

NORTH ATLANTIC (NAT) AIR NAVIGATION PLAN
VOLUME II

RECORD OF AMENDMENTS

The North Atlantic (NAT) Air Navigation Plan Volume II (Doc 9634), based on the 2014 Council-approved eANP templates, was approved in 2016. It has since been updated with the following approved Proposals for Amendments (PfA):

PfA Serial No.	Originator	Brief Description	Date Approved	Date Entered
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II 17/10-ATM	Portugal & NAT SPG	Table ATM II-1 (L576, T13, rev T16, T25)	07 Nov 2017	07 Nov 2017
II 18/03- GEN/CNS/MET /SAR/AIM	Denmark	Part I–GEN, Table CNS II-3, Table CNS II-5, Table MET II-1, Table MET II-3, Table SAR II-1, Table AIM II-1 and Table AIM II-2	19 Feb 2018	19 Feb 2018
II 18/02-MET	Portugal	Table MET II-1	21 Feb 2018	6 March 2018
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		Add a list of changes		

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NAT ANP, VOLUME II

PART 0 – INTRODUCTION

1. GENERAL

1.1 The background to the publication of ANPs in three volumes is explained in the Introduction in Volume I. The procedure for amendment of Volume II is also described in Volume I.

1.2 Volume II contains dynamic plan elements related to:

- a) the assignment of responsibilities to States for the provision of aerodrome and air navigation facilities and services; and
- b) the mandatory requirements related to aerodrome and air navigation facilities and services to be implemented by States in accordance with regional air navigation agreements.

1.3 Volume II does not list all facilities in the region but only those required for international civil aviation operations in accordance with regional air navigation agreements. A regional air navigation agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified. Documents from the Integrated Aeronautical Information Package and other publications should be consulted for information on additional facilities and for operational information in general. Detailed guidance material or concepts, complementary to the material in Volumes I, II and III are contained in documents that are referenced as NAT Documents.

2. MANAGEMENT OF REGIONAL AIR NAVIGATION PLANS

2.1 The elements in Volume II are reviewed by the North Atlantic Systems Planning Group (NAT SPG) in accordance with its schedule of meetings, in consultation with provider and user States and with the assistance of the ICAO European and North Atlantic (EUR/NAT) Regional Office.

2.2 The information on States' facilities and services included in Volume II, should be updated following the process of regional air navigation agreements.

2.3 The development and maintenance of region-specific documents that provide detailed guidance material or concepts that are complementary to the material in Volumes I, II and III is the responsibility of the NAT SPG.

NAT ANP, VOLUME II

PART I – GENERAL PLANNING ASPECTS (GEN)

1. INTRODUCTION

1.1. The material in this part of Volume II of ANP is applicable to one or more parts of the ANP. It should be taken into consideration in the overall planning process for the NAT Region.

2. GENERAL REGIONAL REQUIREMENTS

2.1. To facilitate air navigation systems planning and implementation, homogenous ATM areas and/or major traffic flows/routing areas have been defined for the Region. While these areas of routing do not encompass all movements in the Region, they include the major routes. This includes the domestic flights in that particular area of routing.

Homogeneous ATM area

2.2. A homogeneous ATM area is an airspace with a common ATM interest, based on similar characteristics of traffic density, complexity, air navigation system infrastructure requirements or other specified considerations. In such an ATM area a common detailed plan will foster the implementation of interoperable ATM systems. Homogeneous ATM areas may extend over States, specific portions of States, or groupings of States. They may also extend over large oceanic and continental areas. They are considered areas of shared interest and requirements.

2.3. The method of identifying homogeneous ATM areas involves consideration of the varying degrees of complexity and diversity of the worldwide air navigation infrastructure. Based on these considerations, planning could best be achieved at the global level if it was organized based on ATM areas of common requirements and interest, taking into account traffic density and the level of sophistication required.

Major traffic flows/routing areas

2.4. A major traffic flow refers to a concentration of significant volumes of air traffic on the same or proximate flight trajectories. Major traffic flows may cross several homogeneous ATM areas with different characteristics.

2.5. A routing area encompasses one or more major traffic flows, defined for the purpose of developing a detailed plan for the implementation of ATM systems and procedures. A routing area may cross several homogeneous ATM areas with different characteristics. A routing area specifies common interests and requirements of underlying homogeneous areas, for which a detailed plan for the implementation of ATM systems and procedures either for airspace or aircraft will be specified.

2.6. The homogeneous ATM areas and major traffic flows/routing areas identified are given in [Table GEN II-1](#).

3. SPECIFIC REGIONAL REQUIREMENTS

Specific Regional Arrangements

3.1 Under the Agreement on the Joint Financing of Certain Air Navigation Services in Greenland (1956) and the Agreement on the Joint Financing of Certain Air Navigation Services in Iceland (1956) (referred

to as the DEN/ICE Agreements), Iceland and Denmark agreed to provide air traffic control, communications and meteorology services for civil aircraft flying through the Reykjavik and Nuuk FIRs. However, the dynamic nature of the volume of the daily flows of traffic through these FIRs require the provision of permanent design capacities to cover the maximum potential traffic flows. Such services must be maintained and staffed even through the majority of days when meteorological conditions resulted in the major NAM/EUR traffic flows being further south, primarily through Shanwick and Gander Oceanic airspaces. Therefore, to support the financing of this level of services and facilities, it was agreed that cost recovery should be spread over the total traffic volume transiting the NAT Region north of 45th parallel North (i.e including additionally all traffic through Shanwick and Gander Oceanic FIRs). A portion of the costs are shared amongst the contracting States, in proportion to the benefits derived from the services. Currently, 24 States with civil aircraft flying across the North Atlantic are parties to these Agreements, including the two provider States, Denmark and Iceland. All States whose aircraft make a significant number of North Atlantic crossings are invited to adhere to these Agreements.

3.2 In the NAT Region, there are a number of operationally driven agreements to delegate ATC and CNS provision:

3.2.1 In portions of the Shanwick OCA, ATS provisions is delegated to Shannon ACC (NOTA & SOTA) and to Brest ACC (BOTA). In these areas the availability of continental CNS facilities (including radar surveillance and VHF DCPC) enables enhanced capacities for the efficient handling of Oceanic-Continental transitioning traffic.

3.2.2 With the same rationale, a similar arrangement exists in the Gander OCA where ATS provision (FL290 – 600) is delegated to Gander Domestic ACC (GOTA).

3.2.3 In the southern portion of the Nuuk FIR (above FL195) ATS provision is delegated to Gander OCA, thereby avoiding multiple transfers of control of the predominant East/West flow of flights through that airspace.

3.2.4 In the remaining northern portion of the Nuuk FIR (above FL195) ATS provision is delegated to Reykjavik OAC. This arrangement reduces centre-to-centre co-ordination requirements and allows for a more cost-effective provision of services.

3.2.5 The control of traffic routing via 600000.0N 0100000.0W and 610000.0N 0100000.0W between the Scottish and Reykjavik FIRs is delegated by Shanwick OAC to Reykjavik OAC, thereby reducing the requirement for additional centre-to-centre co-ordination.

3.3 The NAT Central Monitoring Agency (CMA) is responsible for the monitoring and reporting of certain aspects of operations in the NAT Region. The NAT CMA was initially established in 1985 by the ICAO North Atlantic Systems Planning Group (NAT SPG) to support the preparation and introduction of RVSM in the North Atlantic (NAT) Region, and thereafter to perform a database assessment and provide assurance of continuing system safety and integrity. The operating costs of the CMA and the maintenance of the Height Monitoring System are recovered from ICAO under a Joint Financing Arrangement signed in 1995 by the governments of several NAT SPG Member States and ICAO. The CMA is located adjacent to the Shanwick Oceanic Area Control Centre, in Prestwick, Scotland in accommodation provided by NATS on behalf of the United Kingdom. While functionally autonomous from its host State the CMA can access specialist support and ATC expertise.

TABLE GEN II-1 - HOMOGENEOUS AREAS AND MAJOR TRAFFIC FLOWS IDENTIFIED IN THE NAT REGION

EXPLANATION OF TABLE

Column

1	Area of routing (AR)	Sequential number of area of routing
2	Homogeneous Areas and/or Traffic flows	Brief description and/or name
3	FIRs involved	List of FIRs concerned
4	Type of area covered	Brief description of type of area, examples: Oceanic or Continental High or low density Oceanic en-route or Continental en-route
5	Remarks	Homogeneous Area and Major Traffic Flow and Region(s) concerned

Area of routing (AR)	Homogeneous Areas and/or Traffic flows	FIRs involved	Type of area covered	Remarks
1	2	3	4	5
AR-1	NAT High level airspace (NAT HLA)	Bodo Oceanic, Gander Oceanic, New York Oceanic East, Reykjavik, Santa Maria Oceanic, Shanwick Oceanic	High density Oceanic en-route	Above FL285. Flights between EUR and NAM/CAR. ATM efficiency is enhanced by some delegations of airspace & ATS provision.
AR-2	Low Level Airspace	Bodo Oceanic, Gander Oceanic, New York Oceanic East, Nuuk, Reykjavik, Santa Maria Oceanic, Shanwick Oceanic	Low density Oceanic en-route	Below FL285 Transatlantic and Regional Flights. Mostly General Aviation.
AR-3	Northern Oceanic Transition Area (NOTA)	Shanwick Oceanic	High density Oceanic en-route & Oceanic/Continental transitions	Flights transitioning between Shanwick Oceanic and Scottish & Shannon FIRs. ATC & CNS services delegated to Shannon ACC.
AR-4	Shannon Oceanic Transition Area (SOTA)	Shanwick Oceanic	High density Oceanic en-route & Oceanic/Continental transitions	Flights transitioning between Shanwick Oceanic and London & Brest FIRs and Flights transitioning to Tango Routes. ATC & CNS services delegated to Shannon ACC.
AR-5	Brest Oceanic Transition Area (BOTA)	Shanwick Oceanic	Medium density Oceanic en-route & Oceanic/Continental transitions	Flights transitioning between Shanwick Oceanic and Brest FIR. ATC & CNS services delegated to Brest ACC.
AR-6	Gander Oceanic Transition Area (GOTA)	Gander Oceanic	High density Oceanic en-route & Oceanic/Continental transitions	Flights transitioning between Gander Oceanic and Montreal and Gander Domestic FIRs. FL290-FL600. ATC & CNS services delegated to Gander Domestic ACC.

NAT ANP, VOLUME II

PART II – AERODROMES / AERODROME OPERATIONS (AOP)

1. INTRODUCTION

1.1 This part of the NAT ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to aerodrome design and operations (AOP). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of AOP facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to AOP facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

2.1 [Table AOP II-1](#) contains the list of facilities and services to be provided by the State concerned at each aerodrome that is listed in **Table AOP I-1** in Volume I. [Table AOP II-1](#) shows the operational requirements at each aerodrome to be considered in planning the facilities and services for safe and efficient aircraft operations.

3. SPECIFIC REGIONAL REQUIREMENTS

3.1 None.

Table AOP II-1 – REQUIREMENTS AND CAPACITY ASSESSMENT IN INTERNATIONAL AERODROMES IN THE NAT REGION

EXPLANATION OF THE TABLE

Note: Columns 3 to 5 for physical characteristics relate to runways and taxiways. The physical characteristics of taxiways and aprons should be compatible with the aerodrome reference code (Column 3) and appropriate for the runways with which they are related.

Column

- 1 Name of the city and aerodrome, preceded by the location indicator.

Note 1— When the aerodrome is located on an island and no particular city or town is served by the aerodrome, the name of the island is included instead of a city.

Designation of the aerodrome as:
RS — international scheduled air transport, regular use;
RNS — international non-scheduled air transport, regular use;
AS — international scheduled air transport, alternate use; and
ANS — international non-scheduled air transport, alternate use;
- 2 Required rescue and firefighting service (RFF). The required level of protection expressed by means of an aerodrome RFF category number, in accordance with Annex 14, Volume I, 9.2.
- 3 Aerodrome reference code (RC). The aerodrome reference code for aerodrome characteristics expressed in accordance with Annex 14, Volume I, chapter 1. The code letter or number within an element selected for design purposes is related to the critical aeroplane characteristics for which the facilities are provided.
- 4 Runway Designation numbers
- 5 Type of each of the runways to be provided. The types of runways, as defined in Annex 14, Volume I, Chapter 1, are:
NINST — non-instrument runway;
NPA — non-precision approach runway;
PA1 — precision approach runway, Category I;
PA2 — precision approach runway, Category II;
PA3 — precision approach runway, Category III.
- 6 Remarks. Additional information including critical design aircraft selected for determining RC, critical aircraft selected for determining the RFF category and critical aircraft for pavement strength. Only one critical aircraft type is shown if it is used to determine all the above three elements: otherwise different critical aircraft types need to be shown for different elements.

Table AOP II-1 - REQUIREMENTS AND CAPACITY ASSESSMENT IN INTERNATIONAL AERODROMES IN THE NAT REGION

City/Aerodrome/ Designation				RFF Category	Physical characteristics			Remarks
					RC	RWY No.	RWY Type	
1				2	3	4	5	6
DENMARK (Faeroes)								
EKVG	VAGAR	Vagar	RS	6	3C	12 30	NPA PA-1	
DENMARK (Greenland)								
BGAA	AASIAAT	Aasiaat	ANS	5	1C	11 29	NPA	
BGBW	NARSARSUAQ	Narsarsuaq	RS	7	4D	07 25	NPA	
BGCO	NERLERIT INAAT	Nerlerit Inaat	RS	5	2C	18 36	NPA	
BGGH	NUUK	Nuuk	RS	5	2C	05 23	NPA	
BGJN	ILULISSAT	Ilulissat	RS	5	2C	07 25	NPA	
BGKK	KULUSUK	Kulusuk	RS	5	2C	11 29	NPA	
BGMQ	MANIITSOQ	Maniitsoq	ANS	5	1C	16 34	NPA	
BGPT	PAAMIUT	Paamiut	ANS	5	1C	17 35	NPA	
BGQQ	QAANAAQ	Qaanaaq	ANS	5	2C	36 18	NPA	
BGSF	KANGERLUSSUAQ	Kangerlussuaq	RS	5	4D	09 27	NPA NINST	
BGSS	SISIMIUT	Sisimiut	ANS	5	1C	14 32	NPA	
BGTL	PITUFFIK	Pituffik	RNS	7	-	08T 26T		Military
BGUK	UPERNAVIK	Upernavik	ANS	5	1C	05 23	NPA	

City/Aerodrome/ Designation				RFF Category	Physical characteristics			Remarks
					RC	RWY No.	RWY Type	
BGUQ	UUMMANNAQ/QAARSUT	Uummannaq/Qaarsut	ANS	5	2C	16 34	NPA	
ICELAND								
BIAR	AKUREYRI	Akureyri	RS	3-7	4D	01 19	PA-1 PA-1	
BIEG	EGILSSTADIR	Egilsstadir	AS	3-7	4D	03 21	PA-1 NPA	
BIKF	KEFLAVIK	Keflavik	RS	7-8	4E	10 28	PA-2 PA-1	
						01 19	PA-1 PA-2	
BIRK	REYKJAVIK	Reykjavik	RS	3-7	3D	01 19	NPA PA-1	
						13 31	NPA NPA	
NORWAY								
ENSB	SVALBARD	Svalbard-Longyear	RNS	6	4C	10 28	PA-1 NPA	
PORTUGAL (Acores)								
LPPD	PONTA DELGADA	Ponta Delgada	RS	7 (8-9 PA)	4E	12 30	NINST PA-1	
LPAZ	SANTA MARIA	Santa Maria	RS	6 (7-9 PA)	4E	36 18	NPA PA-1	

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PART III – COMMUNICATIONS, NAVIGATION AND SURVEILLANCE (CNS)

1. INTRODUCTION

1.1 This part of the NAT ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to communication, navigation and surveillance (CNS). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of CNS facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to CNS facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

Communications

Aeronautical Mobile Service (AMS)

2.25

2.26 Whenever required, use of suitable techniques on VHF or higher frequencies should be made. The required HF network designators applicable for the NAT Region are in the *HF Management Guidance Material* ([NAT Doc 003](#)).

2.27

Air-Ground Data Link Communications

2.28

2.29 Where applicable, controller-pilot data link communications (CPDLC), based on FANS-1/A, should be implemented for air-ground data link communications.

2.30

Required Communication Performance (RCP)

2.32 The Required Communication Performance (RCP) concept characterizing the performance required for communication capabilities that support ATM functions without reference to any specific technology should be applied wherever possible.

2.33 States should determine, prescribe and monitor the implementation of the RCP in line with the provisions laid down in the *ICAO Performance-based Communication and Surveillance (PBCS) Manual* (Doc 9869).

Navigation

Navigation Infrastructure

2.34 The navigation infrastructure should meet the requirements for all phases of flight from take-off to final approach and landing.

MON/RON requirements

2.38

Surveillance

2.40 An important element of modern air navigation infrastructure required to manage safely increasing levels and complexity of air traffic is aeronautical surveillance systems.

2.41 When operating Mode S radars, States should coordinate with their respective ICAO Regional Office the assignment of their corresponding interrogator identifier (II) codes and surveillance identifier (SI) codes, particularly where areas of overlapping coverage will occur.

3. SPECIFIC REGIONAL REQUIREMENTS

Communications

3.1 The NAT ground/ground data interchange should be in accordance with the procedures specified in the [Pan Regional Interface Control Document \(PAN ICD\) for ATS Interfacility Data Communications \(AIDC\)](#)

Aeronautical mobile service (AMS)

3.2

3.4

Navigation

3.6 [Table CNS II-7](#) details the radio navigation aids, including MON/RON related, in the NAT Region.

Regional data link performance monitoring

3.9 The NAT Data Link Monitoring Agency (DLMA) monitors data link performance in the NAT Region on the basis of reports provided by States and airspace users.

TABLE CNS II- 1 - AERONAUTICAL FIXED TELECOMMUNICATIONS NETWORK

TABLE CNS II-7 — RADIO NAVIGATION AIDS

EXPLANATION OF THE TABLE	
Column	
1	Name of the country, city and aerodrome and, for route aids, the location of the installation.
2	The designator number and runway type: NINST — Visual flight runway NPA — Non precision approach runway PA1 — Precision approach runway, Category I PA2 — Precision approach runway, Category II PA3 — Precision approach runway, Category III
3	The functions carried out by the aids appear in columns 4 to 8 and 10 to 12. A/L — Approach and landing T — Terminal E — En route
4	ILS — Instrument landing system. Roman numerals I, II and III indicate the acting category of the ILS I, II or III. (I) indicates that the facility is implemented. The letter “D” indicates a DME requirement to serve as a substitute for a marker beacon component of an ILS. <i>Note.— Indication of the category refers to the performance standard to be achieved and maintained, in accordance with pertinent specifications in ICAO Annex 10, and not to specifications of the ILS equipment, since both specifications are not necessarily the same.</i> An asterisk (*) indicates that the ILS requires a Category II signal, but without the reliability and availability which redundant equipment and automatic switching provide.
5	Radio beacon localizer, be it associated with an ILS or to be used as an approach aid at an aerodrome.
6	Radiotelemetrical equipment. When an “X” appears in column 6 in line with the VOR in column 7, this indicates the need that the DME be installed at a common site with the VOR.
7	VOR — VHF omnidirectional radio range.
8	NDB — Non-directional radio beacon.
9	The distances and altitude to which the VOR or VOR/DME signals are required, indicated in nautical miles (NM) or thousands of feet, or the nominal coverage recommended of the NDB, indicated in nautical miles.
10, 11	GNSS — global navigation satellite system (includes GBAS and SBAS). GBAS (ground-based augmentation system) implementation planned to be used in precision approach and landing CAT I, CAT II, CAT III. SBAS (satellite-based augmentation system) implementation planned to be used for route navigation, for terminal, for non precision approach and landing. An “X” indicates service availability; exact location of installation will be determined.
12	Note. — GPS receiver is under standard rules and ABAS (aircraft-based augmentation system). Remarks

Note.— Columns 4 to 12 use the following symbols:

D — DME required but not implemented.

DI — DME required and implemented.

X — Required but not implemented.

XI — Required and implemented.

TABLE CNS II-7 — RADIO NAVIGATION AIDS

Station/Territory	Rwy type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		Remarks
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
FAROE ISLANDS (Denmark)											
MYGGENAES	12 NPA 30 PA1	E/T/A		X	X		X				
VAGAR		A/L			X						
GREENLAND (Denmark)											
HOLSTEINSBORG		E					X	SD			
KANGERLUSSUAQ		A/L	X	X							
		T					X				
KULUSUK		E					X	SD			
PRINS CHRISTIANS SUND		E					X	SD			
SIMIUTAQ		E					X	LD			
		E					X	SD			
ICELAND											
AKUREYRI	01 PA1 19PA1	A/L	XI	XI	XI						
		A/L	XI	XI	XI						
		T/E			XI	XI					
		T/E					XI	50			
EGILSSTADIR	03 PA1 21 NPA	A/L	XI	XI	XI						
		A/L			XI		XI				
		T/E					X				RNP APP
INGO		E			XI	XI					
KEFLAVIK	01 PA1 19 PA2 10 PA2 28 PA1	A/L	XI	XI	XI						
		A/L	XI	XI	XI						
		A/L	XI	XI	XI						
		A/L	XI	XI	XI						
		T/E			XI	XI					
		T/E					XI	250			
REYKJAVIK	01 NPA 19 PA1 13 NPA 31 NPA	A/L			XI						
		A/L	XI	XI	XI						RNP APP
		A/L									
		A/L									
		T/E					XI	100			RNP APP
NORWAY											
SVALNARD/LONGYEAR	10PA1	A/L	1D		X		X				

Station/Territory	Rwy type	Function	ILS	L	DME	VOR	NDB	Coverage	GNSS		Remarks
									GBAS	SBAS	
1	2	3	4	5	6	7	8	9	10	11	12
PORTUGAL FLORES, Flores I., Acores LAJES, Terceira I., Acores PONTA DELGADA, Sao Miguel I., Acores SANTA MARIA, Santa Maria I., Acores	28NPA	A/L			X		X				
		E,T			X	X		275/300			
		A/L		X							
		E				X					
		E,T			X	X		275/300			
		A/L	19-I								
		E	X	X	X	X		200/500			

NAT ANP, VOLUME II
PART IV - AIR TRAFFIC MANAGEMENT (ATM)

1. INTRODUCTION

1.1 This part of the NAT ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to air traffic management (ATM). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of ATM facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to ATM facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

3. SPECIFIC REGIONAL REQUIREMENTS

3.1

3.1 Twice daily, organized track systems (OTS) are promulgated to manage the core East-West flows of traffic in the NAT Region. Details are provided in [NAT SUPPs, 6.4](#) and [NAT Doc 007](#).

Regional safety monitoring

3.2 The NAT Central Monitoring Agency (CMA) is responsible for the monitoring and reporting of certain aspects of operations in the NAT Region. The NAT CMA was initially established in 1985 by the ICAO North Atlantic Systems Planning Group (NAT SPG) to support the preparation and introduction of RVSM in the North Atlantic (NAT) Region, and thereafter to perform a database assessment and provide assurance of continuing system safety and integrity.

3.3

TABLE ATM II-1 - NAT REGION ATS ROUTES**EXPLANATION OF THE TABLE**

Column

- 1 Designator of ATS route
- 2 Significant points defining the ATS route. Only prominent locations have been listed.
- 3 Purpose/Usage of Routes

Designator	Significant Points	Purpose/Usage/Restrictions
1	2	3
TANGO Routes		
T9	LASNO - BEGAS	For flights between Northern Europe and Spain/Canarias/Lisboa FIRs.
T13	MANOX – LUPOV (420000N 01505000W) – NILAV (450000N 01325000W) – OMOKO	For flights between Northern Europe and Canarias/Lisboa FIRs.
T213	TAMEL - BERUX	For flights between Northern Europe and Spain/Canarias/Lisboa FIRs.
T16	OMOKO – GONAN – EKROL (420000N 01535000W) – NAVIX – SNT	For flights between Northern Europe and Canarias/Lisboa FIRs.

NAT ANP, VOLUME II
PART V – METEOROLOGY (MET)

1. INTRODUCTION

1.1 This part of the NAT ANP, Volume II, complements the provisions in the ICAO SARPs and PANS related to aeronautical meteorology (MET). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of MET facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to the MET facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the States concerned to implement the requirements specified.

2. GENERAL REGIONAL REQUIREMENTS

Meteorological offices

2.1 In the NAT Region, meteorological watch offices (MWO) have been designated to maintain continuous watch on meteorological conditions affecting flight operations within their area(s) of responsibility, as indicated at [Table MET II-1](#).

Meteorological observations and reports

2.2 Routine observations, issued as a METAR, should be made throughout the 24 hours of each day at intervals of one half-hour or one hour at aerodromes as indicated in [Table MET II-2](#).

2.3 At aerodromes that are not operational throughout 24 hours, METAR should be issued at least 3 hours prior to the aerodrome resuming operations or as agreed upon between airspace users and the MET Authority in the NAT Region.

Forecasts

2.4 An aerodrome forecast, issued as a TAF, should be for the aerodromes indicated in [Table MET II-2](#).

2.5 The period of validity of a routine TAF should be of 9-, 24-, or 30-hours to meet the requirements indicated in [Table MET II-2](#).

2.6 The forecast maximum and minimum temperatures expected to occur during the period of validity, together with their corresponding day and time of occurrence, should be included in TAF at aerodromes indicated in [Table MET II-2](#).

2.7 Landing forecasts (prepared in the form of a trend forecast) should be provided at aerodromes indicated in [Table MET II-2](#).

Requirements for and use of communications

2.8 Operational meteorological information prepared as METAR, SPECI and TAF for aerodromes indicated in [Table MET II-2](#), and SIGMET messages prepared for flight information regions or control areas indicated in [Table MET II-1](#), should be disseminated to the international OPMET databanks designated for the NAT Region (namely Brussels OPMET databank) and to the centre designated for the operation of the aeronautical fixed service Secure Aviation Data Information Service (SADIS) and/or WIFS in the NAT Region.

2.9 SIGMET messages should be disseminated to other meteorological offices in the NAT Region in accordance with the regional OPMET bulletin exchange scheme.

2.10 Special air-reports that do not warrant the issuance of a SIGMET should be disseminated to other meteorological offices in the NAT Region in accordance with the regional OPMET bulletin exchange scheme.

2.11 The aerodromes for which METAR and SPECI are to be included in VOLMET broadcasts, the sequence in which they are to be transmitted and the broadcast time, is indicated in [Table MET II-3](#).

3. SPECIFIC REGIONAL REQUIREMENTS

Meteorological observations and reports

3.1 Information on the status of the runway should be included as supplementary information in METAR and SPECI as indicated in [Table MET II-2](#).

3.2 The observations required under the current Danish and Icelandic Joint Financing Agreements are given in [Table MET II-4](#).

OPMET information

3.3 The details of the NAT regional OPMET bulletin exchange scheme are provided in the [EUR OPMET Data Management Handbook \(EUR Doc 018\)](#).

Note: The EUR Data Management Group (DMG) of the European Air Navigation Planning Group (EANPG) Meteorological Group (METG) updates this document accordingly for approval by the EANPG Programme Coordinating Group (COG). Denmark, Iceland and the United States participate in the work of the METG. The Regional OPMET Centre (ROC) London coordinates exchange of data with Canada.

Service for operators and flight crew members

3.4 Scheduled VOLMET broadcasts should contain TAF and SIGMET.

3.56 METAR, SPECI and TAF should be available for uplink to aircraft in flight via D-VOLMET.

TABLE MET II-1 - METEOROLOGICAL WATCH OFFICES

EXPLANATION OF THE TABLE

Column

- 1 Name of the State where meteorological service is required
- 2 Name of the flight information region (FIR) or control area (CTA) where meteorological service is required
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 3 ICAO location indicator of the FIR or CTA
- 4 Name of the meteorological watch office (MWO) responsible for the provision of meteorological service for the FIR or CTA
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 5 ICAO location indicator of the responsible MWO
- 6 Requirement for SIGMET information (excluding for volcanic ash and for tropical cyclones) to be provided by the MWO for the FIR or CTA concerned, where:
Y – Yes, required
N – No, not required
- 7 Requirement for SIGMET information for volcanic ash to be provided by the MWO for the FIR or CTA concerned, where:
Y – Yes, required
N – No, not required
- 8 Requirement for SIGMET information for tropical cyclone to be provided by the MWO for the FIR or CTA concerned, where:
Y – Yes, required
N – No, not required
- 9 Requirement for AIRMET information to be provided by the MWO for the FIR or CTA concerned, where:
Y – Yes, required
N – No, not required

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (MA)
1	2	3	4	5	6	7	8	9
Canada	GANDER, NL (ACC)	CZQX	MONTREAL (QUEBEC FORECAST OFFICE), QUE ¹	CWUL	Y	Y	Y	
Denmark	NUUK FIR	BGGL	KANGERLUSSUAQ (Greenland) ¹	BGSF	Y	Y		
Iceland	REYKJAVIK FIR/CTA	BIRD	ICELANDIC METEOROLOGICAL OFFICE	BIRK	Y	Y		

¹ Nuuk FIR/Gander Oceanic CTA and Nuuk FIR/Reykjavik CTA served by Montreal MWO and Reykjavik MWO respectively.

State	FIR or CTA where meteorological service is required		Responsible meteorological watch office		Meteorological service to be provided			
	Name	ICAO Location Indicator	Name	ICAO Location Indicator	SIGMET (WS)	SIGMET (WV)	SIGMET (WC)	AIRMET (WA)
1	2	3	4	5	6	7	8	9
Norway	BODO OCEANIC FIR	ENOB	THE NORWEGIAN METEOROLOGICAL INSTITUTE, OSLO	ENMI	Y	Y		
Portugal	SANTA MARIA OAC/FIC	LPPO	LISBOA	LPPT	Y	Y	Y	N
United Kingdom	SHANWICK OACC	EGGX	GATWICK CAA SRG (AVIATION HOUSE)	EGRR	Y	Y	Y	
United States	NEW YORK (ARTCC) RONKONKOMA NY.	KZNY	KANSAS CITY ^{2, 3}	KKCI	Y	Y	Y	

² The Washington MET/COM Centre (KWBC) is the AIREP Collecting Centre for the United States.

³ KKCI location indicator not included in DOC 7910/149, September 2014

TABLE MET II-2 - AERODROME METEOROLOGICAL OFFICES

EXPLANATION OF THE TABLE

Column

- 1 Name of the State where meteorological service is required
- 2 Name of the AOP aerodrome where meteorological service is required
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 3 ICAO location indicator of the AOP aerodrome
- 4 Designation of AOP aerodrome:
 RG - international general aviation, regular use
 RS - international scheduled air transport, regular use
 RNS - international non-scheduled air transport, regular use
 AS - international scheduled air transport, alternate use
 ANS - international non-scheduled air transport, alternate use
- 5 Name of the aerodrome meteorological office responsible for the provision of meteorological service
Note: The name is extracted from the ICAO Location Indicators (Doc 7910) updated quarterly. If a State wishes to change the name appearing in Doc 7910 and this table, ICAO should be notified officially.
- 6 ICAO location indicator of the responsible aerodrome meteorological office
- 7 Requirement for METAR/SPECI from the aerodrome concerned, where:
 Y – Yes, required
 N – No, not required
- 8 Requirement for information on the state of the runway provided by the appropriate airport authority to be included as supplementary information in METAR/SPECI from the aerodrome concerned, where:
 Y – Yes, required
 N – No, not required
- 9 Requirement for trend forecast to be appended to METAR/SPECI from the aerodrome concerned, where:
 Y – Yes, required
 N – No, not required
- 10 Requirement for TAF from the aerodrome concerned, where:
 C - Requirement for 9-hour validity aerodrome forecasts in TAF code (9H)
 T - Requirement for 18/24-hour validity aerodrome forecasts in TAF code (18/24H)
 X - Requirement for 30-hour validity aerodrome forecasts in TAF code (30H)
 N – No, not required
- 11 Requirement for maximum and minimum temperature (expected to occur during the period of validity of the TAF) to be included in TAF from the aerodrome concerned, where:
 Y – Yes, required
 N – No, not required
- 12 Availability of METAR/SPECI and TAF from the aerodrome concerned, where:
 F – Full availability : OPMET information as listed issued for the aerodrome all through the 24-hour period
 P – Partial availability: OPMET information as listed not issued for the aerodrome for the entire 24-hour period

TABLE MET II-2 - AERODROME METEOROLOGICAL OFFICES

State	AOP aerodrome where meteorological service is to be provided			Responsible aerodrome meteorological office		Observations and forecasts to be provided					METAR/SPECI
	Name	ICAO Location Indicator	Use	Name	ICAO Location Indicator	METAR/SPECI	State of the	Trend forecast	TAF	Temperature	
1	2	3	4	5	6	7	8	9	10	11	12
Greenland (Denmark)	KANGERLUSSUAQ	BGSF	RS	KANGERLUSSUAQ	BGSF	Y			T	Y	P
Iceland	AKUREYRI	BIAR	RS	AKUREYRI AIRPORTIMO	BIRK	Y	Y		T	Y	F
	EGILSSTADIR	BIEG	AS	EGILSSTADIR AIRPORTIMO	BIRK	Y	Y		T	Y	F
	KEFLAVIK	BIKF	RS	KEFLAVIK AIRPORT, IMO	BIRK	Y	Y		T	Y	F
	REYKJAVIK	BIRK	RS	REYKJAVIK AIRPORT, IMO	BIRK	Y	Y		T	Y	F
Portugal	PONTA DELGADA	LPPD	AS	LISBOA	LPPT	Y			T	Y	F
	SANTA MARIA	LPAZ	RS	LISBOA	LPPT	Y			X	Y	F

TABLE MET II-3 – HF VOLMET BROADCASTS**EXPLANATION OF THE TABLE**

The transmitting station appears at the top of each block.

Names in lower case letters indicate aerodromes for which reports (routine or selected special) are required.

Names in upper-case letters indicate aerodromes for which forecasts are required.

The New York and Shannon VOLMET broadcasts should be made only in the English language.

New York	New York	New York	New York
00-05	05-10	10-15	15-20
DETROIT CLEVELAND CINCINNATI Detroit Cleveland Cincinnati Indianapolis Pittsburgh	SIGMET (New York Oceanic) BANGOR WINDSOR LOCKS CHARLOTTE Bangor Windsor Locks Norfolk [Charlotte]	NEW YORK/JFK NEWARK BOSTON New York Newark Boston Baltimore Washington/IAD	SIGMET (Miami/San Juan Oceanic) BERMUDA MIAMI ATLANTA Bermuda Miami Nassau Orlando [Atlanta]
30-35	35-40	40-45	45-50
CHICAGO MILWAUKEE MINNEAPOLIS Chicago Milwaukee Minneapolis Detroit Boston	SIGMET (New York Oceanic) INDIANAPOLIS ST. LOUIS PITTSBURGH Indianapolis St. Louis Pittsburgh [Atlantic City]	BALTIMORE PHILADELPHIA WASHINGTON/IAD Baltimore Philadelphia Washington/IAD New York/JFK Newark	SIGMET (New York Oceanic) NASSAU ORLANDO Bermuda Miami Nassau Orlando Atlanta Tampa [West Palm Beach]

Note :

The reports and forecasts shown in brackets may be deleted from the broadcasts to provide broadcasting time for the inclusion of SIGMET messages.

Shannon ¹	Shannon ¹	Shannon ¹	Shannon ¹	Shannon ¹	Shannon ¹
00-05	05-10	10-15	15-20	20-25	25-30
SIGMET BRUXELLES/ NATIONAL AMSTERDAM/ SCHIPHOL Bruxelles/National Amsterdam/Schipol Frankfurt Hamburg München	LONDON/ HEATHROW LONDON/ GATWICK STANSTED London/Heathrow London/Gatwick Stansted Prestwick Glasgow	SIGMET DUBLIN SHANNON Dublin Shannon Manchester Keflavik	SANTA MARIA LISBOA MADRID Santa Maria Lisboa Madrid Lajes	SIGMET PARIS/ CHARLES-DE- GAULLE PARIS/ORLY Paris/Charles-de- Gaulle Paris/Orly Zurich Genève Milano/Malpensa	Stockholm/Arlanda Manchester Shannon Kobenhavn/Kastrup Bergen Dublin Helsinki/Vantaa
30-35	35-40	40-45	45-50	50-55	55-00
SIGMET FRANKFURT KOLN-BONN Frankfurt Köln-Bonn Düsseldorf München Luxembourg	KEFLAVIK GLASGOW MANCHESTER London/Heathrow London/Gatwick Keflavik Glasgow Manchester	SIGMET OSLO/ GARDERMOEN KOBENHAVN/ KASTRUP Oslo/Gardermoen Kobenhavn/Kastrup Göteborg/Landvetter Stockholm/Arlanda Bergen Helsinki/Vantaa	ZURICH GENEVE Zurich Genève Paris/Charles-de- Gaulle Paris/Orly	SIGMET HAMBURG Bruxelles/National Amsterdam/Schiphol Frankfurt Köln-Bonn Hamburg	ROMA/FIUMICINO MILANO/MALPENS A Roma/Fiumicino Milano/Malpensa Torino Lisboa Lajes Santa Maria

Shannon frequencies – 3413, 5505, 8957, 13264 kHz

NOTES

1. SIGMET denotes the time-blocks during SIGMETs are broadcast.
2. Capital letters, for example BRUXELLES/NATIONAL, indicate aerodrome forecasts. Small letters indicate aerodrome reports.
3. SIGMETs (where appropriate), forecasts and reports and broadcast in the order shown. If all the elements of a broadcast have been transmitted in less than the 5 minutes allotted, reports are repeated at the end of each period of transmission as time permits.
4. The reports broadcast are the latest routine reports (or selected special reports) plus landing forecasts in the TREND form when the latter are available. If a new report is not available, the earlier one will be broadcast for one hour only together with the time of observation.
5. The valid period of the aerodrome forecasts normally extends to at least 6 hours following the broadcast time. If no amendment is received, a forecast is repeated in unchanged form in each scheduled broadcast for three hours only, or until a new forecast is received.

TABLE MET II-4

¹ The following procedures apply to Shannon HF VOLMET broadcasts as indicated:

- a) the aerodrome forecasts only should, if required, be omitted if the broadcast would otherwise overrun;
- b) when data have not arrived from an aerodrome in time for a broadcast, the latest earlier material should be included in the broadcast, together with the time of observation.

SURFACE and UPPER AIR SYNOPTIC NETWORKS and OBSERVATIONS
Observations to be provided under the Danish and Icelandic Joint Financing Agreements

Index No. Chiffre indicatif Indicativo	Station Estación	Surface synoptic observations Observations synoptiques à la surface Observaciones sinópticos de superficie								Half-hourly observations Observations semi-horaires Observaciones semi-horarios	Time of observation Heure d'observation Observaciones horarios							
											Radiowind Radiovent Radioviento				Radiosonde Radiosonda			
		00	03	06	09	12	15	18	21		00	06	12	18	00	06	12	18
GREENLAND (D)																		
04220	Egedesminde	X	X	X	X	X	X	X	X		X		X		X		X	
04270	Narssarssuaq	X	X	X	X	X	X	X	X		X		X		X		X	
04320	Danmarkshavn	X	X	X	X	X	X	X	X		X		X		X		X	
ICELAND (I)																		
04005	Bolungarvik	X	X	X	X	X	X	X	X									
04018	Keflavik	X	X	X	X	X	X	X	X	0000-2400 ¹	X		X		X		X	
04082	Hofn Hornafjordur	X	X	X	X	X	X	X	X									
1. Plus any necessary special observations. Prière d'ajouter toute observation spéciale. Más cualquier otra observación especial.																		
LEGEND / LÉGENDE / CLAVE																		
D ICAO 1956 Danish Joint Financing Agreement Accord de financement collectif de l'OACI avec le Danemark (1956) Acuerdo de financiamiento colectivo de la OACI de 1956 con Dinamarca.																		
I ICAO 1956 Icelandic Joint Financing Agreement Accord de financement collectif de l'OACI avec l'Islande (1956) Acuerdo de financiamiento colectivo de la OACI de 1956 con Islandia.																		

NAT ANP, VOLUME II

PART VI - SEARCH AND RESCUE (SAR)

1. INTRODUCTION

1.1 This part of the NAT ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to search and rescue (SAR). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of SAR facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to the SAR facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

2.1 The Rescue Coordination Centres (RCCs) and Rescue Sub-Centres (RSCs) for the NAT Region are listed in [Table SAR II-1](#) and depicted in **Chart SAR II-1**.

2.2 In cases where the minimum SAR facilities are temporarily unavailable, alternative suitable means should be made available.

2.3 In cases where a SAR alert is proximate to a search and rescue region (SRR) delineation (e.g. 50 NM or less), or it is unclear if the alert corresponds to a position entirely contained within an SRR, the adjacent RCC or RSC should be notified of the alert immediately.

3. SPECIFIC REGIONAL REQUIREMENTS

3.1. None.

TABLE SAR II-1 - SEARCH AND RESCUE FACILITIES IN THE NAT REGION**EXPLANATION OF THE TABLE***Column*

- 1 State
- 2 Name of the Rescue Coordination Centre (RCC) and Rescue Sub-centre (RSC).
- 3 SAR points of contact (SPOC). Name of the SPOC.
- 4 Remarks. Supplementary information such as the type of RCC (e.g. maritime or aviation or joint).

State	Name of and RCC/RSC	SPOC ⁵	Remarks
1	2	3	4
CANADA	Halifax JRCC Trenton JRCC	Trenton JRCC	JRCC: Joint Rescue Coordination Centre
DENMARK (Greenland)	Nuuk RCC	Nuuk RCC	
ICELAND	Reykjavik JRCC	Reykjavik JRCC	JRCC: Joint Rescue Coordination Centre
NORWAY	Bodo RCC	Bodo RCC	
PORTUGAL	Lajes RCC	Lajes RCC	
UNITED KINGDOM	UK Aeronautical RCC		Royal Air Force and Royal Navy fixed-wing aircraft and helicopters; Department for Transport (DfT) helicopters; Royal Air Force Mountain Rescue Teams; HM Coastguard; Merchant vessels
UNITED STATES	Boston JRCC (Massachusetts) Norfolk JRCC (Virginia) Miami JRCC (Florida)	Boston JRCC Norfolk JRCC Miami JRCC	JRCC: Joint Rescue Coordination Centre

⁵ List of the SAR Point of Contact (SPOC) in the NAT Region is available at <http://www.cospas-sarsat.int/en/contacts-pro/contacts-details-all>

NAT ANP, VOLUME II

PART VII - AERONAUTICAL INFORMATION MANAGEMENT (AIM)

1. INTRODUCTION

1.1 This part of the NAT ANP, Volume II, complements the provisions in ICAO SARPs and PANS related to AIS/AIM and aeronautical charts (MAP). It contains dynamic plan elements related to the assignment of responsibilities to States for the provision of AIS/AIM facilities and services within a specified area in accordance with Article 28 of the *Convention on International Civil Aviation* (Doc 7300); and mandatory requirements related to the AIS/AIM facilities and services to be implemented by States in accordance with regional air navigation agreements. Such agreement indicates a commitment on the part of the State(s) concerned to implement the requirement(s) specified.

2. GENERAL REGIONAL REQUIREMENTS

2.1 The responsibility for the provision of AIS/AIM facilities and services in the NAT Region, is reflected in the [Table AIM II-1](#), which shows the list of designated international NOTAM Offices (NOF), designated States for AIP production, designated States for aeronautical charts (MAP) production, designated States for the provision of the authoritative Integrated Aeronautical Information Database (IAID) and designated States for the provision of pre-flight information services.

2.2

2.9 The production responsibility for sheets of the World Aeronautical Chart (WAC) — ICAO 1: 1 000 000 or Aeronautical Chart — ICAO 1: 500 000 (*as an alternative to the World Aeronautical Chart — ICAO 1:1 000 000*) is set out in [Table AIM II-2](#).

3. SPECIFIC REGIONAL REQUIREMENTS

3.1 None.

TABLE AIM II-1 - RESPONSIBILITY FOR THE PROVISION OF AIS/ AIM FACILITIES AND SERVICES IN THE NAT REGION

EXPLANATION OF THE TABLE

Column:

- 1 Name of the State or territory
- 2 Designated international NOTAM Office (NOF)
- 3 Designated State for AIP production
- 4 Designated State for aeronautical charts (MAP) production
- 5 Designated State for the provision of the authoritative Integrated Aeronautical Information Database (IAID)
- 6 Designated State for the provision of pre-flight information services
- 7 Remarks — additional information, as appropriate.

State/FIR	NOF	AIP	MAP	IAID	Pre-flight briefing	Remarks
1	2	3	4	5	6	7
BODO OCEANIC	OSLO	NORWAY	NORWAY	NORWAY	NORWAY	(Norway)
GANDER OCEANIC	OTTAWA	CANADA	CANADA	CANADA	CANADA	(Canada)
NEW YORK OCEANIC	WASHINGTON	UNITED STATES	UNITED STATES	UNITED STATES	UNITED STATES	(United States)
REYKJAVIK	REYKJAVIK	ICELAND	ICELAND	ICELAND	ICELAND	(Iceland)
SANTA MARIA OCEANIC	LISBON	PORTUGAL	PORTUGAL	PORTUGAL	PORTUGAL	(Portugal)
SHANWICK OCEANIC	LONDON	UNITED KINGDOM	UNITED KINGDOM	UNITED KINGDOM	UNITED KINGDOM	(United Kingdom)
NUUK	NUUK	DENMARK	DENMARK	DENMARK	DENMARK	(Denmark)

**TABLE AIM II-2 - PRODUCTION RESPONSIBILITY FOR SHEETS OF THE WORLD
AERONAUTICAL CHART - ICAO 1:1 000 000 OR AERONAUTICAL CHART — ICAO 1: 500 000**

EXPLANATION OF THE TABLE

Column:

- 1 Name of the State accepting production responsibility.
- 2 World Aeronautical Chart — ICAO 1:1 000 000/ Aeronautical Chart — 1: 500 000 sheet number(s) for which production responsibility is accepted.
- 3 Remarks.

Note — In those instances where the production responsibility for certain sheets has been accepted by more than one State, these States by mutual agreement should define limits of responsibility for those sheets. This should be reflected in the Remarks column

State	Sheet number(s)	Remarks
1	2	3
CANADA	2107, 2148	Within Gander Oceanic FIR
DENMARK	2008, 2009, 2018, 2019, 2038-40, 2055-57, 2084, 2085	Within Nuuk FIR
ICELAND	2086, 2054, 2106	Within Reykjavik FIR
NORWAY	2010, 2016, 2042	Within Bodo Oceanic FIR
PORTUGAL	2351-50	Within Santa Maria Oceanic FIR
UNITED KINGDOM	2150, 2171	Within Shanwick Oceanic FIR
UNITED STATES	2412	Within New York Oceanic FIR

- END -