



NATS

Prestwick Centre

Home of the
Scottish & Oceanic
Area Control Centres



Oceanic Operations



HISTORY

ATC OVER THE NORTH ATLANTIC




**Both Prestwick
and Shannon were
the last refuelling
stops before the
long transatlantic
crossing.**

Prestwick

Shannon





A map of the British Isles (Great Britain and Ireland) is shown in light blue against a background of white clouds. Several red airplane icons are positioned along dashed blue lines that represent flight paths. These paths cross the map in various directions. A solid blue line runs vertically through the center of the map. A green line points from the word 'Shannon' to a red airplane icon in the west of Ireland. A white rectangular box with the text 'SHAN WICK' in red is placed over the central part of the map, near the coast of Wales. A small blue lightning bolt icon is located in the top right corner.

**Shannon and
Prestwick provided
their own ATC
service co-
ordinating the
flight paths with
each other.**

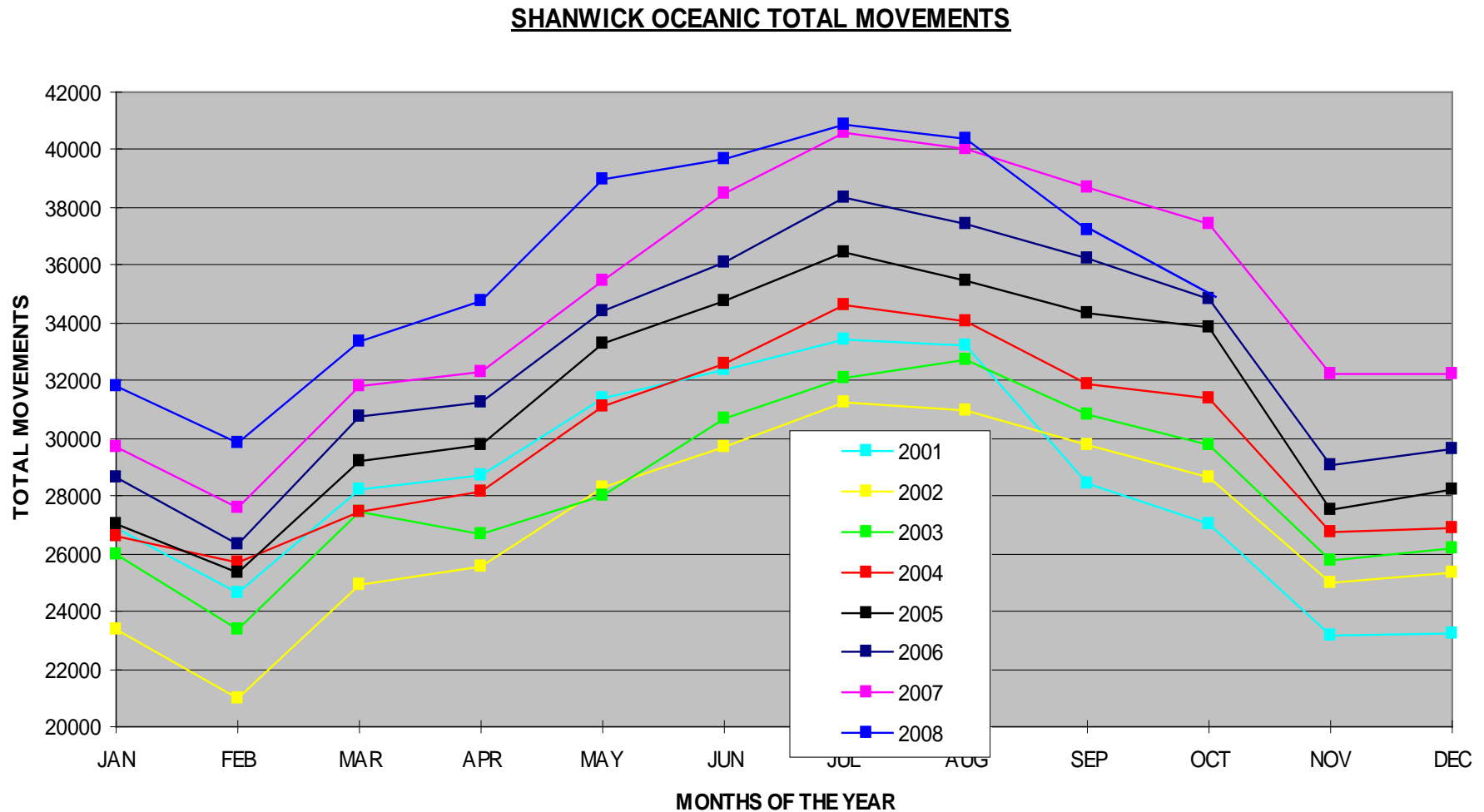
Prestwick

SHAN WICK

Shannon

As traffic levels increased Prestwick took over the ATC service and Shannon retained the communications using HF.

Shanwick Movements





THE AREA

RADAR COVERAGE
AT 30,000ft

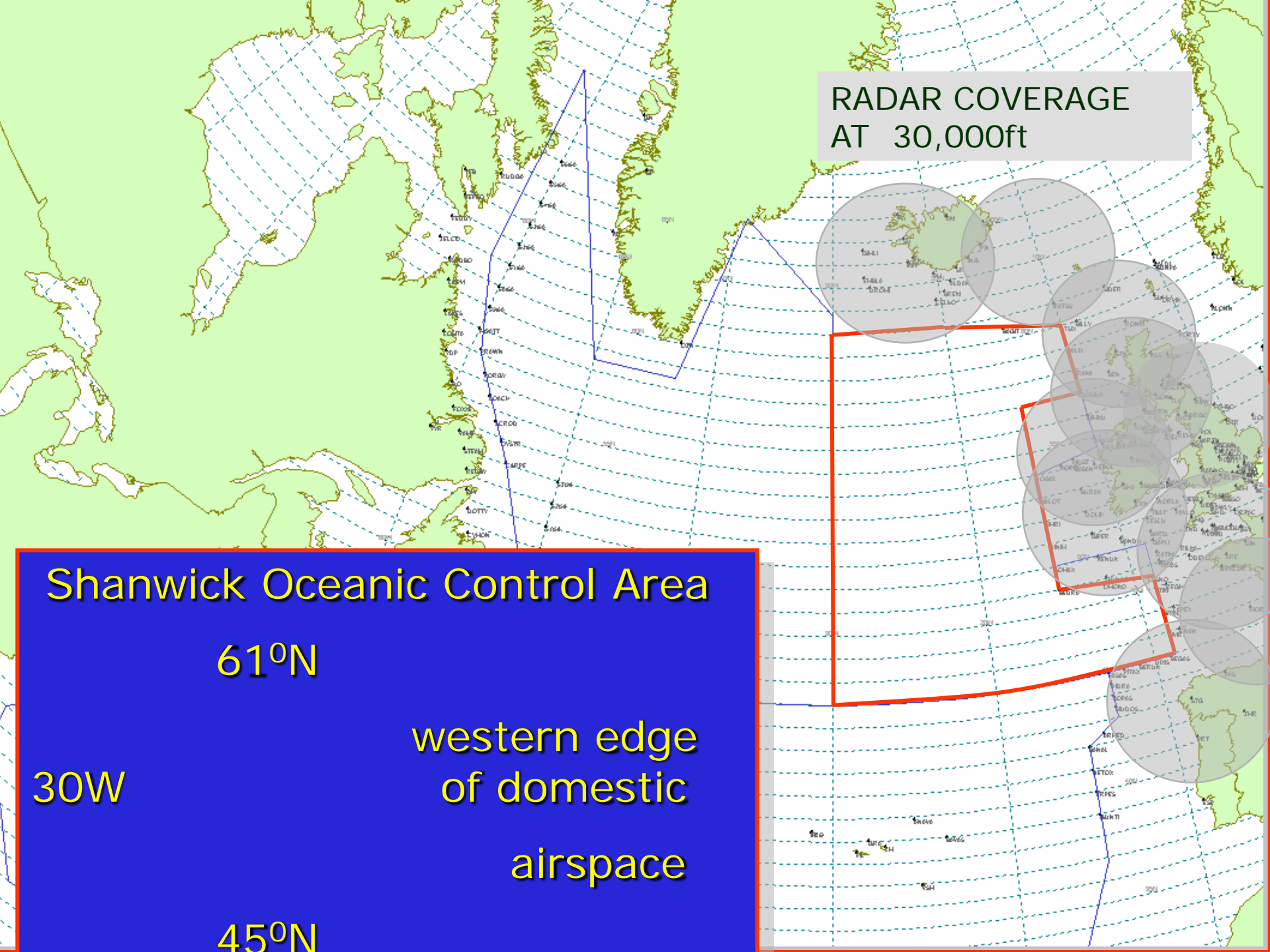
Shanwick Oceanic Control Area

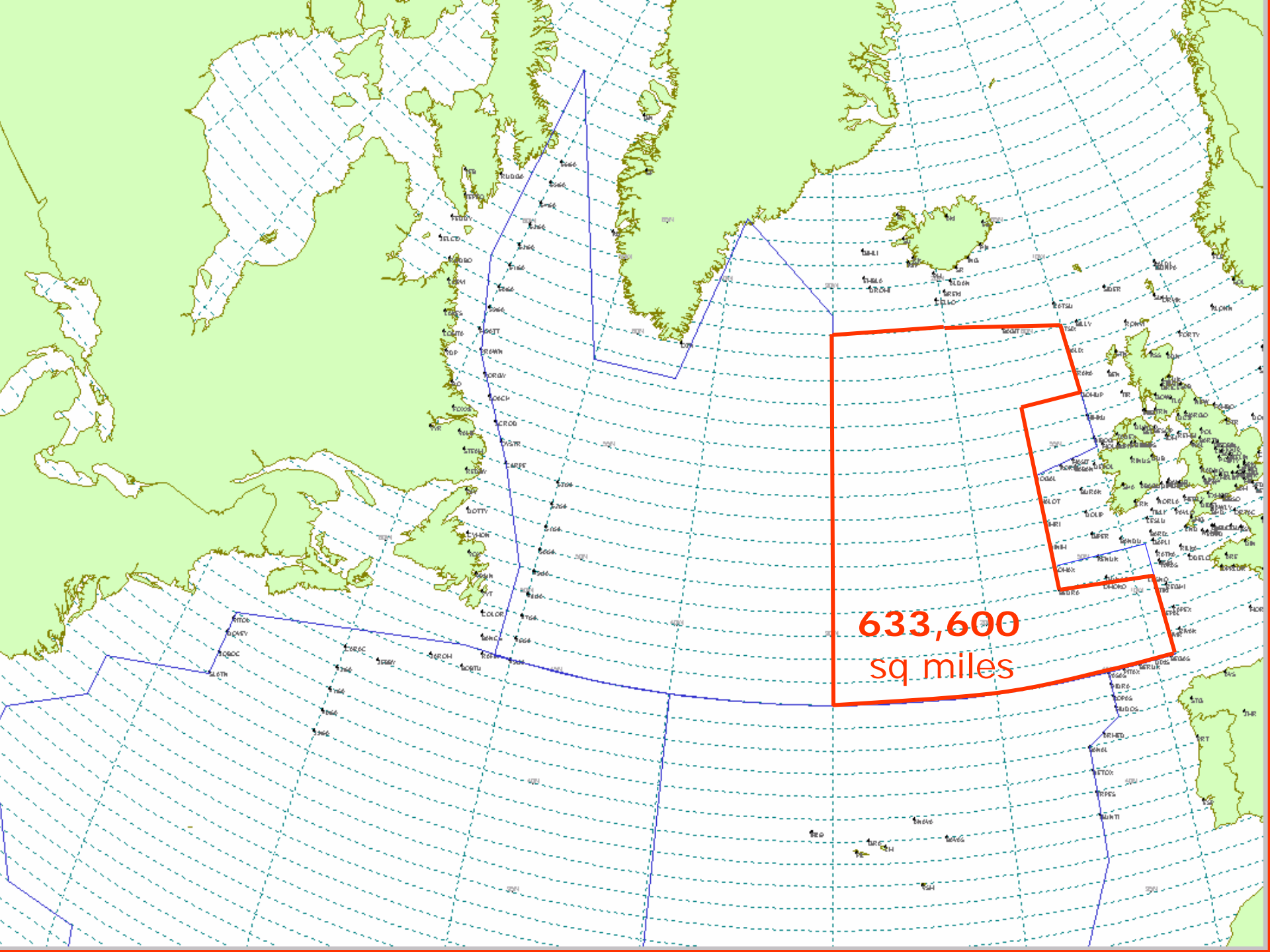
61°N

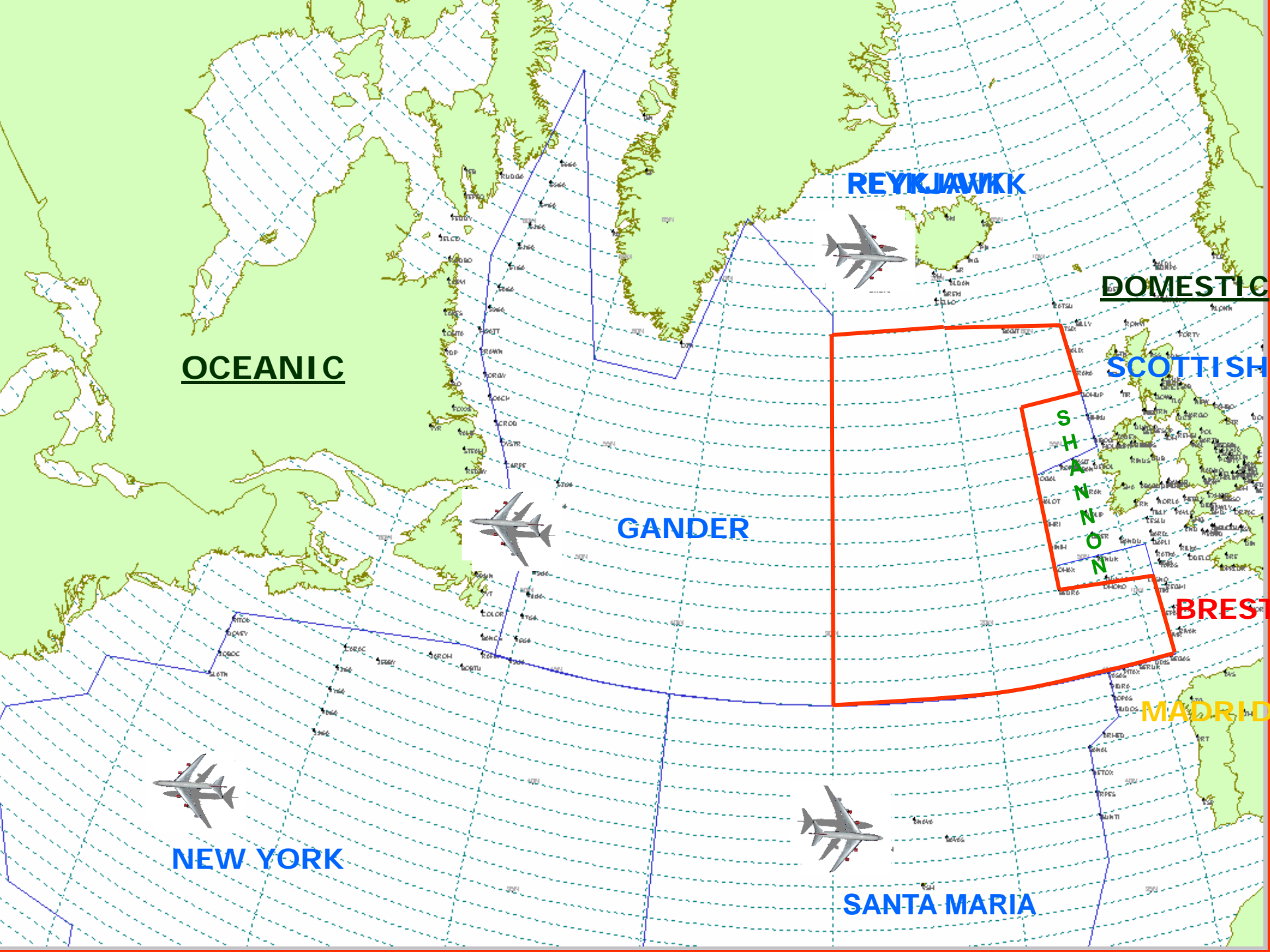
30W

western edge
of domestic
airspace

45°N







OCEANIC

REYKJAVIKK

DOMESTIC

SCOTTISH

SHANNON

BREST

MADRID

GANDER

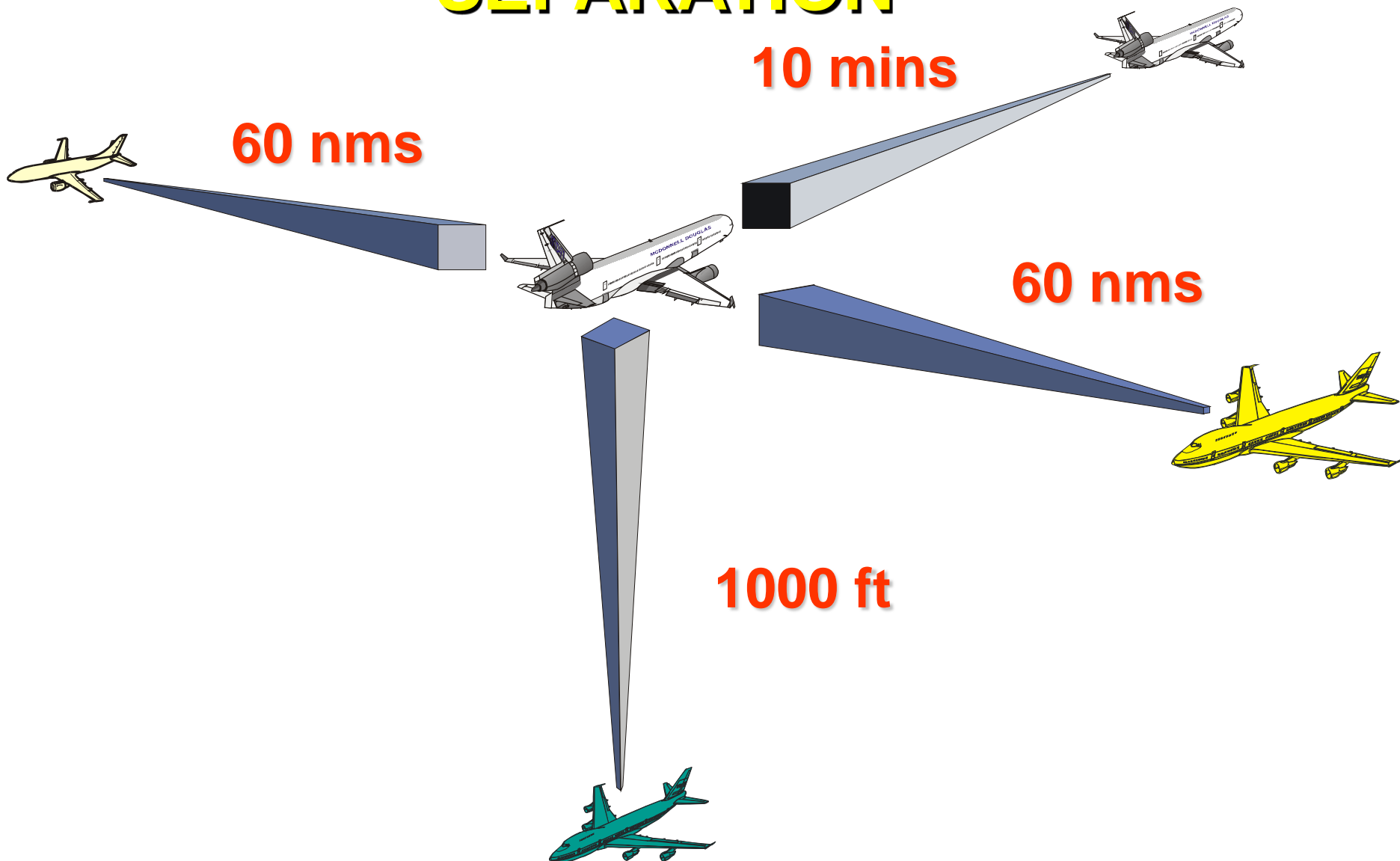
NEW YORK

SANTA MARIA

SEPARATION



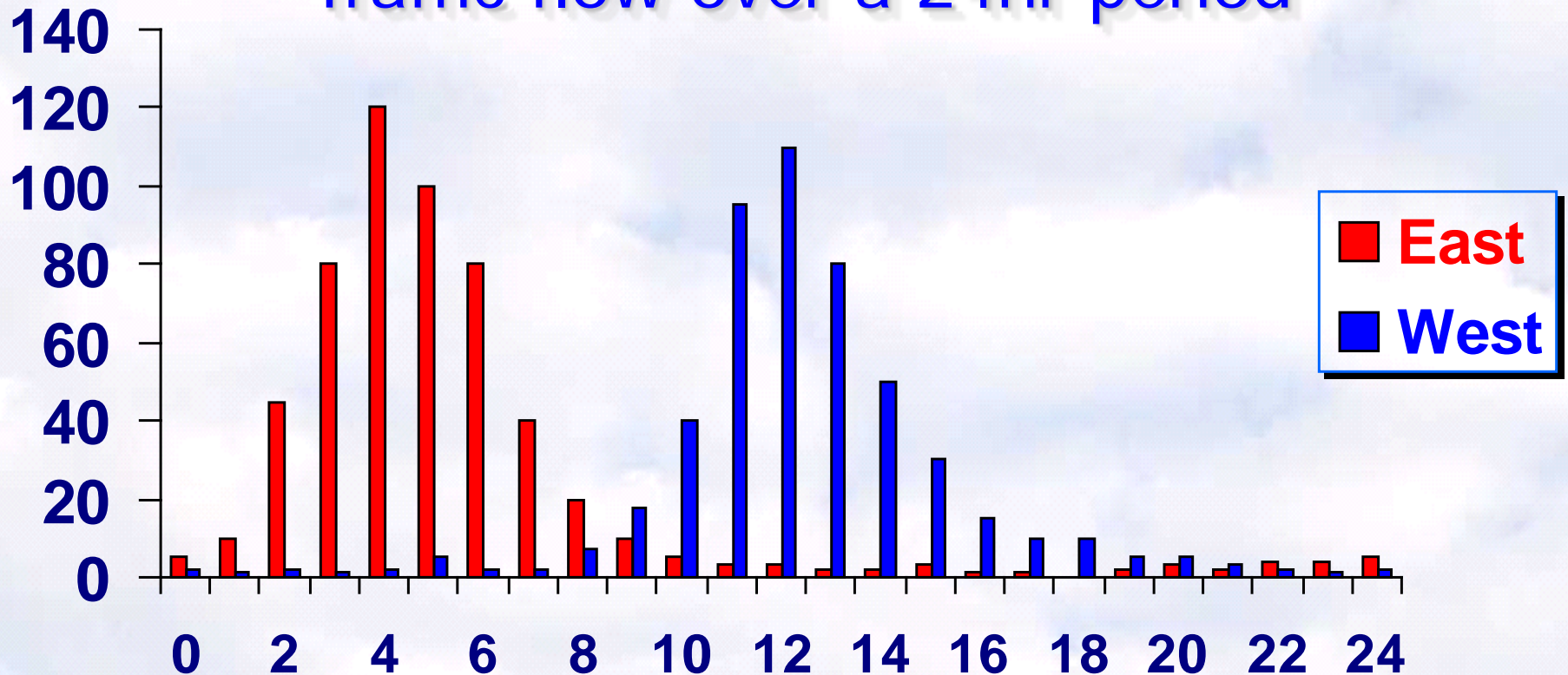
SEPARATION



NAT ORGANISED TRACK SYSTEM

(NAT OTS)

Traffic flow over a 24hr period



The Eastbound peak is between 0400 and 0500

The Westbound peak is between 1100 and 1400

2 distinct flows of traffic

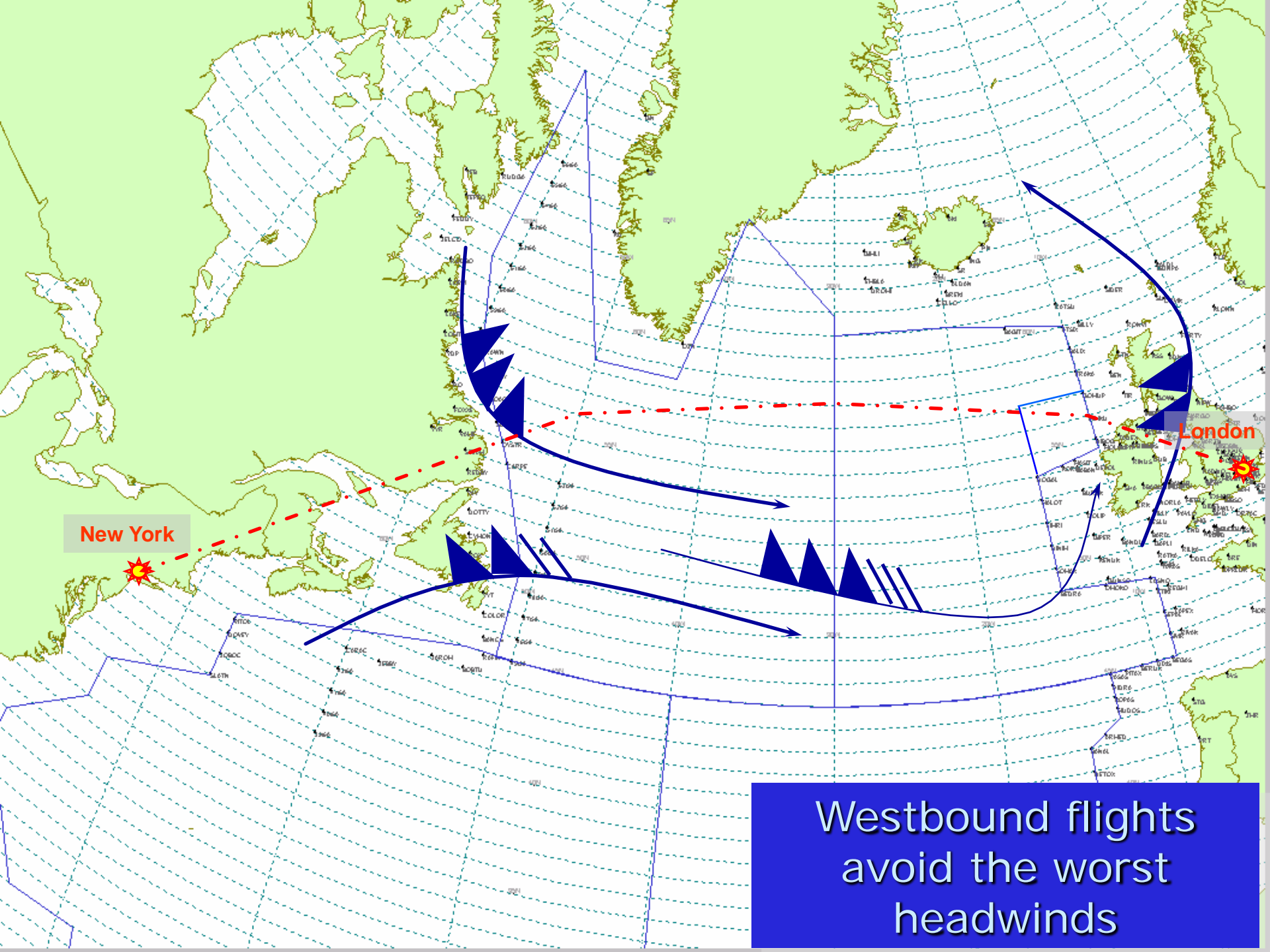


All flight levels can be released
for the main direction of flow

NEW YORK

LONDON





New York

London

Westbound flights
avoid the worst
headwinds

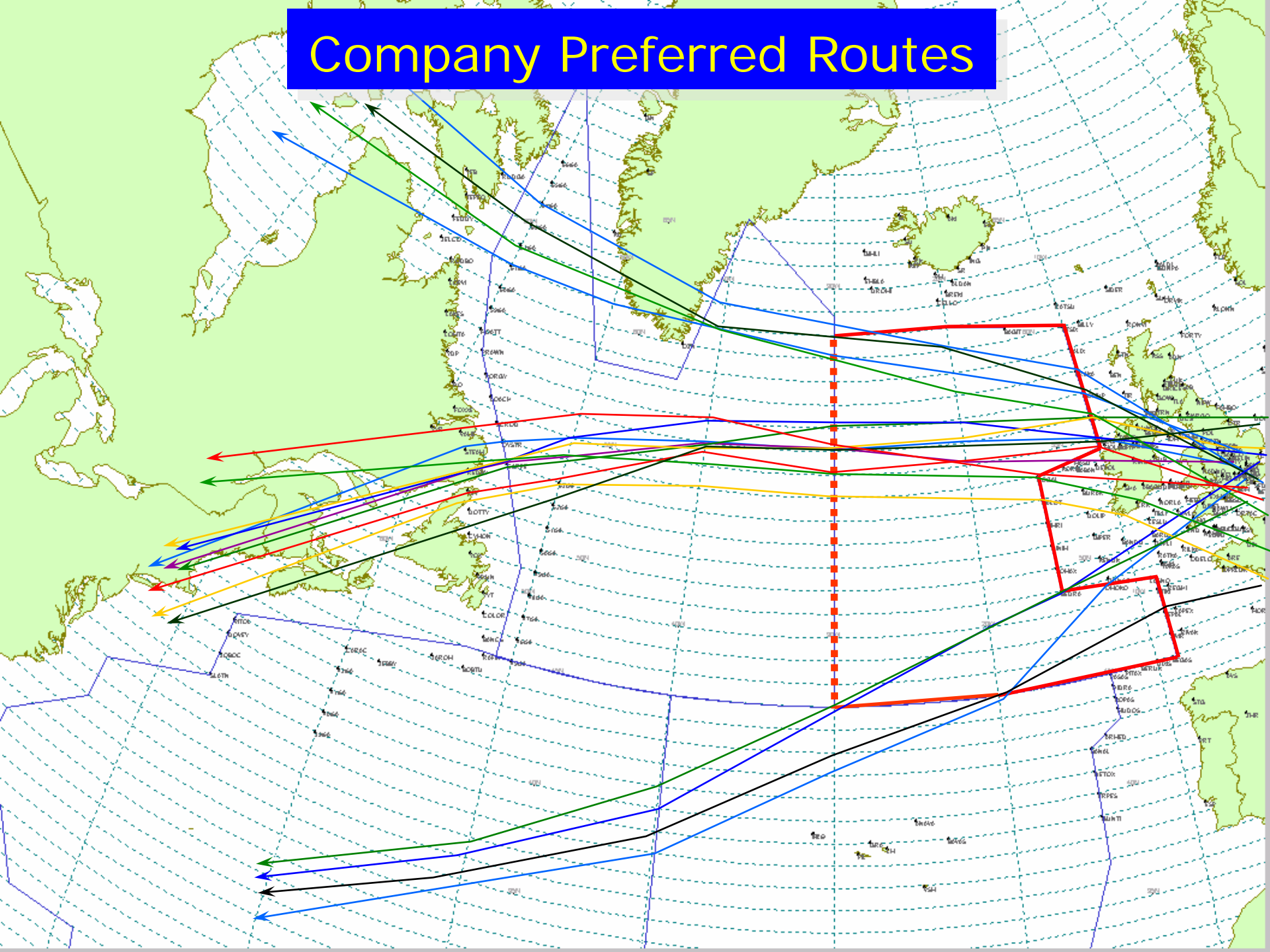


London

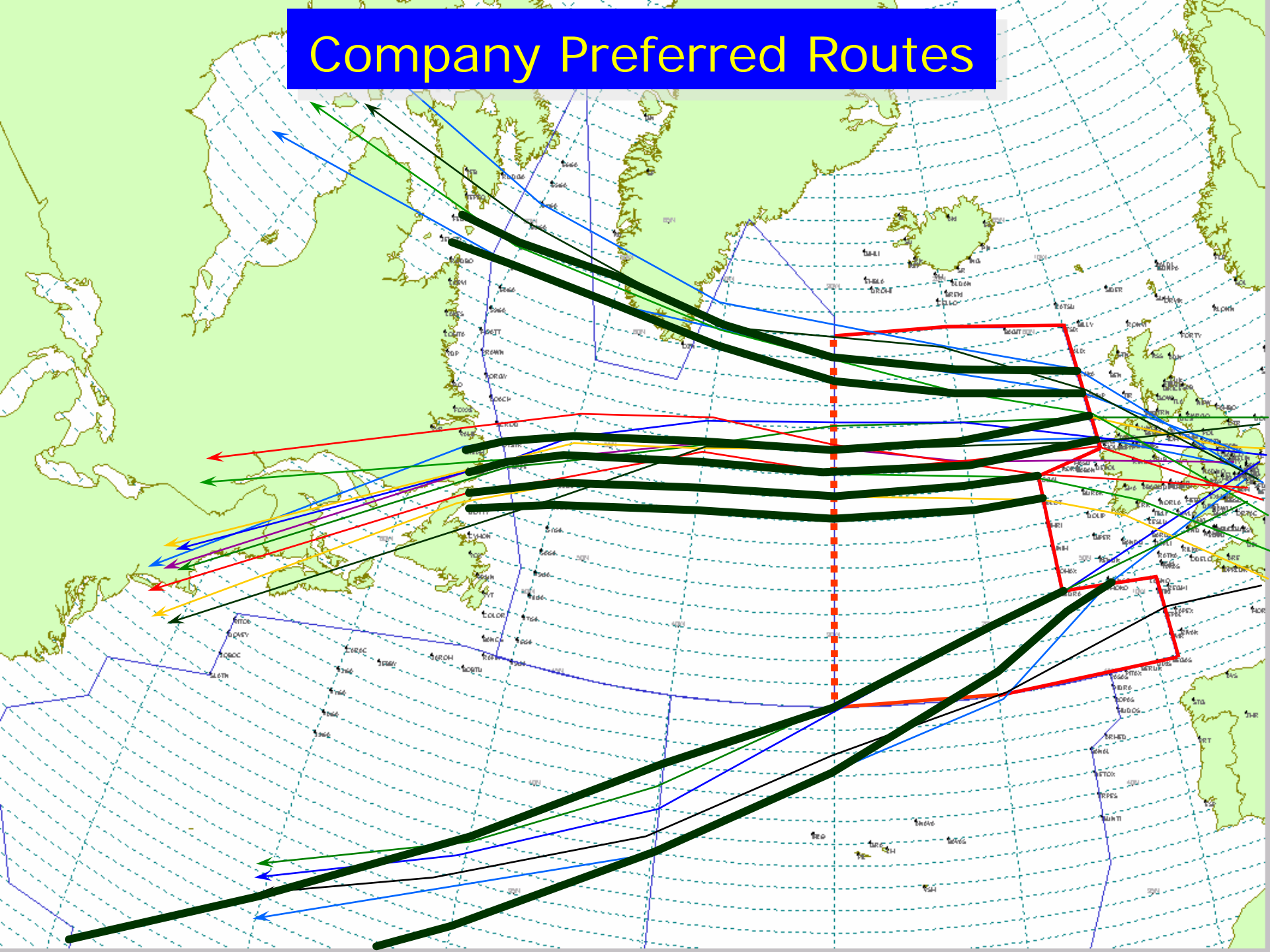
Eastbound flights take advantage of tailwinds



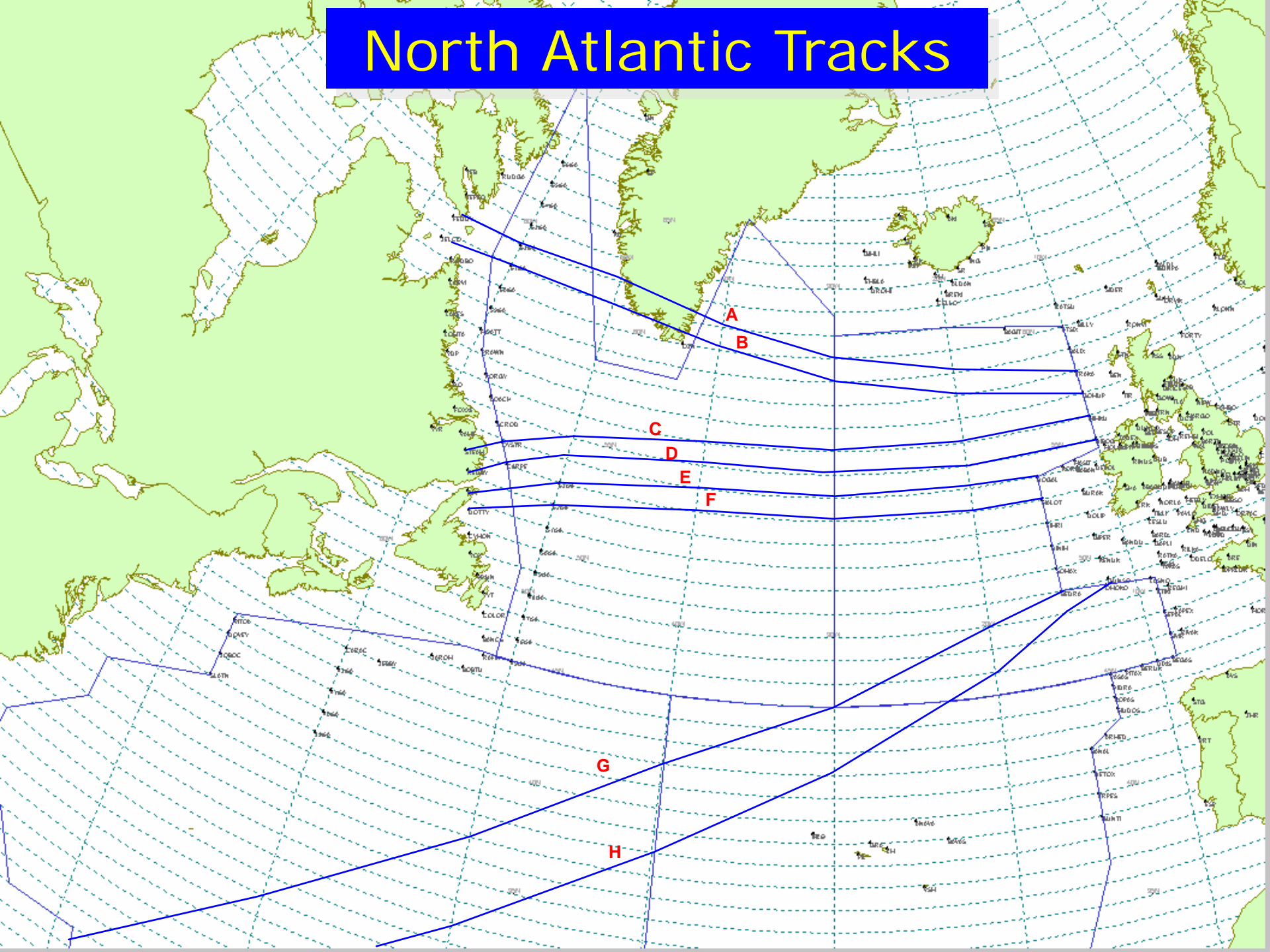
Company Preferred Routes



Company Preferred Routes



North Atlantic Tracks



NAT ORGANISED TRACK SYSTEM

**UK AIP mandates that North Atlantic users must file PRM's
AIP ENR 2-2-4-2 para 5**

WESTBOUND TRACKS from SHANWICK

Published 2130hrs winter 2030hrs summer

EASTBOUND TRACKS from GANDER

Published 1400hrs winter 1300hrs summer

Incoming proposals for tracks usually on
NAVCANADA and **JEPESEN** websites.
Comments are invited and monitored on the former.

"FANS" Applications

35% of flights use datalink

for

WAYPOINT POSITION REPORTING

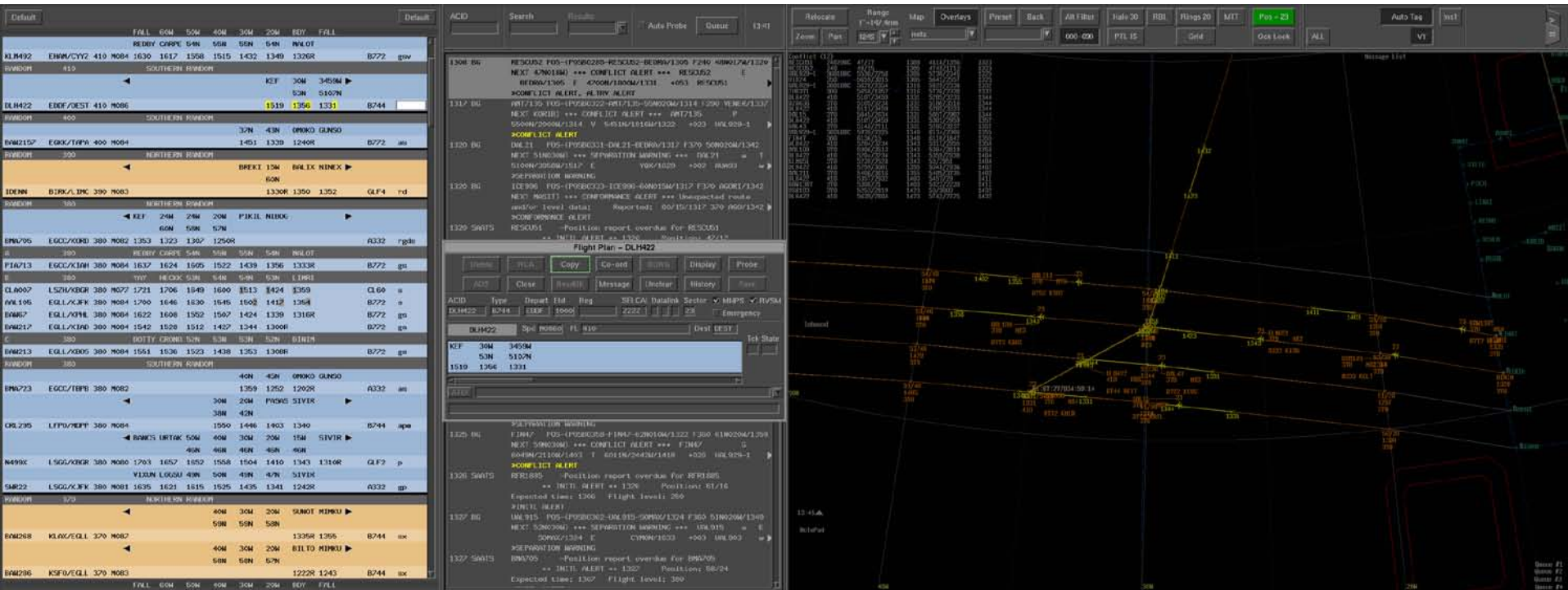
and

Controller Pilot Datalink Link
Communication

CPDLC

Shanwick Automated Air Traffic System (SAATS)

SAATS Displays







**Any
Questions?**