

# NAT AIRSPACE

## CIRCLE OF CHANGE

2018

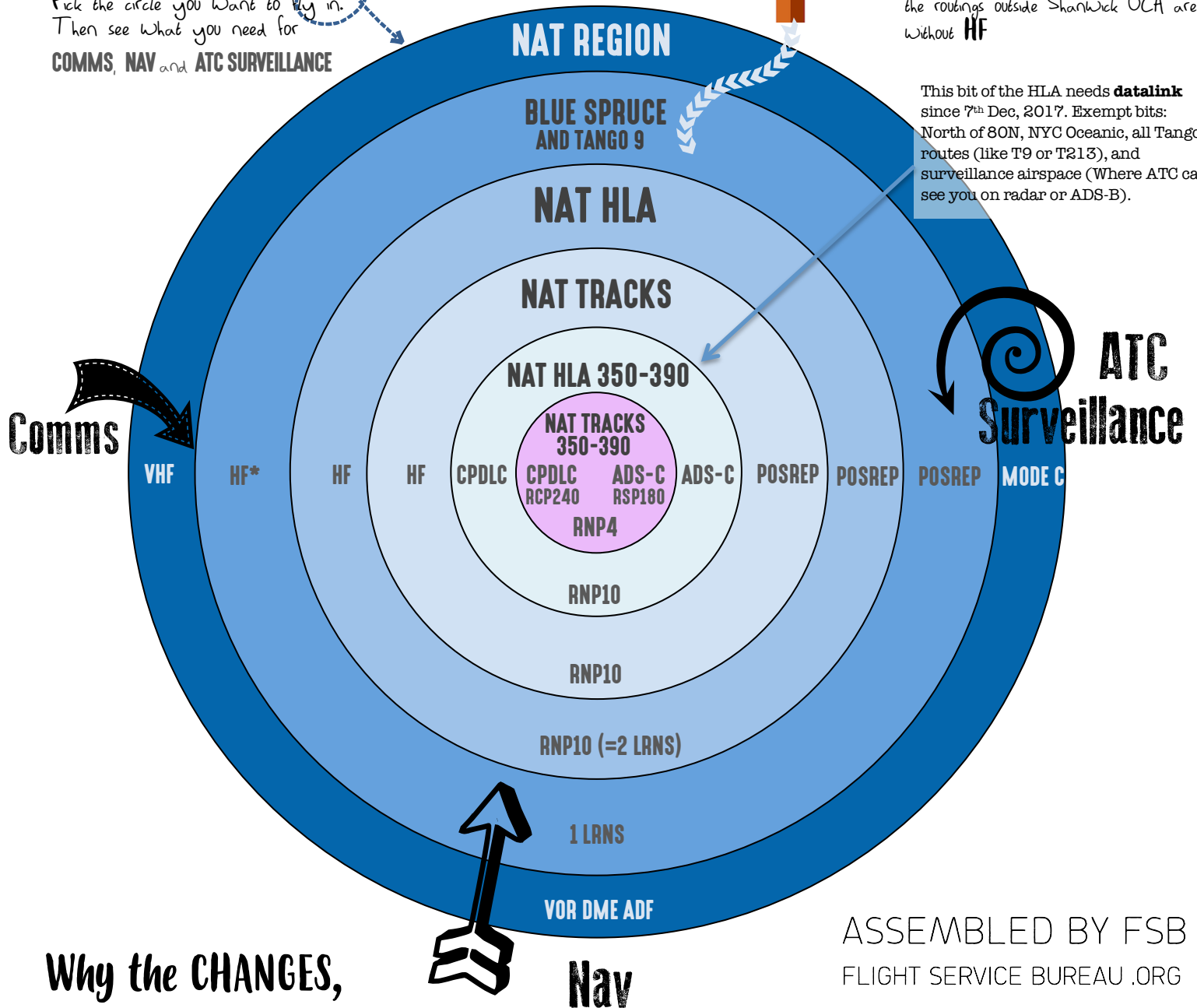
### START HERE

Pick the circle you want to fly in. Then see what you need for **COMMS, NAV and ATC SURVEILLANCE**



Use the **BLUE SPRUCE** routes when you are flying something old or something broken. You only need **1 LRNS** and **HLA APPROVAL** above FL285. Most of the routings outside Shanwick OCA are ok without **HF**

This bit of the HLA needs **datalink** since 7<sup>th</sup> Dec, 2017. Exempt bits: North of 80N, NYC Oceanic, all Tango routes (like T9 or T213), and surveillance airspace (Where ATC can see you on radar or ADS-B).



### Why the CHANGES, and other stuff

>>> **YEP, IT'S HARD TO KEEP UP.** Here's why. Since ADS-C and CPDLC came on the scene, ATC can run airplanes tighter together (**RLAT**=25nm, and **Rlong**=5 mins in trail) and that means more requirements in CNS - Comms, Nav, Surveillance. The Nav part is easy - that's **RNP** - and RNP10 is the new minimum in NAT HLA. For the other two, **PBCS** covers the minimum requirements for Comms - **RCP240** means a 4 minute loop from the controller spotting a conflict to the airplane completing the resulting manoeuvre, and for Surveillance, **RSP180** means position reporting within 3 minutes.

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>>> **OTHER STUFF** To get into the best airspace - the NAT Tracks between 350-390 - you need to have all the datalink goodies (**ADS-C** and **CPDLC**) as well as **RCP240** and **RSP180** from March 29<sup>th</sup>, 2018. You need **TCAS 7.1** everywhere. No exceptions. You need **RVSM** between FL290-410 inclusive, but you can climb/descend through the HLA without it. You must have **HF** to enter the Shanwick OCA. You need **HLA APPROVAL** to enter NAT HLA airspace.