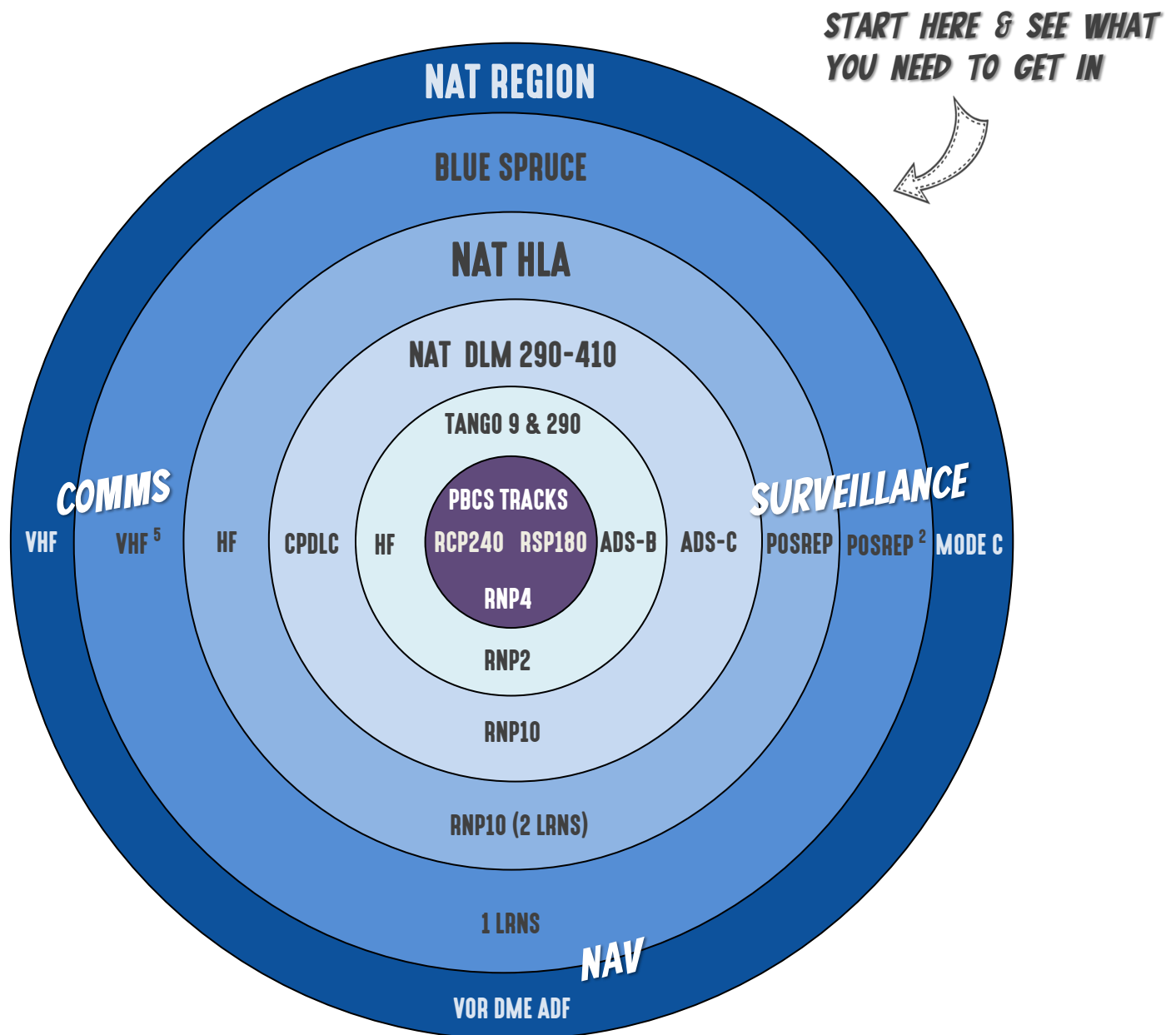


CIRCLE OF ENTRY

NORTH ATLANTIC AIRSPACE



A FEW NOTES :

- 1** : The **NAT HLA** (formerly MNPS) is FL285-420 and everyone needs HLA approval in this area.
- 2** : **Blue Spruce** routes: 1 LRNS ok, VHF ok on most, but since 2021 more restrictive: datalink needed FL290-410 on southerly routes, ADS-B over Greenland (if no ADS-C), and HLA approval FL285-420.
- 3** : **Datalink** (CPDLC and ADS-C) is needed from FL290-410 in the entire HLA, except for: North of 80N, NYC Oceanic, Tango 9 & 290, and 'surveillance airspace' over Iceland/Greenland (latter needs ADS-B).
- 4** : **PBCS Tracks** (half degree apart), when published, are FL350-390 requiring Datalink with RCP240 and RSP180, and RNP4. Normal NAT Tracks (one degree apart) just need HF, Datalink, and RNP10.
- 5** : **Shanwick OCA** needs HF, no exceptions (even Blue Spruce). **T9 & T290** need HF, RNP2, and ADS-B, but not datalink. You can normally **climb and descend** through most airspace even if you don't have the gear to cruise in it. You need **TCAS 7.1** everywhere in the NAT, and **RVSM** from FL290-410. **SLOP** right on all tracks, including random. Outside VHF areas **2 LRCS** are required – HF must be one, Satcom or CPDLC for the other.