

# Choose your own adventure

Where you can go on the North Atlantic ... **and where you can't.**

The NAT used to be simple. Fill your flask, fire up the HF, align the INS and away you went.



Now, it's a little more complicated. Basic Instruments are not enough. Use this quick and dirty guide from FSB to figure out where you are welcome on the NAT, depending on what equipment and training you have. **Valid December 7, 2017.**



For the full lowdown, get our NAT Ops Guide: **'My First Atlantic Flight is Tomorrow'**



Those days are gone

# NAT Quick Reference Guide

What I've got	I can't go ... 	I can go ... 	Ref
<b>EVERYTHING</b>	Nothing is off limits to you. You're a winner!	Anywhere you like (assuming you're talking to ATC). Keep a low profile - nobody likes a show off.	NAT Doc 007
<b>No RVSM</b>	You can't cruise at levels between FL290-FL410 inclusive, in the NAT region.	<ul style="list-style-type: none"> <li>You can fly at FL280 westbound, FL270 eastbound, or FL430 in either direction.</li> <li><b>If you are HLA approved:</b> You can climb and descend through HLA RVSM airspace to reach your non-RVSM level, and <b>ATC may approve</b> you to fly within RVSM airspace, if you 1. Are a delivery flight, or 2. Did have RVSM approval but returning for repairs, or 3. Humanitarian. Contact the first Oceanic Centre by phone about 6 hours before you plan to enter.</li> </ul>	NAT Doc 007 1.6
<b>No HLA approval</b>	<b>Stay out</b> of the NAT HLA airspace, which is from FL285-FL420	<ul style="list-style-type: none"> <li>Going around HLA isn't really feasible, because it extends from about 20N to the North Pole.</li> <li>You can fly in the NAT region at FL280 westbound, FL270 eastbound, or FL430 in either direction</li> </ul>	NAT Doc 007 1.3
<b>No CPDLC</b>	You <b>can't operate FL350-FL390</b> anywhere in the NAT HLA	<ul style="list-style-type: none"> <li>You can cruise at <b>FL340 or below, or FL410 or above</b> anywhere in the HLA, including the tracks.</li> <li>There are exempted areas, where you're all good: North of 80N, Surveillance airspace (where ATC can see you on radar or ADS-B), the Tango Routes, and New York Oceanic East. If you have ADS-B and VHF, Gander will accept you on a line <b>RATSU 61N20W 63N30W 62N40W 61N50W SAVRY</b> or north of.</li> </ul>	UK AIC Y86/2017
<b>No ADS-C</b>	You <b>can't operate FL350-FL390</b> anywhere in the NAT HLA.	<ul style="list-style-type: none"> <li>Same deal as CPDLC above.</li> </ul>	UK AIC Y86/2017
<b>Only 1 LRNS</b>	Amateur. You've excluded yourself from most airspace.	<ul style="list-style-type: none"> <li>For a full crossing, use the <b>Blue Spruce routes</b>. You only need a single LRNS - and HLA approval if using them between FL285-FL420.</li> <li>You need HF for the ones that enter Shanwick OCA</li> <li>You can use <b>Tango 9</b> with a single LRNS, but T13 and T16 need two.</li> </ul>	NAT Doc 007 3.2.1, 12.2.2
<b>No TRANSPONDER</b>	You're ATC's new favorite customer. Just kidding, they hate you.	Unless you're Air Force One, get the thing fixed.	NAT Doc 007, multiple

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No <b>TCAS 7.I</b>	Nowhere. It's needed in the entire NAT region. And the whole world.	Home. Your flight's cancelled.	NAT Doc 007, P16
No <b>ETOPS</b>	Further than 60 minutes from adequate airports – unless you're not a commercial flight.	<p>First, ATC don't care about your ETOPS approval status. This part is really up to you. If you're operating a non-commercial flight, or have 3+ engines, then don't worry about ETOPS.</p> <p><b>If you are required to fly ETOPS</b>, but don't have it (recent engine change, for example) – then you'll have to pick out a route that stays within 60 minutes of adequate airports. That probably means staying within 60 mins of BIKF-BGBW-CYYR. There aren't any 60 minute options running straight across.</p>	NAT Doc 007, 17.6.20
No <b>RNP 4</b>	No biggie, just steer clear of the <b>RLAT Tracks</b>	Everywhere else, assuming you have RNP10	NAT Doc 007 1.3.5
No <b>RNP 10</b>	Ouch. Then you can't enter the NAT HLA Airspace, <b>unless</b> you're working off an old MNPS approval issued before Jan 2015, which gave you approval to operate under the 6.3nm minimum accuracy standard.	FL280 or below, FL430 or above, or outside the HLA area.	NAT Doc 007 1.3.5
No <b>HF</b>	Shanwick will not welcome you. <b>Stay out of their airspace</b> , but the others may approve you.	<ul style="list-style-type: none"> <li>• Other OCA's may approve Satcom for primary comms. If you're making a full NAT crossing, then you're basically going via Iceland. One example route is <b>RATSU-ALDAN-KFV-EPENI-63N30W-61N40W-OZN-58N50W-HOIST-LOACH-YJR</b>.</li> <li>• Canada publishes two routes that can be flown VHF only, without prior approval: <b>below FL 195</b>, routing Iqaluit (Frobay) – Sondre Stromfjord – Keflavik. <b>FL 250 or above</b>, routing Goose VOR – Prins Christian Sund (or Narsarsuaq) – Keflavik. You still need HLA approval to go above FL285. Gander will probably approve other routes without HF, but ask ATC nicely first. In general, crossing from Greenland-Canada south of 60N, at FL200 or above, should be fine.</li> </ul>	NAT Doc 007 4.2.18, Canada AIM 2.5.2
No <b>SELCAL</b>	Fly wherever you like, but get the F/O to do radios for this leg.	Listening watch required even if you have CPDLC running.	NAT Doc 007 6.1.8

# REFERENCES AND FURTHER READING

## INTERNET LINKS - STATE PUBLICATIONS

- **NAT Doc 007**, edition 2017: <http://www2010.icao.int/EURNAT/Pages/EUR-and-NAT-Document.aspx>
- **Canada AIP**: <http://www.navcanada.ca/EN/products-and-services/Pages/AIP.aspx>
- **Iceland AIP**: <http://eaip.icetra.is/>
- **Ireland AIP**: <http://iaip.iaa.ie/iaip/index.htm>
- **UK AIP**: <http://www.nats.aero/do-it-online/ais/>
- **Portugal AIP**: <https://www.nav.pt/ais>
- **Canadian AIM - NAT section**: <https://www.tc.gc.ca/media/documents/ca-publications/AIM-2017-2-E-ACCESS.pdf>
- **FAA NAT Resource Guide**: [https://www.faa.gov/about/office\\_org/headquarters\\_offices/avs/offices/afs/afs400/afs470/media/NAT.pdf](https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs470/media/NAT.pdf)

## QUESTIONS AND GUIDANCE

- For more guides like this, and weekly international updates, we highly recommend you join fellow pilots, dispatchers, controllers and managers in OPSGROUP – the heart of International Flight Ops. **opsgroup.co**
- For specific planning and routing questions about the NAT, you can email **nat@fsbureau.org**
- **NAT Plotting chart**: <http://shop.fsbureau.org/online/north-atlantic-plotting-chart> (free for OpsGroup)
- **My First Atlantic Flight is Tomorrow**: <http://shop.fsbureau.org/online/nat-guide> (free for OpsGroup)
- **The FSB NAT Changes Page** : <http://flightservicebureau.org/eggx/>

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- Tell us about any errors or improvements that should be made at **pubs@fsbureau.org**.

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