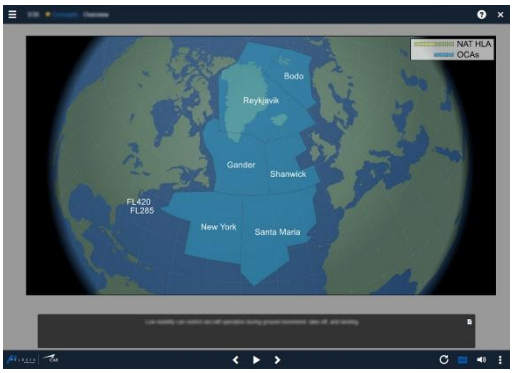
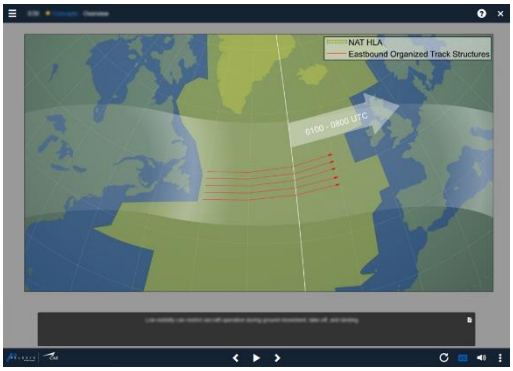
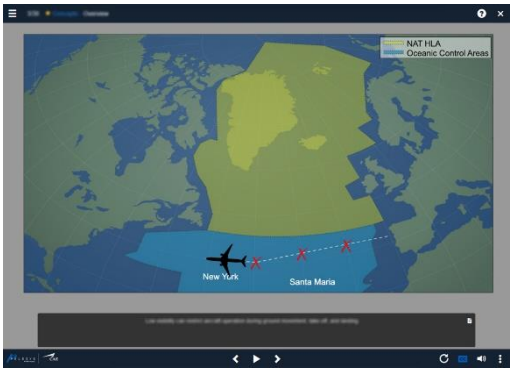
North Atlantic High Level Airspace (NAT HLA) Operations

2019-2020







SUMMARY

This course covers the structure of airspace, aircraft equipment requirements and separation standards used by Air Traffic Control in NAT HLA Operations.
Included are the route structures used in NAT HLA operations, communication procedures, normal flight procedures and contingency procedures.

TARGET POPULATION

The Pelesys NAT HLA Operations course is designed for Professional Pilots requiring initial or recurrent training.

REGULATORY COMPLIANCE

- ICAO / EASA / FAA / Transport Canada
- Maintain compliance with IOSA standards

Versions Available:
Standard

Course Length:
1 hr 30 min

LESSON 01: Special Use Airspace Including NAT HLA and MNPS

In this lesson we cover:

- Minimum Performance Specification Airspace (MNPS)
- North Atlantic High Level Airspace (NAT HLA)
- Canada Minimum Navigation Performance Specification Airspace (CMNPS)
- CMNPS transition airspace
- Canada Required Navigation Performance Capability (RNPC)
- Structure airspace in Canada
- WATRS Plus Airspace
- Reduced Vertical Separation Minimum (RVSM)
- Required Navigation Performance (RNP)
- PBCS Routes in the OTS
- ASEPS Trial Information and Operating Provisions

LESSON 02: Route Structures

In this lesson, we cover:

- NAT Organized Track Structure (OTS)
- North American routes (NAR)
- North Atlantic Routing Scheme (NERS)
- Arctic Control Area Tracks
- The use of routes in Northern Control Area Tracks
- The use of routes in Southern Control Area Tracks
- The use of routes in Western Atlantic Route Structure (WATRS)
- Blue Spruce Routes

LESSON 03: Communications

In this lesson, we cover:

- Aeradio
- Selective calling (SELCAL) and transponder
- HF theory
- Standard HF air-ground message types and formats
- Meteorological reports
- When-Able-Higher (WAH)
- Aeradio Operators
- Controller Pilot Datalink Communication (CPDLC)
- Oceanic clearance procedures

LESSON 04: Normal Procedures

In this lesson, we cover:

- Flight planning
- MEL Items
- Preflight actions
- Flight plan data entry
- Oceanic clearance
- Navigation accuracy
- Transponder operation
- Met reports
- SLOP
- Position plotting

LESSON 05: Contingency Procedure

In this lesson, we cover:

- Company specific Standard Operating Procedures related to contingencies
- Contingency Procedures in PBCS / ASEPS
- Special Emphasis Items for Half-degree Waypoint Insertion

LEARNING TIME AND RUN TIME

This course has a learning time of: (run time plus additional time per page to account for understanding learning points)

- 1 hr 30 min

This course has a run time of: (the base time for each page to be completed)

- 1 hr 09 min

Exam Generation System (EGS) Banked Questions

The total amount of banked questions for this course is:

Lesson Title	Standard Questions
Special Use Airspace Including NAT HLA and MNPS	8
Route Structures	5
Communications	7
Normal Procedures	1
Contingency Procedure	4
	25

REFERENCE MATERIAL

The Pelesys NAT HLA Operations course provides information to pilots and dispatchers regarding operations in the North Atlantic Track Structure. Supplementary information regarding operations in the NAT can be found in the High Altitude Operations, PBN and GPS Courses. This course is based on information contained in:

EASA:

- SPA.PBN.105

FAA:

- FAA AC 91-70B – Oceanic and Remote Continental Airspace Operations
- FAA Order 7110.82, Reporting Oceanic Errors
- United States Aeronautical Information Publication (AIP), See ENR 7.3, Special Procedures for In-Flight Contingencies in Oceanic Airspace
- FAA 8900.383 – Op Spec B343, Performance-Based Contingency Fuel Requirements for Flag Operations
- AC 20-138
- AC 90-125

ICAO:

- NAT Doc 007
- Doc 9613 Performance Based Navigation
- NAT OPS Bulletin 2017_001
- NAT OPS Bulletin 2018_003
- NAT OPS Bulletin 2018_004
- NAT OPS Bulletin 2018_005
- NAT OPS Bulletin 2018_006
- Doc 4444 PANS-ATM
- NAT Data Link Phase 2

TC:

- TP 14371
- AC 700-038
- AC 700-041
- AC 100-001
- Nav Canada AIC 30/12
- CAR Standard 821 CMNPS
- TP 1820E Designated Airspace Handbook
- Canada Flight Supplement

The operator remains responsible for obtaining approval from the regulatory authority.