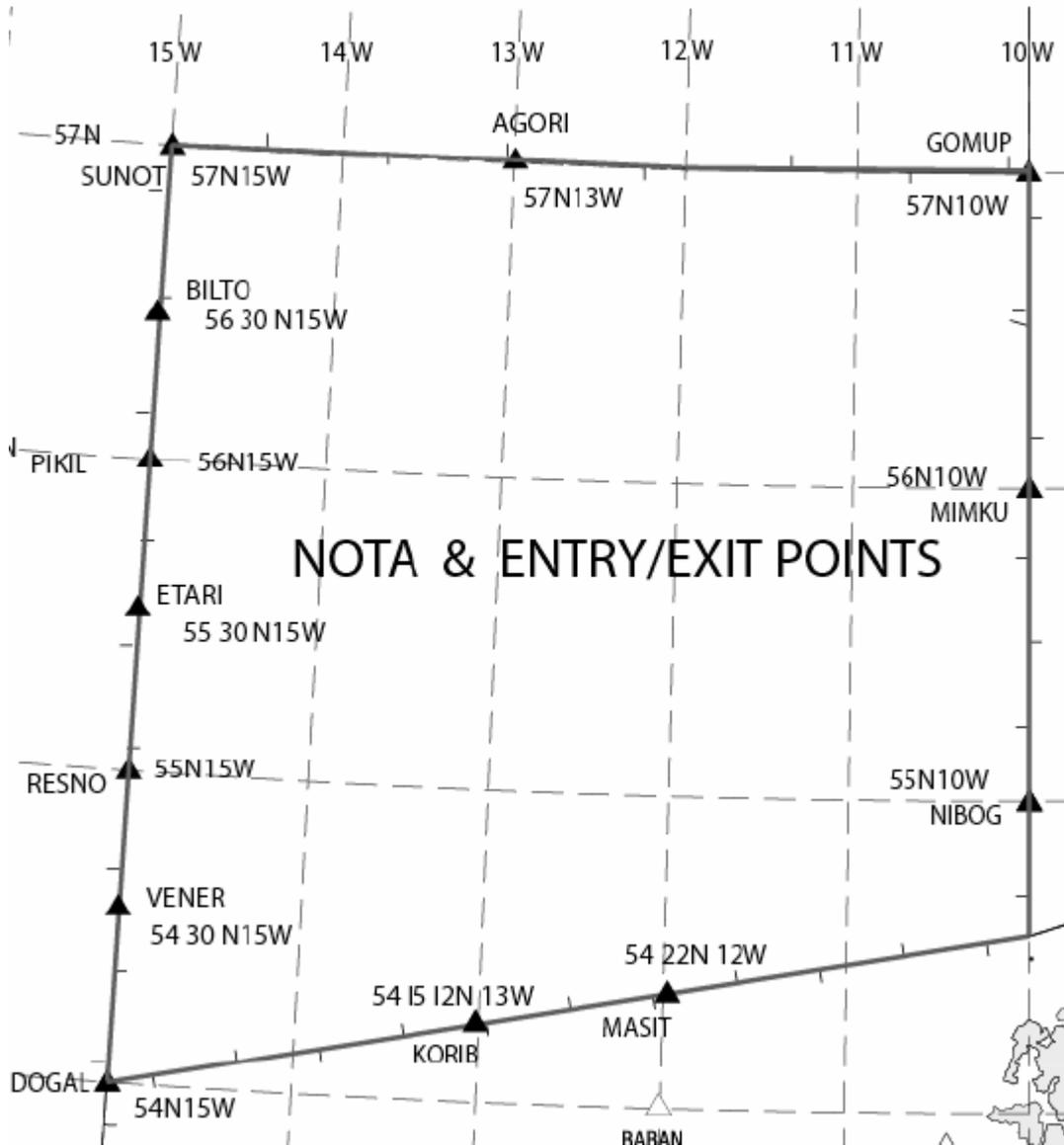# Northern Oceanic Transition Area (NOTA)

On January 20th 2005 the Northern Oceanic Transition Area (NOTA) was implemented within the Shanwick Oceanic Flight Information Region. The location of the NOTA is shown in the map below:

New compulsory reporting points have been established in conjunction with the implementation of the NOTA and are listed below:

- VENER   5430N 15W
- RESNO   5500N 15W
- ETARI   5530N 15W
- PIKIL   5600N 15W
- BILTO   5630N 15W
- SUNOT   5700N 15W
- AGORI   5700N 13W\

PROCEDURES FOR OPERATIONS WITHIN THE NOTA ARE LISTED BELOW:

Air Traffic Controll Frequencies
- 122.975
- 125.875

Air Traffic Services
- With effect from 0001Z on 20th January, 2005 Air Traffic Services in the NOTA are provided by Shannon Air Traffic Control Centre.
- The Air Traffic Service provided by Shannon ATCC in the NOTA comprises ATC, FIS and Alerting service introduced in two phases:
    - **Phase 1** commencing 0001Z on the 20th January, 2005. During this phase all aircraft planning to transit the NOTA will require an Oceanic Clearance and;
    - **Phase 2** commencing late 2006 based on fixed ATS routes and random routings. The date and details will be published by AIC and AIP amendment.
- Air Traffic Services in the NOTA are provided from the Shannon Air Traffic Control Centre in accordance with relevant ICAO Annexes, Regional Supplementary Procedures and PANS DOC 4444 ATM.

Search And Rescue
- Search and Rescue services for flights in the NOTA continue to be provided as heretofore by the Search and Rescue Centre(s) as described in UK AIP

Instrument Flight Rules
- Flights operating within the NOTA shall be conducted in accordance with the Instrument Flight Rules even when the flight is not operating in Instrument Meteorological Conditions.

Air Traffic Flow Management (ATFM)
- ATFM measures are promulgated by Shannon Air Traffic Control Centre when required.

Flight Planning
- A flight plan is required for flights intending to operate in, or, along the boundaries of the NOTA.
- NAT organized tracks (both eastbound and westbound) which route through the NOTA will include the relevant designated crossing point on the western or northern boundary of the NOTA (see the NOTA Entry/Exit Chart above).
- Flight Plans for random routes along the boundaries of, or through the NOTA shall provide for:
    - Entry and exit to/from the NOTA only through one of the designated boundary points and;
    - Include this point in their flight plan (e.g. MIMKU/M084F370 BILTO 57N020W (westbound) or 56N020W ETARI MASIT/N0485F380 (eastbound)

Addressing Of Flight Plan Messages
- Flight plans required for the NOTA should be addressed to the IFPS addresses EBBDZMFP AND LFPYZMFP.

Position Reports
- All designated points on the NOTA boundary are compulsory position reporting points, unless otherwise advised by Shannon ACC.

Application Of Mach Number Technique
- Flights entering the NOTA shall maintain their assigned MACH number unless otherwise instructed by Shannon ACC.

Oceanic Clearance
- All flights planning to enter the NOTA from Shannon or Scottish airspace must obtain an Oceanic Clearance from Shanwick Oceanic Control Centre using one of the methods indicated in UK AIP ENR 2-2-4 Para 8.
- All flights planning to enter the NOTA from Shanwick oceanic airspace must be cleared by the Oceanic Control Centre to the appropriate landfall or oceanic exit point.
- Flights requesting a change to their Ocean clearance whilst in the NOTA must make their request to Shannon ACC on VHF and not to Shanwick on HF or CPDLC.

Communications
- Communications between aircraft in the NOTA and Shannon ACC are via VHF. The appropriate frequencies are listed above unless otherwise advised by Shanwick, Scottish or Shannon ACC.
- Flights unable to contact Shannon ACC on VHF should use the appropriate HF facility, addressing their message to Shannon ACC.

Communications Failure
- Flights experiencing radio communications failure should proceed according to the procedures in AIP Ireland ENR 1 General Rules and procedures supplemented, where appropriate, by procedures described at AIP Ireland ENR 2.2, sub heading entitled "Radio Communications Failure Procedures for Oceanic Aircraft Intending to Enter or Exit NAT Airspace via Shannon FIR/UIR/SOTA"

Procedures For Flights Entering The NOTA From Shannon Or Scottish Airspace.
- Flights entering the NOTA from Shannon or Scottish FIR/UIR are required to:
  - Have previously obtained an oceanic clearance containing one or more of the points listed above as appropriate.
  - Contact Shannon ACC on the appropriate frequency before entering the NOTA.
  - Enter the NOTA in accordance with the conditions of their oceanic clearance, unless by prior arrangement with Scottish and Shannon.
  - Maintain transponder code previously assigned by Shannon or Scottish ACC.
  - Continue as prescribed by its oceanic clearance, unless cleared on an alternative routing by Shannon ACC after entering the NOTA.

Procedures For Aircraft Entering The NOTA From Oceanic Airspace
- Flights entering the NOTA from Shanwick Oceanic are required to:
    - Contact Shannon ACC on the appropriate frequency before entering the NOTA.
    - Set transponder code assigned by Shannon ACC.
    - Continue to the designated landfall point included in the oceanic clearance, unless otherwise cleared to change route by Shannon ACC.

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