

## Use of T9 and T16 Routes to avoid French airspace

T9 and T16 are two routes contained within NAT Oceanic airspace, used to flow traffic from the UK, Ireland, and Western Europe along a north/south axis to Spain, Portugal and the Canary Islands.

Ongoing French ATC strikes in 2010 make the use of these routes attractive to operators.

### T9 (LASNO-BEGAS) Requirements:

- MNPS approved, and **one** Long Range Navigation Systems - INS, GPS, or IRS
- RVSM approved above FL290
- 2x serviceable HF radios

### T16 (OMOKO-NAVIX) Requirements:

- MNPS approved, and **two** Long Range Navigation Systems - INS, GPS, or IRS
- RVSM approved above FL290
- 2x serviceable HF radios

### Advantages of using T9, T16

- Less susceptible to CTOT/Flow control regulation from Eurocontrol
- Lower route charges - Oceanic is cheaper than European radar sectors in LF/LE/LP airspace.

### Points to bear in mind

- Optimum levels may not be as easily available - non radar environment
- When large volumes of traffic are using the routes due to European congestion, expect longer times to get an Oceanic Clearance - so call early - suggested is at least 40 mins in advance to the Oceanic boundary, if you can - call 1 hour in advance.
- Depending on the location of the Westbound tracks, level allocation may be further restricted.
- Shanwick and Santa Maria are outside the IFPS zone, so copy flight plans to EGGXZOZX and LPPOZOZX - failure to do so will delay getting an oceanic clearance

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### Map of T9, T16 routes

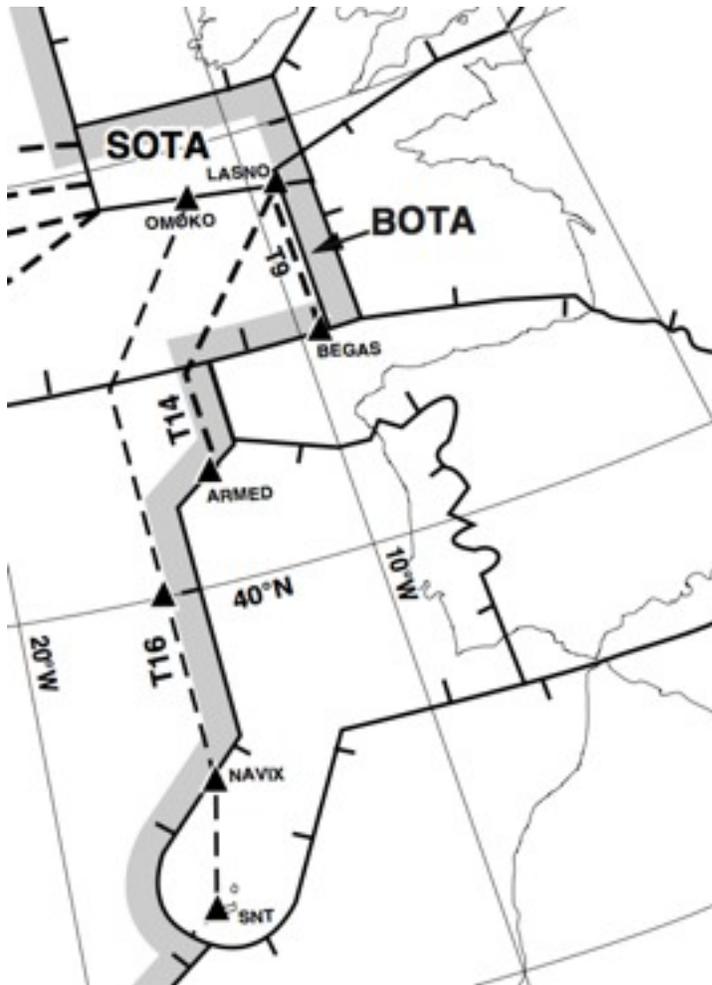
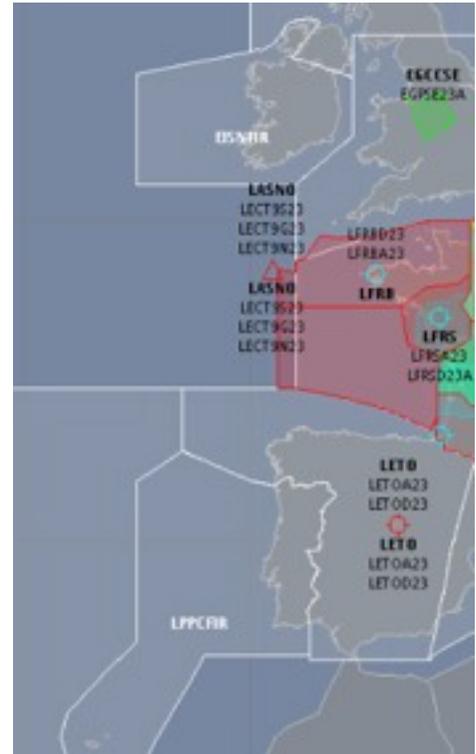


Chart source: MNPS Operations manual;  
Note: For clarity, we have used an older chart, which also shows T14 - this airway was removed in 2008.

### Graphic showing potential for airspace avoidance by using T9, T16 routes.



Source: Eurocontrol NOP

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