



## PROTOCOL

# (OPS.07) North Atlantic high level airspace (NAT HLA)

March 2025



### Acknowledgement of Country

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Artwork: James Baban.

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# 1. Purpose

This protocol is for the assessment of the policies and procedures to support operations in the North Atlantic high level airspace (NAT HLA). Specific aircraft communication, navigation and surveillance equipment must be certified for use in the NAT HLA and must continue to maintain the required performance standards. In parallel, the operator must demonstrate capability to operate and maintain airworthiness requirements for operations in the NAT HLA.

ICAO has published guidance material in the form of NAT Doc 007—North Atlantic Operations and Airspace Manual which comprehensively covers the requirements for operations in the NAT HLA, inclusive of aircraft equipment requirements, flight crew training and standard operating procedures (SOPs). Inspectors will use NAT Doc 007 in conjunction with principle (OPS.07) to support the assessment process.

# 2. Concept and philosophy

The applicability of the NAT HLA approval is for operators intending to conduct operations in the NAT HLA.

NAT HLA is a re-designation of the airspace formerly known as the North Atlantic Minimum Navigational Performance Specifications Airspace (NAT MNPSA). The re-designation to NAT HLA included transferring from the older minimum navigational performance specifications (MNPS) requirements to encapsulating the current performance based navigation (PBN) and performance based communication system (PBCS) requirements. As such, operational data (e.g. aircraft flight manual statements, pilot training records) relating to MNPS compliance is no longer valid for NAT HLA applications.

The NAT HLA is that volume of airspace between flight level (FL) 285 and FL 420 within the oceanic control areas of Bodo Oceanic, Gander Oceanic, New York Oceanic East north of 27N, Reykjavik, Santa Maria and Shanwick; excluding the Shannon and Brest Ocean Transition Areas. It is this airspace of the North Atlantic which links Europe and North America; it is the busiest oceanic airspace in the world. Aircraft separation assurance and acceptable level of safety is ensured by the required standards of horizontal and vertical navigation performance.

All operators intending to operate in the NAT HLA must be approved by the State of Registry or State of the Operator. The CASA approval process encompasses all aspects affecting the expected communication, navigation and surveillance performance of the aircraft – including flight crew training, designation of appropriate SOPs and maintenance procedures to ensure continuing airworthiness.

Depending on the aircraft equipment, operators may be restricted to certain routes within the NAT HLA; such limitations will be detailed in approval.

# 3. Process

All administration tasks should follow standard regulatory service administration procedures (as applicable), in addition to the following:

- a. Applicants must submit the Approval for operations in North Atlantic High Level Airspace (NAT HLA) form (CASA-04-5665) for an approval under regulation 91.045.
- b. Regservices will create a case in EAP to be assigned to a CASA flying operations inspector (FOI) and airworthiness inspector (AWI).
- c. Regservices and the inspector should confirm that an EAP stop alert is not active.
- d. All associated CASA staff must be knowledgeable of, and competent with, ICAO Doc 007—North Atlantic Operations and Airspace Manual, which provides details for the assessment.
- e. The relevant sections of Worksheet (OPS.07) must be completed by the CASA inspectors and saved as a PDF document in RMS, including:
  - i. the assessment summary
  - ii. the approval data sheet.
- f. As a significant change, the inspector must complete the relevant section on the approval data sheet and provide the revision details for the exposition.

- g. The inspector must complete EAP in accordance with the EAP OAS Case Management - Regulatory Oversight Division (ROD) handbook (CASA-03-550).
- h. If the approval is granted, regservices will update the operations specification (OPS SPEC) to reflect NAT HLA approval.

## 4. List of supplements

Only the following supplements may be used in support of this protocol. The most recently approved versions will be found on the CASA intranet website. Approved forms are located on CASA's external website.

- [Principle \(OPS.07\) North Atlantic high level airspace \(NAT HLA\)](#)
- [Worksheet \(OPS.07\) North Atlantic high level airspace \(NAT HLA\)](#)
- [Application for approval of operations in North Atlantic High Level Airspace \(NAT HLA\) \(CASA-04-5665\)](#)

## 5. Scope

This protocol is for the assessment of an approval under regulation 91.045 of CASR for operations into NAT HLA.

This protocol does not cover the process for certification and approval of aircraft equipment required to be eligible for operations in the NAT HLA.

## 6. Competency requirements

To conduct the assessment, inspectors must have successfully completed the foundation training, the advanced regulatory assessment training programs and performance based navigation training.

Inspectors must be fully conversant with Protocol (OPS.04) Navigation authorisations and have operational experience in Oceanic operations.

Inspectors must conduct their first assessment under the supervision of a senior FOI or senior AWI as required.

## 7. Associated legislation

**Table 1. Legislation associated with this protocol**

Document	Title
Part 119 of CASR	Australian air transport operators—certification and management
Part 121 of CASR	Australian air transport operations — larger aeroplanes
Part 135 of CASR	Australian air transport operations — smaller aeroplanes
Part 91 of CASR	General operating and flight rules
Part 42 of CASR	Continuing airworthiness requirements for aircraft and aeronautical products
Part 91 MOS	Part 91 (General operating and flight rules) Manual of Standards 2020
Part 42 MOS	Part 42 Manual of Standards

Document	Title
CASA EX68/24	Part 119 of CASR – Supplementary Exemptions and Directions Instrument 2021

## 8. Guidance references

**Table 2. Guidance material relevant to this protocol**

Document	Title
AC 1-01	Understanding the legislative framework
AC 1-02	Guide to the preparation of expositions and operations manuals

## 9. ICAO references

**Table 3. ICAO references applicable to this protocol**

Document	Title
NAT Doc 007	North Atlantic Operations and Airspace Manual
NAT Doc 011	PBCS Monitoring and Reporting Guidance
Doc 7030	Regional Supplementary Procedures
Doc 9869	Performance-based Communication and Surveillance (PBCS) Manual
Doc 10037	Global Operational Data Link (GOLD) Manual
Annex 6, Part I	International commercial air transport operations

## 10. Revision history

Amendments/revisions of this protocol are recorded below in order of most recent first.

**Table 4. Revision history table**

Version No.	Date	Parts/Sections	Details
2.2	March 2025	Section 3, 4, and 7	Remove reference to obsolete compliance statement. Update exemption number.
2.1	August 2024	Section 2 Section 9	Updated airspace, New York Oceanic East north of 27N. Updated ICAO Document Reference
2.0	October 2023	All	Content transferred to current template. Restructure of parts 1 and 2. Process

Version No.	Date	Parts/Sections	Details
			section amended (part 3) and additional references added.
1.0	December 2021	All	First release