



# NAT OPS BULLETIN

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Flight Crew Operating Procedures**

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The purpose of North Atlantic Operations Bulletin 2020-002 is to provide NAT Region operators and flight crews material to be included in pilot training programs and operations manuals in preparation for operations in the North Atlantic following implementation of expanded ATS Surveillance with Space Based ADS-B.

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**NAT OPERATIONS BULLETIN – SURVEILLANCE SERVICE IN THE NAT REGION / FLIGHT CREW OPERATING PROCEDURES****1. Introduction**

- 1.1. The purpose of this North Atlantic Operations (NAT OPS) Bulletin is to provide NAT Region operators and flight crew material to be included in pilot training programs and operations manuals in preparation for operations in the North Atlantic following implementation of expanded ATS Surveillance with Space Based ADS-B.

**2. General**

- 2.1. Prior to entering the NAT Region from adjacent continental FIRs, most flights are provided air traffic control service by domestic Air Navigation Service Providers (ANSPs) using radar and/or ADS-B combined with direct controller to pilot VHF Voice communications.
- 2.2. These flights are, in many cases, advised that “radar service is terminated”, or “surveillance service is terminated” upon transfer to the appropriate oceanic control centre. Prior to ADS-B enabled Air Traffic Service (ATS) surveillance service being available in Gander, Reykjavik, Shanwick and Santa Maria, pilots often used this phraseology as a reminder to adopt NAT Region flight crew procedures required for non- surveillance “procedural” airspace, or airspace where ATS surveillance services are not provided.
- 2.3. ATS surveillance services have now become more widely available in the NAT Region. The transition of aircraft (operating ADS-B and SSR equipment) across adjoining areas of radar and/or ADS-B systems coverage will not normally constitute an interruption in identification, and therefore the existing practice of announcing ‘surveillance/radar services terminated’ to most flights entering the NAT Region may no longer occur.
- 2.4. Furthermore, the termination of an ATS surveillance service by any individual ANSP no longer implies that the identification of the aircraft to the ATC system is also terminated.

**3. Flight Crew Procedures**

- 3.1. Operator and flight crew procedures for flights operating in the NAT Region can be found in ICAO Annex 2, ICAO Doc 8168, ICAO Doc 4444, ICAO Doc 7030, NAT Doc 007, NAT OPS Bulletins, and State AIPs.
- 3.2. Operators are reminded to evaluate their own flight crew procedures and practices to ensure they include those identified in NAT OPS Bulletin 2017\_005 - *Sample Oceanic Checklist*.
- 3.3. **Regardless of whether or not ATC issues a termination of “surveillance/radar service”, when direct controller to pilot VHF Voice communication for the provision or air traffic control is no longer used, existing flight crew procedures continue to be required and remain unchanged while operating in the NAT region oceanic airspace.**

**4. Websites**

- 4.1. The ICAO EUR/NAT Office Website is at: [www.icao.int/eurnat](http://www.icao.int/eurnat). Click on **EUR & NAT Documents >> NAT Documents** to obtain NAT Operations and NAT Region Update Bulletins and related project documents.

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