

INTERNATIONAL OPS NOTICE 01/16	ISSUED BY FLIGHT SERVICE BUREAU
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SUBJECT:
NAT HIGH LEVEL AIRSPACE
VALID DATE: 04 FEB 2016

Situation/Event

Effective 04 FEB 16 the use of term “MNPS” comes to an end, and is replaced by “NAT HLA” or North Atlantic High Level Airspace.

MNPS was first introduced in 1977, and is a term that applies to the North Atlantic only. With the change to HLA, there are a couple of regulatory changes, and the airspace itself is being expanded.

Airspace Affected

- Shanwick Oceanic
- New York Oceanic
- Gander Oceanic
- Reykjavik
- Santa Maria
- Bodø Oceanic

History

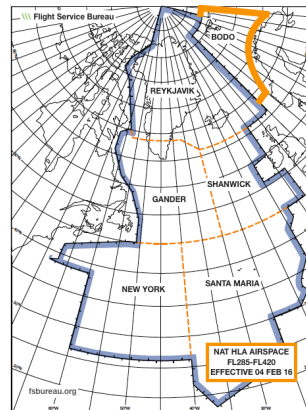
- 1956 Selcal introduced on HF
- 1961 First occasional use of NAT Tracks
- 1965 First publication of daily NAT Tracks
- 1966 Consolidation of Shannon and Prestwick centres to create ‘Shanwick’
- 1977 MNPS Introduced
- 1981 Longitudinal separation reduced to 10 minutes
- 1996 GPS approved for navigation on NAT; OMEGA withdrawn
- 1997 RVSM introduced on the NAT
- 2006 CPDLC overtakes HF as primary comms method
- 2011 Longitudinal separation reduced to 5 minutes
- 2015 RLAT introduced
- 2016 MNPS replaced by HLA

Guidance

The aim of this notice is to provide **plain language summary** to Aircraft Operators in the form of a summary of the changes occurring in the NAT Region on 04 FEB 16.

Primary 04 Feb 2016 Changes

- ❖ The term “NAT High Level Airspace” replaces the term “MNPS Airspace”
- ❖ **Bodø Oceanic** is added to what was previously the MNPS Area.
- ❖ New approvals to operate in the airspace will only be given to aircraft that are **RNP4** or **RNP10** capable
- ❖ **NAT Doc 007** is updated to reflect the changes.



Bodø added, larger map on next page

HLA Approval

- ❖ Functions in the same way that MNPS Approvals did, except that RNP4 or RNP10 is now a requirement.
- ❖ Existing MNPS Approvals will allow entry to HLA Airspace until **2020**.
- ❖ Just having RNP4 or RNP10 is not sufficient to obtain HLA approval. Previous requirements for MNPS are transferred to HLA.

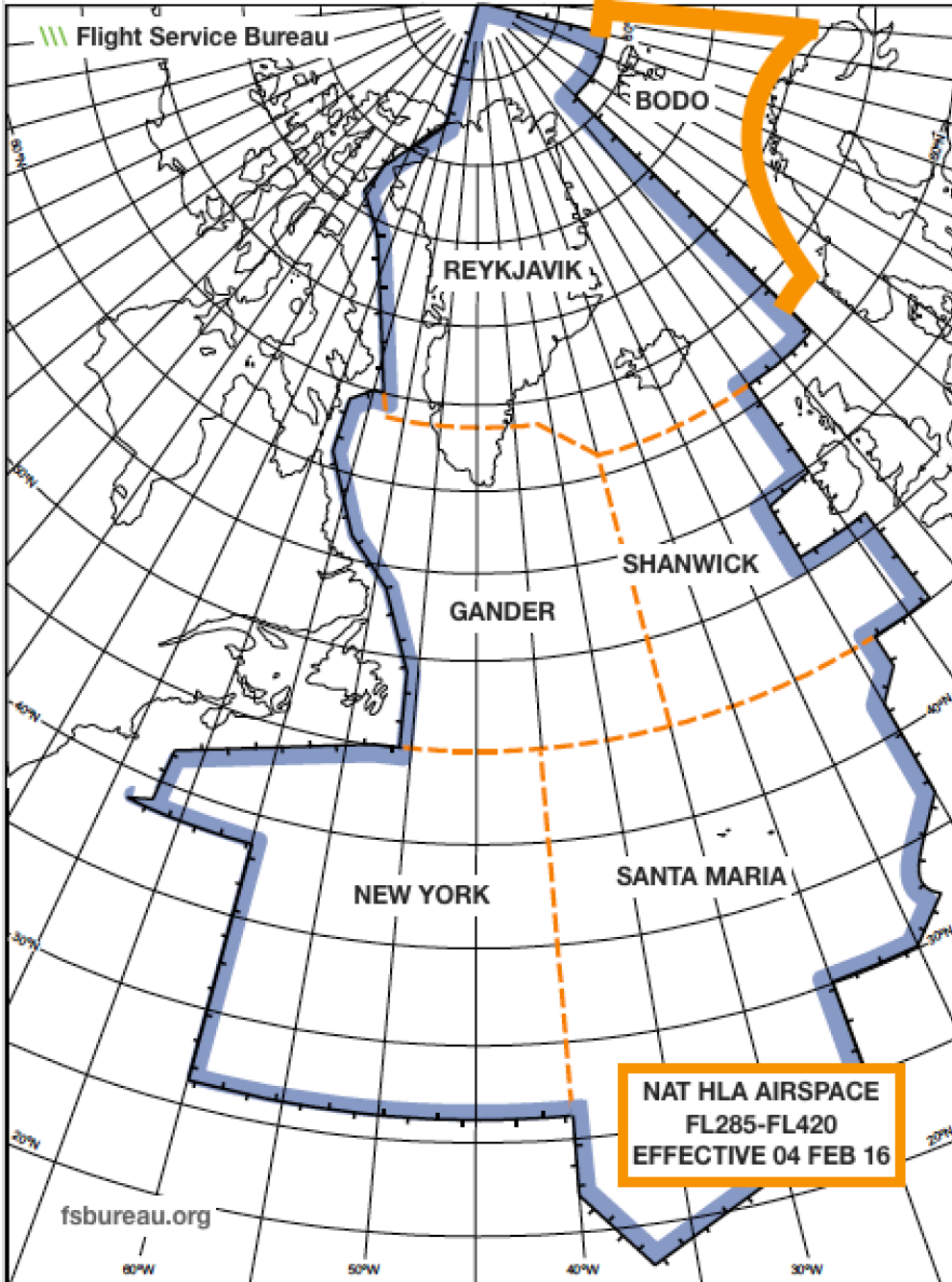
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Updated NAT HLA Airspace Map effective 04 FEB 2016.

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Aircraft requirements

HLA requirements remain the same as MNPS requirements, with the exception that RNP4 or RNP10 is now added.

Since the RLAT Tracks will always be within HLA airspace, operators must meet the existing basic HLA requirements, and the additional RLAT requirements.

HLA requirements

- ❖ HF (some exceptions)
- ❖ State HLA Approval (RNP4 or RNP10, Aircrew HLA approved)

To use RLAT Tracks (Half-Tracks)

- ❖ **Comms:** CPDLC
- ❖ **Nav:** RNP4
- ❖ **Surveillance:** ADS-C

Flight Planning

Field 10a – Satcom capability **J5** for Inmarsat, **J7** for Iridium, **X** for HLA Approval.

Field 10b – Surveillance capability **D1** for ADS-C

Field 18 – RNP4 (PBN/L1)

Reference Material

- ❖ **ICAO NAT Ops Bulletin 1 of 2016**
Re-naming of the NAT MNPSA to NAT HLA
- ❖ **FAA Notice “NAT HLA”**
- ❖ **UK CAA information Notice IN–2015/0NN**

About this Notice

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