



CIVIL AVIATION AUTHORITY
of the Cayman Islands

Bulletin

Subject | **NAT HIGH LEVEL AIRSPACE**
Issue | **01-16**
Date | **VALID FROM 03 FEB 2016 to 03 FEB 2018**

GENERAL

The CAACI Bulletins are issued to provide advice, guidance and information on standards, practices and procedures necessary to support Overseas Territory Aviation Requirements (OTARs). They are not in themselves law but may amplify a provision of the Air Navigation (Overseas Territories) Order (AN (OT) O) or provide practical guidance on meeting a requirement contained in the Overseas Territories Aviation Requirements.

RELATED REQUIREMENTS

This Bulletin relates to:
AN (OT) O 2013 Article 91
Requirements to fly in the NAT region.

CHANGE INFORMATION

First issue.

ENQUIRIES

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1. Introduction

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 and Bodø Oceanic

2. Applicability

All Aircraft Operations in the NAT region.

3. Background

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1996 GPS approved for navigation on NAT; OMEGA withdrawn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

4. 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.

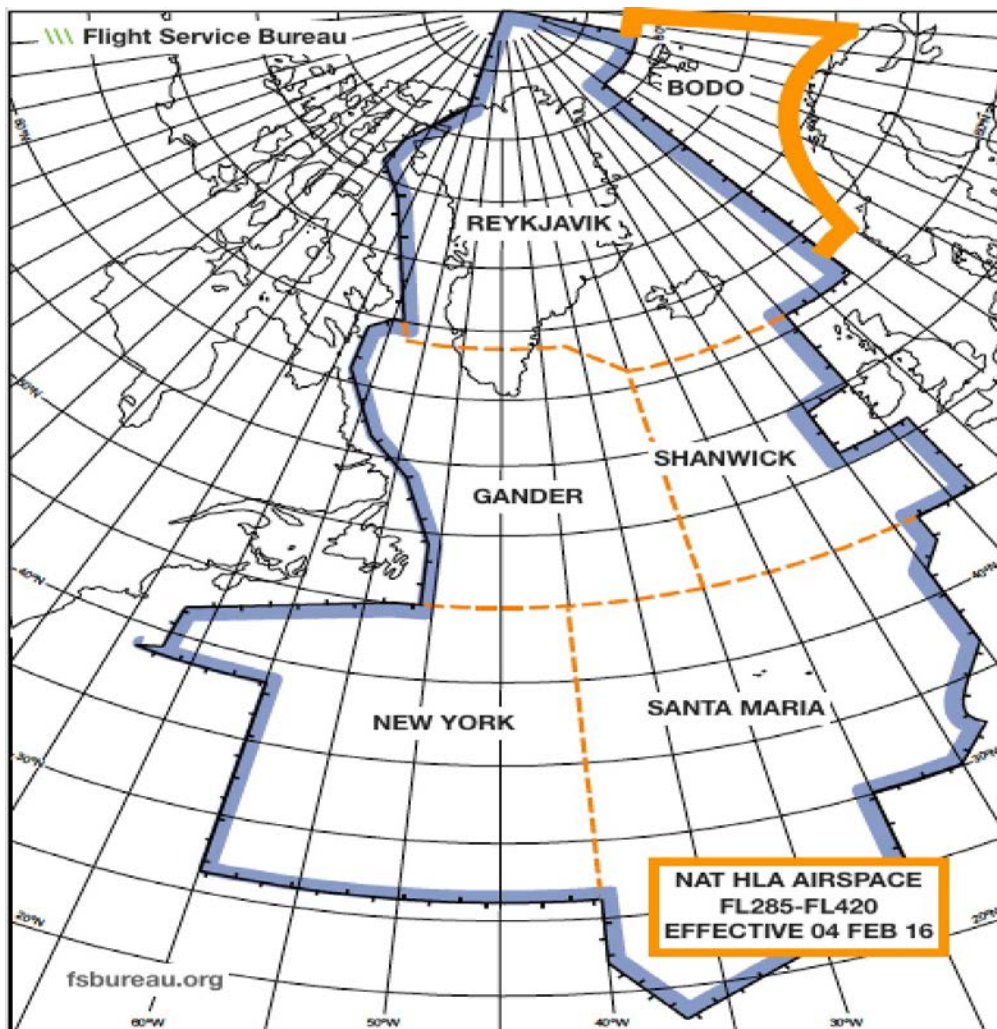
5. HLA Approval

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.



Updated NAT HLA Airspace Map effective **04 FEB 2016**.

6. 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

7. 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)

8. 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