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
Bodo 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1996 GPS approved for navigation on NAT; OMEGA withdrawn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”
- Bodo 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.

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.
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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