutes.

Loading of Initial Waypoints

8.3.12 The manual entry of waypoint data into the navigation systems must be a co-ordinated operation by two persons, working **in sequence and independently**: one should key in and insert the data, and subsequently the other should recall it and confirm it against source information. **It is not sufficient for one flight crew member just to observe or assist another flight crew member inserting the data.** (See Chapter 15 for waypoint verification procedures)

8.3.13 The ramp position of the aircraft, plus at least two additional waypoints, or, if the onboard equipment allows, all the waypoints relevant to the flight, should be loaded while the aircraft is at the ramp. However, it is more important initially to ensure that the first enroute waypoint is inserted accurately.

Note: For aircraft equipped with GPS, the position provided by each of the aircraft’s GPS receivers should be compared to the ramp coordinates. A difference between GPS and ramp position greater than 100 meters should be investigated before departure.

8.3.14 During flight, at least two current waypoints beyond the leg being navigated should be maintained in the Control Display Units (CDUs) until the destination ramp coordinates are loaded. Two flight crew members should be responsible for loading, recalling and checking the accuracy of the inserted waypoints; one loading and the other subsequently recalling and checking them independently. However, this process should not be permitted to engage the attention of both flight crew members simultaneously during the flight. Where remote loading of the units is possible, this permits one flight crew member to cross-check that the data inserted automatically is indeed accurate.

8.3.15 An alternative and acceptable procedure is for the two flight crew members silently and independently to load their own initial waypoints and then cross-check them. The flight crew member responsible for carrying out the verification should work from the CDU display to the Master Document rather than in the opposite direction. This may lessen the risk of the flight crew member 'seeing what is expected to be seen' rather than what is actually displayed.

Flight Plan Check

8.3.16 The purpose of this check is to ensure complete compatibility between the data in the Master Document and the calculated output from the navigation systems. Typical actions could include:

- a) checking the distance from the ramp position to the first waypoint. Some systems will account for the track distance involved in an ATC SID; in others, an appropriate allowance for a SID may have to be made to the great circle distance indicated in order to match that in the Master Document. If there is significant disagreement, rechecking initial position and waypoint coordinates may be necessary.
- b) selecting track waypoint 1 to waypoint 2 and doing the following:
 - checking accuracy of the indicated distance against that in the Master Document;
 - checking, when data available, that the track displayed is as listed in the Master Document. (This check will show up any errors made in lat/long designators (i.e. N/S or E/W).)
- c) similar checks should be carried out for subsequent pairs of waypoints and any discrepancies between the Master Document and displayed data checked for possible waypoint insertion errors. These checks can be coordinated between the two flight crew members checking against the information in the Master Document.
- d) when each leg of the flight has been checked in this manner it should be annotated on the Master Document by means of a suitable symbology as previously suggested (See "The Use of a Master Document" above).
- e) some systems have integral navigation databases and it is essential that the recency of the database being used is known. It must be recognised that even the coordinates of waypoint positions contained in a data base have been keyed in at some point by another human. The possibility of input errors is always present. **Do not assume the infallibility of navigation databases and always maintain the same thorough principles which are applied in the checking of your own manual inputs.**

Leaving the Ramp

8.3.17 Movement of the aircraft prior to completion of inertial systems alignment may, depending on system characteristics, result in faulty inertial system operation. Prior to leaving the ramp Zero Ground Speed indications from the LRNS should be confirmed. Any excessive Ground Speeds noted while on chocks should be resolved by checking fault codes, the currency of data bases and RAIM (if GPS is employed).

8.3.18 Inertial groundspeeds should also be checked during taxi. A significantly erroneous reading and/or malfunction codes should be investigated prior to takeoff. Flight crews of aircraft with electronic map displays should confirm the derived position agrees with the actual position on the airfield.

8.3.19 Many modern aircraft are equipped with FMS navigation systems (i.e. Flight Management Computers fed by multiple navigation sensors.). Once the FMS is put into 'Nav' mode, the system decides on the most appropriate (i.e. accurate) navigation sensors to use for position determination. If GPS is part of the solution, then the position is normally predominantly based on GPS inputs with the IRS/INS in a supporting role. It may therefore be difficult to know exactly what component of the navigation solution (IRS, GPS, DME etc) is being used to derive position at any one time. With an FMS-based system, or a GPS stand-alone system, the "Leaving the Ramp" checks should be designed to provide assurance that the navigation information presented is indeed 'sensible'.

8.4 IN FLIGHT PROCEDURES

En Route to Oceanic Entry

8.4.1 During the initial part of the flight, while en route to oceanic entry, ground nav aids should be used to verify the performance of the LRNSs. Large or unusual 'map shifts' in FMS output, or other discrepancies in navigation data, could be due to inertial platform misalignment or initialisation errors. Position updates to the FMS will not correct these errors despite possible indications to the contrary. If such a situation is encountered when INS/IRS are the primary LRNSs then it would be unwise to continue into the NAT HLA. Flight crews should consider landing in order to investigate the cause and then perhaps be in a position to correct the problem.

8.4.2 A compass heading check should also be performed and the results recorded. This check is particularly helpful when using inertial systems. The check can also aid in determining the most accurate compass if a problem develops later in the crossing.

ATC Oceanic Clearance and Subsequent Re-clearances

8.4.3 Where practicable, two flight crew members should listen to and record every ATC clearance and both agree that the recording is correct. Standard Operating Procedures (SOPs) for LRNS must include independent clearance copy, data entry (coordinates and/or named waypoints), and independent crosschecks to verify that the clearance is correctly programmed. These procedures must also be used when enroute changes are entered. Any doubt should be resolved by requesting clarification from ATC.

8.4.4 In the event that a re-clearance is received when temporarily only one flight crew member is on the flight deck, unless the re-clearance is an ATC instruction that requires immediate compliance, any flight profile, Mach number or routing changes should not be executed, nor should the Navigation or Flight Management Systems be updated, until the second flight crew member has returned to the Flight Deck and a proper cross-checking and verification process can be undertaken.

8.4.5 If the ATC oceanic cleared route is identical to the flight planned track, it should be drawn on the plotting chart and verified by the other flight crew member.

8.4.6 If the aircraft is cleared by ATC on a different track from that flight planned, some regulators recommend that a new Master Document be prepared showing the details of the cleared track. Overwriting of the existing flight plan can cause difficulties in reading the waypoint numbers and the new coordinates. For this purpose, it is helpful if a blank pro-forma Master Document (flight plan) is carried with the flight documents. One flight crew member should transcribe track and distance data from the appropriate reference source onto the new Master Document pro-forma and this should be checked by another flight crew member. If necessary, a new plotting chart may be used on which to draw the new track. The new document(s) should be used for the oceanic crossing. If the subsequent domestic portion of the flight corresponds to that

contained in the original flight plan, it should be possible to revert to the original Master Document at the appropriate point.

8.4.7 Experience has clearly shown that when ATC issues an initial oceanic clearance that differs from the flight plan, or subsequently during the flight issues a re-clearance involving re-routing and new waypoints, there is a consequential increase in the risk of errors being made. Indeed, errors associated with re-clearances continue to be the most frequent cause of Gross Navigation Errors in the North Atlantic HLA. Therefore, in both of these circumstances the situation should be treated virtually as the start of a new flight and the procedures employed with respect to the following, should all be identical to those procedures employed at the beginning of a flight (see paragraph 8.3.16 above):

- a) copying the ATC re-clearance;
- b) amending the Master Document;
- c) loading and checking waypoints;
- d) extracting and verifying flight plan information, tracks and distances, etc.; and
- e) preparing a new plotting chart.

8.4.8 When reviewing the causes of navigation errors, the NAT CMA has noted that numerous operator reports make reference to flight crew breaks in their explanation of the circumstances of the error. In all dimensions, errors are more likely to occur where a clearance or re-route, speed or level change has been communicated to a flight crew and either not been actioned completely, or has been incorrectly or incompletely processed before a relief flight crew member has started duty. Operators' SOPs are generally consistent in regard to the importance of properly handing over, and taking control, and if adopted with due diligence, would forestall the development of an error. However, human factors often confound the best laid SOPs, and distraction or human failings can contribute to the omission of all, or a part of, the process handed over by the departed flight crew member for subsequent action. Flights requiring flight crew augmentation present specific issues as regards to flight crew relief. With the requirement to have the aircraft commander and the designated co-pilot on duty for critical stages of the flight i.e.: take off and landing, sometimes flight crew changes then occur during times when critical information is being received such as oceanic clearances or conditional clearances and/or company communications such as re-dispatch etc. It is imperative that during these flight crew changes, a thorough turnover briefing takes place so that the incoming flight crew is aware of all clearances and requirements for the segment of the flight, especially those involving conditional re-clearances such as a change of level at specific points or times.

8.4.9 Strict adherence to all the above procedures should minimise the risk of error. However, flight deck management should be such that one flight crew member is designated to be responsible for flying the aircraft while the other flight crew member carries out any required amendments to documentation and reprogramming of the navigation systems - appropriately monitored by the flight crew member flying the aircraft, as and when necessary.

Approaching the Ocean

8.4.10 Prior to entering the NAT HLA, the accuracy of the LRNSs should be checked by any means available. For example, INS position can be checked by reference to enroute or proximate VOR/DMEs, etc. However, with a modern FMS, the system decides which LRNS is to be used, and indeed, the FMS may be taking information from DMEs (and possibly VORs) as well as the LRNS carried. Even if the FMS is using GPS, it is still worthwhile to carry out a 'reasonableness' check of the FMS/GPS position, using (for example) DME/VOR distance and bearing.

Note: It should be recognized, however, that "distance & bearing" checks in the western portion of the North Atlantic can be problematic. It has been noted that the navigation information data bases used on-board aircraft; in Flight Planning Systems; and in ATS Ground Systems do not always define the same (large) Magnetic Variation for the same location in this airspace.

8.4.11 When appropriate and possible, the navigation system which, in the opinion of the flight crew, has performed most accurately since departure should be selected for automatic navigation steering.

8.4.12 In view of the importance of following the correct track in oceanic airspace, it is advisable at this stage of flight that, if carried, a third or equivalent flight crew member should check the clearance waypoints which have been inserted into the navigation system, using source information such as the NAT track message or data link clearance if applicable.

8.4.13 Flight crews should attempt to determine the offsets (if any) being flown by aircraft immediately ahead on the same track one flight level above and one flight level below. They should then select an offset which differs from the other aircraft. If this is not possible, or practical, then flight crews should randomly choose one of the flight path options. See Chapter 8 for rationale and more details.

Entering the NAT HLA and Reaching an Oceanic Waypoint

8.4.14 When passing waypoints, the following checks should be carried out:

- a) just prior to the waypoint, check the next two waypoints in each navigation system against the Master Document.
- b) at the waypoint, check the distance to the next waypoint, confirm that the aircraft turns in the correct direction and takes up a new heading and track appropriate to the leg to the next waypoint.
- c) before transmitting the position report to ATC, verify the waypoint coordinates against the Master Document and those in the steering navigation system. When feasible the position report “next” and “next plus 1” waypoint coordinates should be read from the CDU of the navigation system coupled to the autopilot.

8.4.15 Even if automatic waypoint position reporting via data link (e.g. ADS-C) is being used to provide position reports to ATC the above checks should still be performed.

8.4.16 Flight crews should also be aware that in the NAT region ADS-C conformance monitoring is commonly employed. ATC establishes event contracts that will result in automatic alerts whenever the aircraft diverges from its cleared profile. Unless previously advised by the flight crew of the need for such a divergence, flight crews should expect ATC to query the situation. Standardised CPDLC alert messages have been developed for use here.

Routine Monitoring

8.4.17 It is important to remember that there are a number of ways in which the autopilot may unobtrusively become disconnected from the steering mode. Therefore, regular checks of correct engagement with the navigation system should be made.

8.4.18 A position check should be made at each waypoint and the present position plotted 10 minutes after passing each waypoint. For a generally east-west flight, this 10 minute point will be approximately 2 degrees of longitude beyond the oceanic waypoint. It may therefore in fact be simpler to plot a present position 2 degrees of longitude after each 10 degree waypoint. There may be circumstances, (e.g. when, due to equipment failure, only one LRNS remains serviceable) in which additional plots midway between each waypoint may be justified.

8.4.19 It is good practice to cross check winds midway between oceanic waypoints by comparing the flight plan, LRNS and upper milli-bar wind charts data. Such a cross check will also aid flight crews in case there is a subsequent contingency situation requiring the use of dead reckoning.

8.4.20 The navigation system not being used to steer the aircraft should display cross-track distance and track angle error. Both of these should be monitored, with cross-track distance being displayed on the HSI where feasible.

Approaching Landfall

8.4.21 When the aircraft is within range of land based nav aids, and the flight crew is confident that these nav aids are providing reliable navigation information, consideration should be given to updating the LRNSs. Automatic updating of the LRNSs from other nav aids should be closely monitored, and before entry into airspace where different navigation requirements have been specified (e.g. RNP5 in European BRNAV airspace), flight crews should use all aids (including VORs and DMEs) to confirm that the in-use navigation system is operating to the required accuracy. If there is any doubt regarding system accuracy, the appropriate ATC unit should be informed.

8.5 SPECIAL IN-FLIGHT PROCEDURES

CPDLC Route Clearance Uplinks

8.5.1 CPDLC route clearance uplinks allow the flight crew to LOAD the CPDLC route clearance uplink directly into the FMS without having to manually enter waypoints possibly introducing navigational errors. All ANSPs in the NAT are progressing to have full functionality soon.

8.5.2 As per ICAO Doc 10037 GOLD Manual there are 4 possible CPDLC route clearance uplinks that can be used as described in the table below:

CPDLC Route Clearance Uplink	GOLD Description	Route Discontinuity
UM74 / RTEU-2	PROCEED DIRECT TO [position]*	No
UM79 / RTEU-6	CLEARED TO [position] VIA [route clearance]	Yes if [position] is not part of FMS flight plan
UM80 / RTEU-7	CLEARED [route clearance]	Entire FMS routing is replaced
UM83 / RETU-9	AT [position] CLEARED [route clearance]	After [position] entire FMS routing is replaced

*Not loadable by some Airbus aircraft

8.5.3 Flight crews should ensure that the CPDLC route clearance uplink properly “loads” before sending WILCO.

8.5.4 There has been flight crew misunderstanding on some aircraft for those CPDLC uplinks that contain [route clearance]. The “details” of the [route clearance] are not displayed to the flight crew until they LOAD the uplink into the FMS. For example, prior to loading the CPDLC uplink UM79 / RTEU-6, the display to the flight crew is “CLEARED TO [position] VIA ROUTE CLEARANCE. This has been misinterpreted to mean “Cleared directly to the position” and thus not abiding by the “route clearance” which may contain several other waypoints.

8.5.5 To mitigate the display ambiguity, flight crews should always LOAD the CPDLC uplink first to ensure proper load and to be able to verify the routing on the FMS before sending WILCO and executing the clearance.

8.5.6 Weather data (winds and temperature) may be lost after executing the CPDLC route clearance uplink. Flight crews should replace the data as required to ensure proper ADS-C reporting.

8.5.7 Flight crews should revert to voice if in doubt about any CPDLC uplink.

Strategic Lateral Offset Procedures (SLOP)

8.5.8 ATC clearances are designed to ensure that separation standards are continually maintained for all traffic. However, the chain of clearance definition, delivery and execution involves a series of technical system processes and human actions. Errors are very rare but they do occur. Neither flight crews nor controllers are infallible. Gross Navigation Errors (usually involving whole latitude degree mistakes in route waypoints) are made, and aircraft are sometimes flown at flight levels other than those expected by the controller. When such errors are made, ironically, the extreme accuracies of modern navigation and height keeping systems themselves increase the risk of an actual collision. Within an ATS Surveillance environment the controller is alerted to such errors and can, using VHF voice communications, intervene in a timely fashion. This is not the case in oceanic airspace, such as the North Atlantic, where the controller's awareness of the disposition of a significant proportion of the traffic is reliant largely upon flight crew position reports through communication links utilising HF or SATVOICE via third party radio operators. And furthermore, even among that proportion of traffic utilising data link for automated position reporting, and perhaps ATS communications, navigation errors continue to occur. Consequently, it has been determined that allowing aircraft conducting oceanic flight to fly self-selected lateral offsets will provide an additional safety margin and mitigate the risk of traffic conflict when non-normal events such as aircraft navigation errors, height deviation errors and turbulence induced altitude-keeping errors do occur. Collision risk is significantly reduced by application of these offsets. These procedures are known as "Strategic Lateral Offset Procedures (SLOP)".

8.5.9 This procedure provides for offsets within the following guidelines:

- a) along a route or track there will be three positions that an aircraft may fly: centreline or one or two miles right (*Note: SLOP provisions as specified in ICAO PANS-ATM Doc.4444 were amended 13 November 2014 to include the use of "micro-offsets of 0.1 NMs for those aircraft with this FMS capability. Appropriate guidance for the use of this amended procedure in the North Atlantic is under study and hence pending*);
- b) offsets will not exceed 2 NM right of centreline; and
- c) offsets **left** of centreline **must not be made**.

8.5.10 Distributing aircraft laterally and equally across the three available positions adds an additional safety margin and reduces collision risk. SLOP is now **a standard operating procedure** for the entire NAT region and flight crews **are required** to adopt this procedure as is appropriate. In this connection, it should be noted that:

- a) Aircraft without automatic offset programming capability must fly the centreline.
- b) To achieve an equal distribution of flying the centreline or 1 NM (one nautical mile) right or 2 NM (two nautical miles) right of centerline, it is recommended that flight crews of aircraft capable of programming automatic offsets should randomly select flying centreline or an offset. In order to obtain lateral spacing from nearby aircraft (i.e. those immediately above and/or below), flight crews should use whatever means are available (e.g. ACAS/TCAS, communications, visual acquisition, GPWS) to determine the best flight path to fly.
- c) An aircraft overtaking another aircraft should offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken.
- d) For wake turbulence purposes, flight crews should fly one of the three positions shown above. Flight crews should not offset to the left of centreline nor offset more than 2 NM right of centreline. Flight crews may contact other aircraft on the air-to-air channel, 123.450 MHz, as necessary; to co- ordinate the best wake turbulence mutual offset option. (*Note. It is recognized that the flight crew will use their judgement to determine the action most appropriate to any given situation and that the pilot-in-command has the*

final authority and responsibility for the safe operations of the aircraft. See also Chapter 13) As indicated below, contact with ATC is not required.

- e) Flight crews may apply an offset outbound at the oceanic entry point and must return to centreline prior to the oceanic exit point unless otherwise authorized by the appropriate ATS authority or directed by the appropriate ATC unit.
- f) Aircraft transiting ATS Surveillance-controlled airspace mid-ocean should remain on their already established offset positions.
- g) There is no ATC clearance required for this procedure and it is not necessary that ATC be advised.
- h) Voice Position reports should be based on the waypoints of the current ATC clearance and not the offset positions.
- i) Aircraft shall not apply SLOP below F285 in the Reykjavik CTA.

8.5.11 Flight crews should attempt to determine the offsets (if any) being flown by aircraft immediately ahead on the same track one flight level above and one flight level below. And then select an offset which differs from those. If this is not possible or practical, then flight crews should randomly choose one of the three flight path options.

8.5.12 On bi-directional routes a LEFT offset will INCREASE collision risk rather than decrease it. There are areas in the NAT region where bi-directional traffic flows are routinely used. And there are times when opposite direction traffic may be encountered in any part of the region. Flight crews must therefore recognise that **LEFT offsets from the cleared track centre-line must not be adopted**. The avoidance of wake turbulence (even in the OTS) can be accomplished effectively within the confines of the SLOP procedures, as specified in paragraph 8.5.10. Flight crews should communicate with the other aircraft involved to co-ordinate a pair of mutual offsets from within the allowed three options, in order to mitigate any wake-turbulence issue.

Monitoring during Distractions from Routine

8.5.13 Training and drills should ensure that minor emergencies or interruptions to normal routine are not allowed to distract the flight crew to the extent that the navigation system is mishandled.

8.5.14 If during flight the autopilot is disconnected (e.g. because of turbulence), care must be taken when the navigation steering is re-engaged to ensure that the correct procedure is followed. If the system in use sets specific limits on automatic capture, the across-track indications should be monitored to ensure proper recapture of the programmed flight path/profile.

8.5.15 Where flight crews have set low angles of bank, perhaps 10° or less, say for passenger comfort considerations, it is essential to be particularly alert to possible imperceptible departures from cleared track.

Avoiding Confusion between Magnetic and True Track Reference

8.5.16 To cover all navigation requirements, some operators produce flight plans giving both magnetic and true tracks. However, especially if flight crews are changing to a new system, there is a risk that at some stage (e.g. during partial system failure, re-clearances, etc.), confusion may arise in selecting the correct values. Operators should therefore devise procedures which will reduce this risk, as well as ensuring that the subject is covered during training.

8.5.17 Flight crews who decide to check or update their LRNSs by reference to VORs should remember that in the Canadian Northern Domestic airspace these may be oriented with reference to true north, rather than magnetic north.

Navigation in the Area of Compass Unreliability

8.5.18 As aircraft move towards the Earth's North magnetic pole the horizontal field strength reduces and the ability of the compass to accurately sense magnetic North is reduced. It is generally recognised that when the horizontal magnetic field strength falls below 6000 nanotesla, the magnetic compass can no longer be considered to be reliable. Moreover, when the horizontal magnetic field strength falls below 3000 nanotesla, the magnetic compass is considered to be unusable. Areas of Canadian airspace include areas where the magnetic compass is unusable. Enroute charts for the North Atlantic and North Polar areas show the areas where the compass is either unreliable or unusable.

8.5.19 In areas where the compass is unreliable or unusable, basic inertial navigation requires no special procedures. Different manufacturers may offer their own solutions to the special problems existing in such areas. However, such solutions should not involve the use of charts and manual measurement of direction.

8.5.20 Some State authorities require operators obtain specific approval and/or training prior to operations in areas of compass unreliability. Operators should confirm this prior to flights in those areas.

Deliberate Deviation from Track

8.5.21 Deliberate temporary deviations from track are sometimes necessary, usually to avoid severe weather. Whenever possible, ATC approval should be obtained before deviating from the assigned track (See Chapter 13). Nevertheless, such deviations have often been the source of gross errors as a consequence of failing to re-engage the autopilot with the navigation system. It should also be noted that selection of the 'turbulence' mode of the autopilot on some aircraft may have the effect of disengaging it from the aircraft navigation system. After use of the turbulence mode, extra care should be taken to ensure that the desired track is recaptured by the steering navigation system.

8.6 HORIZONTAL NAVIGATION PERFORMANCE MONITORING

8.6.1 The navigation performance of operators within the NAT HLA is monitored on a continual basis. The navigation accuracy achieved by NAT HLA aircraft is periodically measured and additionally all identified instances of significant deviation from cleared track are subject to thorough investigation by the NAT Central Monitoring Agency (CMA), currently operated on behalf of ICAO by the UK National Air Traffic Services Limited. <http://natcma.com/>.

8.6.2 Flight crews and operators are encouraged to cooperate as fully as possible with the CMA in its investigations of any deviations, since the objective here is to support regional safety management function. These investigations are not conducted for regulatory/punitive purposes.

8.6.3 The CMA also maintains a database of all NAT HLA approvals. The CMA runs a continuous monitoring process to compare this approvals list with the records of all aircraft flying in the NAT HLA. The approval status of any aircraft involved in a track deviation is specifically checked against the database and in any cases of doubt the State of the operator or the State of Registry is contacted. Chapter 10 provides full details of the monitoring processes.

CHAPTER 9

RVSM FLIGHT IN THE NAT HLA

9.1 GENERAL

9.1.1 The aircraft altimetry and height keeping systems necessary for flying in RVSM airspace are capable of high-performance standards. However it is essential that stringent operating procedures are employed, both to ensure that these systems perform to their full capabilities and also to minimise the consequences of equipment failures and possible human errors. Should any of the required components fail, ATC must be so informed.

9.1.2 In the event of severe turbulence, RVSM procedures may be suspended.

Pre-Flight

9.1.3 For flight through the NAT HLA the aircraft and the operator must have the appropriate State approvals for both NAT HLA and RVSM operations. The flight crew must be qualified for flight in RVSM airspace and all aircraft intending to operate within the NAT HLA must be equipped with altimetry and height-keeping systems which meet RVSM Minimum Aircraft System Performance Specifications (MASPS). RVSM MASPS are contained in ICAO Doc 9574 (Manual on implementation of a 300m (1,000ft) Vertical Separation Minimum between FL290 and FL410 inclusive) and detailed in FAA Advisory Circular (AC) 91-85 which can currently be accessed through:

http://www.faa.gov/documentlibrary/media/advisory_circular/AC_91-85A. Also, further guidance from EASA on where to find information related to Airborne RVSM Equipment and Performance Requirements is contained within CS-ACNS (Certification Specification and Acceptable Means of Compliance for Airborne Communications, Navigation and Surveillance), in the Eurocontrol Library, at <http://www.eurocontrol.int/articles/library>.

9.1.4 A 'W' must be entered into Item 10 of the ICAO flight plan to indicate that the aircraft is approved for flight at RVSM levels.

9.1.5 For operations in NAT HLA, flight crews are required to perform standard pre-flight checks of altimeters.

9.1.6 Special arrangements exist for non-RVSM approved aircraft/operators to climb or descend through NAT RVSM airspace; and in very specific circumstances arrangements may be made for non-approved aircraft to fly at RVSM levels in the NAT region. Both such arrangements are explained in Chapter 1 (See Special Arrangements for Non-RVSM Approved Aircraft – Section 1.6).

In-Flight – Before Operating in the NAT HLA

9.1.7 Most flights will approach the NAT HLA through European or North American RVSM airspaces. It is therefore expected that continuous monitoring of the serviceability of the aircraft's height keeping systems will have been undertaken. Nevertheless, in view of the significant change of operating environment (i.e. to indirect surveillance and communications) it is recommended that a final confirmation of the aircraft systems serviceability is performed immediately prior to entering the NAT HLA. Check to ensure the two primary altimeters are reading within 200 feet of each other (or lesser value if specified in your aircraft's flight manual). Conduct this check while at level flight. You should also note the stand-by altimeter reading. The readings of the primary and standby altimeters should be recorded to be available for use in any possible contingency situations.

In-Flight – Entering and Flying in the NAT HLA

9.1.8 One automatic altitude-control system should be operative and engaged throughout the cruise. This system should only be disengaged when it is necessary to re-trim the aircraft, or when the aircraft encounters turbulence and operating procedures dictate.

9.1.9 When passing waypoints, or at intervals not exceeding 60 minutes (whichever occurs earlier), or on reaching a new cleared flight level, a cross-check of primary altimeters should be conducted. If at any time the readings of the two primary altimeters differ by more than 200 ft, the aircraft's altimetry system should be considered defective and ATC must be so informed.

9.1.10 To prevent unwanted TCAS/ACAS warnings or alerts, when first approaching any cleared flight level in NAT RVSM airspace, flight crews should ensure that the vertical closure speed is not excessive. It is considered that, with about 1500 ft to go to a cleared flight level, vertical speed should be reduced to a maximum of 1500 ft per minute and ideally, to between 1000 ft per minute and 500 ft per minute. Additionally, it is important to ensure, by manually overriding if necessary, that the aircraft neither undershoots nor overshoots the cleared level by more than 150 ft.

9.1.11 It must also be recognised that even under normal operations when using such indirect communication methods, there does exist the potential for misunderstanding between flight crew and controller regarding the detail of any issued clearances or re-clearances. Occasionally, such “ATC Loop Errors” can lead to an aircraft being flown at a level other than that expected by the controller. In such circumstances separation safety margins may be eroded. To avoid possible risks from any of the foregoing situations, it is therefore essential in the NAT HLA that **flight crews not using CPDLC/ADS-C always report to ATC immediately on leaving the current cruising level and on reaching any new cruising level.**

9.2 EQUIPMENT FAILURES

9.2.1 The following equipment failures must be reported to ATC as soon as practicable following their identification:

- a) loss of one or more primary altimetry systems; or
- b) failure of all automatic altitude-control systems

9.2.2 The aircraft should then follow the appropriate procedure described in Chapter 12 – “Procedures in the Event of Navigation System Degradation or Failure”, or as instructed by the controlling ATC unit.

9.3 VERTICAL NAVIGATION PERFORMANCE MONITORING

9.3.1 The vertical navigation performance of operators within the NAT HLA is monitored on a continual basis by the NAT CMA. Such monitoring includes both measurement of the technical height-keeping accuracy of RVSM approved aircraft and assessment of collision risk associated with all reported operational deviations from cleared levels. Chapter 11 deals more fully with this matter.

CHAPTER 10

ATS SURVEILLANCE SERVICES IN THE NAT HLA

10.1 GENERAL

10.1.1 ATS Surveillance services are provided within the NAT HLA where radar, ADS-B or multilateration coverage exists in accordance with ATS Surveillance procedures in the PANS ATM (Doc 4444). (See Attachment 8)

10.1.2 ADS-B equipage is not mandated in the NAT.

10.2 OPERATION OF SSR TRANSPONDERS

10.2.1 All aircraft operating as IFR flights in the NAT region shall be equipped with a pressure-altitude reporting SSR transponder. Where radar services are provided in the NAT region, transponder codes issued by the control unit must be retained while operating in radar airspace and for a period of 30 minutes after entry into NAT airspace or after exiting a radar service area. After the 30 minute time frame, transponders must be operated continuously in Mode A/C code 2000.

Note 1: Because of the limited time spent in NAT HLA when flying on Route Tango 9, change to code 2000 should be made 10 minutes after passing BEGAS northbound and 10 minutes after passing LASNO southbound.

Note 2: All eastbound flights routing Reykjavik – Shanwick – Scottish shall squawk Mode A Code 2000 ten minutes after entering EGGX airspace.

10.2.2 This procedure does not affect the use of the special purpose codes (7500, 7600 and 7700) in cases of unlawful interference, radio failure or emergency.

Note: Flight crews should exercise caution when selecting codes so as not to inadvertently cycle through any of the special purpose codes.

10.3 OPERATION OF ADS-B TRANSMITTERS

10.3.1 ADS-B services are already available in some continental airspaces immediately adjacent to the NAT region as well as within some portions of the NAT HLA.

10.3.2 Eligibility for ADS-B service in the NAT is based upon the provisions in the Doc 7030 section 5.5.

Note: The following documents provide guidance for the installation and airworthiness approval of ADS-B OUT system in aircraft:

- 1. European Aviation Safety Agency (EASA) AMC 20-24 or CS-ACNS; or*
- 2. FAA AC No. 20-165B — Airworthiness Approval of ADS-B; or*
- 3. Configuration standards reflected in Appendix XI of Civil Aviation Order 20.18 of the Civil Aviation Safety Authority of Australia.*

10.3.3 The Flight ID is the Aircraft Identification (ACID) and is used in both ADS-B and Mode S SSR technology. Up to seven characters long, it is usually set by the flight crew during pre-flight. The Flight

ID is used by the ATC ground system to correlate the ADS-B information with the flight plan data and to identify the aircraft on the ATC situation display system. To allow correlation of a Flight ID to a flight plan, the Flight ID must exactly match the ACID entered in Item 7 of the ICAO flight plan. It is important that the Flight ID is correctly entered or ADS-B service may be denied.

Note: The way in which ADS-B avionics are integrated into the cockpit may prevent changing of Flight ID once airborne. Some avionics may be wired to a weight-on-wheels switch that detects when the aircraft is airborne so that the Flight ID field is not editable after take-off.

10.3.4 Aircraft operators wishing to receive an exemption from the procedures specified in 10.3.2 above for an individual flight shall apply for an exemption to the ATS unit(s) in accordance with AIP directives. Any approvals for such exemptions may be contingent on specific conditions such as routing, flight level and time of day.

10.3.5 Some DO-260 compliant ADS-B transmitters incorporate a single emergency bit for the squawk codes 7500, 7600 and 7700 and therefore do not indicate the nature of the emergency. Thus when activated, the flight crew will need to contact ATC to communicate the type of emergency. Such ADS-B transmitters are also unable to squawk ident while the general emergency mode is being transmitted.

CHAPTER 11

MONITORING OF AIRCRAFT SYSTEMS AND FLIGHT CREW PERFORMANCE

11.1 THE MONITORING PROCESS

11.1.1 To ensure compliance with minimum navigation and height-keeping performance specifications, ICAO has established procedures for systematic and periodic monitoring of the actually achieved aircraft systems performance. Formal reporting by flight crews, operators and ATS providers, of specified deviations from assigned track or flight level supports this.

11.1.2 The monitoring process comprises four distinct actions:

- a) monitoring of aircraft navigation performance by the operator in co-operation with flight crews;
- b) monitoring of operators by the State having jurisdiction over those operators in order to ensure that acceptable operating procedures are being applied by the operator while conducting authorised flight operations;
- c) monitoring of actual aircraft systems performance in normal flight operations, as observed by means of ATS Surveillance by the ATC units of States providing service in the NAT region, and by other specialist systems designed to measure the technical height-keeping performance of aircraft; and
- d) monitoring done on the basis of position and occurrence reporting.

11.1.3 Because of the large variety of circumstances existing in the relationship between States of Registry and their operators engaged in NAT operations, it is not expected that all States will be able to make similar or identical arrangements. It is however expected that all States concerned will make maximum effort to comply effectively with their responsibilities and in particular to co-operate with requests for information about a particular incident from an ATS provider or from the NAT CMA.

11.2 MONITORING OF HORIZONTAL NAVIGATION CAPABILITY

Monitoring by the Operators

11.2.1 Decisions regarding the monitoring of aircraft navigation performance are largely the prerogative of individual operators. In deciding what records should be kept, operators should take into account the stringent requirements associated with the NAT HLA. Operators are required to investigate all lateral deviations of 10 NM or greater, and it is imperative, whether these are observed on ground radar, via ADS reports or by the flight crew, that the cause(s) of track deviations be established and eliminated. **Therefore, it will be necessary to keep complete in-flight records so that an analysis can be carried-out.**

11.2.2 Operators should review their documentation to ensure that it provides all the information required to reconstruct any flight, if necessary, some weeks later. Specific requirements could include:

- a) details of the initial position inserted into the Flight Management System, IRS or INS equipment plus the original flight planned track and flight levels;
- b) all ATC clearances and revisions of clearance;
- c) all reports (times, positions, etc.) made to ATC;
- d) all information used in the actual navigation of the flight: including a record of waypoint

numbers allocated to specific waypoints, plus their associated ETAs and ATAs;

- e) comments on any problems (including that to do with matters concerning navigation) relating to the conduct of the flight, plus information about any significant discrepancies between INS/IRS displays, other equipment abnormalities and any discrepancies relating to ATC clearances or information passed to the aircraft following ground radar observations;
- f) detailed records of any contingency manoeuvres/procedures undertaken by the flight crew;
- g) sufficient information on accuracy checks to permit an overall assessment of performance. Records of terminal (i.e. residual) errors and of checks made against navigation facilities immediately prior to entering oceanic airspace; details of any manual updates made to IRS/INS units; and
- h) where available, navigational and performance data contained in the aircraft's flight data recorders.
- i) retention of aircraft flight data records whenever a flight crew or operator are aware of a possible report of a vertical or lateral deviation. Such records will assist in quantifying the magnitude and/or duration of any deviation.

11.2.3 It is also important that any forms which are used make it easy to examine key factors. For instance, documentation might include, for each flight, a question calling for flight crew assistance in this regard:

e.g. "Did a track error of 10 NM or more occur on this flight? Yes/No."

Monitoring of the Operator by the State

11.2.4 Decisions regarding the monitoring of operators by the State may be taken unilaterally, but hopefully there will be a co-operative process regarding those specifications to be achieved by the operator during planning, and when reviewing achieved performance. Much of this process will be concerned with procedures approved by the flight operations inspectorate and confirmed by means of monitoring, to ensure compliance.

Direct Action by ATS Provider States and the NAT CMA in the Monitoring Process

11.2.5 The navigation performance of operators within NAT HLA is monitored on a continual basis. The navigation accuracy achieved by NAT HLA aircraft is periodically measured and additionally all identified instances of significant deviation from cleared track are subject to thorough investigation by the NAT Central Monitoring Agency (CMA), currently operated on behalf of ICAO by the UK National Air Traffic Services Limited. The CMA also maintains a database of all NAT HLA approvals. The CMA runs a continuous monitoring process to compare this approvals list with the records of all aircraft flying in the NAT HLA. The approval status of any aircraft involved in a track deviation is specifically checked against the database and in any cases of doubt the State of Registry is contacted.

11.2.6 When a navigation error is identified, follow-up action after flight is taken, both with the operator and, where the deviation is 25 NM or more, the State of operator or State of Registry of the aircraft involved, to establish the circumstances and contributory factors. The format of the (navigation) Error Investigation Form used for follow-up action is as shown at Attachment 1. Operational errors can have a significant effect on the assessment of risk in the system. For their safety and the safety of other users, flight crews are reminded of the importance of co-operating with the reporting OACC in the provision of incident information.

11.2.7 The overall lateral navigation performance of all aircraft in the NAT HLA is continually assessed and compared to the standards established for the region, to ensure that the TLS is being maintained.

Monitoring of Lateral Deviations

11.2.8 The data collection process involves the continuous collection of data relating to all reported lateral deviations.

11.2.9 ANSPs capable of monitoring the boundaries of the NAT region collect data on flights within the NAT HLA, together with that on non-NAT HLA flights. The former data provides a direct input into the risk modelling of operations in the NAT HLA, while the latter provides a wider appreciation of navigation in the NAT region and allows follow-up action to be taken on a larger sample of flights believed to have experienced navigation errors.

11.2.10 When any lateral deviation of less than 25NM has been detected by the ATS provider State or has been reported to ATC by the flight crew, that ATS provider unit will, in co-operation with the operator, investigate its cause. It is important that all agencies react promptly to such reports of any lateral deviations. Investigations should be made at once so that consideration can be given to the need for swift remedial action. In order that deviation reports can receive prompt attention, each airline/operator should nominate a person to be responsible for receiving reports and to initiate investigations; the name and full address of this individual should be notified to each relevant ATS authority who distributes the name to the ANSPs.

11.3 MONITORING OF HEIGHT-KEEPING PERFORMANCE

11.3.1 The vertical navigation performance of operators within the NAT HLA is monitored on a continual basis by the NAT CMA. Such monitoring includes both measurement of the technical height-keeping accuracy of RVSM approved aircraft and assessment of collision risk associated with all reported operational deviations from cleared levels.

11.3.2 All identified operational situations or errors which lead to aircraft deviating from ATC cleared levels are subject to thorough investigation. Follow-up action after flight is taken with the operator of the aircraft involved, to establish the reason for the deviation or cause of the error and to confirm the approval of the flight to operate in NAT HLA and RVSM airspace. Operational errors, particularly those in the vertical plane, have a significant effect on risk in the system. For their safety and the safety of other users, flight crews are reminded of the importance of co-operating with the reporting OACC in the compilation of appropriate documentation including the completion of an 'Altitude Deviation Report Form', as illustrated at Attachment 2.

11.3.3 The detailed circumstances of all operational errors, both in the vertical and horizontal planes, are thoroughly reviewed by the CMA, together with the Scrutiny Group of the NAT SPG, which includes current NAT flight crews, controllers and State Regulators. Any lessons learned from this review, which may help to limit the possibility of recurrences of such errors, are communicated back to NAT operators and ATS authorities. The intent is to improve standard operating procedures, thereby reducing the future frequency of operational errors and thus contribute to the safety of the overall system.

11.3.4 At RVSM levels, moderate and severe turbulence may also increase the level of system risk and flight crews should report **ALL** occasions, while flying in the NAT HLA, whenever a vertical deviation of 300 ft or more occurs. The form at Attachment 2 may also be used for this purpose.

11.3.5 The overall vertical navigation performance of all aircraft in NAT RVSM airspace is continually assessed and compared to the standards established for the region, to assess whether the relevant TLS is being maintained.

Monitoring of Operational Height-keeping Performance

11.3.6 The introduction of RVSM airspace into the NAT region has increased the necessity for consistent and accurate reporting by flight crews and ATC units, of all deviations of 90 m (300 ft) or more from the cleared flight level, whatever the cause.

Monitoring of Technical Height-keeping Performance

11.3.7 The technical height-keeping accuracy of aircraft flying at RVSM levels is passively monitored during flight over a Height Monitoring Unit (HMU) located near to Strumble in Wales. Alternatively, individual aircraft can be monitored through temporary carriage of portable GPS (Height) Monitoring Units (GMUs). Furthermore, height monitoring data is available to the NAT CMA from the 3 European HMUs. This monitoring allows the height-keeping accuracies of aircraft types and individual operator's fleets to be assessed. Individual airframes which do not meet required performance standards can also be identified. On such occasions the operator and the State of Registry are advised of the problem and corrective action must be undertaken before further flights in RVSM airspace are conducted. Revised Minimum Monitoring Requirements for RVSM approval, as specified in ICAO Annex 6, became effective in November 2010. Operators are required to ensure that a minimum of two aircraft from each of its type groupings are monitored at least once every two years (See Annex 6 Part I para 7.2.7 and Part II para 2.5.2.7).

11.4 MONITORING OF ACAS II PERFORMANCE

11.4.1 ACAS II can have a significant effect on ATC. Therefore, there is a continuing need to monitor the performance of ACAS II in the developing ATM environment.

11.4.2 Following an RA event, or other significant ACAS II event, flight crews and controllers should complete an ACAS II RA report. Aircraft operators and ATS authorities should forward completed reports through established channels.

11.5 OVERALL NAVIGATION (AND SYSTEMS) PERFORMANCE

11.5.1 All information relating to horizontal and vertical navigation (and systems) performance within the NAT region is provided to the NAT SPG via the CMA. Regular statistical assessments of system safety determine whether or not the overall target level of safety (TLS) is being met. On those occasions that summary statistics show that the TLS, in either the horizontal or vertical planes, has been exceeded, the NAT SPG is informed; in which case the NAT SPG will take appropriate action.

11.6 TACTICAL MONITORING OF NAT HLA AND RVSM APPROVALS

11.6.1 Experience with the monitoring process indicates that a proportion of lateral deviations and other operational errors are attributable to aircraft operating in NAT HLA/RVSM airspace without the required approvals. It was for this reason that in 1990, to make random checks more effective, the NAT SPG introduced a programme of tactical monitoring to help identify aircraft operating within the NAT HLA without the required approval. In 1997, this procedure was extended to RVSM approvals, and currently Canada, Iceland and the United Kingdom participate in this programme. Flight crews who are uncertain of, or are unable to confirm their approval status, are issued a clearance to operate outside NAT HLA/RVSM airspace and a report is forwarded to the CMA for follow-up action.

11.7 OPERATIONAL ERROR REPORTING AND CENTRAL MONITORING AGENCY (CMA) ACTIVITIES

Background

11.7.1 In March 1980, the NAT SPG realised that after implementation of a 60 NM lateral separation minima, special importance would have to be placed on monitoring and assessment of navigation performance. It was therefore agreed that there was a need to collect, collate and circulate to States participating in the monitoring programme, data regarding navigation performance in the NAT region. To meet this requirement, the NAT CMA was established.

11.7.2 In the early 1990s, as a consequence of the planned implementation of RVSM in the NAT MNPSA, the NAT CMA acquired the responsibility for monitoring height-keeping performance. Initially, this was limited to collating data on operational errors but when the technical height-keeping programme came into being, the CMA became the data collection and collation centre. It has also become responsible, in conjunction with other Regional Monitoring Agencies, for setting the target monitoring requirements for the RVSM approval process.

11.7.3 In 2009, it was agreed to make adjustments to the NAT SPG working structure to accommodate the changes in emphasis to performance based requirements, as driven by the Global Air Navigation Plan (ANP), and to take account of the Global Aviation Safety Plan (GASP). At the same time, the NAT SPG approved a high level safety policy which would be applicable to its work. The NAT Safety Oversight Group (SOG) was formed. It is responsible for the continuous monitoring and improvement of the safety level of the air navigation system in the NAT region. It is composed of ATS provider and airspace user representatives and Regulators. It directs safety oversight and management in the NAT region.

11.7.4 The NAT Central Monitoring Agency (CMA) is responsible to the NAT SOG for certain aspects of operations monitoring and reporting in the NAT region.

11.7.5 The NAT Scrutiny Group is a separate body comprising the NAT CMA, Regulators plus ATS provider and airspace user representation, reporting to the NAT SOG. Its function is to ensure a correct categorisation of all reported occurrences in the NAT region for the purpose of mathematical analysis and other safety management activities.

Responsibilities

11.7.6 The NAT CMA is operated on behalf of the NAT SPG by United Kingdom National Air Traffic Services Limited (NATS) and is responsible for the collection, analysis and dissemination of all data relevant to vertical and horizontal navigation (and systems) performance in the NAT region. It provides participating States, ICAO and other selected operators and organisations with regular summaries of operational performance to promote awareness of NAT system safety, and with any other pertinent information.

11.7.7 Height monitoring by the CMA comprises collection of operational error data in the vertical dimension, and monitoring of aircraft technical height-keeping performance.

11.7.8 The NAT CMA will take follow-up action in the following circumstances:

- a) when reports are received from ATS provider units, or other sources, that detail for any reason operational errors that have resulted in an aircraft being at a level 90 m (300 ft) or more from its cleared flight level. Follow-up action with the appropriate State of Registry will normally only be taken when the information contained in the reports is not sufficiently comprehensive to determine the cause of the deviation;
- b) when reports are received from height monitoring systems indicating that aircraft altimetry

system performance may not be compliant with the RVSM airworthiness requirements. i.e. measurements which are in magnitude equal to, or greater than, the following criteria:

- Total Vertical Error (TVE) : 90 m (300 ft);
 - Altimetry System Error (ASE) : 75 m (245 ft); or
 - Assigned Altitude Deviation (AAD) : 90 m (300 ft) and;
- c) when receiving reports from ATS provider units of height deviations of 90 m (300 ft) or more resulting from turbulence, ACAS/TCAS manoeuvres or contingency action.

11.7.9 System risk monitoring in the NAT region is a continuous process. The vertical dimension occurrence reports as described in 11.7.8 above are used by the CMA in compiling monthly and quarterly summaries. Trends are presented graphically. The Quarterly summaries present a more detailed comparative presentation and various risk factors are quantified. An annual summary is also produced and is utilised in the development of an assessment of system vertical risk. In parallel with these processes and simultaneously, the CMA analyses reported lateral navigation errors, leading to similar quantifications of risk factors and an assessment of lateral dimension risk.

Follow-up Action on Observed, Reported, and Prevented Lateral Deviations

11.7.10 Different administrative arrangements exist within those States participating in monitoring programmes although follow-up action on lateral deviations should, in general terms, be as indicated in the following paragraphs.

11.7.11 For aircraft operating within the NAT HLA:

- a) the observing ATC unit will inform the flight crew of the aircraft concerned of the observed error and also that an error report will be processed; any comment made by the flight crew at the time of notification should be recorded;
- b) the operators (including military) and any other relevant ATC units and the CMA will be notified of the observed/prevented deviation, either directly by the observing ATC unit or by an agency designated by the State concerned, using the speediest means available and with the least possible delay; and
- c) where an observed deviation is equal to or greater than 10 NM the appropriate State of Registry or the State of the operator will be sent a copy of the written confirmation along with a covering letter by the CMA seeking the State's assistance in ensuring the full cooperation of the operator in the investigation.

11.7.12 For aircraft operating outside the NAT HLA:

- a) the observing ATC unit should, if at all possible, inform the flight crew of the aircraft concerned of the observed error and also that an error report may be processed; any comment made by the flight crew at the time of notification should be recorded;
- b) where the observed deviation from track is 20 NM or more, the procedure detailed in the previous paragraph (covering aircraft operating within the NAT HLA) will be followed; and
- c) where the observed deviation from track is 10 NM or more but less than 20 NM, the observing ATC unit, or other agency designated by the State, will notify the CMA of the deviation with the least possible delay.

11.7.13 Further Follow-up Action by the Operator and/or State of Registry. Subsequent follow-up action on observed deviations of 25 NM or more, notified in accordance with the above provisions, should

initially be conducted between the operator and a designated agency of the State having responsibility for the ATC unit which observed the deviation, on the understanding that:

- a) the errors outlined in paragraph 11.7.12 c) above (i.e. deviations 10 NM or more but less than 20 NM occurring outside the NAT HLA) will not normally require further action;
- b) the State of Registry or the State of the operator concerned may be requested to conduct a further investigation if deemed necessary;
- c) all correspondence should be copied to the CMA; and
- d) the EUR/NAT Office of ICAO will assist in those cases where no response is obtained from either the operator concerned or the State of Registry.

Other Reports to the CMA

11.7.14 Details of the following occurrences should also be reported to the CMA by the ATS provider units:

- a) erosions of longitudinal separation between aircraft, within the NAT HLA, of 3 minutes or more;
 - b) occasions when action is taken to prevent a GNE;
 - c) lateral deviations from cleared route of less than 25NM
 - d) discrepancies of 3 minutes or more between an ETA/ATA at a waypoint; and
 - e) occasions when an operator is suspected of not being in possession of an NAT HLA/RVSM approval.
 - f) diversions or turnbacks, noting in particular whether the appropriate published contingency procedure was correctly adopted.
 - g) ACAS RAs
 - h) wake turbulence reports
 - i) incorrect application of the SLOP (e.g a left offset).
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CHAPTER 12

PROCEDURES IN THE EVENT OF NAVIGATION SYSTEM DEGRADATION OR FAILURE

12.1 GENERAL

12.1.1 Aircraft navigation systems are generally very accurate and very reliable; as a result, GNEs due to system failures are rare in the NAT HLA. However, when failures do occur, their potential effects on the aircraft's navigation capability can be subtle or progressive, resulting in a gradual and perhaps not immediately discernible degradation of performance. The risks that such errors pose can be significant and flight crews must employ rigorous procedures to ensure early detection of any possible errors and hence mitigation of the ensuing risk. The NAT CMA thoroughly investigates the circumstances of all reported GNEs in the NAT HLA. The majority are the result of human error, and diligent application by flight crews of operating procedures such as those described in Chapter 8 should help to minimise the frequency of such errors. 'Vigilance' must be the watchword when navigating in the NAT HLA. 'Complacency' has no place here.

12.1.2 For unrestricted operation in the NAT HLA an approved aircraft must be equipped with a minimum of **two fully serviceable** LRNSs. Aircraft may be approved for NAT HLA operations when equipped with only a single LRNS. However, such aircraft are only permitted to plan and fly routes specified for this purpose (see paragraph 12.2) and on other particular routings serving individual traffic axes e.g. the Tango routes, routings between the Iberian Peninsula and the Azores/Madeira and routes between Iceland and Greenland (See Chapter 3).

12.1.3 If abnormal navigation indications relating to INS or IRS systems occur after take-off, they should be analysed to discover their cause. Under no circumstances should a flight continue into oceanic airspace with unresolved navigation system errors, or with errors caused by inertial platform misalignment or initial position insertion.

12.1.4 Flight crew training and consequent approval for NAT HLA operations should include instruction on what actions are to be considered in the event of navigation system failures. This chapter provides guidance on the detection of failures and what flight crew action should be considered, together with details of the routes that may be used when the aircraft's navigation capability is degraded below that required for unrestricted operations in the NAT HLA.

Detection of Failures

12.1.5 Normally, navigation installations include comparator and/or warning devices, but it is still necessary for the flight crew to make frequent comparison checks. When an aircraft is fitted with three independent systems, the identification of a defective system should be straightforward. Any degradation of navigation capability should be reported to ATC immediately.

Methods of Determining which System is Faulty

12.1.6 With only two systems on board, identifying the defective unit can be difficult. If such a situation does arise in oceanic airspace any or all of the following actions should be considered:

- a) checking malfunction codes for indication of unserviceability
- b) obtaining a fix. It may be possible to use the following:
 - the weather radar (range marks and relative bearing lines) to determine the position relative to an identifiable landmark such as an island; or
 - the ADF to obtain bearings from a suitable long-range NDB, in which case magnetic

variation at the position of the aircraft should be used to convert the RMI bearings to true; or

- if within range, a VOR, in which case the magnetic variation at the VOR location should be used to convert the radial to a true bearing (except when flying in the Canadian Northern Domestic airspace where VOR bearings may be oriented with reference to true as opposed to magnetic north).
- c) contacting a nearby aircraft on VHF, and comparing information on spot wind, or ground speed and drift.
- d) if such assistance is not available, and as a last resort, the flight plan wind speed and direction for the current DR position of the aircraft, can be compared with that from navigation system outputs.

Action if the Faulty System Cannot be Identified

12.1.7 Occasions may still arise when distance or cross track differences develop between systems, but the flight crew cannot determine which system is at fault. The majority of operators feel that the procedure most likely to limit gross tracking errors under such circumstances is to fly the aircraft half way between the cross track differences as long as the uncertainty exists.

Guidance on What Constitutes a Failed System

12.1.8 Operations or navigation manuals should include guidelines on how to decide when a navigation system should be considered to have failed, e.g. failures may be indicated by a red warning light, or by self -diagnosis indications, or by an error over a known position exceeding the value agreed between an operator and its certifying authority.

Inertial System Failures

12.1.9 INSs have proved to be highly accurate and very reliable in service. Manufacturers claim a drift rate of less than 2 NM per hour; however in practice IRSs with laser gyros are proving to be capable of maintaining accuracy to better than 1NM per hour. This in itself can lead to complacency, although failures do still occur. Close monitoring of divergence of output between individual systems is essential if errors are to be avoided and faulty units identified.

GNSS Failures

12.1.10 GNSS are also very accurate and typically very reliable. Unlike inertial systems, GNSS failures can come about as a result of malfunctions off the aircraft, e.g., failures affecting the performance of one of more GNSS satellites. Some failures (e.g., loss of RAIM) may not affect navigation performance but rather affect the ability of the aircraft's GNSS equipment to monitor the reliability of the navigation solution. Similarly, a loss of fault detection and exclusion (FDE) capability may still allow accurate navigation but could also allow a defective satellite to provide faulty navigation data to the aircraft, without the flight crew's knowledge. In the event of loss of RAIM or FDE, flight crews should cross-check the aircraft GNSS position by any means available, both on and off the aircraft. Procedures for responding to an aircraft GNSS malfunction should be provided in aircraft flight manuals. Flight crews should inform ATC of any GNSS malfunction. ATC aircraft separation minimums may be affected by the GNSS malfunction.

Satellite Fault Detection Outage

12.1.11 If the GNSS receiver displays an indication of a fault detection function outage (i.e. RAIM/FDE is not available), navigation integrity must be provided by comparing the GNSS position with the position indicated by another LRNS sensor (i.e. other than GNSS), if the aircraft is so equipped. However, if the only sensor for the approved LRNS is GPS, then comparison should be made with a position computed by extrapolating the last verified position with airspeed, heading and estimated winds. If the

positions do not agree within 10 NM, the flight crew should adopt navigation system failure procedures as subsequently described, until the exclusion function or navigation integrity is regained. The flight crew should follow flight manual procedures specified for this type of malfunction.

Fault Detection Alert

12.1.12 If the GNSS receiver displays a fault detection alert (i.e. a failed satellite), the flight crew may choose to continue to operate using the GNSS-generated position if the current estimate of position uncertainty displayed on the GNSS from the FDE algorithm is actively monitored. If this exceeds 10 NM, the flight crew should immediately begin using the following navigation system failure procedures, until the exclusion function or navigation integrity is regained. The flight crew should follow flight manual procedures specified for this type of alert.

12.2 LOSS OF NAVIGATION/FMS CAPABILITY

12.2.1 Some aircraft carry triplex equipment (3 LRNSs) and hence if one system fails, even before take-off, the two basic requirements for NAT HLA operations may still be met and the flight can proceed normally. The following guidance is offered for aircraft having state approval for unrestricted operations in the NAT HLA and which are equipped with only two operational LRNSs:

One System Fails Before Take-Off

12.2.2 The flight crew must consider:

- a) delaying departure until repair is possible;
- b) obtaining a clearance above or below the NAT HLA;
- c) planning on the special routes known as the 'Blue Spruce' Routes, which have been established for use by aircraft suffering partial loss of navigation capability (*Note: As indicated in Chapter 1, these routes may also be flown by aircraft approved for NAT HLA operations but equipped with only a single LRNS*). These Blue Spruce Routes are described in Chapter 3.

12.2.3 Such use of the foregoing routes is subject to the following conditions:

- a) sufficient navigation capability remains to ensure that NAT HLA accuracy and the *ICAO Annex 6 (Part I para 7.2.9 and Part II para 2.5.2.9)* requirements for redundancy can be met by relying on short-range nav aids;
- b) a revised flight plan is filed with the appropriate ATS unit;
- c) an appropriate ATC clearance is obtained.

(Further information on the requisite procedures to follow can be obtained from *Section ENR 1.8.2 in AIP Iceland and in Section NAT 1.19 in AIP Canada*.)

Note: Detailed information (including route definitions and operating procedures), which enables flight along other special routes within the NAT HLA, may be found in relevant AIPs. This is specifically so, for aircraft operating without two LRNSs between Iceland and Greenland and between Greenland and Canada.

One System Fails Before the OCA Boundary is Reached

12.2.4 The flight crew must consider:

- a) landing at a suitable aerodrome before the boundary or returning to the aerodrome of departure;
- b) diverting via one of the special routes described previously;

- c) obtaining a re-clearance above or below the NAT HLA.

One System Fails After the OCA Boundary is Crossed

12.2.5 Once the aircraft has entered oceanic airspace, the flight crew should normally continue to operate the aircraft in accordance with the oceanic clearance already received, appreciating that the reliability of the total navigation system has been significantly reduced.

12.2.6 The flight crew should however,

- a) assess the prevailing circumstances (e.g. performance of the remaining system, remaining portion of the flight in the NAT HLA, etc.);
- b) prepare a proposal to ATC with respect to the prevailing circumstances (e.g. request clearance above or below the NAT HLA, turn-back, obtain clearance to fly along one of the special routes, etc.);
- c) advise and consult with ATC as to the most suitable action;
- d) obtain appropriate re-clearance prior to any deviation from the last acknowledged oceanic clearance.

12.2.7 When the flight continues in accordance with its original clearance (especially if the distance ahead within the NAT HLA is significant), the flight crew should begin a careful monitoring programme:

- a) to take special care in the operation of the remaining system bearing in mind that routine methods of error checking are no longer available;
- b) to check the main and standby compass systems frequently against the information which is still available;
- c) to check the performance record of the remaining equipment and if doubt arises regarding its performance and/or reliability, the following procedures should be considered:
 - attempting visual sighting of other aircraft or their contrails, which may provide a track indication;
 - calling the appropriate OACC for information on other aircraft adjacent to the aircraft's estimated position and/or calling on VHF to establish contact with such aircraft (preferably same track/level) to obtain from them information which could be useful. (e.g. drift, groundspeed, wind details).

The Remaining System Fails After Entering the NAT HLA

12.2.8 The flight crew should:

- a) immediately notify ATC;
- b) make best use of procedures specified above relating to attempting visual sightings and establishing contact on VHF with adjacent aircraft for useful information;
- c) keep a special look-out for possible conflicting aircraft, and make maximum use of exterior lights;
- d) if no instructions are received from ATC within a reasonable period consider climbing or descending 500 feet, broadcasting action on 121.5 MHz and advising ATC as soon as possible.

Note: This procedure also applies when a single remaining system gives an indication of degradation of performance, or neither system fails completely but the system indications diverge widely and the defective system cannot be determined.

Complete Failure of Navigation Systems Computers

12.2.9 A characteristic of the navigation computer system is that the computer element might fail, and thus deprive the aircraft of steering guidance and the indication of position relative to cleared track, but the basic outputs of the IRS (LAT/LONG, Drift and Groundspeed) are left unimpaired. A typical drill to minimise the effects of a total navigation computer system failure is suggested below. It requires comprehensive use of the plotting chart.

- a) use the basic IRS/GPS outputs to adjust heading to maintain mean track and to calculate ETAs.
- b) draw the cleared route on a chart and extract mean true tracks between waypoints.
- c) at intervals of not more than 15 minutes plot position (LAT/LONG) on the chart and adjust heading to regain track.

Note: EAG Chart AT (H) 1; No 1 AIDU (MOD) Charts AT(H)1, 2, 3 & 4; the Jeppesen North/Mid Atlantic Plotting Charts and the FAA North Atlantic Route Planning Chart are considered suitable for this purpose.

CHAPTER 13

SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES

13.1 INTRODUCTION

13.1.1 Situations can be anticipated in which the provision of Air Traffic Management to flights within the NAT region might be affected. NAT ATS providers have developed arrangements which would, in such events, be put in place to ensure, as far as possible, the continued safety of air navigation. These arrangements include required contingency actions by flight crews and operators of any affected flights. They are detailed in the “**Air Traffic Management Operational Contingency Plan –North Atlantic Region**” (NAT Doc 006) which can be downloaded from www.icao.int/EURNAT/, following “[EUR & NAT Documents](#)”, then “[NAT Documents](#)”, in folder “[NAT Doc 006 - NAT Contingency Plan](#)” (See also Chapter 6 for further details).

13.1.2 However, circumstances can also occur which only affect an individual aircraft. The remainder of this chapter details guidance to flight crews on contingency actions to follow in such circumstances in order to protect the safety of the flight.

13.1.3 Although all possible contingencies cannot be covered, they provide for such cases as:

- a) inability to maintain assigned level due to weather (for example severe turbulence);
- b) aircraft performance problems; or
- c) pressurisation failure.

13.1.4 They are applicable primarily when rapid descent, turn-back, or diversion to an alternate aerodrome is required. The flight crew’s judgement will determine the specific sequence of actions taken, having regard to the prevailing circumstances.

13.1.5 The flight crew shall take action as necessary to ensure the safety of the aircraft, and the flight crew’s judgement shall determine the sequence of actions to be taken, having regard to the prevailing circumstances. Air traffic control shall render all possible assistance.

Note — If an aircraft is forced to deviate from the cleared track or route prior to obtaining a revised ATC clearance, the controller ceases to be responsible for providing separation between the deviating aircraft and other aircraft until a revised clearance comes into effect.

13.1.6 It is important to understand that safe separation between aircraft in the NAT is assured only when all aircraft are flying the track, airspeed, and altitude assigned by ATC. Inflight contingencies, which force flight crews to deviate from their assigned track, speed and/or altitude, without prior coordination with ATC, can result in less than minimum prescribed separation between aircraft.

13.1.7 The flight crew’s judgement of the situation and the need to ensure the safety of the aircraft will determine the actions taken. Factors for the flight crew to consider when diverting without an ATC clearance include but are not limited to: operation within a parallel track system where the aircraft’s diversion path will likely cross adjacent tracks or routes, the potential for UPRs parallel to the aircraft’s track or route, the nature of the contingency (e.g. aircraft system malfunction) and weather factors (e.g. convective weather at lower flight levels).

13.1.8 The procedures for descent below FL 290 are considered particularly applicable to operations where there is a predominant traffic flow (e.g. east-west) or parallel track system. A descent below FL 290 can decrease the likelihood of: conflict with other aircraft, ACAS RA events and delays in obtaining a revised ATC clearance.

13.2 GENERAL PROCEDURES

13.2.1 If an aircraft is unable to continue its flight in accordance with its ATC clearance, a revised clearance should be obtained. The pilot should transmit the radio telephony distress (MAYDAY) signal or urgency (PAN PAN) signal as appropriate.

13.2.2 If prior clearance cannot be obtained, an ATC clearance should be obtained at the earliest possible time and, in the meantime, the aircraft should broadcast its position (including the ATS Route designator or the Track Code as appropriate) and its intentions, at frequent intervals on 121.5 MHz (with 123.450 MHz as a back-up frequency). It must be recognised that due to the types of communications used in North Atlantic operations (e.g, CPDLC, HF, VHF, and SATVOICE), flight crews' situation awareness, of other potentially conflicting traffic, may be non-existent or incomplete. If, however, the aircraft is in an area where ATC communications are being conducted on VHF, pending receipt of any re-clearance, the position and intentions should be broadcast on the current control frequency, rather than 121.5 or 123.450 MHz.

13.2.3 It is appreciated that in such emergency situations communication with ATC may not be the highest priority for flight crews. Hence until a revised clearance is obtained the specified NAT in-flight contingency procedures should be carefully followed. Procedures for general use in oceanic airspace are contained within the ICAO PANS ATM (Doc. 4444). Procedures particular to the NAT HLA environment are contained in Doc.7030 and appropriate NAT provider States' AIPs.

13.2.4 In general terms, the aircraft should be flown at a flight level and/or on a track where other aircraft are least likely to be encountered. Maximum use of aircraft lighting should be made and a good look-out maintained. If ACAS/TCAS is operable, the displayed information should be used to assist in sighting proximate traffic.

13.3 SPECIAL PROCEDURES

13.3.1 The general concept of these oceanic in-flight contingency procedures is, whenever operationally feasible, to offset from the assigned route by 15 NM and climb or descend to a level which differs from those normally used by 500 ft if below FL410 or by 1000 ft if above FL410.

Initial Action

13.3.2 The aircraft should leave its assigned route or track by initially turning at least 45° to the right or left whenever this is feasible. The direction of the turn should, where appropriate, be determined by the position of the aircraft relative to any organised route or track system (e.g. whether the aircraft is outside, at the edge of, or within the system). Other factors which may affect the direction of turn are: direction to an alternate airport, terrain clearance, levels allocated on adjacent routes or tracks and any known SLOP off sets adopted by other nearby traffic.

Subsequent Action

13.3.3 An aircraft that **is able to maintain its assigned flight level**, after deviating 10 NM from its original cleared track centreline and therefore laterally clear of any potentially conflicting traffic above or below following the same track, should :

- a) climb or descend 1000 ft if above FL410
- b) climb or descend 500 ft when below FL410
- c) climb 1000 ft or descend 500 ft if at FL410

13.3.4 An aircraft that **is unable to maintain its assigned flight level** (e.g due to power loss, pressurization problems, freezing fuel, etc.) should, whenever possible, initially minimise its rate of

descent when leaving its original track centreline and then when expected to be clear of any possible traffic following the same track at lower levels and while subsequently maintaining a same direction 15 NM offset track, descend to an operationally feasible flight level, which differs from those normally used by 500 ft if below (or by 1000 ft if above FL410).

13.3.5 Before commencing any diversion across the flow of adjacent traffic or before initiating any turn-back (180°), aircraft should, while subsequently maintaining a same direction 15 NM offset track, expedite climb above or descent below the vast majority of NAT traffic (i.e. to a level above FL410 or below FL290), and then maintain a flight level which differs from those normally used: by 1000 ft if above FL410, or by 500 ft if below FL410. However, if the flight crew is unable or unwilling to carry out a major climb or descent, then any diversion or turn-back manoeuvre should be carried out at a level 500 ft different from those in use within the NAT HLA, until a new ATC clearance is obtained.

13.3.6 If these contingency procedures are employed by a twin engine aircraft as a result of the shutdown of a power unit or the failure of a primary aircraft system the flight crew should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved and requesting expeditious handling.

13.4 DEVIATIONS AROUND SEVERE WEATHER

13.4.1 If the aircraft is required to deviate laterally from track to avoid weather (e.g. thunderstorms), the flight crew should request a revised clearance from ATC and obtain essential traffic information prior to deviating. This is the case even when a flight crew expects to have to deviate by a relatively small distance (e.g. less than 10 NM). However, if for any reason such prior revised ATC clearance cannot be obtained, and only in such a circumstance, the contingency procedures described at paragraph 13.4.4 below should be adopted. But, nevertheless, in the meantime efforts should be continued to obtain an appropriate revised ATC clearance.

13.4.2 Flight crews must appreciate that ATC can only provide a revised clearance which will continue to assure that minimum standard separations are maintained from all other traffic, including any on adjacent tracks. When this is not possible, ATC will advise the flight crew “Unable” and will request the flight crew’s intentions. The flight crew should indicate the direction, anticipated magnitude and if appropriate the expected altitude change of the intended deviation.

13.4.3 If in receipt of a revised clearance, it should be followed in all its provisions. If such a revised clearance is received after the flight crew has commenced the contingency procedures, this revised clearance will then supersede any and all of the provisions within the contingency procedures.

13.4.4 Only in the event that a revised ATC clearance has not been obtained, the following contingency deviation procedures should be adopted in their entirety:

- a) If possible, deviate away from the organized track or route system;
- b) Establish communications with and alert nearby aircraft broadcasting, at suitable intervals: aircraft identification, flight level, aircraft position (including ATS route designator or the track code) and intentions, on the frequency in use (when VHF) and on frequency 121.5 MHz (or, as a back-up, on the VHF inter-pilot air-to-air frequency 123.450 MHz);
- c) Watch for conflicting traffic both visually and by reference to ACAS/TCAS (if equipped);
- d) Turn on all aircraft exterior lights.
- e) For deviations of less than 10 NM, aircraft should remain at the level assigned by ATC;
- f) For deviations of greater than 10 NM, when the aircraft is approximately 10 NM from track, initiate a level change of 300 ft.
 - If flying generally Eastbound (i.e. a magnetic track of 000° to 179°) and deviating

left (i.e. north) of track then descend 300 ft; if, however, deviating right (i.e. south) of track then climb 300 ft.

- If flying generally Westbound (i.e. a magnetic track of 180° to 359°) and deviating left (i.e. south) of track then climb 300 ft; if, however, deviating right (i.e. north) of track then descend 300 ft.

<i>Route centre line track</i>	<i>Deviations > 19 km (10 NM)</i>	<i>Level change</i>
EAST (000° 179° magnetic)	LEFT RIGHT	DESCEND 90 m (300 ft) CLIMB 90 m (300 ft)
WEST (180° 359° magnetic)	LEFT RIGHT	CLIMB 90 m (300 ft) DESCEND 90 m (300 ft)

- g) When returning to track, regain the last assigned flight level, **when the aircraft is within approximately 10 NM of centre line.**

13.4.5 The flight crew should inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to the centre line (or previously adopted SLOP Offset) of its cleared route.

13.5 WAKE TURBULENCE

13.5.1 ICAO collects data on wake vortex encounters. Most encounters occur in terminal operations and indeed this is where the aircraft type wake categorization scheme is used to regulate separations. Wake vortex encounters are, however, also experienced enroute, although less frequently. To accommodate the predominantly uni-directional diurnal traffic flows through the NAT, on many routes all adjacent flights levels are simultaneously used for a given traffic flow. While this arrangement may not be unique, it is not one that is commonly employed in many other areas of the world. As a result many, if not most, enroute wake vortex encounters outside the NAT arise from opposite direction passings or route crossing situations. In the NAT enroute wake vortices are encountered more commonly from a preceding aircraft following the same track, usually at the next higher level. Such encounters can thus be of a prolonged duration and mitigating flight crew action is desirable/necessary. See Attachment 3 for the preferred wake vortex reporting form.

13.5.2 The Strategic Lateral Offset Procedures (SLOP) (see Chapter 8) are now standard operating procedures throughout the NAT region. Thus when flying within the NAT HLA, if the aircraft encounters wake turbulence and the flight crew considers it necessary to offset from the current track then they may only elect to fly another of the three options allowable in SLOP (i.e. Cleared Track centre-line, or 1 NM or 2 NM right of centre-line). Offsets left of the track centre-line are not authorized. If neither of the remaining SLOP offset tracks are upwind of the other aircraft which is causing the wake turbulence, then the flight crew should co-ordinate with the other aircraft via the inter-pilot frequency 123.450 MHz, and perhaps request that the other aircraft adopt an alternative (SLOP) allowable downwind offset. If wake turbulence is encountered, even if it is subsequently avoided by judicious use of offsets, a report should still be made.

13.6 ACAS/TCAS ALERTS AND WARNINGS

13.6.1 All turbine-engined aircraft with a certificated take-off mass exceeding 5,700 Kgs or authorised to carry more than 19 passengers are required to be equipped with ACAS II in the NAT region. Only TCAS Version 7.1 meets the ICAO technical specifications for ACAS II as described in the current ICAO Annex 10 Volume IV.

13.6.2 The provisions relating to the carriage and use of ACAS II are contained in ICAO Annexes 2, 6, 10 & 11 and in the Procedures for Air Navigation Services (PANS) Ops & ATM. Operational procedures are fully detailed in PANS-OPS Doc 8168, Volume 1, Part VIII, Chapter 3.

13.6.3 All Resolution Advisories (RAs) should be reported to ATC:

- a) verbally, as soon as practicable; and
 - b) in writing, to the Controlling Authority, after the flight has landed, using the necessary procedure and forms, including, when appropriate, the 'Altitude Deviation Report Form' shown at Attachment 2 to this Manual.
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CHAPTER 14

GUARDING AGAINST COMMON ERRORS

14.1 INTRODUCTION

14.1.1 Careful monitoring procedures provide a good indication both of the frequency with which navigation errors occur and their causes. As a result of the accuracy and reliability of modern navigation systems, the errors which do occur are often the result of flight crew error.

14.1.2 Operational errors in the vertical plane also occur. Aircraft are sometimes flown at levels other than those for which ATC clearance has been issued. The potential collision risk of even a single incidence of flying at an un-cleared level can be significant. The NAT HLA risk estimates in the vertical plane, as a result of operational errors or un-cleared departures from flight level, exceed those arising from lateral gross navigation errors.

14.1.3 It is essential that flight crews do not take modern technology for granted. They should at all times, especially during periods of low workload, guard against complacency and over-confidence, by adhering rigidly to approved cockpit/flight deck procedures which have been formulated over many years, in order to help stop operational errors.

14.1.4 This chapter lists some of the errors that have been recorded in the NAT during recent years. Reconstructed scenarios exemplifying some such errors, together with some contingency situations, are also shown in an interactive DVD, “Track Wise – Targeting Risk within the Shanwick OCA”. It follows the progress of a westbound NAT flight through the Shanwick OCA. While the operational procedures in the DVD are specific to Shanwick, the majority of the DVD considers issues common to the whole NAT region.

14.1.5 The complete DVD is available at no charge to *bona fide* operators on application to: customerhelp@nats.co.uk.. The content of the DVD can be accessed at no charge from the European and North Atlantic (EUR/NAT) Office public pages on the ICAO website (www.icao.int/EURNAT/), following “[EUR & NAT Documents](#)”, then “[NAT Documents](#)”, then selecting “Trackwise for on-line YouTube viewing”. It is also available on [YouTube™](#), looking for “**Trackwise - Targeting Risk Within The Shanwick OCA**”, and also or directly at <https://www.youtube.com/watch?v=EJTjwW5ZYas>.

14.2 OPERATIONAL HEIGHT ERRORS

14.2.1 The most common height errors are caused by:

- a) executing an un-cleared climb, which means proper separation can no longer be assured; aircraft following an ATC clearance are assured of separation from other potentially conflicting traffic;
- b) misinterpreting an ATC acknowledgement of a request as a clearance; not being aware that when DCPC is unavailable and air/ground ATS communications are via a third party (whether radio operator or data link service provider) acknowledgements of requests do not constitute approval;
- c) not climbing or descending as cleared; being cleared to change level after the next route waypoint but doing it immediately or being cleared to change level immediately and only doing it at a later time. Such instances are often, but by no means exclusively, associated with misinterpretation of CPDLC message sets (a flight crew training/familiarity issue) whereby the words AT or BY are interpreted differently from their intended meaning;

- d) not following the correct contingency procedures; not being aware that there is a significant likelihood of conflict with other aircraft unless the appropriate contingency offset procedure is adopted;
- e) entering the NAT HLA at a level different from that contained in the received oceanic clearance; not being aware that flight crews are responsible for requesting and obtaining any domestic ATC clearance necessary to climb (or descend) to the initial flight level specified in their received oceanic clearance, prior to reaching the oceanic boundary; not recognizing that entry into NAT HLA at the cleared oceanic level is entirely their responsibility.

14.3 LATERAL NAVIGATION ERRORS

Common Causes of Lateral Navigation Errors

14.3.1 The most common causes of lateral navigation errors, in approximate order of frequency, have been as follows:

- a) having already inserted the filed flight plan route coordinates into the navigation computers, the flight crew have been re-cleared by ATC, or have asked for and obtained a re-clearance, but have then omitted to re-program the navigation system(s), amend the Master Document or update the plotting chart accordingly.
- b) a mistake of one degree of latitude has been made in inserting a forward waypoint. There seems to be a greater tendency for this error to be made when a track, after passing through the same latitude at several waypoints (e.g. 57°N 50°W, 57°N 40°W, 57°N 30°W) then changes by one degree of latitude (e.g. 56°N 20°W). Other circumstances which can lead to this mistake being made include receiving a re-clearance in flight.
- c) the autopilot has been inadvertently left in the heading or de-coupled mode after avoiding weather, or left in the VOR position after leaving the last domestic airspace VOR. In some cases, the mistake has arisen during distraction caused by SELCAL or by some flight deck warning indication.
- d) an error has arisen in the ATC Controller/Pilot communications loop, so that the controller and the flight crew have had different understandings of the clearance. In some cases, the flight crew has heard not what was said, but what they were expecting to hear.

14.4 LESSONS LEARNED

- **Perform navigation cross-check procedures throughout the ocean crossing.** Do not relax or otherwise skip steps when it comes to following those procedures.
- **Avoid casual R/T procedures.** A number of GNEs have been the result of a misunderstanding between flight crew and controller as to the cleared route and/or flight level. Adhere strictly to proper R/T phraseology and do not be tempted to clip or abbreviate details of waypoint coordinates.
- **Make an independent check on the gate position.** Do not assume that the gate coordinates are correct without cross-checking with an authoritative source. Normally one expects coordinates to be to the nearest tenth of a minute. Therefore, ensure that the display is not to the hundredth, or in minutes and seconds. If the aircraft is near to the Zero Degree E/W (Greenwich) Meridian, remember the risk of confusing east and west.
- **Check LRNS positions before entering oceanic airspace.** Make a careful check of LRNS positions at or near to the last navigation facility – or perhaps the last but one.

- **Do not initiate an on-track un-cleared level change.** If a change of level is essential and prior ATC clearance cannot be obtained, treat this situation as a contingency and execute the appropriate contingency offset procedure, when possible before leaving the last cleared flight level. Inform ATC as soon as practicable.
- **Cross check waypoints by reading present position.** Do not assume that the aircraft is at a waypoint merely because the alert annunciator so indicates. Cross-check by reading present position.
- **Complete navigation cross checks with more than one flight crew member.** There are some tasks on the flight deck which can safely be delegated to one member of the flight crew, but navigation using automated systems is emphatically not one of them. All such cross-checks should be performed independently by at least two flight crew members.
- **Follow inertial system alignment procedures.** The inertial system alignment procedures for your aircraft must be followed precisely lest initialization errors ensue. Once airborne if you have any doubt about the accuracy of your inertial systems and do not have procedures to correct system problems, you should not enter the NAT HLA, unless your aircraft has other operable LRNS that meet HLA navigation performance requirements.
- **Confirm waypoint loading.** Before departure, at least two flight crew members should independently check that the following agree: computer flight plan, ICAO flight plan, track plotted on chart, and if appropriate, the NAT track message. In flight, involve two different sources in the cross-checking, if possible. Do not be so hurried in loading waypoints that mistakes become likely, and always check waypoints against the current ATC clearance. Always be aware that the cleared route may differ from that contained in the filed flight plan. Prior to entering the NAT HLA ensure that the waypoints programmed into the navigation computer reflect the oceanic clearance received and not any different previously entered planned or requested route.
- **Complete flight progress charts periodically.** Making periodic plots of position on a suitable chart and comparing with current cleared track, greatly helps in the identification of errors before getting too far from track.
- **Use basic DR navigation as a back-up.** Outside polar regions, provided that the magnetic course (track) is available on the flight log, a check against the magnetic heading being flown, plus or minus drift, is likely to indicate any gross tracking error.
- **Maintain situational awareness** Take advantage of every available means, both inside and outside of the aircraft, to ensure you are proceeding according to your ATC clearance. There are often ways in which an overall awareness of directional progress can be maintained; the position of the sun or stars; disposition of contrails; islands or coast-lines which can be seen directly or by using radar; radio navaids, and so forth. This is obvious and basic piloting, but some of the errors which have occurred could have been prevented if the flight crew had shown more of this type of awareness. **Do not assume.**
- **Advise ATC of any possible system degradation.** If the flight crew suspects that equipment failure may be leading to divergence from cleared track, it is better to advise ATC sooner rather than later.

In conclusion, navigation equipment installations vary greatly between operators; but lessons learned from past mistakes may help to prevent mistakes of a similar nature occurring to others in the future.

CHAPTER 15

THE PREVENTION OF LATERAL DEVIATIONS FROM TRACK

15.1 THE PROBLEM

15.1.1 Lateral deviations continue to occur in the NAT. The vast majority are attributable to flight crew error, following the filed flight plan route rather than the cleared route. Additionally, errors can be attributed to the insertion of incorrect waypoints or misunderstanding of ATC clearances.

15.2 THE SOLUTION

15.2.1 Procedures must be used to display and verify the DEGREES and MINUTES loaded into the Flight Management Computer (FMC) for the “un-named” (Lat/Long) waypoints defining the route contained in the oceanic clearance.

15.2.2 Regardless of FMC waypoint format and entry method, flight crew procedures should be designed to promote strong crew resource management techniques, to prevent opportunities for error occurring as a result of confirmation bias and to generally maintain an attitude of healthy suspicion. Accordingly, the waypoint verification procedures should be conducted as detailed below.

- a) During pre-flight LRNS programming, both flight crew members independently verify the full latitude and longitude coordinates of “un-named” (Lat/Long) waypoints defining the expected route of flight within oceanic airspace as entered in the FMC.
- b) Upon receipt of a revised oceanic clearance (i.e., one not conforming to the flight planned route), both flight crew members independently verify the full latitude and longitude coordinates of “un-named” (Lat/Long) waypoints defining the route contained in the revised oceanic clearance.
- c) Approaching an oceanic waypoint, one flight crew member should verify the full latitude and longitude coordinates of that waypoint in the FMC, the NEXT and NEXT +1 waypoints, while the other flight crew member crosschecks the latitude and longitude coordinates against the master flight plan/oceanic clearance.

15.2.3 Lateral deviations from track could be virtually eliminated if all operators/flight crews adhere to approved operating procedures and cross-checking drills. This Manual provides a considerable amount of guidance and advice based on experience gained the hard way, but it is quite impossible to provide specific advice for each of the many variations of aircraft navigation systems.

15.2.4 Additionally, the following procedures are recommended as being a good basis for NAT HLA operating drills/checks:

- a) Record the initialization position programmed into the navigation computer. This serves two purposes:
 - it establishes the starting point for the navigation computations; and
 - in the event of navigation difficulties it facilitates a diagnosis of the problem.
- b) Ensure that your flight log has adequate space for the ATC cleared track coordinates, and always record them. This part of the flight log then becomes the flight deck Master Document for:
 - read back of clearance;

- entering the route into the navigation system;
- plotting the route on your chart.
- c) Plot the cleared route on a chart with a scale suitable for the purpose (e.g. Aerad, Jeppesen, NOAA enroute charts). This allows for a visual check on the reasonableness of the route profile and on its relationship to the OTS, other aircraft tracks/positions, diversion airfields, etc.
- d) Plot your Present Position regularly on your chart.
 - this may seem old-fashioned but, since the present position output cannot normally be interfered with and its calculation is independent of the waypoint data, it is the one output which can be relied upon to detect gross tracking errors. **A position should be checked and preferably plotted approximately 10 minutes after passing each waypoint, and, if circumstances dictate, midway between waypoints. e.g. if one system has failed.**
- e) Check the present, next and next+1 waypoint coordinates as shown on the Master Document against those in the steering CDU before transmitting position reports (in performing these checks review the LRNS stored coordinates in expanded Lat/Long format (not abbreviated ARINC 424 format).
- f) Check the LRNS indicated magnetic heading and distance to the next waypoint against those listed on the Master Document.

15.2.5 The procedures outlined in this section will detect any incipient gross errors, providing that the recorded/plotted cleared route is the same as that provided by the controlling ATS authority. If there has been a misunderstanding between the flight crew and controller over the actual route to be flown, then the last drill above, together with the subsequent passing of the position report, will allow the ATS authority the opportunity to correct such misunderstanding before a hazardous track deviation can develop. The vast majority of instances of errors occur when the ATC cleared oceanic route segment differs (partly or wholly) from that included in the filed flight plan or that requested by the flight crew. Thorough and diligent checking and cross-checking, by more than one flight crew member, of the waypoints entered into the navigation computer, against the received oceanic clearance would eliminate most of these unnecessary and avoidable errors.

CHAPTER 16

GUIDANCE FOR DISPATCHERS

16.1 GENERAL

16.1.1 The NAT is essentially divided into two distinct areas for flight operation, i.e. the NAT HLA and non-NAT HLA airspace. Operations within the NAT HLA require the user to adhere to very specific operating protocols. Refer to Chapter 1 for a description of NAT airspace.

16.2 REGULATORY REQUIREMENTS AND CONSEQUENTIAL ROUTING LIMITATIONS

State Approvals (NAT HLA /RVSM)

16.2.1 Before planning any operations within the NAT HLA, operators must ensure that the specific State NAT HLA and RVSM approvals are in place. These requirements are addressed in Chapter 1.

16.2.2 Before planning any operations of ADS-B equipped aircraft into NAT ADS-B airspace operators must ensure that the aircraft is approved for flight in NAT ADS-B airspace. These requirements are addressed in Chapter 1.

Minimum Equipage (Navigation/Altimetry/Communications)

16.2.3 Chapter 1 discusses the minimum navigation equipage requirements for unrestricted flight in the NAT HLA.

16.2.4 The Minimum Aircraft Systems Performance Specifications for RVSM operations are common world-wide standards and are contained in ICAO Doc 9574 (Manual on a 300m (1 000ft) Vertical Separation Minimum between FL290 and FL410 inclusive.). They are also detailed in FAA Advisory Circular AC91-85A, and in EASA CS-ACNS documentation; which can currently be accessed respectively through (Chapter 9 also refers):

http://www.faa.gov/air_traffic/separation_standards/rvsm/documents/AC_91-85A_7-21-2016.pdf, and <http://www.eurocontrol.int/articles/library>. However, notwithstanding the worldwide nature of RVSM MASPS, it must be recognised, as indicated in Chapter 1, that special provisions apply in the North Atlantic HLA and in consequence all NAT flight crews/operators must **be State approved specifically for NAT RVSM operations**.

16.2.5 Many NAT air/ground ATC communications are still conducted on single side-band HF frequencies. For unrestricted operations in the NAT region fully functioning HF communications equipment is required. While SATVOICE and data link communications are now in widespread use in NAT operations, HF also constitutes a required back-up.

Special non-compliance routings

16.2.6 Aircraft not equipped with two functioning long range navigation systems may only fly through the NAT HLA via special designated routes. This is discussed in Chapter 1. Details of these special routes are contained in Chapter 3.

16.2.7 Aircraft not approved for NAT HLA /RVSM operations may climb and descend through NAT HLA/RVSM airspace and in very limited, specified circumstances a NAT HLA approved aircraft that is not approved for RVSM operations may be granted permission to flight plan and operate through the NAT HLA at RVSM levels. (See Chapter 1).

16.2.8 Routings that may be flight planned and operated through the NAT HLA by aircraft without functioning HF communications equipment may be limited by the State of Registry of the operator or by the ATC provider. This is discussed above in more detail in Chapter 4.

16.3 ROUTE PLANNING

Lateral separation minima & resulting route definition conventions

16.3.1 For much of the NAT HLA the lateral separation standard is generally 60 NM. Since 60 NM is equivalent to one degree of latitude along any meridian and given that the vast majority of flights through this airspace are generally eastbound or westbound, this standard is deemed to be met by tracks separated by one degree of latitude at common meridians. The letter 'X' must be included to show that the aircraft satisfies NAT HLA lateral navigation performance requirements

16.3.2 Outside ATS Surveillance coverage ATC depends upon aircraft supplied position reports for flight progress information. In order to provide separation assurance, ATC requires updates on the progress of flights at no more than hourly intervals. It has been determined that this criteria is met over a wide range of ground speeds if eastbound or westbound NAT flights report on passing each ten degrees of longitude. The criteria is also met by northbound or southbound flights reporting on passing each five degrees of latitude. In consequence, all flights which will generally route in an eastbound or westbound direction should normally be flight planned by specifying significant points at whole degrees of latitude at each crossed ten degrees of longitude (20°W, 30°W, 40°W etc.); and all generally northbound or southbound flights should normally be flight planned so that specified parallels of latitude spaced at five degree intervals (65°N, 60°N, 55°N etc.) are crossed at whole degrees of longitude. See Chapter 4.

OTS – Rationale, Structure, CDM & NAT Track Message

16.3.3 As a result of passenger demand, time zone differences and airport noise restrictions, much of the North Atlantic (NAT) air traffic contributes to two major alternating flows: a westbound flow departing Europe in the morning, and an eastbound flow departing North America in the evening. The effect of these flows is to concentrate most of the traffic uni-directionally, with peak westbound traffic crossing the 30W longitude between 1130 UTC and 1900 UTC and peak eastbound traffic crossing the 30W longitude between 0100 UTC and 0800 UTC.

16.3.4 The NAT HLA is consequently congested at peak hours and in order to provide the best service to the bulk of the traffic, a system of organised tracks is constructed to accommodate as many flights as possible within the major flows, on or close to their minimum time tracks and altitude profiles. Due to the energetic nature of the NAT weather patterns, including the presence of jet streams, consecutive eastbound and westbound minimum time tracks are seldom identical. The creation of a different organised track system is therefore necessary for each of the major flows. Separate OTS structures are therefore published each day for eastbound and westbound flows.

16.3.5 The construction of these OTS structures is accomplished through a formal process of cooperation between ATC and the operators, known as the Preferred Route Message system. Details of this process are explained in Chapter 2.

16.3.6 The resulting OTS structures are published (twice each day) in the form of a "NAT Track Message" via the AFTN. This Message and its correct interpretation are detailed in Chapter 2.

16.3.7 If orientation/location of the published OTS structure appear to be appropriate for the origin and destination of a particular flight, then the operator is encouraged to flight plan the NAT route segment via one of the published tracks.

Random Routings

16.3.8 Use of OTS tracks is not mandatory. The orientation/location of the published OTS may not be appropriate for the origin and/or destination of a particular flight. A NAT route segment that does not follow a published OTS track, in its entirety, is known as a “Random Route”. Aircraft may fly on random routes which remain clear of the OTS or may fly on any route that joins or leaves an outer track of the OTS. There is also nothing to prevent an operator from planning a route which crosses the OTS. However, in this case, operators must be aware that while ATC will make every effort to clear random traffic across the OTS at published levels, re-routes or significant changes in flight level from those planned are very likely to be necessary during most of the OTS peak traffic periods.

16.3.9 Outside of the OTS periods operators may flight plan any random routing, except that during the hour prior to each OTS period some additional restrictions apply. These are detailed in Chapter 4.

Adjacent Airspace, Route Structures, Links & Constraints

16.3.10 A large majority of flights through the NAT HLA enter and/or leave it via the North American region. To facilitate these flows of traffic, various transitional airspaces and linking route structures have been established in and through the adjacent NAM region. These are described in Chapter 3 above. Of particular significance are the NAR and NOROTS structures. Details of these routes and their associated procedures are contained in the AIP of the relevant State authorities and/or via their websites. The necessary Internet Links to obtain this information are listed above in Chapter 3. Account must be taken of these route structures in planning any flight through the NAT region that starts or ends in the North American region.

16.4 ALTITUDE & SPEED

Flight Levels

16.4.1 During the OTS Periods (eastbound 0100-0800 UTC, westbound 1130-1900 UTC) aircraft intending to follow an OTS track for its entire length may plan at any of the levels as published for that track on the relevant current daily OTS Message. Aircraft following a “random route” (see above definition) or flying outside the OTS time periods, may plan any flight level(s) irrespective of direction (i.e. there is no need in the NAT HLA to plan in accordance with the ICAO Annex 2 Table of Cruising Levels). Planners should note however that the NAT provider State AIPs, both during the OTS time periods and outside them, reserve some appropriate direction levels for use by the opposite direction traffic flows that then predominate. The current usage allocation of flight levels in the NAT HLA is published in the UK and Canadian AIPs and shown at Attachment 5 below as the “North Atlantic Flight Level Allocation Scheme” (NAT FLAS). Hence, flight crews and planners should always consult the current AIPs and any supporting NOTAMs when flight planning random routes through the NAT HLA. If a flight is expected to be level critical, operators should contact the initial OACC prior to filing the flight plan to determine the likely availability of specific flight levels.

Mach Number

16.4.2 In the NAT HLA the Mach number technique is used to manage longitudinal separations between aircraft following the same track. Chapter 7 above provides more detailed information. Consequently, flight plans for the NAT HLA segment of flight must define aircraft speed in terms of a Mach number. This is true even if procedures dictate that aircraft speed be defined in terms of TAS for other (continental airspace) segments of that same flight. Oceanic clearances include a True Mach number to follow and because this is used by ATC to regulate longitudinal separations, no tolerance is permissible. Consequently, NAT flights should ***not*** be planned or flown on the assumption that LRC or ECON fuel regimes may be used.

16.5 FPL COMPLETION

16.5.1 It is important that all of the foregoing conventions and protocols are adhered to when planning a flight through the NAT HLA. Guidance on the flight planning requirements for specific routes is given in Chapter 4. Correct completion and addressing of the filed flight plan is extremely important. Non-observance of any of the NAT HLA planning principles, or even simple syntax errors in the filed FPL, can lead to delays in data processing and/or to the subsequent issuing of clearances to the flights concerned. Despite the growing use of automated flight planning systems a significant proportion of flight plans submitted in respect of flights through the North Atlantic region continue to contain errors. In some instances these errors are such that the flight plan is rejected and the operator is required to re-submit a corrected version. New and/or infrequent North Atlantic operators are earnestly recommended to make diligent reference to this document. Furthermore it should be noted that a free text editor is available on the EUROCONTROL website that can validate any proposed ICAO flight plan before filing. It will advise if a flight plan is acceptable for routes, altitudes and transitions. If the flight plan would be rejected, this editor will describe what is wrong, thereby allowing the operator to repair it before filing.

16.5.2 The guidance in the paragraphs that follow here refer to the ICAO model flight plan form as described in Chapter 4 of ICAO PANS/ATM Doc 4444.

16.5.3 If filing via an OTS track, particularly during peak traffic periods, it must be appreciated that ATC may not be able to clear the aircraft as planned. ATC will, if possible, first offer a clearance on the planned track but at a different flight level. If, however, no reasonable alternative level is available, or if the offered flight level is unacceptable to the flight crew, then ATC will clear the aircraft via another OTS track. When filing the ATC flight plan, the Dispatcher may enter the details of such an acceptable alternative track in Field 18 of the ICAO FPL. This will be taken into account by ATC if indeed having to clear the aircraft via a route other than that planned.

16.5.4 In order to signify that a flight is approved to operate in the NAT HLA, the letter 'X' shall be inserted, in addition to the letter 'S', within Item 10 of the flight plan. A 'W' must also be included in Item 10 to indicate that the flight is approved for RVSM operations.

16.5.5 For flights which intend to operate through the New York Oceanic East or West, or Santa Maria Oceanic FIRs, RNAV 10 (RNP 10) or RNP-4 approval is required in order to benefit from the reduced lateral separations employed here. Any NAT HLA aircraft intending to fly within these airspace should ensure that its RNP approval status is also included in the flight plan. Specifically such operators should annotate ICAO flight plan Item 10 (Equipment) with the letter "R" and annotate Item 18 (Other Information) with, as appropriate, "PBN/A1 (for RNAV 10 (RNP 10) approval) or PBN/L1 (for RNP 4 approval)" (see Chapter 4).

16.5.6 For Flights planning to operate through specified ADS-B service areas and wishing to benefit from that service the appropriate equipment and authorisation for ADS-B use should be indicated by filing the B1 or B2 descriptor as appropriate in Item 10b of the flight plan.

16.6 DISPATCH FUNCTIONS

General

16.6.1 All US FAR Part 121 carriers (domestic and flag operators) and many non-US carriers employ aircraft dispatchers or flight operations officers (hereafter referred to as dispatchers) to provide flight planning, flight watch and/or flight monitoring services. Most of the information presented here is included in other chapters of this manual but since this chapter deals with issues primarily important to dispatchers, the information is sometimes repeated here for emphasis and additional guidance.

16.6.2 Nothing in this chapter should be construed as to take precedence over appropriate government regulations or individual company policy.

16.6.3 The dispatcher is responsible for providing the pilot-in-command with information necessary to conduct a flight safely and legally under appropriate State civil aviation authority regulatory requirements. ICAO Annex 6 defines the requirement for an en route aircraft, but when operating under US FAR Part 121, and certain other State civil aviation rules, the dispatcher shares responsibility for exercising operational control with the pilot-in-command of the flight. A successful flight will always start with an intelligent, informed and conservative plan.

Flight Planning

Route Planning

16.6.4 The daily published OTS tracks provide near to optimum NAT segment routings for about half of all the flights between Europe and North America. For many other flights the location of the OTS structure on the day may constrain available random routings. Consequently, the development of a successful NAT flight plan almost always requires consideration of the detail of the relevant OTS structure. Operators can influence the OTS construction process by providing Preferred Route Messages and participating in this collaborative decision making (see Chapter 2).

16.6.5 The eastbound and westbound OTS structures are the subject of separate “NAT Track Messages” published via the AFTN. A detailed description of the NAT track message is provided in Chapter 2 above.

Planning on an OTS Track

16.6.6 Dispatchers must pay particular attention to defined coordinates, domestic entry and exit routings, allowable altitudes, track message identification number (TMI) and any other information included in the remarks section. They must also take care to be apprised of any amendments or corrections that may be subsequently issued. When such amendments are issued the TMI is appended with an alpha suffix (e.g. “123A”). Since NAT track messages are often manually entered into company flight planning systems, dispatchers should verify that all waypoints on flight plans comply with the current OTS message.

- The NAT region is implementing DLM in phases. To fly within the DLM airspace aircraft must be equipped with FANS 1/A or equivalent ADS-C and CPDLC. See Chapter 1.
- It is important for dispatchers to understand that transition routes specified in the NAT track message are as important as the tracks themselves. The transition route systems in North America – the North American Routes (NARs), the Northern Organised Track System (NOROTS) and the US East Coast routes are described in Chapter 3. Dispatchers should comply with any specified transition route requirements in all regions. Failure to comply may result in rejected flight plans, lengthy delays and operating penalties such as in-flight re-routes and/or the flight not receiving requested altitudes.
- If (and only if) the flight is planned to operate along the entire length of one of the organized tracks, from oceanic entry point to oceanic exit point, as detailed in the NAT track message, should the intended track be defined in Item 15 of the ICAO flight plan using the abbreviation “NAT” followed by the code letter assigned to the track.
- The planned Mach number and flight level at the commencement point of the track should be specified at the organised track commencement point.
- Each point at which a change of Mach number or flight level is requested must be specified as geographical coordinates in latitude and longitude or as a named point.
- For flights operating along the entire length of an OTS track, estimated elapsed times (EET/ in Item 18) are only required for the commencement point of the track and for oceanic FIR

boundaries.

Planning a Random Route

16.6.7 A random route is any route that is not planned to operate along the entire length of the organised track from oceanic entry point to oceanic exit point. (See Chapter 4 for more information on filing a random route)

16.6.8 Random routes can be planned anywhere within the NAT HLA but the dispatcher should sensibly avoid those routes that conflict directly with the OTS. Examples of sensibly planned random routes include routes that:

- Remain clear of the OTS by at least 1 degree;
- Leave or join outer tracks of the OTS;
- Are above or below the OTS flight level stratum;
- Are planned on track coordinates before/after valid OTS times.

16.6.9 Care should be taken when planning random routes and it would be prudent to plan sufficient fuel to allow for potential re-routes or non-optimum altitudes. The following examples illustrate particular issues to consider.

Examples:

- Flights planned to initially operate below the NAT HLA/RVSM flight levels at FL280 on routes that pass under the OTS should not plan to climb until 1 degree clear of the OTS.
- Planning to join an outer track is allowable. However, the dispatcher should be aware that the clearance may not be given due to the adverse impact on track capacity. Leaving an outer track is seldom a problem as long as at least 1 degree of separation is subsequently maintained from other tracks.
- Random routes paralleling the OTS 1 or 2 degrees north or south can be as busy as the OTS itself.

16.6.10 Dispatchers planning NAT flights originating in south Florida or the Caribbean should consider the effect of traffic from South America operating north eastwards to the USA, when deciding on flight levels. Although the dispatcher should plan optimum flight levels, adequate fuel should be carried so that a NAT flight can accept a lower altitude (FL260 or FL280) until east of 70°W.

16.6.11 Any flight planning to leave an OTS track after the oceanic entry point must be treated as a random route. The track letter must not be used to abbreviate any route segment description.

16.6.12 Flights operated against the peak traffic flows should plan to avoid the opposite direction OTS. Even if operating outside of the validity periods of the OTS some restrictions on routings may apply. These can affect Eastbound traffic crossing 30W at 1030 UTC or later; and Westbound traffic crossing 30W at 2400 UTC and later (See Chapter 4). If in any doubt it would be prudent to co-ordinate any such routes directly with appropriate OACCs.

Flight Levels

16.6.13 Flight dispatchers should be aware of the North Atlantic FLAS. This is subject to change and the current FLAS is published in the UK and Canadian AIPs and shown in Attachment 5.

16.6.14 Chapter 2 and Chapter 4 contain details on RVSM flight level guidance. Since all airspace adjoining the NAT HLA is now RVSM, transition problems are no longer a major issue for ATC or dispatchers. Nevertheless dispatchers should be aware that some “opposite direction” levels, which may be

flight planned for the NAT segment of a flight, may not be similarly allowed in adjacent domestic areas. Guidance for RVSM flight procedures in the NAT HLA can be found in Chapter 9.

16.6.15 RVSM allows more flight levels for planning and therefore provides better opportunity to fly closer to an optimum route/profile. It is acceptable to plan and/or request climbs within the OTS but because of traffic volumes and the difference in aircraft performance it is wise to plan conservatively. Climbs on random routes that are totally north or south of the track system are more readily approved. Flight crews should be encouraged to request a climb as aircraft decreasing weight permits.

Communications

16.6.16 The availability of functioning HF ATS communications is mandatory for flights through the Shanwick OCA. Many States of Registry insist on two functioning long range communications systems for flights in oceanic or remote areas. Some States of Registry will allow their operators to substitute SATVOICE for one HF system. Dispatchers should ensure that they are fully aware of their State of Registry requirements in this regard. VHF communications (123.450 or 121.5 MHz) can be used as relay air-ground ATS communications as backup in case of en route HF failure.

16.6.17 Many operators now use ADS-C (Automatic Dependent Surveillance Contract) and CPDLC (Controller Pilot Data Link Communications) for oceanic position reporting and clearance updating. These features improve position reporting speed and accuracy. They also reduce the chance of errors. If the aircraft is equipped with FANS1 or FANSA it should be utilised during the NAT segment of the flight and the appropriate descriptor should be inserted into the filed flight plan.

16.6.18 SATVOICE, can be used as a supplement to HF communications throughout the NAT region (see Chapter 6). If the aircraft is SATVOICE equipped, the SATVOICE numbers (both radio stations and ATC) for the areas that the aircraft is planning to fly through, should be made available for the flight crew.

MEL Compliance

16.6.19 Dispatchers planning flights within the NAT HLA must ensure that the allocated aircraft has the minimum required navigation, communications and altitude alerting/reporting equipment on board. Flight procedures for minimum equipment and standards can be found in Chapter 8 and Chapter 11 of this Manual. Particular attention must be paid to MEL Items that may affect the aircraft. Be aware that the company MEL or Operations Specifications may be more restrictive than general NAT HLA requirements. HF is required for entering the Shanwick OACC. Many airline Operations Specifications require dual HF for operation in remote or oceanic airspace, even when aircraft are SATVOICE equipped. However, some States may permit Dispatch with only one serviceable HF system providing the aircraft is equipped with SATVOICE.

16.6.20 Even though a flight that suffers a failure of a system (or component) once enroute, is not directly mandated to abide by MEL restrictions, it is important that any failures that will affect either NAT HLA or RVSM operations be promptly advised to, and closely coordinated with, the appropriate ATS facility.

16.6.21 If an aircraft MEL (navigation, communications or altitude alerting/reporting system) prohibits operations in the NAT HLA it will be necessary to modify an aircraft's originally intended route of flight. An example would be an aircraft not equipped with two Long Range Navigation Systems (or LRNS's that are fully serviceable). This situation could occur before departure or once enroute but before entering the NAT HLA. Options that should be considered by the dispatcher are:

- operate above or below the NAT HLA;
- fly on special routes developed for aircraft equipped with limited LRNS equipment – see Chapter 1, Chapter 3, and Chapter 12.

ETOPS/EDTO

16.6.22 A large portion of NAT crossings are ETOPS operations. ETOPS rules require that one or more suitable enroute alternate airports are named prior to dispatch and then monitored while aircraft are enroute. Enroute alternate airports in the NAT region are limited to those in the Azores, Bermuda, Greenland and Iceland. In determining ETOPS alternate minima, the dispatcher must consider weather conditions, airport conditions (in addition to simple runway lengths), navigation approach aids, and the availability of ATS and ARFF facilities.

Note: The term EDTO (Extended Diversion Time Operations) is now used throughout Annex 6 Part I. Here it states that EDTO provisions for aeroplanes with two turbine engines do not differ from the previous provisions for extended range operations by aeroplanes with two turbine engines (ETOPS). Therefore, EDTO may be referred to as ETOPS in some documents

16.6.23 Recent changes have begun to attach additional conditions to 3-4 engine aircraft long range operations. In situations requiring the aircraft to operate long distances from adequate enroute airports, more stringent planning conditions may apply. Guidance can be obtained from appropriate government and industry websites.

Collaborative Decision Making (CDM) Tools

16.6.24 It would not be practical to list all available CDM tools and available websites here. Refer to the bibliography at the end of this manual for a more complete list. The following are some of the most important sites for managing the daily operation of flights.

- Nav Canada TDA (Traffic Density Analyser.) Website

This tool was designed to introduce Collaborative Decision Making during the NAT OTS design phase. The OTS are posted in advance of formal publication so the user community can comment on whether or not they agree with the proposed OTS. A USER ID and password can be obtained from NAV CANADA. Track loading information is available and it is possible to view all filed flight plans on the OTS and random routes.

- Eurocontrol Website – Network Manager function

This website contains a wealth of tactical information regarding restrictions, delays, weather problems, military activity, CDR routes, preferred routing schemes and transition routes.

<http://www.eurocontrol.int/network-operation>

There is a free text editor that will validate ICAO flight plan before filing and advise if the flight plan is acceptable for routes, altitudes and transitions. If the flight plan would be rejected, this editor will describe what is wrong, allowing the dispatcher to repair it before filing the ICAO flight plan.

- FAA Websites

These websites contain complete FAR section, Airport information, airport capacity (real time) advisories with airport delays and status, NOTAMS, weather Information, RVSM and statistical data. They include www.faa.gov and www.fly.faa.gov. Also for CDM participants, the [FAA Air Traffic Control System Command Center](http://www.fly.faa.gov/flyfaa/usmap.jsp) website (www.fly.faa.gov/flyfaa/usmap.jsp) is available.

Flight Monitoring

Oceanic ATC Clearances

16.6.25 The flight crew can obtain oceanic clearances by GP, VHF, HF, DCPC, or data link. Chapter 5 in this manual can be referenced for complete oceanic clearance requirements. Be aware that for some airports located close to oceanic boundaries oceanic clearances may be obtained before departure. Indeed on

the east side of the NAT this will apply to departures from all Irish airfields, all UK airfields west of 2 degrees 30 minutes West and all French Airfields west of 0 degrees longitude. Flights leaving airports in Iceland, Faeroes, or Greenland will receive oceanic clearances prior to departure.

16.6.26 It is important for dispatchers to verify the contents of the oceanic clearance and check it against the filed route. If the flight has received a re-route or a different altitude the Dispatcher may provide the flight with re-analysis data for fuel consumption along the revised route.

Transponder

16.6.27 All aircraft operating as IFR flights in the NAT region shall be equipped with a pressure-altitude reporting SSR transponder (see Chapter 10).

Re-Routes

16.6.28 When traffic exceeds track capacity, ATS providers may not be able to accommodate a flight's filed altitude or routing. A different flight level on the planned route will be offered as the first option. If this is not possible, ATC will offer an alternative route. On an eastbound flight the flight crew should anticipate a preferred route within the domestic route structure appropriate to the oceanic exit point of the re-route. For westbound flights into Canada, ATC will normally attempt to route the flight back to its original route unless the flight crew requests a new domestic routing.

En route Contingencies

16.6.29 Dispatchers must also be aware of special procedures for In-Flight contingencies as published in Chapter 13 of this manual. They include procedures for use in the event that the aircraft is unable to maintain assigned altitude for weather, turbulence, aircraft performance or maintenance problems or loss of pressurization. The general concept of the in-flight contingency procedures is to offset from the assigned track by 15 NM and climb or descend to a level differing from those normally used by 500 ft if below FL410 or 1000 ft if above FL410.

16.6.30 Procedures for loss of communications and HF failure are contained in Chapter 6.

Dispatcher guidance for NAT RVSM operations.

References

16.6.31 The FAA Advisory Circular AC91-85A was developed by ICAO sponsored international working groups, to provide guidance on airworthiness and operations programmes for RVSM. ICAO has recommended that State CAA's use of AC91-85A or an equivalent State document for approval of aircraft and operators to conduct RVSM operations. Appendices 4 and 5 of AC91-85A contain practices and procedures for flight crews and dispatchers involved in RVSM operations. This particular dispatcher guidance, available at WWW.FAA.GOV/DOCUMENTLIBRARY/MEDIA/ADVISORY_CIRCULAR/AC_91-85A, was developed using those appendices as the reference

Flight Planning

NAT RVSM Airspace

This is defined as any airspace between FL 285 - FL 420 where 1,000 ft vertical separation is applied (i.e. FLs 290 thru 410 inclusive).

Limits of Operational Authorisation

At the flight planning stage, the dispatcher is responsible for selecting and filing a route that is consistent with the carrier's operational authorisation (e.g. Operations Specifications), taking account of all route, aircraft and weather considerations, flight crew constraints and other

limitations.

MEL

When planning and filing to fly within NAT RVSM airspace, the dispatcher must ensure that the route meets the requirements of the paragraph above and that the aircraft also meets certain MEL provisions.

Maintenance Flights

NAT ATS providers have established a policy to enable an aircraft that is temporarily non-RVSM compliant to fly in NAT RVSM airspace for the purpose of positioning the aircraft at a maintenance facility (see Chapter 1). This policy may vary and requires prior co-ordination with appropriate ATC centres so that 2,000 ft separation can be applied between the non-compliant aircraft and other aircraft. These requests must be co-ordinated with each individual OACC. The dispatcher must be aware of the policy for such operations, as published in NOTAMS, AIPs and other appropriate documents. States of Registry also vary in their policies on Maintenance Ferry Flights. Dispatchers should ensure that they fully understand any additional restrictions or limitations that may be imposed by their State of Registry.

Delivery and Humanitarian Flights

ATS providers allow limited operations by aircraft not approved for RVSM but which are engaged on delivery or humanitarian flights. For such flights, the dispatcher must also comply with the policies published in State AIPs, NOTAMS and other appropriate documents. Co-ordinate directly with appropriate ATC facilities and the aircraft's State of Registry.

En Route Equipage Failures

Prior to entering NAT RVSM airspace

The following equipment is required to be operational:

- i) two independent primary altimetry systems;
- ii) one automatic altitude control system; and
- iii) one altitude alerting device

If any required equipment fails prior to entering NAT RVSM airspace, the pilot-in-command will notify ATS and obtain a new oceanic clearance to fly above or below NAT RVSM airspace. The flight crew should accept the new clearance contingent upon review by the dispatcher. Dispatcher actions are based on the options, identified as OPTION 1 to OPTION 3, outlined later in this chapter.

After entering NAT RVSM airspace.

The appropriate State RVSM guidance material provides for flight crew and controller actions if RVSM required aircraft equipment fails after entry into NAT RVSM airspace, or the aircraft encounters turbulence that affects the aircraft's ability to maintain its level. Should any required RVSM equipment fail, or turbulence greater than moderate be encountered, then the pilot-in-command is expected to notify ATS of the intended course of action.

Pilot-in-command options are to:

- (1) continue with the original clearance if ATC can apply another form of aircraft separation (i.e. lateral, longitudinal or 2,000 ft vertical separation); or
- (2) request ATC clearance to climb above or descend below NAT RVSM airspace if ATC cannot provide adequate separation from other traffic; or
- (3) execute contingency procedures to offset from track and flight level if ATC cannot

provide adequate separation from other aircraft. The pilot-in-command will maintain any offsets until a revised ATC clearance can be obtained.

Dispatcher Actions

OPTION (1) – if the pilot-in-command elects for Option (1) then no Dispatcher's action is required.

OPTION (2) – if the pilot-in-command elects to follow Option (2) then the pilot-in-command should contact the dispatcher who will evaluate the clearance with due consideration for the effect on fuel consumption, time enroute, any MEL/CDL issues and/or other operational factors. The dispatcher shall make a recommendation to the pilot-in command on whether to continue on to the destination, or the dispatcher will amend the release to allow the aircraft to proceed to an intermediate airport or return back to the departure airport. The flight crew will then either confirm the new clearance with ATC or request a new clearance to another airport. The final decision rests with the pilot-in command.

OPTION (3) – if the pilot-in-command elects to follow Option (3), then when time permits, the pilot-in command will advise the dispatcher of any offset made from track or/and flight level. No action by the dispatcher is required since the effect on performance should be minimal.

Checklist for Aircraft Dispatch into NAT RVSM Airspace.

The dispatcher must:

- i) Determine the minimum and maximum flight levels plus the horizontal boundaries of NAT RVSM airspace;
- ii) Verify that the airframe is RVSM approved;
- iii) Determine if any operating restrictions (e.g. speed or altitude limitations) apply to the aircraft for RVSM operation;
- iv) Check the MEL for system requirements related to RVSM;
- v) Check Field 10 (Equipment) of the ICAO ATS flight plan to ensure that it correctly reflects RVSM approval status. For North Atlantic operation, insertion of letter "W" indicates that the operator and aircraft are RVSM approved;
- vi) Review reported and forecast weather enroute, with specific emphasis on conditions such as turbulence, which may affect an aircraft's ability to maintain its level; and
- vii) Determine if TCAS/ACAS is operational.

Flight of non-RVSM compliant aircraft

The dispatcher must comply with any ATS requirements regarding flight of non-RVSM compliant aircraft for maintenance, aircraft delivery or humanitarian flights (See Chapter 1).

CHAPTER 17

FLIGHT OPERATIONS BELOW THE NAT HLA

17.1 INTRODUCTION

17.1.1 This guidance is meant to assist international general aviation (IGA) flight crews with flight planning and operations across the North Atlantic. It is not intended to be a detailed listing of procedures or air regulations of the various States that provide air traffic service in the North Atlantic (NAT) region, and does not in any way replace the information contained in various national Aeronautical Information Publications (AIP's). Flight crews must consult relevant AIPs and Notices to Airmen (NOTAMs) when planning the flight and prior to departure.

17.2 ENVIRONMENTAL CONSIDERATIONS

Below FL290

17.2.1 For flights at F290 and below, the North Atlantic weather can be far from benign. Extreme seasonal weather variations and rapidly changing weather conditions including severe icing, severe turbulence, and heavy precipitation are common, particularly in winter. Changes are often so rapid that they are difficult, if not impossible, to forecast. These harsh weather conditions, along with the rugged terrain and sparsely populated areas, make preparation, including route and emergency situation planning, important components for a successful flight. Attachment 7 provides further details of the general North Atlantic climate and the weather conditions and associated operational issues in particular areas.

17.3 NORTH ATLANTIC FLIGHT OPERATIONS

17.3.1 Most of the airspace in oceanic FIRs/CTAs is high seas airspace within which the Rules of the Air (ICAO Annex 2) apply without exception. The majority of the airspace is also controlled airspace, and instrument flight rules (IFR) apply when above FL055.

17.3.2 This controlled airspace includes:

1. New York Oceanic East, Gander Oceanic, Shanwick Oceanic, Santa Maria Oceanic, Reykjavik Oceanic, GOTA and NOTA, and Bodø;
2. Bodø Oceanic above F195 and when operating more than 100 NM seaward from the shoreline;
3. Nuuk FIR when operating above FL195;
4. Faroes Islands above 7500 ft;
5. Aberdeen ATSU above FL085 during operational hours (see AIP);
6. Jan Mayen 2000 ft. above ground level.

17.3.3 Canada, Denmark and Iceland require that the flight crew and aircraft be IFR rated for trans-oceanic flight, regardless of the altitude to be flown. It is highly unlikely that the flight will remain VMC when transiting the Atlantic.

17.4 REQUIREMENTS

17.4.1 Regulatory requirements are established by all States providing Air Traffic services in the NAT. It is the responsibility of all operators to comply with these requirements and any others that may be separately imposed by the State of Registry of the aircraft or the State of the operator. Most eastbound trans-

Atlantic flights by light aircraft commence their oceanic crossing from Canada. Transport Canada Aviation Regulations (CARs) detail requirements for all flights beginning their trans-Atlantic crossing from Canada. Flights entering the NAT from any ANSP must review requirements as listed in each State AIP.

17.5 OPERATIONAL CONSIDERATIONS

Sparsely Settled Areas

17.5.1 The potential dangers associated with operating in sparsely settled areas should not be underestimated. The fact is that in sparsely settled areas, aircraft operations require special considerations. In this area radio aids to navigation, weather information, fuel supplies, aircraft servicing facilities, accommodations and food are usually limited and often non-existent.

17.5.2 In addition to the regulations concerning flight crew qualifications and experience, it is recommended that the flight crew have:

- a) flight experience with significant cross country, night and actual instrument time;
- b) experience in using the same navigational equipment that will be used to cross the Atlantic; and
- c) experience in the same type of aircraft that will be used to cross the Atlantic.

Icing Conditions

17.5.3 Freezing levels at or near the surface can be expected at any time of year over the NAT region. The dangers of airframe and/or engine icing must always be taken into account, so flight crews/planners should be prepared to wait for favourable conditions. If the flight is to be conducted when there is a threat of icing, keep clear of clouds, unless the aircraft is certified for operations in icing conditions. Remember, as a general rule, the freezing level should be 3,000 feet AGL or higher to allow for ridding the aircraft of ice, if it becomes necessary.

17.6 FLIGHT PLANNING

17.6.1 It is rare to be able to conduct a flight across the Atlantic and remain in visual meteorological conditions (VMC) for the entire flight. VFR flight in this airspace deprives the flight crew of the flexibility of using the altitudes above FL055. The higher altitudes may enable a smoother flight, free of precipitation, icing or turbulence

17.6.2 IFR Flights (i.e. those operating in the NAT region at FL060 or above), or VFR Flights intending to cross an international border, need to file an ICAO flight plan. Detailed instructions for completion of the ICAO flight plan are found in the ICAO Document 4444, Appendix 2; and in State AIPs. Chapter 4 also provides necessary guidance, with particular emphasis on NAT flight requirements.

17.6.3 Generally all eastbound or westbound aircraft in the NAT region must flight plan so that specified tens of degrees of longitude (60°W, 50°W, 40°W, 30°W, etc.) as applicable, are crossed at whole or half degrees of latitude. Generally northbound or southbound aircraft must flight plan so that specified parallels of latitude spaced at five degree intervals (65°N, 60°N, 55°N, 50°N, etc.) are crossed at whole degrees of longitude. More detailed information can be found in NAT provider State AIPs.

17.6.4 Plan the flight using current aeronautical charts, the latest edition of pertinent flight supplements, and NOTAMs, both domestic and international.

Note: Flight crews should familiarize themselves with the nature of the terrain over which the flight is to be conducted. If unfamiliar with the area, the flight crew should consult the aviation authority officials at

appropriate local aviation field offices before departure. Such officials, as well as flight crews and operators, can provide a great deal of useful advice, especially on the ever-changing supply situation, the location and condition of possible emergency landing strips, potential hazards, and enroute weather conditions. Pre-flight planning must ensure the availability of fuel, food, and services that may be required at intermediate stops and at destination.

17.6.5 Planning a trans-Atlantic flight for the summertime will allow the flight crew/operator to take advantage of the most favourable conditions. Not only are the ground (and water) temperatures less menacing, but also the amount of available daylight is considerably greater.

17.6.6 Depth perception is poor at night. North of 60°N Latitude, which includes the most common trans-Atlantic routes flown by general aviation aircraft, there are only about 4 hours of daylight during December. To this is added an additional complication: VFR flights at night are prohibited in Greenland. Given also the increased possibility of storms during the winter it is earnestly recommended that flight crews plan to make trans-Atlantic flights preferably during the summer months.

17.7 PHYSIOLOGICAL FACTORS

17.7.1 Crossing the North Atlantic in a general aviation aircraft is a long and physically demanding task. Provisions must be made to eat, drink, and take care of all necessary bodily functions.

17.8 CLEARANCES

17.8.1 All flights planned at or above FL055 in oceanic CTAs (outside of southern Greenland) are required to obtain an IFR clearance prior to entering the NAT.

Note: The airspace over Greenland above FL195 is controlled by Gander OACC south of 63°30'N and Reykjavik OACC north of 63°30'N.

17.8.2 When operating on an IFR clearance, any change of altitude requires re-clearance from ATC. Clearances for VMC climb or descent will not be granted. Changes in true airspeed must be coordinated. Review specific AIPs for details. Weather deviations of a mileage that exceeds the limits outlined in the Strategic Lateral Offset Procedure (SLOP) i.e. 2 NM, requires a re-clearance from ATC. If a flight crew cannot obtain a clearance in a timely manner and needs to execute pilot-in-command authority for safety of flight, they shall so inform ATC of the maneuver as soon as practicable.

17.8.3 Obtaining a Clearance

Flight crews are required to obtain a clearance from the ATS unit responsible for their area of operation and to follow the procedures specified in appropriate AIPs. Where possible, clearance to enter controlled airspace should be obtained prior to take-off, as communication problems are often encountered at low altitudes.

Canada –

Oceanic clearances for eastbound IGA NAT flights, departing from many of the airports in Eastern Canada, are obtained from the control tower or the flight service station at the aerodrome of departure prior to departure. Eastbound IGA NAT over-flights may obtain their oceanic clearance directly from Gander ACC, Moncton ACC, Montreal ACC, through a flight service station, or from Gander Clearance Delivery.

United Kingdom/Ireland –

At some airports situated close to oceanic boundaries, the oceanic clearance can be obtained before departure e.g. Prestwick, Shannon, Glasgow, Dublin. Westbound aircraft operating within the UK FIR

should request oceanic clearance from Shanwick Oceanic on VHF at least 30 minutes before point of entry. Aircraft unable to get clearance on VHF should request clearance on NARTEL HF (North Atlantic Enroute HF RTL Network). Aircraft unable to contact Shanwick, as detailed above, should request the ATC authority for the airspace in which they are operating to relay their request for oceanic clearance to Shanwick. Flights planned to enter the Reykjavik OCA from the Scottish FIR east of 10°W, should request oceanic clearance from Reykjavik via Iceland Radio or data link.

United States –

Prior to entering oceanic airspace you must receive a specific oceanic clearance, detailing the oceanic entry point, route, landfall (or oceanic exit point), and airways to destination. The routing portion of the oceanic clearance shall be considered to be the routing received in the clearance at the originating aerodrome prior to takeoff. The final altitude, and if required, speed assignment, shall be the last assigned clearance issued by ATC prior to progressing the Oceanic entry fix. If you do not receive an oceanic clearance approaching the oceanic entry fix, **REQUEST ONE**.

Norway –

Flights planning to enter Bodo Oceanic should request oceanic clearance from Bodo on VHF or via data link.

Flights planning to enter Reykjavik Oceanic at or south of 63N000W (ISVIG), should request oceanic clearance from Iceland Radio or via data link.

Portugal –

Flights departing from Azores Islands will receive the oceanic clearance in a three step process. The appropriate Tower must be informed of the intended flight level for oceanic crossing and will issue an initial flight level clearance. After departure, Santa Maria Radar will assure the climb to the approved final level. The pilot will only receive the oceanic route and speed clearance later on, usually through Santa Maria Radio on HF.

Departing aerodromes within the NAT Region –

Flights departing aerodromes within the NAT region should request oceanic clearance from the tower/AFIS serving the aerodrome before departure.

17.9 NAVIGATION

17.9.1 Navigation in the North Atlantic, or in any oceanic area for that matter, is considerably more difficult than over land. There are no landmarks, and short range navigational aids (VOR/NDB) are few and far between. Aircraft must be equipped with some type of Long Range Navigation (LRNS) equipment. (See applicable AIPs and ICAO Annexes for details.)

17.10 ROUTE CONCERNS

17.10.1 There are a few VOR/NDB routes in the North Atlantic. These routes are sometimes known as "Blue Spruce" routes and are depicted on navigation charts from Jeppesen and other sources. Details are also included in this Manual in Chapter 12 and in relevant national AIPs. Other than on the Blue Spruce routes, there is little NAVAID coverage at the low altitudes in the NAT.

17.11 COMMUNICATIONS

17.11.1 The following text highlights a number of issues particular to air-ground ATS communications in the NAT region. Further referral should be made to Chapter 6.

17.11.2 As mentioned earlier, VHF radio coverage is very limited in the NAT. Charts in Attachment 4, depict theoretical VHF coverage at FL100, FL200 and FL300. Radio equipment should be tested prior to departure. For VHF equipment this is best done by calling the tower or ACC on the proper frequency for a ground radio check. HF equipment can be tested by calling the nearest Aeronautical Radio or Flight Service Station for a ground radio check. If a contact cannot be made on the initial test frequency, try others. If no contact is made, have the equipment checked. Do not leave the ground until everything is working satisfactorily.

17.11.3 Flight crews should be aware that on most occasions when they communicate with Oceanic Air Traffic Control Centres on HF and, on some occasions VHF, they do not talk directly to controllers. Radio Communicator staff, i.e., Aeronautical Radio Inc. (ARINC) or an international flight service station (IFSS), relay messages between aircraft and ATC. Such units are not always co-located with an ACC. For example, Shanwick Radio is in the Republic of Ireland while Shanwick Control is based at Prestwick, Scotland. Also, it is important to note that controller workload associated with low level IGA flights is usually high, so some delays can be expected for responses to requests for a change of flight level, route, etc.

17.11.4 Remember, flights above FL055 must be operated under IFR procedures and therefore a continuous listening watch on appropriate frequency must be maintained.

17.11.5 An HF SELCAL device will ease the strain of a continuous listening watch on the designated HF R/T Frequency. Ensure that the SELCAL code selected in the aircraft is valid for the NAT region (see Chapter 6). Also ensure that the Code is included in Item 18 of the filed ICAO flight plan.

17.11.6 Aeronautical Mobile Satellite (Route) Service (AMS(R)S), more commonly referred to as SATVOICE, may be used for any routine, non-routine or emergency ATS air/ground communications throughout the NAT region. Remember to carry the SATCOM numbers for the areas (both ATC and radio) you are flying through. Requirements and procedures for use are detailed in Chapter 6.

17.11.7 A listening watch should be maintained on the 121.5 MHz emergency frequency unless communications on another frequency prevents it. 121.5 MHz is not authorized for *routine* use.

*Note- All civilian and military aircraft flying in the Elk area, as shown in the Chart in Attachment 7, **must** maintain listening watch on 121.5 MHz or 126.7 MHz.*

Communications failures

17.11.8 Procedures to follow in the event of radio communications failures in the NAT region **are not** those which are used in domestic airspaces. Chapter 6 and relevant national AIPs provide detail of the procedures to follow here.

17.11.9 Although HF coverage exists throughout the NAT, there are a few associated problems. Depending on atmospheric conditions, it can be relatively noisy with the signal fading in and out. Sometimes several attempts are required to successfully transmit or receive a single message. Additionally, sunspot activity can completely disrupt HF communications for considerable periods of time, varying from a few minutes to several hours. Notices are published whenever disruptive sunspot activity is expected. It may be possible to relay VHF or UHF communications through other aircraft operating in the NAT. 123.450 MHz should be used for air-to-air communications. Do not plan to use other aircraft as primary means of communication. There is no guarantee there will be another aircraft within range when needed. Consider this an emergency procedure and plan accordingly.

17.12 SURVEILLANCE

17.12.1 Radar and or ADS-B coverage in the NAT region is limited. All aircraft operating as IFR flights in the NAT region shall be equipped with a pressure-altitude reporting SSR transponder. Some radar sites that do cover portions of the NAT are secondary radar equipped only. In any emergency situation (lost, out of fuel, engine failure, etc.) your chances of survival are vastly increased if you are radar or ADS-B identified and SAR services can be vectored to your position. NAT ATS Surveillance is discussed in Chapter 10 and coverage charts are shown at Attachment 8 and in individual national AIPs.

17.13 SEARCH & RESCUE (SAR)

17.13.1 SAR alert procedures are initiated when:

- a) no communication has been received from an aircraft within a period of thirty minutes after the time a communication should have been received, or from the time an unsuccessful attempt to establish communication with such aircraft was first made, whichever is the earlier, or when
- b) an aircraft fails to arrive within thirty minutes of the estimated time of arrival last notified to or estimated by air traffic services units, whichever is the later except when,
- c) no doubt exists as to the safety of the aircraft and its occupants.

17.13.2 Flight crews should request advisories or assistance at the earliest indication that something may be wrong. Most search and rescue facilities and international air carriers monitor VHF 121.5 continuously. SAR aircraft are generally equipped with homing devices sensitive to VHF 121.5 Mhz. If unable to reach any facility, flight crews should attempt contact with other aircraft on the NAT air-to-air frequency 123.450 MHz or distress frequency 121.5 MHz. Most international carriers are also able to receive Emergency Locator Transmitter (ELTs) transmissions. In the event that manual activation of your ELT is possible, the ELT should be activated and left on continuously. The 406 MHz beacon provides a more accurate position and identification data, improving SAR response efficiency.

17.13.3 With excellent satellite coverage of the region, SAR services can ordinarily determine the general location of an aircraft in distress, provided that the ELT functions. Search and recovery may be conducted by various craft. Helicopters operate out to a maximum of 300 NM from base without air to air re-fueling and the latter is a very scarce enhancement. Long range SAR aircraft can localize an ELT, but their time on task in the area, on low level visual search, should that be necessary, is only in the order of 2 to 3 hours. A 24 hour search would require 8 aircraft and a visual search for a single seat life raft, even with a comparatively good datum, is a needle-in-a-haystack problem. Oceanic Air Traffic Control Centres will contact rescue coordination centres with all available details. SAR coordination centres may request other aircraft assistance while also utilizing surface craft in the area. This would often include ships or boats. The further section below on aircraft ditching provides more insights.

Hypothermia

17.13.4 Hypothermia is the most significant danger to the survivors of any ditching or forced/precautionary landing in the NAT region. The causes, symptoms and preventative measures are covered in detail in Attachment 7.

17.14 IN-FLIGHT CONTINGENCIES

17.14.1 Do not deviate from your current flight plan unless you have requested and obtained approval from the appropriate air traffic control unit, or unless an emergency situation arises which necessitates immediate action. After such emergency authority is exercised, the appropriate air traffic

services unit must be notified of the action taken and that the action has been taken under emergency authority.

17.14.2 Make all position reports, as required, and report any problems to Air Traffic Control agencies as soon as possible. It is also good policy to report fuel remaining in hours and minutes when passing position or other relevant flight information.

17.14.3 If you encounter difficulty, report immediately on the appropriate VHF/HF frequency or on VHF 121.5. Don't delay in making this call, as it could take SAR forces up to four hours to reach your position.

17.14.4 Remember that commercial airline traffic over the North Atlantic is heavy. Do not hesitate to enlist the assistance of these aircraft in relaying a position report or discussing a problem. The VHF frequency 123.450 MHz is for exclusive use as an air-to-air communications channel. The bulk of this commercial traffic uses the Organised Track Structure (Chapter 2). During daylight hours a Westbound OTS is in effect and at night an Eastbound structure is used. The location/coordinates of these structures changes each day. Knowledge of the location of the OTS structure which is active during your flight may provide reassurance of the proximity of such assistance. The moral support alone may be enough to settle nerves and return the thought processes to normal.

17.14.5 The weather at your destination should be well above IFR minimums and forecast to remain so or improve. After 10 to 14 hours at altitude, your ability to handle marginal weather conditions may be in serious doubt. Therefore, your personal weather minimums should be well above the published minimums. Alternate airports should be chosen with the same care.

ATTACHMENT 1

SAMPLE OF ERROR INVESTIGATION FORM

(Name and address of reporting agency):				
<i>Please complete Parts 2 and 3 (and Part 4 if applicable) of this investigation form. A copy, together with copies of all relevant flight documentation (fuel flight plan, ATC flight plan and ATC clearance) should then be returned to the above address and also to: the North Atlantic Central Monitoring Agency, -c/o National Air Traffic Services - Room G41 - Scottish & Oceanic Area Control Centre, Sherwood Road, - Prestwick, Ayrshire - KA9 2NR</i>				
Part 1 – General Information				
Operator's name				
Aircraft identification				
Date/time of observed deviation				
Position (latitude and longitude)				
Observed by (ATC unit)				
Aircraft flight level				
Part 2 – Details of Aircraft and Navigation Equipment Fit				
Number Type	INS	GNSS	IRS/FMS	OTHER (please specify)
Single				
Dual				
Triple				
Model No				
Navigation system Programme No				
State which system coupled to autopilot				
Aircraft Registration and Model/Series				

Part 3 – Detailed description of incident <i>Please give your assessment of the actual track flown by the aircraft and the cause of the deviation (continue on a separate sheet if required)</i>													
Part 4 – Only to be completed in the event of Partial or Full Navigation failure													
Indicate the number of equipment units which failed	INS			GNSS			IRS/FMS			OTHER			
Circle estimated longitude at which equipment failed	60°W	55°W	50°W	45°W	40°W	35°W	30°W	25°W	20°W	15°W	10°W	5°W	0°E/W
Give an estimate of the duration of the equipment failure	Time of failure : Time of exit from NAT HLA: Duration of failure in NAT												
At what time did you advise ATC of the failure													

Thank you for your co-operation

ATTACHMENT 2
ALTITUDE DEVIATION REPORT FORM

MESSAGE FORMAT FOR A REPORT TO THE CENTRAL MONITORING AGENCY OF AN ALTITUDE DEVIATION OF 300 FT OR MORE, INCLUDING THOSE DUE TO ACAS/TCAS ADVISORIES, TURBULENCE AND CONTINGENCY EVENTS

1. REPORT OF AN ALTITUDE DEVIATION OF 300 FT OR MORE
2. REPORTING AGENCY
3. DATE AND TIME
4. LOCATION OF DEVIATION
5. RANDOM / OTS¹
6. FLIGHT IDENTIFICATION AND TYPE
7. FLIGHT LEVEL ASSIGNED
8. OBSERVED / REPORTED¹ FINAL FLIGHT LEVEL² MODE "C" / PILOT REPORT¹
9. DURATION AT FLIGHT LEVEL
10. CAUSE OF DEVIATION
11. OTHER TRAFFIC
12. CREW COMMENTS WHEN NOTIFIED
13. REMARKS³

1. State one of the two choices.
2. In the case of turbulence, state extent of deviation from cleared flight level.
3. In the event of contingency action, indicate whether prior clearance was given and if contingency procedures were followed

When complete send this form to:

North Atlantic Central Monitoring
Agency c/o National Air Traffic
Services
Room G41
Scottish & Oceanic Area Control Centre,
Sherwood Road,
Prestwick, Ayrshire - KA9 2NR

nacma@nats.co.uk

ATTACHMENT 3

WAKE TURBULENCE REPORT FORM

For use by pilots involved in Wake Vortex incidents which have occurred in the NAT HLA.

This information is requested by the North Atlantic Central Monitoring Agency and will be forwarded for inclusion in the UK National Air Traffic Services Limited Wake Vortex database.

SECTION A

DATE OF OCCURRENCE	TIME (UTC) *DAY/NIGHT	OPERATOR	FLIGHT NUMBER
AIRCRAFT TYPE & SERIES		REGISTRATION	AIRCRAFT WEIGHT (KG)
ORIGIN & DESTINATION	POSITION IN LAT & LONG	CLEARED TRACK CO-ORDINATES	
FLIGHT LEVEL	SPEED/MACH NBR.	FLIGHT PHASE: *CRUISE/CLIMB/DESCENT	WERE YOU TURNING? *YES/NO
DID YOU APPLY A TRACK OFFSET? *YES/NO	SIZE OF TRACK OFFSET? Nautical Miles		WAS ATC INFORMED? *YES/NO
MET CONDITIONS IMC VMC	ACTUAL WEATHER WIND VISIBILITY CLOUD TEMPERATURE		DEGREE OF TURBULENCE *LIGHT/MODERATE/SEVERE
OTHER SIGNIFICANT WEATHER?			

(*Circle the appropriate

reply only) SECTION B

- 1 What made you suspect Wake Vortex as the cause of the disturbance? _____

- 2 Did you experience vertical acceleration? *YES/NO
If YES please describe briefly _____

- 3 What was the change in attitude? (please estimate angle)
Pitch _____° Roll _____° Yaw _____°
- 4 What was the change in height if any? _____ *INCREASE/DECREASE

5 Was there buffeting? *YES/NO

6 Was there stick shake? *YES/NO

7 Was the Autopilot engaged? *YES/NO

8 Was the Auto throttle engaged? *YES/NO

9 What control action was taken?

Please describe briefly _____

10 Could you see the aircraft suspected of causing the wake vortex? *YES/NO

11 Did you contact the aircraft suspected of causing the vortex? *YES/NO

12 Was the aircraft suspected of causing the vortex detected by ACAS/TCAS? *YES/NO

If YES to any of questions 10 to 12, what type of aircraft was it? _____

and where was it relative to your position? _____

(Estimated separation distance) _____

Were you aware of the preceding aircraft before the incident?

*YE

S/NO OTHER INFORMATION

13 Have you any other comments that you think may be useful? _____

Signed _____

Name (BLOCK CAPITALS) _____ DATE _____

(*Circle the appropriate reply only)

When complete send this form to:

North Atlantic Central Monitoring Agency
c/o National Air Traffic Services
Room G41
Scottish & Oceanic Area Control Centre,
Sherwood Road,
Prestwick, Ayrshire - KA9 2NR

nacma@nats.co.uk

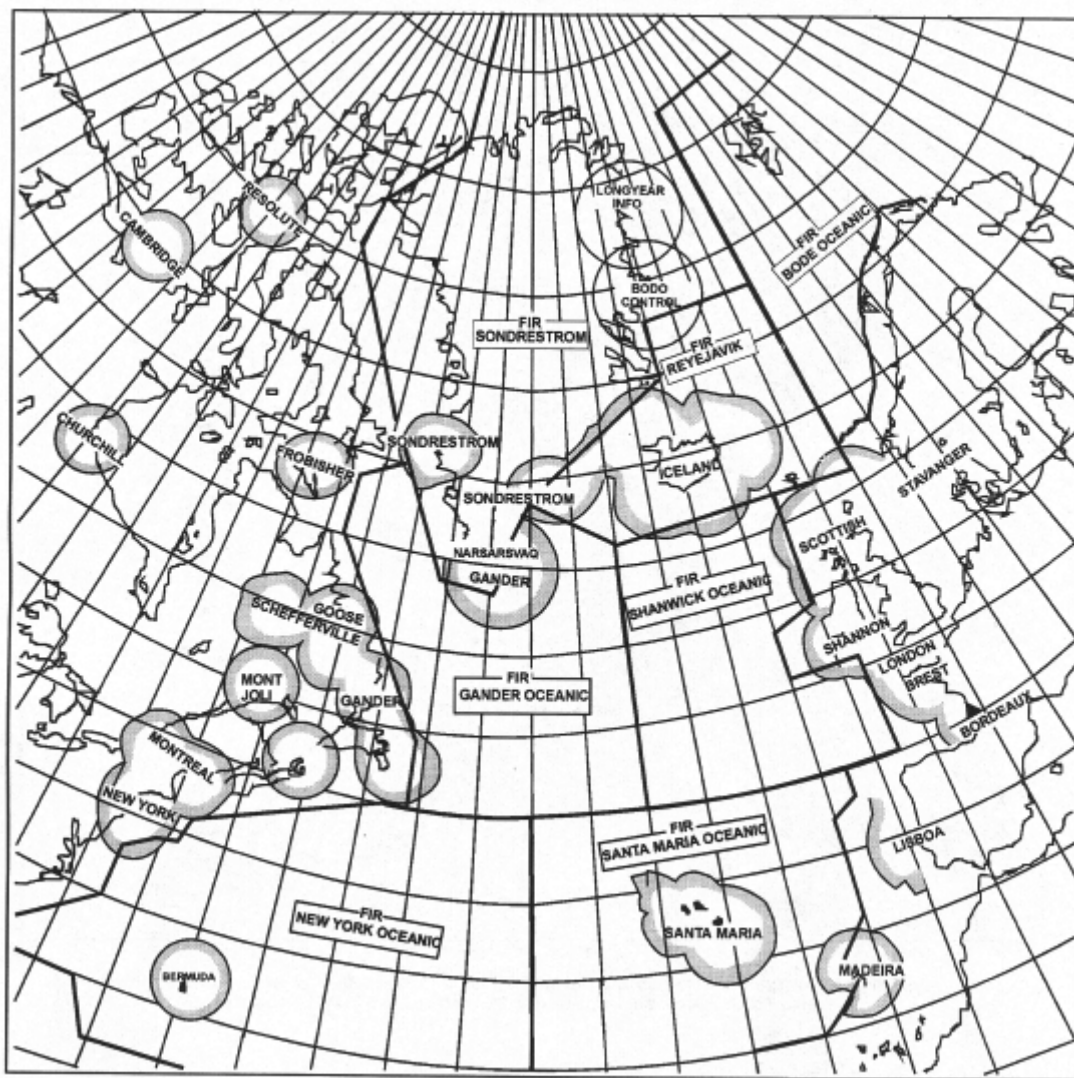
Page 2 of 2

ATTACHMENT 4

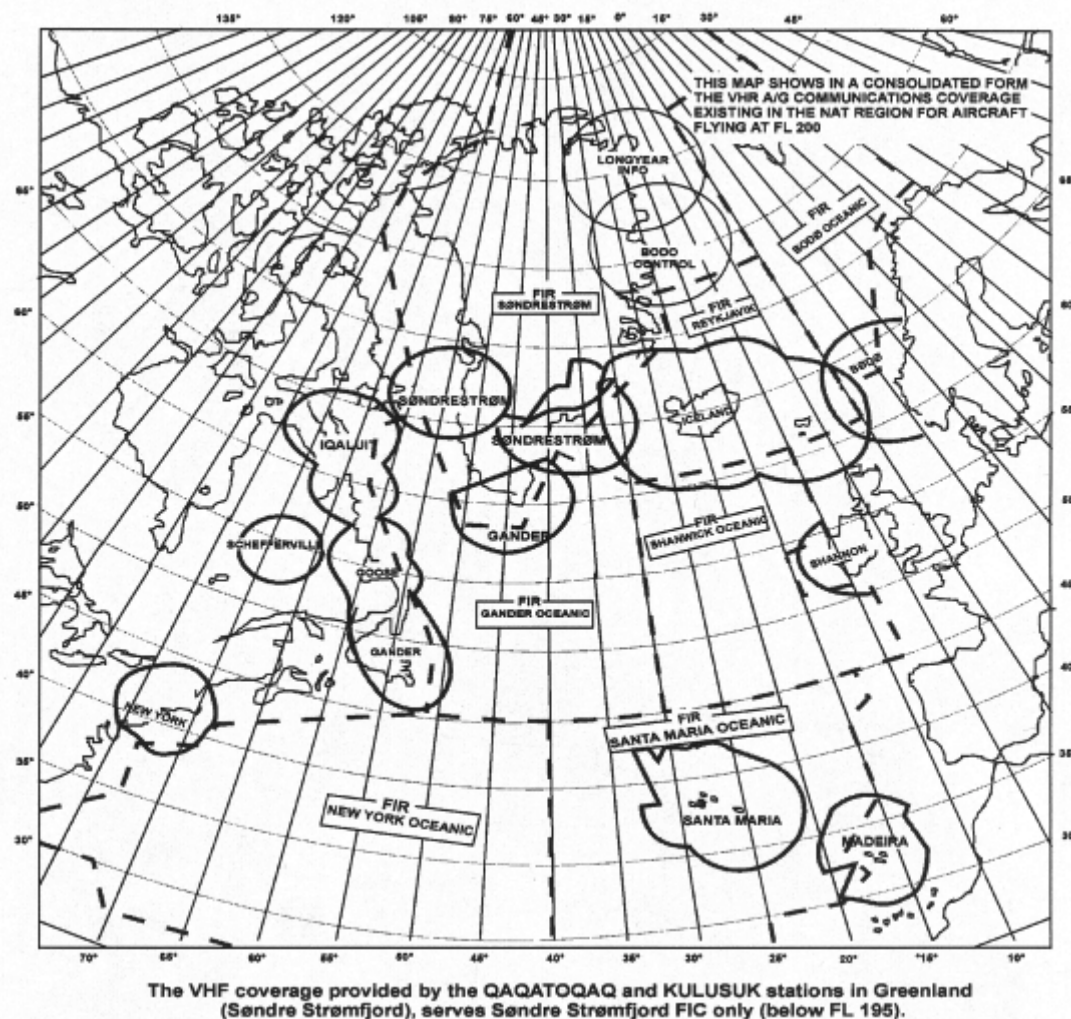
VHF AIR/GROUND COMMUNICATIONS COVERAGE EXISTING IN THE NAT REGION

Chart #1

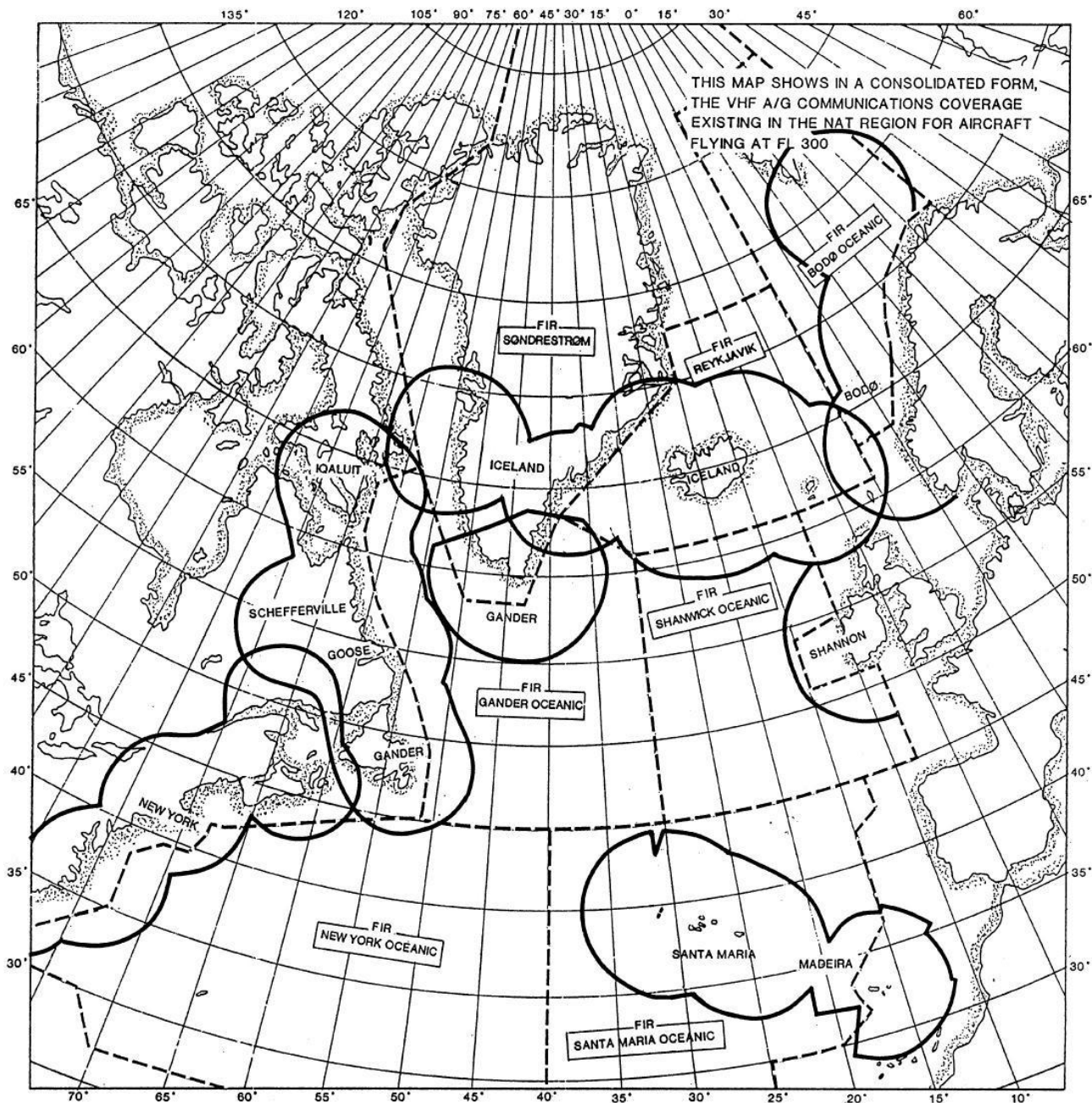
VHF RADIO COVERAGE IN THE NAT REGION AT FL100 (Map to be updated)

**NOTE-**

- [1] The VHF cover depicted in the transition area between the NAT and the EUR regions has only been shown to complete the picture of the communications cover. The VHF air/ground communication stations at Stavanger, Scottish, London, Brest, Bordeaux, and Lisboa do not form part of the communication system serving the NAT region.
- [2] The VHF cover provided by the Oqaqtoq and Kulusuk stations in Greenland (Søndrestrøm) serves Søndrestrøm FIC only (below FL195)
- [3] NARSARSVAQ information serves Søndrestrøm FIC only (below FL195).

Chart #2**VHF RADIO COVERAGE IN THE NAT REGION AT FL200 (Map to be updated)**

NOTE 1: The VHF cover depicted in the transition area between the NAT and the EUR regions has only been shown to complete the picture of the communication cover. The VHF air/ground communication stations at Stavanger, Scottish, London, Brest, Bordeaux, and Lisboa do not form part of the communication system serving the NAT region.

Chart #3**VHF RADIO COVERAGE IN THE NAT REGION AT FL300 (Map to be updated)**

ATTACHMENT 5

NORTH ATLANTIC FLIGHT LEVEL ALLOCATION SCHEME

Flight Level Availability

1. *Introduction*

Following statistical analysis and discussions NAT FLAS was developed to:

- (i) Utilise additional levels, made available by RVSM expansion.
- (ii) Standardise the flight level profiles available for eastbound traffic, originating in the New York/ Santa Maria areas, during the eastbound flow, with a view to incorporating the functionality of ADT links.
- (iii) Ensure that economic profiles are available for westbound aircraft routing from Reykjavik OACC.

The procedures entail the establishment of a Night Datum Line, south of which is reserved principally for traffic originating in New York/ Santa Maria.

The procedures entail the establishment of a North Datum Line, on or north of which is reserved for late running westbound traffic from Reykjavik to Gander.

Aircraft operators are advised that the altitude scheme described herein should primarily be used for flight planning using the flight levels specified in this document, relative to their particular flight(s). However, final altitude assignments will be assigned tactically by ATC, reference traffic, and that any requested altitude profile changes will be processed and approved if available.

Procedures

2. *General*

The westbound OTS signal is published by Shanwick using FL310 to FL390. Gander publishes the eastbound OTS signal using FL310 to FL400. However, FL310 will only be used for “New York Tracks” which are eastbound OTS tracks that originate in the New York area and are separated from the main OTS by more than one degree at 030°W.

The activation times of the westbound OTS shall be published as 1130z to 1900z at 30W.

The activation times of the eastbound OTS shall be published as 0100z to 0800z at 30W.

3. *Delegated Opposite Direction Levels (ODLs)*

Gander will accept FL310 as a westbound level H24 subject to eastbound CAR/SAM traffic, as described in “*Eastbound Traffic originating in New York/Santa Maria, during the eastbound OTS*” shown below.

During the westbound OTS, FL330 is delegated to Shanwick for westbound traffic.

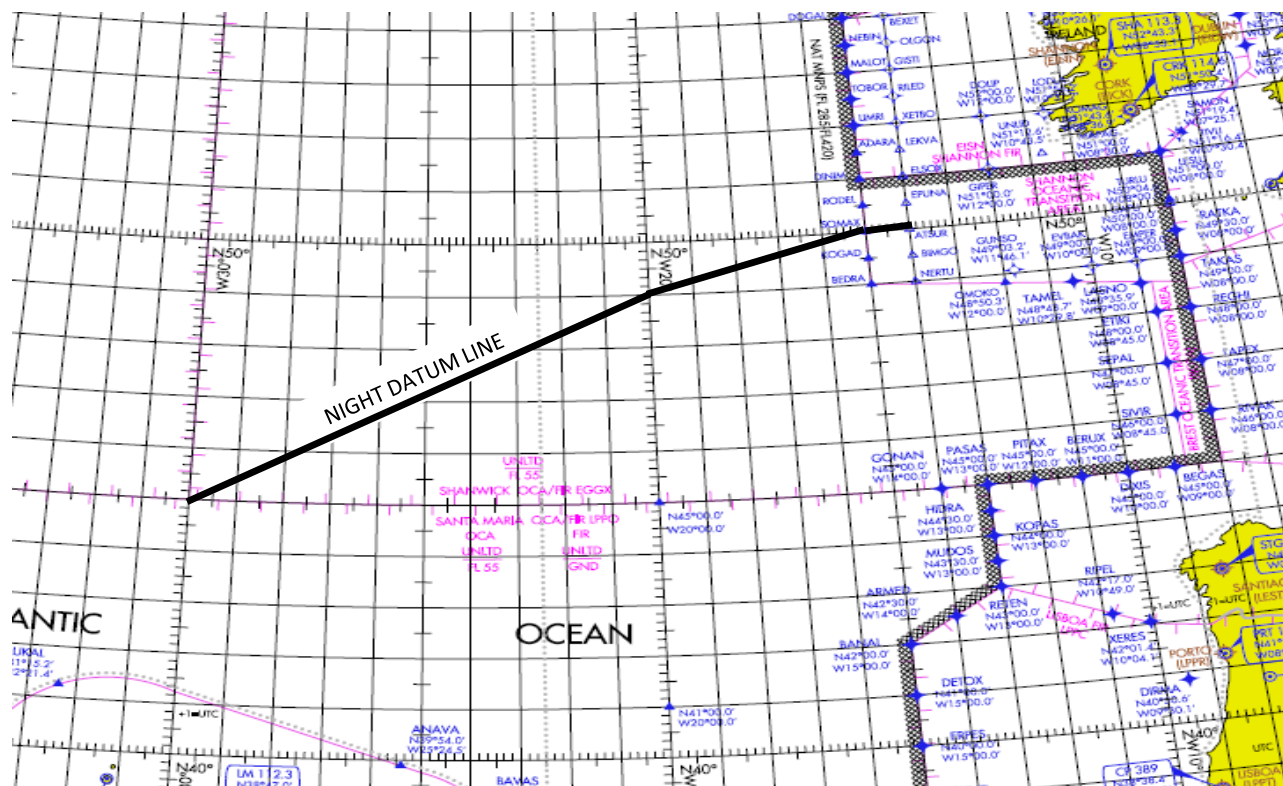
Night Datum Line, is established with the following coordinates:

45N030W 49N020W SOMAX ATSUR.

North of the Night Datum Line FL340 and FL380 are delegated to Gander for eastbound traffic.

South of the Night Datum Line FL340 will not be used for Gander eastbound traffic.

To the south of the Night Datum Line or the eastbound OTS, whichever is further south, FL340 and FL380 will not be used for Gander eastbound traffic.

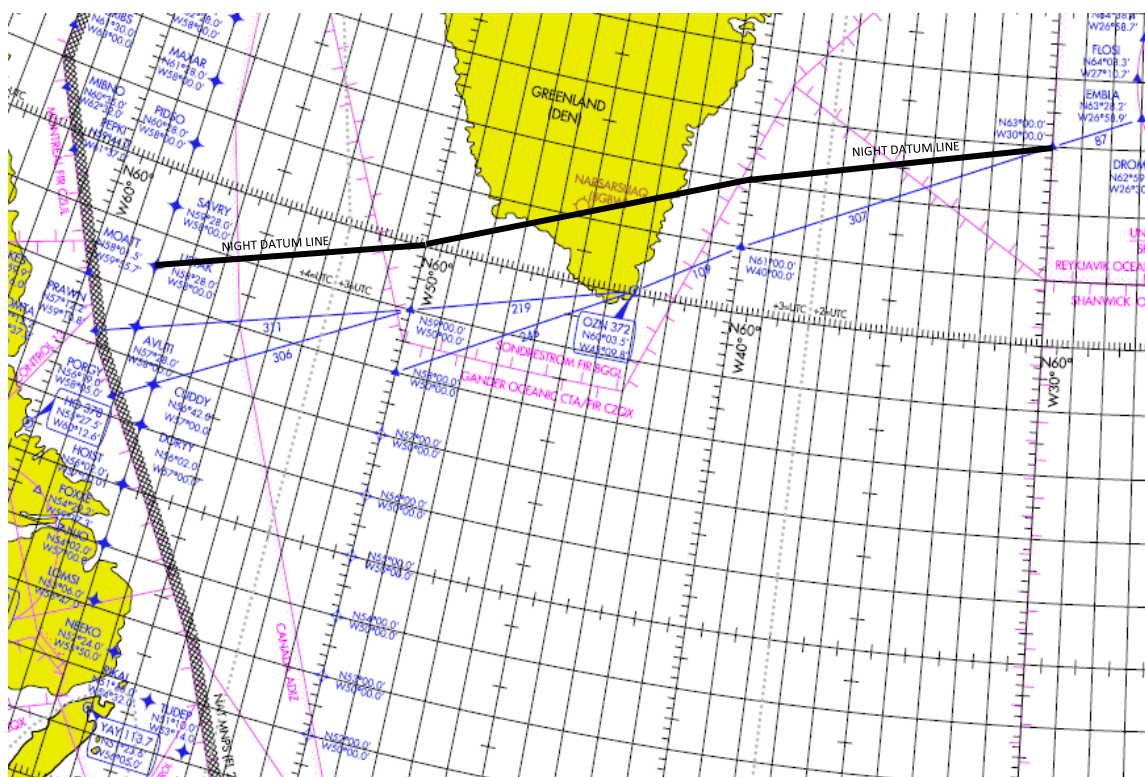


North Datum Line, is established between 0300Z and 0700Z with the following coordinates:

URTAK 60N050W 62N040W 63N030W

On and north of the North Datum Line FL380 is delegated to Reykjavik for westbound traffic.

In the event of a high volume of North Random Flights and/or OTS tracks the North Datum Line may be suspended to accommodate the dominant eastbound flow.



4. *Eastbound Traffic originating in New York/Santa Maria, during the eastbound OTS*

Eastbound traffic routing, both south of the Night Datum Line, and the main OTS, should flight plan using FL310, FL340, FL360 or FL380.

Eastbound traffic remaining south of the Night Datum Line should flight plan using FL310, FL340 FL380 or FL400.

The levels allocated to New York tracks entering Shanwick which cross, or route south of, the Night Datum Line, may be any combination of FL310, FL340, FL360, FL380, or as otherwise agreed between Santa Maria and New York. Additional levels will be allocated to New York tracks if the core OTS is located in that area.

For this procedure, “New York Tracks” are any eastbound OTS tracks which originate in the New York area and enter Gander or Shanwick OACC.

OTS Design & Use

For all westbound tracks which landfall at or north of AVUTI, Reykjavik require FL340 to be omitted from that track to allow profiles for aircraft originating in the Reykjavik OCA.

During the westbound OTS validity times, Shanwick shall not clear westbound aircraft which landfall at or north of AVUTI at FL340, except random flights that remain clear of the OTS and Gander OCA. Such flights may be cleared at FL340 without prior coordination with Reykjavik.

Note: The effect of this particular ATS co-ordination restriction on operators is that NAT flights originating from the Shanwick OCA which landfall at or between AVUTI and AVPUT should not be flight planned at FL340.

FL320 on eastbound OTS lying south of Shannon Oceanic Transition Area (SOTA) and which exit the Shanwick OCA at positions OMOKO or south, will be published as not being available as track levels after 0600z at 30W.

Note that Shanwick may tactically release FL320 back to Gander should there be insufficient demand on the TANGO routes, or that the demand on the eastbound tracks is sufficiently greater.

5. Summary

The availability of RVSM levels, between 0100z and 0800z (at 30W), is summarised in the following diagrams.

Diagram 1 below illustrates the use of the Night Datum line (coloured red) in a situation when there are no Gander eastbound NAT tracks in the vicinity.

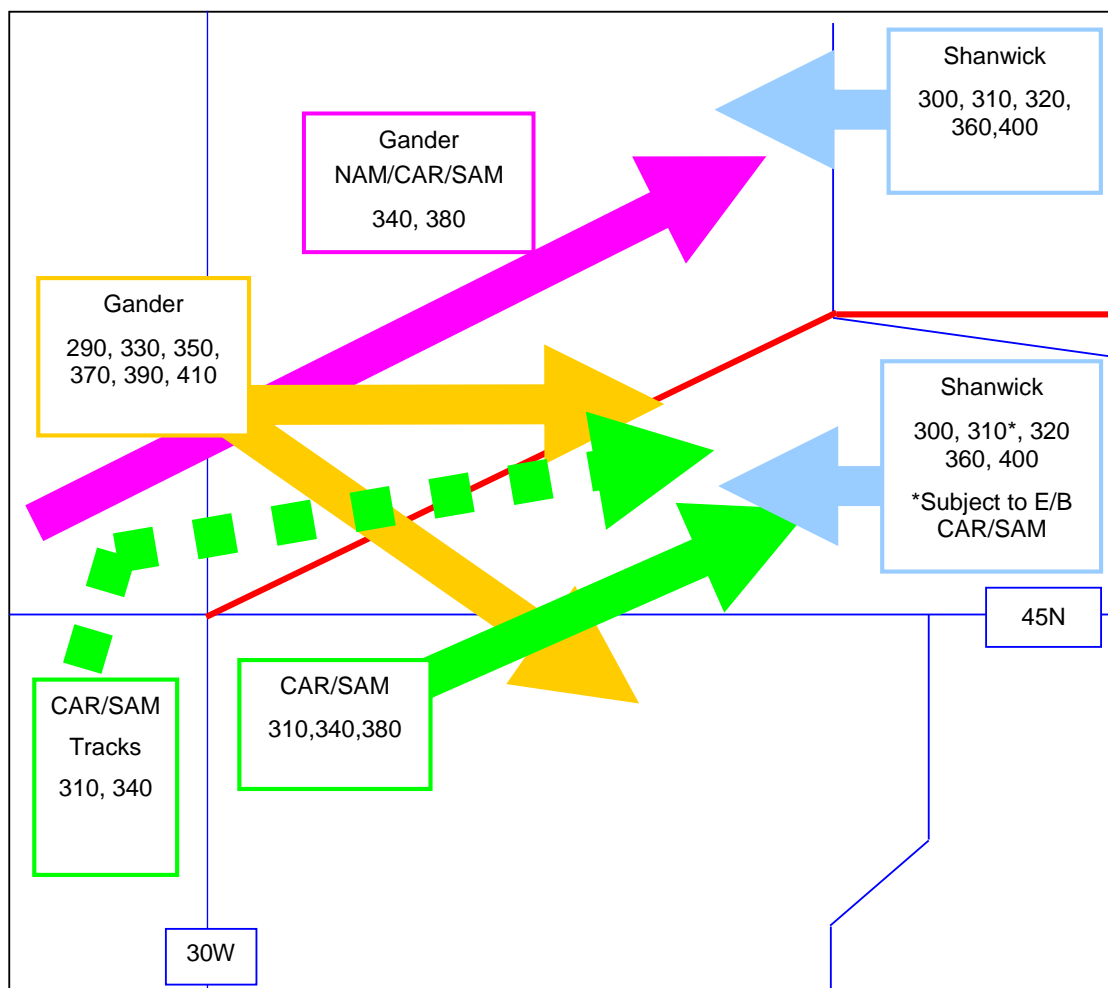


Diagram 1

Diagram 2 illustrates the situation when there are Gander eastbound NAT tracks in the vicinity.

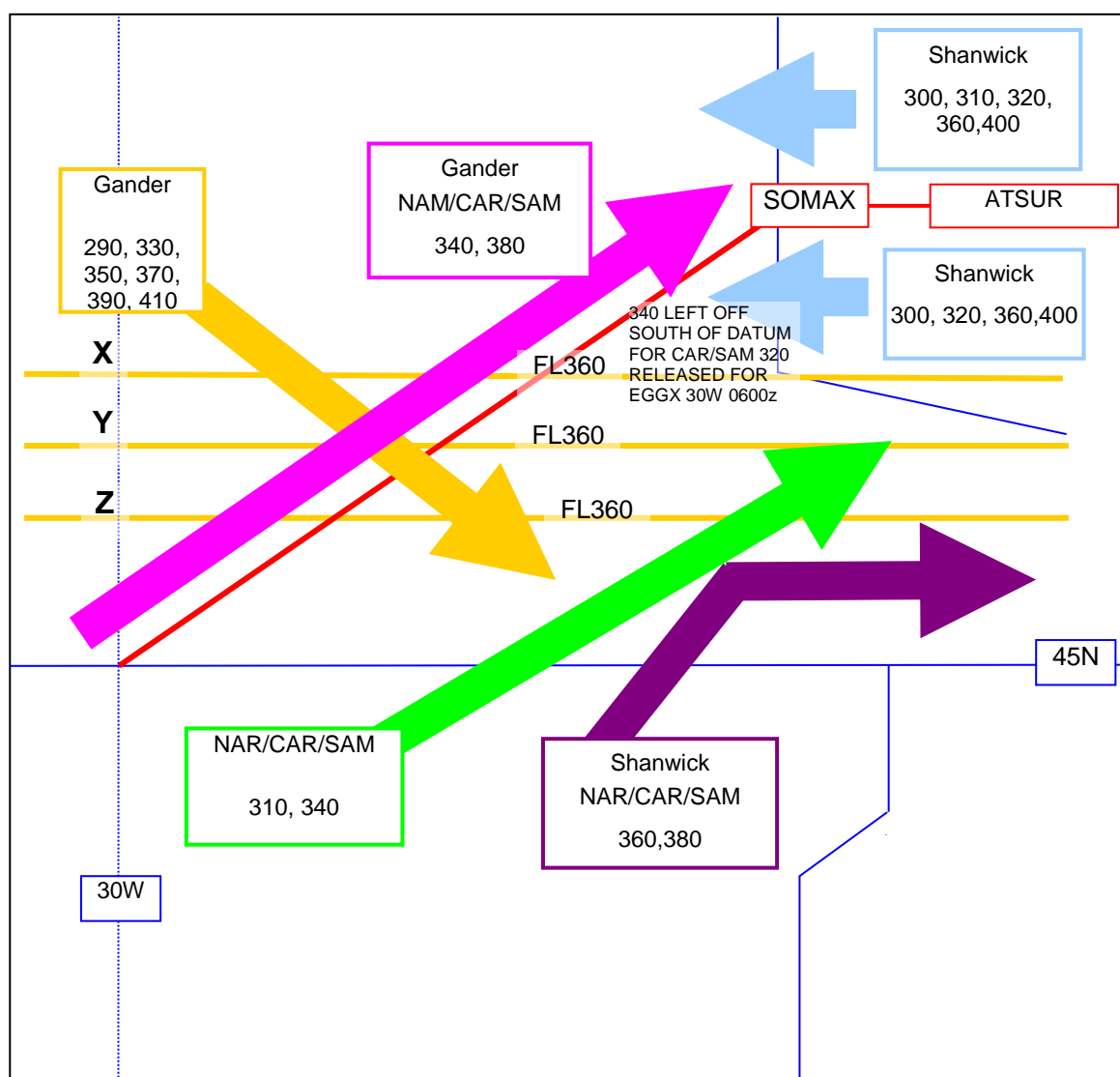


Diagram 2

6. Transition Periods

The time period between one set of OTS expiring and another set commencing is known as the transition period. The following procedures are in place to accommodate the majority of aircraft:

7. Basic Principles:

All times relate to 30W.

OTS Transition rules apply between 0801z to 1129z and 1901z to 0059z. During these times flight levels shall be applied in accordance with direction of flight other than as stated below.

8. General principles:

Westbound traffic crossing 30W, 2230z to 0059z, shall remain clear of the incoming OTS and shall not use delegated ODLs (FL340 and FL380). After 2230z, the OTS and ODLs (FL340 and FL380) are released to Gander, who may clear eastbound aircraft, taking cognisance of, and giving priority to, already

cleared westbound aircraft.

Eastbound traffic crossing 30W 1000z to 1129z, shall remain clear of the incoming OTS at FL350 and shall not use delegated ODL (FL330). After 1000z, the OTS (at FL330 and FL350) and ODL (FL330) are released to Shanwick, who may clear westbound aircraft, taking cognisance of, and giving priority to, already cleared eastbound aircraft.

Eastbound traffic, at FL370 and FL390, crossing 30W 1030z to 1129z, shall remain clear of the incoming OTS. After 1030z, the OTS (at FL370 and FL390) are released to Shanwick, who may clear westbound aircraft, taking cognisance of, and giving priority to, already cleared eastbound aircraft.

At the day-OTS end-time, Westbound aircraft crossing 30W up to 1900z, at ODLs (FL330) or on the OTS, shall have priority over eastbound aircraft. Eastbound aircraft shall be cleared, taking cognisance of, and giving priority to, already cleared westbound aircraft.

At the night-OTS end-time, Eastbound aircraft crossing 30W up to 0800z, at ODLs (FL340, FL380) or on the OTS, shall have priority over westbound aircraft. Westbound aircraft shall be cleared, taking cognisance of, and giving priority to, already cleared eastbound aircraft.

The table below summarises the above:

Level	Time	Direction
FL430	H24	Westbound. May be Flight Planned as eastbound by non-RVSM aircraft.
FL410	H24	Eastbound.
FL400	0801 – 2229 2230 – 0059 0100 – 0800	Westbound. Westbound (avoiding OTS). Eastbound OTS (subject to westbounds). Westbound (avoiding OTS). Eastbound (OTS).
FL390	1901 – 1029 1030 – 1129 1130 – 1900	Eastbound. Eastbound (avoiding OTS). Westbound OTS (subject to eastbounds). Eastbound (avoiding OTS). Westbound (OTS).
FL380	0300 – 0700 0801 – 2229 2230 – 0059 0100 – 0800	Westbound (ODL, on and to the North of the North datum line). Westbound. Eastbound (subject to westbounds). Eastbound (OTS and ODL).
FL370	1901 – 1029 1030 – 1129 1130 – 1900	Eastbound. Eastbound (avoiding OTS). Westbound OTS (subject to eastbounds). Eastbound (avoiding OTS). Westbound (OTS).
FL360	0801 – 2229 2230 – 0059 0100 – 0800	Westbound. Westbound (avoiding OTS.) Eastbound OTS (subject to westbounds). Westbound (avoiding OTS). Eastbound (OTS).
FL350	1901 – 0959 1000 – 1129 1130 – 2000	Eastbound. Eastbound (avoiding OTS). Westbound OTS (subject to eastbounds). Eastbound (avoiding OTS). Westbound (OTS).
FL340	0801 – 2229 2230 – 0059 0100 – 0800	Westbound. Eastbound (subject to westbounds). Eastbound OTS (subject to westbounds). Eastbound (OTS and ODL).
FL330	1901 – 0959 1000 – 1129	Eastbound. Westbound (subject to eastbounds).

Level	Time	Direction
	1130 – 1900	Westbound (OTS and ODL).
FL320	0801 – 2229	Westbound.
	2230 – 0059	Westbound (avoiding OTS). Eastbound OTS (subject to westbounds).
	0100 – 0800	Westbound (avoiding OTS). Eastbound (OTS).
FL310	H24	Westbound. (ODL).
FL300	H24	Westbound.
FL290	H24	Eastbound.

ATTACHMENT 6

OCEANIC CLEARANCES DELIVERY/FORMAT/CONTENT

OCEANIC CLEARANCE

There are three elements to an oceanic clearance: Route, Level, and Speed (if required). These elements serve to provide for the three basic elements of separation: lateral, vertical, and longitudinal.

Specific information on how to obtain oceanic clearance from each NAT OACC is published in State AIPs. Various methods of obtaining oceanic clearances include:

- a) use of published VHF clearance delivery frequencies;
- b) by HF communications to the OACC through the appropriate radio station (in accordance with specified timeframes)
- c) a request via domestic or other ATC agencies;
- d) by data link, when arrangements have been made with designated airlines to request and receive clearances using on-board equipment (ACARS). Detailed procedures for its operation may vary. Gander, Shanwick, Santa Maria and Reykjavik OACCs provide such a facility and the relevant operational procedures are published in national AIPs and also as NAT OPS Bulletins which are available for download from the ICAO Paris website (see http://www.paris.icao.int/documents_open/subcategory.php?id=106). New York OACC uses the FANS 1/A CPDLC function to uplink oceanic clearances to all aircraft utilising CPDLC

Format of Oceanic Clearance messages delivered via voice

Oceanic clearances delivered via voice in the NAT region will normally have the following

format: “OCEANIC CLEARANCE [WITH A <list of ATC info>]. <atc unit> CLEAR

<ACID> TO

<clearance

limit>, VIA <route>, FROM <entry point> MAINTAIN <level> [<speed>] [<free text>]”

Note - Fields in [] are optional. In particular when the delivered clearance conforms with the “as filed” or “as requested” clearance (RCL) the Element [WITH A <list of ATC info>] is omitted

The following <list of ATC info> will advise a difference in the clearance from the filed or requested details. It will normally be in accordance with the table below:

Condition	List of ATC info	#
The controller changes, deletes or adds a waypoint other than the entry point.	REROUTE	1
Flight level in the clearance message is not the same as the flight level in the RCL.	LEVEL CHANGE	2
Speed in the clearance message is not the same as the speed in the RCL.	SPEED CHANGE	3
The first waypoint in the clearance message is not the same as in the RCL.	ENTRY POINT CHANGE	4

The controller changes the clearance limit.	CLEARANCE LIMIT CHANGE	5
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Multiple elements in the “<list of ATC info>” will normally be separated with the word “AND”.

Delivery method for Oceanic Clearance messages delivered via voice

In the first contact the Controller/Radio Operator will alert the Pilot to the intention to deliver an oceanic clearance, so that the Pilot can be prepared to accept and copy the detail. When the clearance to be delivered (CPL) differs in any way from the filed/requested flight plan (RCL) the controller/radio operator will denote in this first contact which of the elements have been changed. After the Pilot responds with his/her readiness to receive the detailed clearance, the controller/radio operator will provide the details of the clearance in the format described above.

Example exchange

1. *Controller/radio operator:*

“DLH458- (ATC /radio operator’s unit callsign) - OCEANIC CLEARANCE WITH A LEVEL CHANGE AND SPEED CHANGE.”

Pilot:

“(ATC/radio operator’s unit callsign) DHL485”

2. *Controller/radio operator:*

“REYKJAVIK OACC CLEARS DLH458 TO CYVR, VIA GUNPA 65 NORTH#010 WEST 69 NORTH#020 WEST 71 NORTH#030 WEST 72 NORTH#040 WEST 73 NORTH#060 WEST MEDPA, FROM GUNPA MAINTAIN F340 M083. UNABLE YOUR REQUESTED LEVEL. UNABLE YOUR REQUESTED SPEED”

REVISIONS/AMENDMENTS

When delivering any subsequent Revisions/Amendments to previous delivered clearances which include changes to the level and/or route and/or speed the controller/radio operator will utilise the following format and will provide a “heads-up” to the Pilot on first contact, as to which elements are being revised.

Format of an Oceanic Clearance Revision delivered via voice

“AMENDED <change> CLEARANCE. <atc unit> CLEARS <acid>, <clearance>” where <change> can be one or more of the following:

LEVEL, ROUTE, SPEED.

Multiple <change> elements will normally be separated with the word “AND”.

Delivery Method for an Oceanic Clearance Revision delivered via voice

1. *Controller/radio operator:*

“DLH458- (ATC/radio operator’s unit callsign) - AMENDED LEVEL AND SPEED CLEARANCE.”

Pilot:

“(ATC /radio operator’s unit callsign) DLH458”

2. *Controller/radio operator:*

“REYKJAVIK OACC CLEARS DLH458, CLIMB TO F350, MAINTAIN M082, REPORT LEAVING, REPORT REACHING”

EXAMPLE CLEARANCES:

Following are examples of typical clearances that could be received by flights operating in NAT region oceanic airspace. These examples have been chosen with a view to explaining certain elements that are unique to the ICAO NAT region operational environment, or which have been shown to be subject to errors or misinterpretation.

Example 1 – Oceanic clearance to follow a NAT track when the details are “as filed” or “as requested”.

<p>Example 1a – Oceanic clearance delivered via voice (radio or clearance delivery), for a flight cleared on a NAT track</p> <p>GANDER OCEANIC CLEARS ABC123 TO PARIS CHARLES DE GAULLE VIA CARPE, NAT TRACK WHISKEY. FROM CARPE MAINTAIN FLIGHT LEVEL 330, MACH 082.</p>	<p>Meaning</p> <p>ABC123 is cleared to destination LFPG via oceanic entry point CARPE and NAT track W.</p> <p>The cleared oceanic flight level is FL330. The flight should ensure that an air traffic control clearance is obtained in sufficient time to allow the flight to cross CARPE at FL330. If the flight is unable to cross CARPE at FL330 air traffic control must be advised immediately.</p> <p>The assigned true Mach number is M082. The flight must maintain this Mach from CARPE until landfall at BEGID. Any required or unexpected deviation must be immediately reported to air traffic control.</p>
<p>Example 1b – Oceanic clearance delivered via voice (DCPC), for a flight cleared on a NAT track (abbreviated clearance)</p> <p>ABC123 CLEARED TO PARIS CHARLES DE GAULLE VIA CARPE, NAT TRACK WHISKEY. FROM CARPE MAINTAIN FLIGHT LEVEL 330, MACH 082.</p>	<p>Meaning</p> <p>ABC123 is cleared to destination LFPG via oceanic entry point CARPE and NAT track W.</p> <p>The cleared oceanic flight level is FL330. The flight should ensure that an air traffic control clearance is obtained in sufficient time to allow the flight to cross CARPE at FL330. If the flight is unable to cross CARPE at FL330 air traffic control must be advised immediately.</p> <p>The assigned true Mach number is M082. The flight must maintain this Mach from CARPE until landfall at BEGID. Any required or unexpected deviation must be immediately reported to air traffic control.</p> <p>The flight crew must include the TMI in the read back.</p>

<p>Example 1c – the same clearance delivered via data link using the ED/106 Standard</p> <p>CLX 1259 060224 CYQX CLRNCE 026 ABC123 CLRD TO LFPG VIA CARPE NAT W</p> <p>CARPE 54N050W 56N040W 57N030W 57N020W BILTO BEGID</p> <p>FM CARPE/1348 MNTN F330 M082 END OF MESSAGE</p>	<p>Meaning</p> <p>Data link clearance number 026, sent from the Gander Area Control Centre at 1259 UTC on 24 February 2006.</p> <p>ABC123 is cleared to destination LFPG via oceanic entry point CARPE and NAT track W.</p> <p>NAT track W is defined as CARPE, 54N050W, 56N040W 57N030W 57N020W BILTO to the landfall point BEGID.</p> <p>The clearance is based upon an expectation that ABC123 will reach CARPE at 1348. If the flight crew estimate differs from this time by 3 minutes or more, the flight should advise the current air traffic controller.</p> <p>The cleared oceanic flight level is FL330. The flight should ensure that an air traffic control clearance is obtained in sufficient time to allow the flight to cross CARPE at FL330. If the flight is unable to cross CARPE at FL330 air traffic control must be advised immediately.</p> <p>The assigned true Mach number is M082. The flight must maintain this Mach from CARPE until landfall at BEGID. Any required or unexpected deviation must be immediately reported to air traffic control.</p>
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Example 2 – Oceanic clearance to follow a random route when the details are “as filed” or “as requested”.

<p>Example 2a – Oceanic clearance delivered via voice (radio or clearance delivery) for a flight cleared on a random route.</p> <p>GANDER CENTRE CLEARS ABC456 TO LONDON HEATHROW VIA CRONO, 52 NORTH 050 WEST, 53 NORTH 040 WEST, 53 NORTH 030 WEST, 52 NORTH 020 WEST, LIMRI, XETBO. FROM CRONO MAINTAIN FLIGHT LEVEL 350, MACH 080.</p>	<p>Meaning</p> <p>ABC456 is cleared to destination EGLL via oceanic entry point CRONO, 52N050W, 53N040W, 53N030W, 52N020W,</p> <p>LIMRI to the landfall point XETBO.</p> <p>The cleared oceanic flight level is FL350. The flight should ensure that an air traffic control clearance is obtained in sufficient time to allow the flight to cross CRONO at FL350. If the flight is unable to cross CRONO at FL350 air traffic control must be advised immediately.</p> <p>The assigned true Mach number is M080. The flight must maintain this Mach from CRONO until landfall at XETBO. Any required or unexpected deviation must be immediately reported to air traffic control.</p>
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<p>Example 2b – Oceanic clearance delivered via voice (DCPC) for a flight cleared on a random route.</p> <p>ABC456 CLEARED TO LONDON HEATHROW VIA CRONO, 52 NORTH 050 WEST, 53 NORTH 040 WEST, 53 NORTH 030 WEST, 52 NORTH 020 WEST, LIMRI, XETBO. FROM CRONO MAINTAIN FLIGHT LEVEL 350. MACH 080.</p>	<p>Meaning</p> <p>ABC456 is cleared to destination EGLL via oceanic entry point CRONO, 52N050W, 53N040W, 53N030W, 52N020W, LIMRI to the landfall point XETBO.</p> <p>The cleared oceanic flight level is FL350. The flight should ensure that an air traffic control clearance is obtained in sufficient time to allow the flight to cross CRONO at FL350. If the flight is unable to cross CRONO at FL350 air traffic control must be advised immediately.</p> <p>The assigned true Mach number is M080. The flight must maintain this Mach from CRONO until landfall at XETBO. Any required or unexpected deviation must be immediately reported to air traffic control.</p>
<p>Example 2c – the same clearance delivered via data link using the ED/106 Standard</p> <p>CLX 1523 060530 CYQX CLRNCE 118 ABC456 CLRD TO EGLL VIA CRONO RANDOM ROUTE CRONO 52N050W 53N040W 53N030W 52N020W LIMRI XETBO FM CRONO/1632 MNTN F350 M080 END OF MESSAGE</p>	<p>Meaning</p> <p>Data link clearance number 118, sent from the Gander Area Control Centre at 1523 UTC on 30 May 2006.</p> <p>ABC456 is cleared to destination EGLL via oceanic entry point CRONO and then a random route.</p> <p>The detailed route description is CRONO 52N050W 53N040W 53N030W 52N020W LIMRI to the landfall point XETBO.</p> <p>The clearance is based upon an expectation that ABC456 will reach CRONO at 1632. If the flight crew estimate differs from this time by 3 minutes or more, the flight should advise the current air traffic controller.</p> <p>The cleared oceanic flight level is FL350. The flight should ensure that an air traffic control clearance is obtained in sufficient time to allow the flight to cross CRONO at FL350. If the flight is unable to cross CRONO at FL350 air traffic control must be advised immediately.</p> <p>The assigned true Mach number is M080. The flight must maintain this Mach from CRONO until landfall at XETBO. Any required or unexpected deviation must be immediately reported to air traffic control.</p>

<p>Example 2d – Similar clearance, delivered via HF, relayed through ARINC</p> <p>ATC CLEARS ABC123 CLEARED DESTINATION AIRPORT UDD DIRECT BALOO 36N060W 38N050W 43N045W 47N040W 52N030W 56N020W BALIX UP59 NINEX. MAINTAIN FLIGHT LEVEL 330. MAINTAIN MACH POINT EIGHT TWO.</p>	<p>Meaning</p> <p>ABC123 is cleared to Moscow via the route specified. The altitude, route and speed elements of the oceanic clearance are derived from the aircraft's current route, altitude and speed. These may change prior to entering or exiting oceanic airspace via an ATC clearance to do so. At all times, the aircraft is expected to maintain the route, altitude and speed last assigned by ATC.</p>
<p>Example 2e – Oceanic clearance delivered on ground for a flight departing from an airport within the NAT region (in this example BIKF)</p> <p>ABC456 CLEARED TO COPENHAGEN VIA OSKUM3A 62 NORTH 010 WEST GUNPA. CLIMB VIA SID TO FLIGHT LEVEL 290. MACH 080. SQUAWK 3457.</p>	<p>Meaning</p> <p>ABC456 is cleared to destination EKCH via standard instrument departure OSKUM3A, 62N010W, to the boundary point GUNPA.</p> <p>The initial cleared oceanic flight level is FL290, level revision will be issued during climb. The flight is to follow altitude restriction of the SID and after the last altitude restriction continue normal climb to FL290.</p> <p>The assigned true Mach number is M080. The flight must maintain this Mach after conversion until boundary at GUNPA. Any required or unexpected deviation must be immediately reported to air traffic control.</p> <p>The squawk code assigned is 3457.</p>

Example 3 – Oceanic clearance, change to the flight plan route

<p>Example 3a – Oceanic clearance delivered via voice (radio or clearance delivery), where the route differs from the flight plan route</p> <p>OCEANIC CLEARANCE WITH A REROUTE. GANDER OCEANIC CLEARS ABC456 TO LONDON HEATHROW VIA CRONO, 52 NORTH 050 WEST, 53 NORTH 040 WEST, 53 NORTH 030 WEST, 52 NORTH 020 WEST, LIMRI, XETBO. FROM CRONO MAINTAIN FLIGHT LEVEL 350, MACH 080.</p>	<p>Meaning</p> <p>The route included in the oceanic clearance is not the same as the flight plan route.</p> <p>ABC456 is cleared to destination EGLL via oceanic entry point CRONO, 52N050W, 53N040W, 53N030W, 52N020W, LIMRI to the landfall point XETBO.</p> <p>The cleared oceanic flight level is FL350. The flight should ensure that an air traffic control clearance is obtained in sufficient time to allow the flight to cross CRONO at FL350. If the flight is unable to cross CRONO at FL350 air traffic control must be advised immediately.</p> <p>The assigned true Mach number is M080. The flight must maintain this Mach from CRONO until landfall at XETBO. Any required or unexpected deviation must be immediately reported to air traffic control.</p>
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<p>Example3b –Oceanic clearance delivered via voice (DCPC), where the route differs from the flight plan route</p> <p>OCEANIC CLEARANCE WITH A REROUTE. ABC456 CLEARED TO LONDON HEATHROW VIA CRONO, 52 NORTH 050 WEST, 53 NORTH 040 WEST, 53 NORTH 030 WEST, 52 NORTH 020 WEST, LIMRI, XETBO. FROM CRONO MAINTAIN FLIGHT LEVEL 350, MACH 080.</p>	<p>Meaning</p> <p>The route included in the oceanic clearance is not the same as the flight plan route.</p> <p>ABC456 is cleared to destination EGLL via oceanic entry point CRONO, 52N050W, 53N040W, 53N030W, 52N020W, LIMRI to landfall point XETBO.</p> <p>The cleared oceanic flight level is FL350. The flight should ensure that an air traffic control clearance is obtained in sufficient time to allow the flight to cross CRONO at FL350. If the flight is unable to cross CRONO at FL350 air traffic control must be advised immediately.</p> <p>The assigned true Mach number is M080. The flight must maintain this Mach from CRONO until landfall at XETBO. Any required or unexpected deviation must be immediately reported to air traffic control.</p>
<p>Example 3c – the same clearance delivered via data link using the ED/106 Standard</p> <p>CLX 1523 060530 CYQX CLRNCE 118 ABC456 CLRD TO EGLL VIA CRONO RANDOM ROUTE CRONO 52N050W 53N040W 53N030W 52N020W LIMRI DOLIP M CRONO/1632 MNTN F350 M080 ATC/ ROUTE AMENDMENT END OF MESSAGE</p>	<p>Meaning</p> <p>Data link clearance number 118, sent from the Gander Area Control Centre at 1523 UTC on 30 May 2006.</p> <p>ABC456 is cleared to destination EGLL via oceanic entry point CRONO and then a random route.</p> <p>The detailed route description is CRONO 52N050W 53N040W 53N030W 52N020W LIMRI to landfall point XETBO.</p> <p>The clearance is based upon an expectation that ABC456 will reach CRONO at 1632. If the flight crew estimate differs from this time by 3 minutes or more, the flight should advise the current air traffic controller.</p> <p>The cleared oceanic flight level is FL350. The flight should ensure that an air traffic control clearance is obtained in sufficient time to allow the flight to cross CRONO at FL350. If the flight is unable to cross CRONO at FL350 air traffic control must be advised immediately.</p> <p>The assigned true Mach number is M080. The flight must maintain this Mach from CRONO until landfall at DOLIP. Any required or unexpected deviation must be immediately reported to air traffic control.</p>

<p>Example 3d – Revised oceanic clearance delivered via data link using the ED/106 Standard</p> <p>CLX 1558 060530 CYQX CLRNCE 135 ABC456 CLRD TO EGLL VIA CRONO RANDOM ROUTE</p> <p>CRONO 52N050W 53N040W 53N030W 53N020W LIMRI XETBO</p> <p>FM CRONO/1702 MNTN F340 M082 ATC/ ROUTE AMENDMENT LEVEL CHANGE MACH CHANGE</p> <p>RECLEARANCE 1 END OF MESSAGE</p>	<p>Meaning</p> <p>Data link clearance number 135 sent from the Gander Oceanic Area Control Centre at 1558 UTC on 30 May 2006. ABC456 is cleared to destination EGLL via oceanic entry point CRONO and then a random route.</p> <p>The detailed route description is CRONO 52N050W 53N040W 53N030W 52N020W LIMRI to landfall point XETBO.</p> <p>The clearance is based upon an expectation that ABC456 will reach CRONO at 1702. If the flight crew estimate differs from this time by 3 minutes or more, the flight should advise the current air traffic controller.</p> <p>The cleared oceanic flight level is FL340. The flight should ensure that an air traffic control clearance is obtained in sufficient time to allow the flight to cross CRONO at FL340. If the flight is unable to cross CRONO at FL340 air traffic control must be advised immediately.</p> <p>The assigned true Mach number is M082. The flight must maintain this Mach from CRONO until landfall at XETBO. Any required or unexpected deviation must be immediately reported to air traffic control.</p> <p>The cleared route, oceanic flight level and assigned true Mach number have been revised from those contained in the previously sent oceanic clearance.</p> <p>This is the first revision to the originally sent oceanic clearance.</p>
<p>Example 3e – Similar clearance, delivered via HF, relayed through ARINC</p> <p>ATC CLEARS ABC123 CLEARED DESTINATION AIRPORT UDD DIRECT BALOO 36N060W 38N050W 43N045W 47N040W 52N030W 54N020W DO GAL BEXET.</p> <p>MAINTAIN FLIGHT LEVEL 330. MAINTAIN MACH POINT EIGHT TWO, ROUTE HAS BEEN CHANGED.</p>	<p>Meaning</p> <p>ABC123 is cleared to Moscow via the route specified. The altitude and speed elements of the oceanic clearance are derived from the aircrafts current altitude and speed. These may change prior to entering or exiting oceanic airspace via an ATC clearance to do so. At all times, the aircraft is expected to maintain the route, altitude and speed last assigned by ATC. In this particular case, the route of flight that is issued in the oceanic clearance is not the same as that filed in the FPL. The aircraft is advised of the fact that it is receiving an airborne reroute by the statement “ROUTE HAS BEEN CHANGED”.</p>

Example 4 – Re-route clearances

Example 4a –Revised route clearance delivered via voice (radio) ABC123 AMENDED ROUTE CLEARANCE SHANWICK OCEANIC RE-CLEARs ABC123 AFTER 57 NORTH 20 WEST TO REROUTE VIA 58 NORTH 015 WEST, GOMUP, GINGA.	Meaning The previously cleared route is to be followed until 57N020W. After passing 57N020W the flight is cleared direct to 58N015W, then direct to GOMUP and then direct to GINGA
Example 4b –Revised route clearance delivered via voice (DCPC) ABC123 AMENDED ROUTE CLEARANCE ABC123 AFTER PASSING 57 NORTH 20 WEST CLEARED REROUTE VIA 58 NORTH 015 WEST, GOMUP, GINGA.	Meaning The previously cleared route is to be followed until 57N020W. After passing 57N020W the flight is cleared direct to 58N015W, then direct to GOMUP and then direct to GINGA.
Example 4c – Revised route clearance delivered via CPDLC ABC123 ROUTE HAS BEEN CHANGED AT 44N030W CLEARED 47N020W OMOKO GUNSO	Meaning The previously cleared route is to be followed until 44N030W. After passing 44N030W the flight is cleared direct to 47N020W, then direct to OMOKO and then direct to GUNSO.
Example 4d – Revised route clearance delivered by CPDLC using UM79 ABC123 CLEARED TO 42N040W VIA ROUTE 42N020W 42N030W	Meaning The previously cleared route is to be followed until 42N020W. After passing 42N020W the flight is cleared direct to 42N030W, then direct to 42N040W

Example 5 – level clearances – no restrictions

Example 5a –Revised level clearance delivered via voice (radio) ABC456 AMENDED LEVEL CLEARANCE. SANTA MARIA OCEANIC CLEARs ABC456 CLIMB TO AND MAINTAIN FLIGHT LEVEL 340. REPORT LEAVING, REPORT REACHING. Note- the instruction to “Report Leaving” is not a requirement, and may not always be included in clearances issued by New York ARTCC	Meaning ABC456 is cleared to climb to and maintain FL340. If the instruction to “report leaving” is included, flight is to report leaving its current level. The flight is to report reaching FL340.
Example 5b –Revised level clearance delivered via voice (DCPC) ABC456 CLIMB TO AND MAINTAIN FLIGHT LEVEL 340. REPORT LEAVING, REPORT REACHING. Note- the instruction to “Report Leaving” is not a requirement, and may not be included in all clearances	Meaning ABC456 is cleared to climb to and maintain FL340. If the instruction to “report leaving” is included, flight is to report leaving its current level. The flight is to report reaching FL340.

<p>Example 5c – the same clearance delivered via CPDLC CLIMB TO AND MAINTAIN F340 REPORT LEAVING F320 REPORT LEVEL F340</p> <p>Note- the instruction to “Report Leaving” is not a requirement, and may not always be included in clearances issued by New York ARTCC</p>	<p>Meaning ABC456, which is currently at FL320, is cleared to climb to and maintain FL340. The flight is to send a CPDLC downlink message to report leaving FL320 and to send another CPDLC downlink message to report when the flight has levelled at FL340.</p>
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Example 6 – level clearances – with geographic restrictions/conditions

<p>Example 6a –Revised level clearance delivered via voice (radio) – geographic restriction to reach level by POINT</p> <p>ABC123 AMENDED LEVEL CLEARANCE. SANTA MARIA OCEANIC CLEARS ABC123 CLIMB TO REACH FLIGHT LEVEL 320 BEFORE PASSING 41 NORTH 020 WEST. REPORT LEAVING, REPORT REACHING.</p>	<p>Meaning ABC123 is cleared to climb to and maintain FL320. Climb must be arranged so that the flight is level in sufficient time to cross 41N020W already level at FL320.</p> <p>The flight is to report leaving its current level and also to report reaching FL320.</p>
<p>Example 6b – clearance with the same intent, using different phraseology</p> <p>ABC123 AMENDED LEVEL CLEARANCE. GANDER OCEANIC CLEARS ABC123 CLIMB TO AND MAINTAIN FLIGHT LEVEL 320. CROSS 20 WEST LEVEL. REPORT LEAVING, REPORT REACHING.</p>	<p>Meaning ABC123 is cleared to climb to and maintain FL320. Climb must be arranged so that the flight is level in sufficient time to cross 41N020W level at FL320.</p> <p>The flight is to report leaving its current level and also to report reaching FL320.</p>
<p>Example 6c –Revised level clearance delivered via voice (DCPC) – geographic restriction to reach level by POINT</p> <p>ABC123 CLIMB TO REACH FLIGHT LEVEL 320 BEFORE PASSING 41 NORTH 020 WEST. REPORT LEAVING, REPORT REACHING.</p>	<p>Meaning ABC123 is cleared to climb to and maintain FL320. Climb must be arranged so that the flight is level in sufficient time to cross 41N020W already level at FL320.</p> <p>The flight is to report leaving its current level and also to report reaching FL320.</p>
<p>Example 6d - same clearance delivered via CPDLC CLIMB TO AND MAINTAIN F320 CROSS 41N020W AT F320 REPORT LEAVING F310 REPORT LEVEL F320</p>	<p>Meaning ABC123, which is currently at FL310, is cleared to climb to and maintain FL320. Climb must be arranged so that the flight is level in sufficient time to cross 41N020W already level at FL320.</p> <p>The flight is to send a CPDLC downlink message to report leaving FL310 and to send another CPDLC downlink message to report when the flight has levelled at FL320.</p>

<p>Example 6e – Revised level clearance delivered via voice (radio) – geographic restriction to maintain current level until POINT</p> <p>ABC456 AMENDED LEVEL CLEARANCE. SANTA MARIA OCEANIC CLEARS ABC456 MAINTAIN FLIGHT LEVEL 300. AFTER PASSING 41 NORTH 020 WEST CLIMB TO FLIGHT LEVEL 320. REPORT LEAVING, REPORT REACHING.</p> <p>Note- the initial phrase “maintain flight level 300” is not a requirement, and may not always be included in such clearances delivered via voice</p>	<p>Meaning</p> <p>ABC456, which is currently at FL300, is cleared to climb to and maintain FL320; however, climb must not commence until after the flight has passed 41N020W.</p> <p>The flight is to report leaving its current level and also to report reaching FL320.</p> <p>The initial phrase “MAINTAIN FLIGHT LEVEL 300” may be included to bring attention to the fact that the clearance is a conditional level clearance; the level change cannot commence until the specified condition has been met.</p>
<p>Example 6f – Revised level clearance delivered via voice (DCPC) – geographic restriction to maintain current level until POINT</p> <p>ABC456 MAINTAIN FLIGHT LEVEL 300. AFTER PASSING 41 NORTH 020 WEST CLIMB TO FLIGHT LEVEL 320. REPORT LEAVING, REPORT REACHING.</p> <p>Note- the initial phrase “maintain flight level 300” is not a requirement, and may not always be included in such clearances delivered via voice</p>	<p>Meaning</p> <p>ABC456, which is currently at FL300, is cleared to climb to and maintain FL320; however, climb must not commence until after the flight has passed 41N020W.</p> <p>The flight is to report leaving its current level and also to report reaching FL320.</p> <p>The initial phrase “MAINTAIN FLIGHT LEVEL 300” may be included to bring attention to the fact that the clearance is a conditional level clearance; the level change cannot commence until the specified condition has been met.</p>
<p>Example 6g – the same clearance delivered via CPDLC</p> <p>MAINTAIN F300</p> <p>AT 41N020W CLIMB TO AND MAINTAIN F320</p> <p>REPORT LEAVING F300 REPORT LEVEL F320</p>	<p>Meaning</p> <p>ABC456, which is currently at FL300, is cleared to climb to FL320; however, climb must not commence until the flight reaches 41N020W.</p> <p>The flight is to send a CPDLC downlink message to report leaving FL300 and to send another CPDLC downlink message to report when the flight has levelled at FL320.</p> <p>The initial message element “MAINTAIN F300” is intended to bring attention to the fact that the clearance is a conditional level clearance; the level change cannot commence until the specified condition has been met.</p>

Example 7 – level clearances – with time restrictions/conditions

<p>Example 7a – Revised level clearance delivered via voice (radio) –restriction to reach level by TIME</p> <p>ABC123 AMENDED LEVEL CLEARANCE. SANTA MARIA OCEANIC CLEARS ABC123 CLIMB TO FLIGHT LEVEL 320 TO BE LEVEL AT OR BEFORE 1337. REPORT LEAVING, REPORT REACHING.</p>	<p>Meaning</p> <p>ABC123 is cleared to climb to and maintain FL320. Climb must be arranged so that the flight is level at FL320 no later than 1337 UTC.</p> <p>The flight is to report leaving its current level and also to report reaching FL320.</p>
<p>Example 7b –Revised level clearance delivered via voice (DCPC) –restriction to reach level by TIME</p> <p>ABC123 CLIMB TO REACH FLIGHT LEVEL 320 AT OR BEFORE 1337. REPORT LEAVING, REPORT REACHING.</p>	<p>Meaning</p> <p>ABC123 is cleared to climb to and maintain FL320. Climb must be arranged so that the flight is level at FL320 no later than 1337 UTC.</p> <p>The flight is to report leaving its current level and also to report reaching FL320.</p>
<p>Example 7c – the same clearance delivered via CPDLC</p> <p>CLIMB TO REACH F320 BY 1337 REPORT LEAVING F310 REPORT LEVEL F320</p>	<p>Meaning</p> <p>ABC123, which is currently at FL310, is cleared to climb to and maintain FL320. Climb must be arranged so that the flight is level at FL320 no later than 1337 UTC.</p> <p>The flight is to send a CPDLC downlink message to report leaving FL310 and to send another CPDLC downlink message to report when the flight has levelled at FL320.</p>
<p>Example 7d – Revised level clearance delivered via voice (radio) –restriction to maintain current level until TIME</p> <p>ABC456 AMENDED LEVEL CLEARANCE. SANTA MARIA OCEANIC CLEARS ABC456 MAINTAIN FLIGHT LEVEL 300. AT 1337 OR AFTER CLIMB TO AND MAINTAIN FLIGHT LEVEL 320. REPORT LEAVING, REPORT REACHING.</p> <p>Note- the initial phrase “maintain flight level 300” is not a requirement, and may not always be included in such clearances delivered via voice.</p>	<p>Meaning</p> <p>ABC456, which is currently at FL300, is cleared to climb to and maintain FL320; however, climb cannot be commenced until 1337 UTC, or later.</p> <p>The flight is to report leaving its current level and also to report reaching FL320.</p> <p>The initial phrase “MAINTAIN FLIGHT LEVEL 300” may be included to bring attention to the fact that the clearance is a conditional level clearance; the level change cannot commence until the specified condition has been met.</p>

<p>Example 7e – Revised level clearance delivered via voice (DCPC) –restriction to maintain current level until TIME</p> <p>ABC456 MAINTAIN FLIGHT LEVEL300. AT OR AFTER 1337 CLIMB TO AND MAINTAIN FLIGHT LEVEL 320. REPORT LEAVING, REPORT REACHING.</p> <p>Note- the initial phrase “maintain flight level 300” is not a requirement, and may not always be included in such clearances delivered via voice</p>	<p>Meaning</p> <p>ABC456, which is currently at FL300, is cleared to climb to and maintain FL320; however, climb cannot be commenced until 1337 UTC, or later.</p> <p>The flight is to report leaving its current level and also to report reaching FL320.</p> <p>The initial phrase “MAINTAIN FLIGHT LEVEL 300” may be included to bring attention to the fact that the clearance is a conditional level clearance; the level change cannot commence until the specified condition has been met.</p>
<p>Example 7f – the same clearance delivered via CPDLC</p> <p>MAINTAIN F300 AT 1337 CLIMB TO AND MAINTAIN F320</p> <p>REPORT LEAVING F300</p> <p>REPORT LEVEL F320</p>	<p>Meaning</p> <p>ABC456, which is currently at FL300, is cleared to climb to FL320; however, climb must not commence until 1337 UTC. The flight is to send a CPDLC downlink message to report leaving FL300 and to send another CPDLC downlink message to report when the flight has levelled at FL320.</p> <p>The initial message element “MAINTAIN F300” is intended to bring attention to the fact that the clearance is a conditional level clearance; the level change cannot commence until the specified condition has been met.</p>

Example 8 – time restrictions/conditions – reach a point no later than a specified time

<p>Example 8a – time restriction delivered via voice (radio), speed amended – AT OR BEFORE</p> <p>ABC123 AMENDED SPEED CLEARANCE. REYKJAVIK OACC CLEARS ABC123 CROSS 63 NORTH 030 WEST AT OR BEFORE 1428.</p>	<p>Meaning</p> <p>ABC123 is to adjust its speed to ensure that the flight will reach 63N030W no later than 1428 UTC.</p>
<p>Example 8b – time restriction delivered via voice (DCPC), speed amended – AT OR BEFORE</p> <p>ABC123 AMENDED SPEED CLEARANCE. ABC123 CROSS 63 NORTH 030 WEST AT OR BEFORE 1428.</p> <p>Note - the initial phrase “amended speed clearance” may not always be included in clearances issued via DCPC</p>	<p>Meaning</p> <p>ABC123 is to adjust its speed to ensure that the flight will reach 63N030W no later than 1428 UTC.</p>
<p>Example 8c – the same clearance delivered via CPDLC</p> <p>CROSS 63N030W AT OR BEFORE 1428</p>	<p>Meaning</p> <p>ABC123 is to adjust its speed to ensure that the flight will reach 63N030W no later than 1428 UTC.</p>

<p>Example 8d – time restriction delivered by radio via voice (using different phraseology) – AT OR BEFORE, then a speed instruction</p> <p>GANDER OCEANIC CLEARS ABC123 CROSS 50 NORTH 040 WEST AT TIME 1428 OR BEFORE. AFTER 40 WEST RESUME MACH 082.</p>	<p>Meaning</p> <p>ABC123, which is currently assigned Mach 082, is to adjust its speed to ensure that the flight will reach 50N040W no later than 1428 UTC. After reaching 50N040W, the flight is to resume maintaining Mach 082.</p>
<p>Example 8e – the same clearance delivered via CPDLC</p> <p>ABC123 CROSS 50N040W AT OR BEFORE 1428</p> <p>AFTER PASSING 50N040W MAINTAIN MACH 082</p>	<p>Meaning</p> <p>ABC123 is to adjust its speed to ensure that the flight will reach 50N040W no later than 1428 UTC. After passing 50N040W, the flight is to maintain Mach 082.</p>

Example 9 – time restrictions/conditions – cross a point no earlier than a specified time

<p>Example 9a–. time restriction delivered via voice (radio) – AT OR AFTER</p> <p>ABC456 AMENDED SPEED CLEARANCE. REYKJAVIK OACC CLEARS ABC456 CROSS 63 NORTH 030 WEST AT OR AFTER 1337.</p>	<p>Meaning</p> <p>ABC456 is to adjust its speed to ensure that the flight will not reach 63N030W earlier than 1337 UTC.</p>
<p>Example 9b–. time restriction delivered via voice (DCPC) – AT OR AFTER</p> <p>ABC456 AMENDED SPEED CLEARANCE. ABC456 CROSS 63 NORTH 030 WEST AT OR AFTER 1337.</p> <p>Note - the initial phrase “amended speed clearance” may not always be included in clearances issued via DCPC</p>	<p>Meaning</p> <p>ABC456 is to adjust its speed to ensure that the flight will not reach 63N030W earlier than 1337 UTC.</p>
<p>Example 9c – the same clearance delivered via CPDLC</p> <p>CROSS 63N030W AT OR AFTER 1337</p>	<p>Meaning</p> <p>ABC456 is to adjust its speed to ensure that the flight will not reach 63N030W earlier than 1337 UTC.</p>
<p>Example 9d – time restriction delivered by radio via voice (using different phraseology) – AT OR LATER, then a speed instruction</p> <p>GANDER OCEANIC CLEARS ABC456 CROSS 50 NORTH 040 WEST AT 1337 OR LATER. AFTER 40 WEST RESUME MACH 082.</p>	<p>Meaning</p> <p>ABC456, which is currently assigned Mach 082, is to adjust its speed to ensure that the flight will not reach 50N040W earlier than 1337 UTC.</p> <p>After reaching 50N040W, the flight is to resume maintaining Mach 082.</p>
<p>Example 9e – same clearance delivered via CPDLC</p> <p>CROSS 50N040W AT OR AFTER 1337 AFTER PASSING 50N040W MAINTAIN MACH 082</p>	<p>Meaning</p> <p>ABC456 is to adjust its speed to ensure that the flight will not reach 50N040W earlier than 1337 UTC.</p> <p>After reaching 50N040W, the flight is to maintain Mach 082.</p>

ATTACHMENT 7

WEATHER CONDITIONS & CONSIDERATIONS

1. GENERAL

1.1 The following text is concerned primarily with the North Atlantic region north of 27°N. The general flow of air masses and weather systems through the Atlantic are described. Followed by more detailed information on the anticipated local conditions in Greenland, Iceland and the United Kingdom.

2. NORTH ATLANTIC WEATHER SYSTEMS

2.1 The weather situations affecting the safety of aviation weather services in the northern part is mainly dominated by depressions and frontal systems, but in the southern part by hurricanes and tropical storms, particularly in the Caribbean sector and the area between Cape Verde and the Leeward and Windward Islands.

2.2 *Semi-permanent Pressure Systems*

2.2.1 The Azores or Bermuda High is a region of subsiding warm air, usually oriented in an east-west line near 30°N in the winter and about 40°N during the summer. This high reaches its peak intensity in the summer months.

2.2.2 The Icelandic Low is a feature of the mean pressure charts of the North Atlantic. It is the result of frequent low pressure systems which, after deepening off the east coast of North America, move into the Iceland region.

2.2.3 The statistical average will show low pressure, but on a daily chart it may not even exist. On occasions the subtropical high is greatly displaced. This alters the main storm track resulting in abnormal weather conditions over large sections of the Atlantic.

2.3 *Migratory Pressure Systems*

2.3.1 Most in-flight weather is produced by frontal depressions. The North Atlantic is a region where new storms intensify or old storms redevelop. New storms may form off the Atlantic Seaboard and intensify as they move north-eastward across the ocean. These storms in particular are most intense in the winter months and have a wide variation in their tracks. Hurricane force winds may be expected near the surface. Sudden deepening of the depressions or changes in the estimated tracks can cause dramatic changes in upper air winds and consequently serious errors in wind forecasts. Winter storms over the North Atlantic should lead to extra careful planning of flights.

2.3.2 Sometimes storms develop west of the Azores and move northward or north-eastward toward Iceland and the United Kingdom. These storms are usually associated with warm highs over western Europe.

2.3.3 Secondary lows often develop west of Greenland when a low moves northeastward across the southern tip. These lows in the Davis Strait-Baffin Bay area result in poor weather conditions in the southeastern Arctic. With the tracks of the main low pressure systems lying to the south of Greenland and Iceland from east to west towards Scotland, cold and often stationary lows form frequently over the Greenland Sea between Iceland and South Greenland. Although these lows are without typical frontal zones, active CB-clouds with snow showers often tend to join into the "semi-front" with continuous snowfall. The

same happens in the so- called polar-lows which during winter may develop in arctic air masses around Iceland and between Iceland and Norway.

2.3.4 Tropical storms and hurricanes originate in the Caribbean or eastern Atlantic during the late summer and early fall. They often curve northward around the Bermuda High onto the northern portions of the Atlantic producing severe in-flight and terminal weather.

2.3.5 High pressure areas found over the Atlantic have a variety of paths. Those that move eastward off the North American continent are usually cold domes. In winter these weaken or disappear entirely after they reach the warmer waters of the Gulf Stream. During the summer they generally merge with the Bermuda-Azores High. Occasionally, a high moving eastward off the Labrador coast will continue to build up for two or three days and spread more or less straight eastward to Europe.

2.3.6 Another important facet of the North Atlantic is the effect of the Siberian High. In winter this high may extend southwestward so that its western point reaches across northern Europe and out over the northeastern Atlantic. On rare occasions this high may dominate the entire region of the North Atlantic from Greenland to Europe.

2.3.7 The Azores low is a development that is most widely divergent from the normal conditions. During periods of meridional flow, cold air from northern Canada will advance well southward into the region between Bermuda and the Azores, breaking away from the main body and causing a cold low to develop in that region. These lows usually move very slowly and can become extensive. At the same time high pressure may build up to the Iceland area producing easterly winds over the entire region north of 30N.

2.3.8 On occasions an extensive high pressure area builds up over Europe. This blocks the eastward motion of lows and forces them to curve northward, resulting in the trough over the eastern Atlantic. A ridge then develops in the mid-Atlantic. This ridge in turn blocks lows moving off North America and causes a trough to form near the east coast. These troughs and ridges may persist for days with little motion. In the trough, lows develop, deepen, move northward, and occlude. Development of these low pressure systems is often very rapid, causing sudden, unpredictable weather to occur. One of the most treacherous situations for eastern Canadian terminals occurs when lows deepen or form rapidly south of the Maritimes with a trough northward over the Gulf of St. Lawrence and Labrador.

2.4 Upper Air Circulation

2.4.1 The main flow is generally from west to east but many variations do exist. The winds are stronger in winter when greater horizontal gradients exist. Inevitably, the strongest winds will be located in the western Atlantic. As the air masses traverse the oceanic area, considerable modification occurs resulting in weaker thermal gradients, producing lighter winds over the eastern Atlantic.

2.5 Air Masses

2.5.1 The air masses usually found over the Atlantic are those that have moved across the eastern United States, or southeastward across Canada or the Davis Strait. As these air masses move out over the Atlantic they rapidly assume maritime characteristics. The greatest change in these air masses occurs while crossing the Gulf Stream or the North Atlantic Drift either northward or southward. This modification may be sharp and very noticeable especially during winter months, when the air becomes very unstable with snow or hail showers or even thunderstorms.

2.6 Oceanic Currents and Temperatures

2.6.1 The dominant feature of the North Atlantic is the warm Gulf Stream and its eastward extension, the North Atlantic Drift. As the drift reaches the European sector it branches out. One portion moves northward along the Norwegian coast, known as the Norwegian Current. Another branch flows into the English Channel area. This produces relatively warm sea temperatures along the European shores during the winter months.

2.6.2 A southward flowing branch of the North Atlantic Drift, combined with up-welling, results in a cool current along the west coast of Africa, called the Canaries Current. Cold Arctic water from the Davis Strait reaches the North American coast as far south as New England. This current is referred to as the Labrador Current.

2.6.3 The effect of these currents on the terminal weather around the coastal area of the Atlantic varies with the time of year, the type of air mass involved, and the direction of flow.

3. GREENLAND LOCAL CONDITIONS

3.1 Seasonal Variation

3.1.1 Within the Søndrestrøm FIR, Arctic weather conditions such as intense storms, severe icing, severe turbulence, heavy precipitation, snow and water in various forms may be encountered throughout the year. Weather conditions change rapidly. Due to the mixture of warm air over the oceans and cold air over the icecap, heavy fog may build up over the coasts, closing down all of Greenland's airports simultaneously. Changes will often take place within a few minutes and will not always be included in the forecast received in your briefing prior to departure.

3.2 Sea Conditions

3.2.1 The waters around Greenland are not influenced by warmer waters such as the Gulf Stream. They are arctic waters with winter temperatures close to 0° Celsius. During the summer period the water temperatures may rise to 3-6° Celsius at the warmest. This is why you may encounter huge amounts of floating ice in the form of icebergs and ice floes at any time of year.

3.3 Terrain

3.3.1 The elevation of the highest point in Greenland is 13,120 ft, (4,006m), and the general elevation of the icecap is about 10,000 ft, (3,053m). The combination of low temperatures and high winds may under certain conditions create a lowest usable flight level of FL235 in the area near the highest terrain, and FL190 over the icecap. On the route between Søndrestrøm and Kulusuk the lowest usable flight level in general is about FL130. An equally high flight level can be encountered to and from Narsarsuaq from Canada or Iceland, as crossing the icecap will require a minimum altitude of FL130. On the route from Nuuk/Godthaab towards Iceland either direct or via Kulusuk NDB, the lowest usable flight level will often be FL150. On the direct route via the Prince Christian Sound NDB (OZN) to and from Canada or Iceland, the lowest usable flight level to be expected and planned is FL 110.

3.4 Wintertime Darkness/Summertime Daylight

3.4.1 VFR flight at night is not allowed in Greenland. This means you are prevented from flying into Narsarsuaq or Kulusuk VFR at night. VFR flight is only permitted from the beginning of the morning civil twilight until the end of civil twilight. Civil twilight ends in the evening when the center of the sun's disc is 6 degrees below the horizon, and begins in the morning when the center of the sun's disc is 6 degrees below the

horizon. Additional information may be acquired from the airport of your destination or your flight planned alternate.

4. ICELAND LOCAL CONDITIONS

4.1 Seasonal Variation

4.1.1 The climate in Iceland is largely influenced by both warm subtropical air and cold polar air currents, as well as ocean currents. The mean January (the coldest month) temperature is about 2°C to 0°C (28°F to 32°F). The mean July (the warmest month) temperature is 9°C to 11°C (48°F to 52°F).

4.1.2 Do not be misled, however, into expecting balmy temperatures and unlimited visibility. Extreme seasonal variations are to be anticipated. Like the majority of the North Atlantic, rapidly changing weather conditions involving severe icing, severe turbulence, and heavy precipitation are common, particularly during the wintertime. Again, these rapid changes make accurate forecasts extremely difficult.

4.2 Sea Conditions

4.2.1 Iceland is located near the border between warm and cold ocean currents. The North Atlantic Drift passes just to the south on its course northeastwards, and one of its branches, the Irminger Current encircles the south, west and partly the north coasts. On the other hand, a branch of the cold East Greenland Current, known as the East Iceland Current, flows in a southerly and south-easterly direction along the east coast. The sea surface temperatures are highest off the south and southwest coasts, 7°C to 8°C in winter, but 8°C to 12°C in summer.

4.3 Terrain

4.3.1 Iceland is a mountainous country with an average elevation of about 1,650 ft. The highest peak is 6,952 ft. (2119 m.) located near the southernmost edge of the island's largest glaciers. Due to the extreme variances in barometric pressure, coupled with high winds, the lowest usable flight level may be FL120.

4.4 Wintertime Darkness/Summertime Daylight

4.4.1 The shortest period of daylight falls in December. A typical day includes approximately 4 hours of daylight with long twilight periods. During summer nights, the sun remains 6° or more above the horizon, thus experiencing continuous daylight from 2 May to 25 July.

5. UNITED KINGDOM (SCOTLAND) LOCAL CONDITIONS

5.1 Seasonal Variation

5.1.1 The climate over Scotland and the northern part of the UK is influenced by warm maritime and cold polar air masses, modified by the Gulf Stream current. Seasonal variations are to be anticipated, particularly during the wintertime with severe icing, high winds, severe turbulence and heavy precipitation.

5.2 Sea Conditions

5.2.1 The average Mean Sea Surface Temperatures extrapolated for 60N 10W range from 8°C (47°F) in February to 12°C (54°F) in August.

5.3 *Terrain*

5.3.1 The whole of Scotland is designated as a "sparsely populated area". To the west of the mainland are many groups of islands with few airstrips or NAVAIDS. Scotland is mountainous with the highest peak 4,406 ft. The lowest usable flight level may be FL075.

6. WATER TEMPERATURES

6.1 In conjunction with changeable weather, the water in the North Atlantic is cold. The following temperatures were taken from the Bunkor Climate Atlas of the North Atlantic and represent average temperatures based on data assembled between 1941 and 1972. All values are in degrees Celsius.

	Frobisher	Goose Bay	Labrador Sea	South Greenland
Jan.	0°	0°	2°	2-4°
Feb.	0°	0°	2°	2-4°
Mar.	0°	0°	2°	2-4°
Apr.	0°	0°	2°	2-4°
May	2°	2°	2°	2-4°
Jun.	2°	4°	2°	2-4°
Jul.	4°	6°	2°	2-4°
Aug.	6°	6-8°	8-10°	6-8°
Sep.	6°	6°	2°	2-4°
Oct.	4°	4°	2°	2-4°
Nov.	2°	2°	2°	2-4°
Dec.	0°	0°	2-4°	2-4°

7. HYPOTHERMIA

7.1 *Causes*

7.1.1 Hypothermia can develop quickly and kill you. Sometimes referred to as exposure sickness, it is a condition of the body when its inner-core temperature falls to a level at which the vital organs no longer function effectively.

7.1.2 Hypothermia is caused by cold, wetness, and/or wind chilling the body so that it loses heat faster than it can produce it. Frequently the advent of hypothermia is hastened by a deficiency of energy producing food in the body. However, the greatest single contributing factor to hypothermia is improper clothing.

7.1.3 Hypothermia can occur anywhere that the environmental temperature is low enough to reduce the body temperature to a dangerous level. It occurs most frequently at sea or in rugged mountain terrain where a person on foot can pass from a calm and sunny valley to a wind and rain-lashed mountain ridge in a few hours. Most hypothermia accidents occur in outdoor temperatures between 1° and 10° C (30° to 50°F).

7.2 *Symptoms*

7.2.1 Fortunately the approach of hypothermia is easily noticeable and its advance marked by recognizable steps or stages. If the warning signs are heeded and counter-measures taken, tragedy can be avoided.

7.2.2 Noticeable symptoms normally occur in the following stages:

1. A person feels cold and has to exercise to warm up.

2. He starts to shiver and feel numb.
3. Shivering becomes more intense and uncontrollable.
4. Shivering becomes violent. There is a difficulty in speaking. Thinking becomes sluggish and the mind begins to wander.
5. Shivering decreases and muscles begin to stiffen. Coordination becomes difficult and movements are erratic and jerky. Exposed skin may become blue or puffy. Thinking becomes fuzzy. Appreciation of the seriousness of the situation is vague or nonexistent. However, the victim may still be able to maintain the appearance of knowing where he is and what is going on.
6. The victim becomes irrational, loses contact with the environment, and drifts into a stupor.
7. Victim does not respond to the spoken word. Falls into unconsciousness. Most reflexes cease to function and breathing becomes erratic.
8. Heart and lung centers of the brain stop functioning. The individual is now a fatality.

Note: Although the above symptoms are those typically noted, one of the editors of this manual has experienced hypothermia and he recalls that his symptoms were NOT easily noticeable. In fact, he was not aware at all that he was slipping into hypothermia. His symptoms were observed by a climbing partner who took appropriate action.

7.3 Treatment

7.3.1 A person who is alert and aware of the potential dangers can help himself in stages 1 through 3. But once the condition has advanced to stage 4 and the person's mind begins to wander, he may not realize what is happening and may well need assistance. Further deterioration will definitely require outside aid. Anyone showing any of the above-mentioned symptoms, including the inability to get up after a rest, is in trouble and needs your help. He may not realize and deny there is a problem. Believe the symptoms, not the victim. Even mild symptoms demand immediate and positive treatment.

1. Get the victim out of the cold, wind, and rain.
2. Strip off all wet clothes.
3. If the person is only mildly impaired;
 - (a) give him warm, non-alcoholic, drinks.
 - (b) get him into dry clothes and a warm sleeping bag;
4. If the victim is semi-conscious or worse;
 - (a) try to keep him awake and give him warm drinks.
 - (b) leave him stripped: put him in a sleeping bag with another person (also stripped); skin to skin contact is the most effective treatment.
5. If he has recovered sufficiently to eat, feed him. Make sure he is dressed in warm clothing and well rested before starting on again.
6. If the victim has to be carried out, make sure his body temperature has been brought up to normal and wrap him in a good sleeping bag before starting out.

7.4 Prevention

7.4.1 With the exception of cases involving bodily injury, most hypothermia accidents may be prevented. The first thing to remember is that hypothermia can occur anywhere and at any time that the air temperature drops low enough so that if a body is exposed, its inner-core temperature can be reduced to the danger level. Remember, wind chills the air.

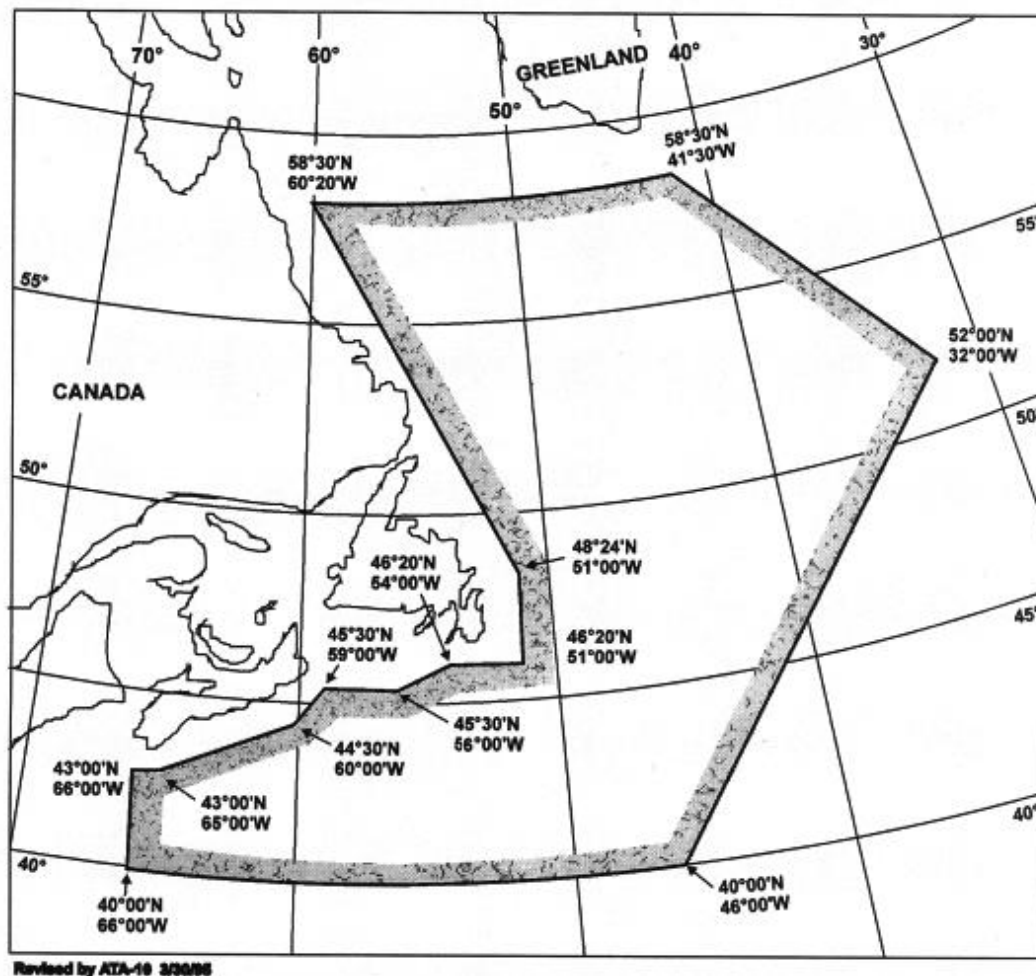
7.4.2 Wet clothing in cold weather extracts heat from the body nearly 200 times faster than dry clothing. Wool clothing provides better protection than cotton in wet weather. In inclement weather, an uncovered head can account for up to 60% of body heat loss. A good wool cap is essential. The most common contributors of the development of problems during cold, wet, and windy weather are lack of proper clothing, inadequate shelter, and exhaustion. The best defense against the advent of hypothermia is to avoid exposure by being prepared .

1. Dress appropriately.
2. Carry rainwear, extra dry clothes, food, and matches.
3. Bring potential dangers to the attention of anyone inappropriately dressed. It could save their life.
4. Make the basic rules of conduct for trail safety clear, and that you expect them to be observed.
5. Travel at the speed of the slowest member of your party.
6. Break frequently for rest and gear check.
7. Distribute candies or other nibble food.
8. Keep watching all members of your party for signs of fatigue or discomfort.

Note: Items 5. and 6. above refer to the action of journeying on foot. In the case of having had to land or crash-land an aircraft in inhospitable and unpopulated territory, unless circumstances dictate otherwise, it is generally better to remain with the aircraft rather than attempting a trek to safety. The aircraft hull may be able to provide some degree of shelter and importantly, SAR services will have an easier job of locating a downed aircraft than a small group of individuals.

8. PERMANENT MILITARY OPERATIONS

8.1 AREA ELK FL 50 AND BELOW



8.2 Maritime surveillance aircraft conduct daily all-weather operational flights in Area ELK. These aircraft are required to operate on various headings and altitudes up to and including FL50 and to make rapid climbs and descents without prior warning. Because of operational considerations they operate without navigation or identification lights during the hours of darkness and often without SIF/IFF.

8.3 The Canadian Maritime Command (CANMARCOM) provides advisory information between maritime aircraft and other aircraft in Area ELK based on known air traffic.

8.4 Standard pressure setting 29.92 inches is used for transit and separation within the entire area.

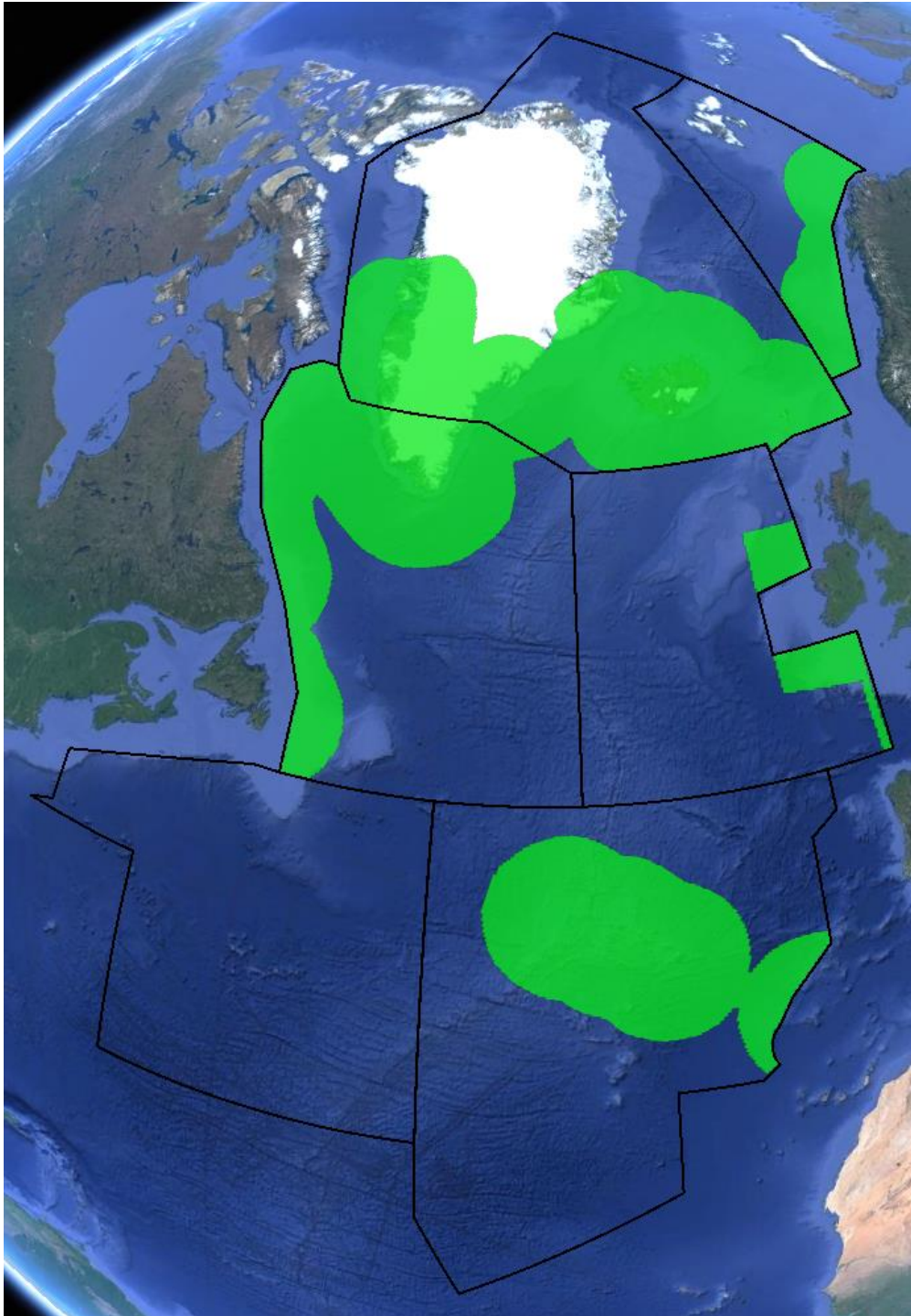
8.5 In the interest of flight safety it is essential that CANMARCOM be informed in advance of all flights or proposed flight in or through Area ELK. Aircraft flight level(s), track and approximate times of ELK penetration and exit are required. Military aircraft are encouraged to communicate directly with CANMARCOM. On prior request, frequencies will be assigned on which to report position and obtain ELK clearance. ASW aircraft will be routed clear of all known military and civil traffic.

8.6 CANMARCOM may be contacted by the following means:

- Letter to Commander maritime Command, Halifax, N.S., Canada.
- Message to MOC HALIFAX.
- Telephone Maritime Operations Centre 902-427-2501, 902 427 2502, Autovon 447-2502.
- On request of the pilot when filing flight plans at departure points in North America, aircraft flight plans may be relayed through ATC channels to Moncton ACC for Maritime Command Operations.
- In-flight position reports or advisories when not transmitted directly as in paragraph 4 above may

be relayed through Gander or Moncton ACC. These messages should specify "Pass to Maritime Operations Centre."

ATTACHMENT 8
NORTH ATLANTIC ATS SURVEILLANCE COVERAGE CHARTS



ATTACHMENT 9

CHECKLIST FOR PRIVATE PILOTS

This Attachment supplements the information in this manual by providing a general checklist for pre-flight preparation, inspection and in-flight contingencies.

Be prepared for systems failure. Know what to do in advance. Always plan a way out of a situation. If a borderline decision must be made, take the safest course of action. Don't exceed pilot or aircraft limitations. If anything, including weather, equipment, or your health, is not up to par, DON'T GO.

Position survival gear so that it is readily available, but clear of controls. The best survival techniques include thorough planning, knowledge of the route, and reliable weather information. There is no room for error in trans-oceanic flight, so plan accordingly, then re-check.

Allow sufficient time for a thorough briefing, planning, and administrative details. Have airplane ready the night before, avoiding the possibility of last minute mistakes.

Pre-Flight Preparation

The following checklist, cross-referenced to text appearing in this manual, will assist you during the preparation stages of your oceanic flight.

1. Current departure, en-route, arrival and topographical charts (Chapter 17)
2. An instrument rating (Chapter 17)
3. Long range NAVAIDS (Chapter 8)
4. Available daylight on your route (Chapter 17)
5. Aircraft inspected by a licensed mechanic for suitability for a long, over water crossing. The necessary aircraft documents (Chapter 17)
6. If transiting Canadian airspace, the required Sea/Polar Survival equipment necessary to adhere to Canadian Air Regulation 540 (Chapter 17)
7. Format to be used when filing an oceanic flight plan (Chapter 4)
8. The proper procedures to be used in obtaining an oceanic clearance (Chapter 5 & Attachment 7)
9. How to prevent hypothermia (Chapter 17)
10. VHF radio coverage in the NAT Region (Chapter 6 & Attachment 5)
11. A position report and a revised estimate (Chapter 6)
12. SELCAL Code (Chapter 6)
13. Flight planned for FL285 or above approval from the State of Registry (Foreword & Chapter 1)
14. Approval for flight in ADS-B airspace (Chapter 10).
15. Search and Rescue services. The importance of an ELT (Chapter 1 & Chapter 17)
16. The relevant meteorological information (Chapter 17)
17. Current NOTAMs with special regard to the status of radio-navigation aids and airport restrictions. (Chapter 17)

Pre-Flight Inspection

Pull the cowlings and inspect for leaks and general overall condition.

Inspect:

1. Fuel system and management
2. Radio equipment and condition
3. Engine condition
4. Oil pressure, temperature, and consumption
5. Instruments

Check compass on nearest runway heading to your course.

1. Swing compass with radios and navigation lights ON
2. Check compass deviation with master switch off
3. Check compass deviation with VHF off
4. Check compass deviation with HF both ON and OFF
5. Check compass deviation with pilot heat ON
6. Check compass deviation with rotating beacon ON and OFF
7. Make notes on all deviations
8. Keep alternator load at 50% or less if possible
9. DO NOT assume compass card is accurate ADF may be affected by the alternator, VHF, HF, pilot heat, rotating beacon, autopilot, coastal refraction, or atmospheric conditions. Check and re-check all NAVAIDs receivers.

After a long flight, pilot's ability to handle marginal weather conditions may be in serious doubt. Therefore, weather minimums should be well above the published minimums. Alternate airports should be chosen with the same care.

In-flight contingencies.**Deviations:**

Obtain clearance for deviations unless in an emergency, then the appropriate air traffic services unit must be notified of the action taken and that the action has been taken under emergency authority.

Reports:

Report any problems to Air Traffic Control agencies or on VHF 121.5 as soon as possible. Use the VHF frequency 123.450 MHz as an air-to-air communications channel to ask for assistance if needed.

ATTACHMENT 10

CHECKLIST FOR DISPATCHERS

This Attachment supplements the guidance found in the Guidance for Flight Dispatchers Chapter of NAT Doc 007. It is intended as a checklist for those planning and monitoring/tracking flights in the NAT.

Index

1. Know your Airspace - Regulatory requirements and consequential routing limitations
2. Minimum Equipage (Navigation/Altimetry/Communications)
3. Special non-compliance routings
4. Flight planning
5. Flight Monitoring
6. En-route Equipage Failures
7. Document References
8. Separation Requirements

Checklist for Flight Dispatchers

1. Know your Airspace - Regulatory requirements and consequential routing limitations

Recall Item	Check	Timelines	Reference	
HLA Boundaries	Does my Routing enter the vertical & lateral boundaries of HLA Airspace	4 February 2016	Ensure: » HLA Ops Specs Approval	
PBCS Compliance- I	Understand PBCS requirements	29 March 2018	these standards will require your airline to be in compliance with the required communication performance (RCP) 240 and required surveillance performance (RSP) 180	ICAO Doc 9869, Performance-based Communication and Surveillance (PBCS) Manual Appendices B and C
PBCS Compliance - II	Is my aircraft and crew PBCS Compliant?	29 March 2018	<p>ICAO FPL Filings:</p> <p>PBC : Insert the appropriate descriptor (P1, P2 and/or P3) in Item 10a</p> <p>PBS: Insert relevant required surveillance performance (RSP) specification(s) (e.g RSP180) in Item 18 of the flight plan following the SUR/ indicator.</p> <p>CPDLC: Insert the appropriate descriptor (J2, J5 or J7) in Item 10a of the FPL</p>	

			(unchanged) ADS-C: Automatic Dependent Surveillance — Contract (ADS-C) services shall insert the D1 descriptor in Item 10b of the FPL.	
PBCS Compliance - III	Do I meet RCP 240?	29 March 2018	<p>Support a means within the airline for receiving in-flight reports of observed performance and the ability of taking corrective actions for aircraft identified as not complying with RCP specifications; and, carry authorizations in the AOC/Ops. Specs from the State of the Operator or the State of Registry, as appropriate, in order to qualify for the separation minima shown in the Separation Requirements Table in Item 8 below.</p> <p>As fitted, carry authorizations in the AOC/OpSpecs from the State of the Operator or the State of Registry to utilize CPDLC. This includes a statement of compliance with RTCA DO-258/EUROCAE ED-100 or equivalent and that it is capable of operating outside VHF data link coverage (availability of Satcom data)</p>	
Mandatory ADS-B Carriage	Northern boundary: 64N000W - 68N010W - 69N020W -		Aircraft not equipped with FANS 1/A (or equivalent) systems will be allowed to operate	

	68N030W - 67N040W - 69N050W - 69N060W - BOPUT. Southern boundary: GUNPA (61N000W) - 61N007W - 6040N010W - RATSU (61N010W) - 61N020W - 63N030W - 62N040W - 61N050W – SAVRY		within this area at DLM designated flight levels, provided the aircraft is suitably equipped (transponder/ADS-B extended squitter transmitter).	
Datalink Mandate Compliance	» Phase 2A , commenced 5 February 2015: FL 350 to FL 390 (inclusive) all tracks within the NAT OTS. This phase applies to all aircraft operating on or at any point along the tracks; » Phase 2B , commencing 7 December 2017: FL 350 to FL 390 (inclusive) throughout the ICAO NAT region; » Phase 2C , commencing 30 January 2020: FL 290 and above throughout the ICAO NAT Region.			
ICAO FPL Requirements	Multiple requirements for PBCS, HLA, Data Link Mandate, Equipage and 3 rd Part Contracts	Ongoing	<ul style="list-style-type: none"> Item 10a of the ICAO flight plan will be annotated with the letter “X” to indicate that the aircraft meets the requirements for HLA operations. The letter “R” is required in Item 10a of the flight plan along with the performance-based navigation levels 	

			<p>that can be met specified in Item 18 following the indicator PBN/.</p> <ul style="list-style-type: none"> • The RNP4 designator, “L1” is required for 30NM lateral and 30NM longitudinal. • Either “L1” or the RNP10 designator, “A1” is required for 50NM longitudinal. • The equipment qualifier J-code must be found within Item 10a of the flight plan. The presence of at least one of the following J- codes is required: <ul style="list-style-type: none"> ○ “J 5” (INMARSAT), ○ “J6” (MTSAT), and ○ “J7” (Iridium) for performance-based separation. • The equipment qualifier P-code “P2” must be found within Item 10a of the flight plan. • The “P2” equipment qualifier indicates the aircraft is certified CPDLC RCP-240 • The text string “RSP180” must appear in Item 18 of the flight plan, following the indicator for surveillance equipment and capabilities (SUR/), which indicates the airframe is certified and compliant. 	
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- Lateral & Vertical
- Datalink Requirements
- State Approvals (NAT HLA /RVSM) See: Chapter 1.
- Approval for flight in NAT ADS-B airspace. See: Chapter 1.

2. Minimum Equipage (Navigation/Altimetry/Communications)

- ✓ NAT HLA/MNPS. See: Chapter 1
- ✓ RVSM. See: Chapter 1 and Chapter 16
- ✓ HF Communications. See: OpSpecs
- ✓ DLM. ADS-C (Automatic Dependent Surveillance Contract) and CPDLC (Controller Pilot Data Link Communications). See: OpSpecs
- ✓ ETOPS/EDTO. See Annex 6 Part 1
- ✓ MEL provisions. See: OpSpecs

3. Special non-compliance routings

- ✓ Long Range Navigation Systems. See : Chapter 1 and Chapter 12.
- ✓ Not approved for NAT HLA /RVSM . See Chapter 1.
- ✓ Routings without functioning HF Communications. See: Chapter 4.
- ✓ Maintenance Flights, temporarily non-RVSM. See: State AIPs.
- ✓ Delivery and Humanitarian Flights. See: State AIPs.

4. Flight planning

- ✓ Eastbound or westbound flights should be flight planned by significant points at whole degrees of latitude at each crossed ten degrees of longitude (10°W, 20°W, 30°W, 40°W etc.);
- ✓ Northbound or southbound flights should be flight planned by parallels of latitude spaced at five degree intervals (65°N, 60°N, 55°N etc.). See Chapter 4 and Chapter 16.
- ✓ Separate Organised Track System (OTS) structures. See: Chapter 2 and Chapter 3.
- ✓ North American Region., transitional airspaces and linking route structures in and through NAM Region. See: Chapter 3 and AIS of the relevant State authorities and/or via their websites.
- ✓ Flight Levels on OTS Track may plan at any of the levels as published for that track. Aircraft on a random route may plan any flight level(s) irrespective of direction. See: North Atlantic Flight Level Allocation Scheme (NAT FLAS Attachment 5). States AIPs and NOTAMs.
- ✓ Mach Number See: Chapter 7.
- ✓ FPL completion. A free text editor is available on the EUROCONTROL website.
- ✓ Approvals:
 - NAT HLA, the letter 'X', in addition to the letter 'S', within Item 10.
 - RVSM operations, the letter 'W' must also be included in Item10.
 - RNP approval; in Item 10 (Equipment) with the letter "R" and annotate Item 18, PBN/A1 (RNAV 10 (RNP 10) Approval) or PBN/L1 (RNP 4 Approval). See: Chapter 4.
 - ADS-B, B1 or B2 in Item 10b.

5. Flight Monitoring

- ✓ Oceanic clearances. See: Chapter 5
- ✓ Transponder Use. See: Chapter 16
- ✓ Re-Routes. See: Chapter 16
- ✓ En-route Contingencies. Chapter 16
- ✓ Loss of communications and HF failure. See Chapter 16 and Chapter 6.
- ✓ Normal Flight Tracking. See ICAO Annex 6 Part 1 Chapter 3.5.1
 - 3.5.1 For appropriate aircraft, track every 15 minutes

- 3.5.4 Retention of tracking data
 - Note to 3.5.4 regarding 3rd party normal aircraft tracking...must comply with the policies and procedures of the operator
- ICAO Circular 347 Normal Flight Tracking – Guidance for Operators

6. En-route Equipage Failures

- ✓ Prior to entering NAT RVSM Airspace See: OPTION 1 to OPTION 3, Chapter 16
- ✓ After entering NAT RVSM Airspace. See: State AIPs.

7. Document References

Reference	Check
PBCS Manual	
PANS ATM Doc.4444	
ICAO Global Operational Data Link (GOLD) Manual (Doc 10037).	
EUR-NAT Supps. Doc 7030	
ICAO Annex 6 Part I	
ICAO Circular 323	
Canada AIC XXX	
ICAO Circular 347 Normal Flight Tracking	

8. Separation Requirements

Oceanic Area FIR	Separation Standard	ATC Application	COM	NAV	SUR	Flight Planning Guide
Gander Oceanic FIR CZQX	LATERAL SEPARATION (pairs of aircraft on Tracks or Random Route)	23 NM	RCP240	RNP 4	RSP 180 with ADS-C	Whole or Half Degrees of Latitude
Shanwick Oceanic FIR EGGX		30 minutes for non-turbo-jet aircraft				ATC sets <u>Periodic</u> ADS-C Contracts- usually to 14 minutes
Reykjavik Oceanic FIR BIRD	LONGITUDINAL SEPARATION (pairs of aircraft in trail)	5 Mins.	RCP 240	RNP 10 or RNP 4	RSP 180	ATC sets <u>Event Contracts</u> - 5nm Lateral Deviations (LDE) - 300ft Level Range Deviation (LRDE) - Waypoint Change Event at CRP (WCE)
New York Oceanic East KZWY	LATERAL SEPARATION (pairs of aircraft on Tracks or Random Route)	30 NM	RCP 240	RNP 4	RSP 180 with ADS-C	Whole or Half Degrees of Latitude
Santa Maria Oceanic FIR LPPO	LONGITUDINAL SEPARATION (pairs of aircraft in trail)	30 minutes for non-turbo-jet aircraft				
		50 NM	RCP 240	RNP 10 or RNP 4	RSP 180 with ADS-C	ADS-C Contract set to 14 minutes
		30 NM	RCP 240	RNP 4	RSP 180 with ADS-C	ADS-C Contract set to 14 minutes

ATTACHMENT 11

BIBLIOGRAPHY AND OTHER REFERENCE MATERIAL

ICAO Annex 2* – Rules of the Air

www.icao.int

ICAO Annex 6* Operation of aircraft

www.icao.int

ICAO Annex 10* Aeronautical communications

www.icao.int

ICAO Doc 4444* Procedures for Air Navigation Services – Air Traffic Management (PANS–ATM)

www.icao.int

ICAO Doc 7030* (Regional Supplementary Procedures (SUPPS))

www.icao.int

ICAO Doc 8168* Procedures for Air Navigation Services – Aircraft Operations (PANS–OPS)

www.icao.int

ICAO Doc 8643* Aircraft Type designators

www.icao.int

ICAO Doc 9574* Manual on Implementation of a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive

www.icao.int

ICAO Doc 9613* Performance-Based Navigation Manual (PBN)

www.icao.int

ICAO Doc 10037* Global Operational Data Link (GOLD) Manual

www.icao.int

ICAO NAT HF Guidance Material (NAT Doc 003)

www.icao.int/EURNAT/ > [EUR & NAT Documents](#) > [NAT Documents](#) > [NAT Doc 003](#)

Sample Oceanic Checklist

www.icao.int/EURNAT/ > [EUR & NAT Documents](#) > [NAT Documents](#) > [NAT OES Bulletins](#)

* ICAO saleable documents - Please contact ICAO Headquarters, Montreal sales@icao.int

Sample Oceanic Expanded Checklist

www.icao.int/EURNAT/ > [EUR & NAT Documents](#) > [NAT Documents](#) > [NAT OES Bulletins](#)

Oceanic Errors Safety Bulletin

www.icao.int/EURNAT/ > [EUR & NAT Documents](#) > [NAT Documents](#) > [NAT OES Bulletins](#)

NAT OPS Bulletins

www.icao.int/EURNAT/ > [EUR & NAT Documents](#) > [NAT Documents](#) > [NAT OPS Bulletins](#)

ICAO NAT Planning Documents Supporting Separation Reductions and Other Initiatives

www.icao.int/EURNAT/ > [EUR & NAT Documents](#) > [NAT Documents](#) > [Planning documents supporting separation and other initiatives](#)

Canada AIP

www.NAVCANADA.ca/

Canadian Flight Supplement - A saleable document which can be ordered via:

<http://products.navcanada.ca>

EASA CS-ACNS - Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigation and Surveillance

<http://www.eurocontrol.int/articles/library>

EASA AMC 20-24

easa.europa.eu/system/files/dfu/Annex%20II%20-%20AMC%2020-24.pdf

ETSO- CS-ETSO

www.easa.europa.eu/ws_prod/g/doc/Agency_Mesures/Certification%20Spec/CS-ETSO.pdf

Iceland AIP

<http://eaip.samgongustofa.is/>

Ireland AIP

http://iaip.iaa.ie/iaip/IAIP_Frame_CD.htm

RTCA DO 260/A/B

<https://standards.globalspec.com/std/1994503/rtca-do-260>

UK AIP

<http://www.nats-uk.ead-it.com/public/index.php.html>

UK “TrackWise” video

<https://www.youtube.com/watch?v=EJTjwW5ZYas>

USA FAA TSO-C129 or later standard (GPS Certification)

www.airweb.faa.gov

USA FAA AC 20-138D (Airworthiness Approval of GPS)

www.airweb.faa.gov

USA FAA AC 20-165B (Airworthiness Approval of ADS-B)

www.airweb.faa.gov

USA FAA AC91-85A (RVSM MASPSs)

www.faa.gov/air_traffic/separation_standards/rvsm/

USA FAA NAT Resource Guide for U.S. Operators

https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afx/afs/afs400/afs470/media/NAT.pdf

USA US Airport Facility Directory (NARs)

https://www.faa.gov/air_traffic/flight_info/aeronav/productcatalog/supplementalcharts/

https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dafd/

USA US AIP

https://www.faa.gov/air_traffic/publications/

USA US Coastguard GPS NOTAMs

www.navcen.uscg.gov

— END —