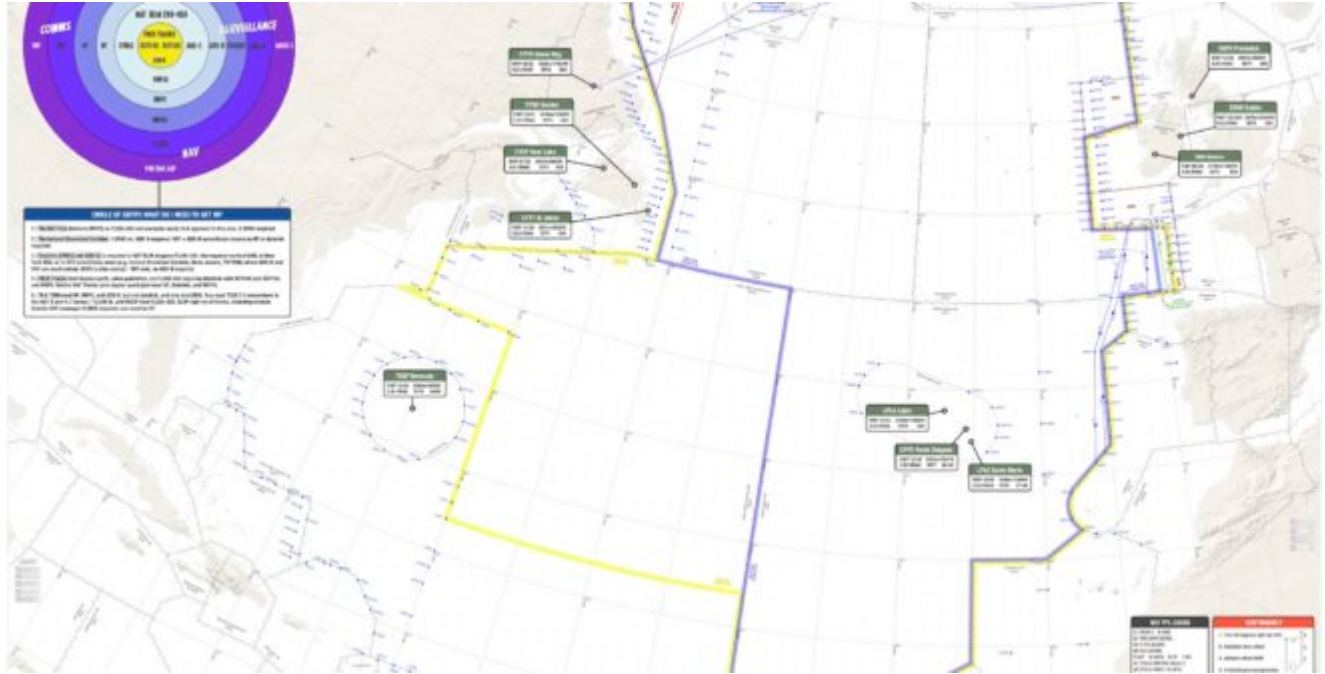


2026 North Atlantic Plotting & Planning Chart

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The updated OPSGROUP NAT Plotting and Planning Chart 2026 is now available!

This is our chart showing North Atlantic Oceanic Airspace and adjoining domestic airspace, with easy to read NAT Tips, Airspace Requirements, Emergency Procedures, and much more!

- NAT FPL codes, clearance frequencies, Satcom, HF, and RCL timings.
- All NAT Entry/Exit points with associated required landfall fixes.
- Quick reference for contingency, weather, and comms failure with easy graphics.
- Easy view of boundaries for HLA and DLM/Datalink mandated airspace.
- and ... Treasure Boxes!

There are two options to download a copy of the NAT Chart:

OPSGROUP Members

You can get it in your **Member Dashboard** here.

Not a member?

- **Option 1:** Buy a copy in the store
- **Option 2:** Apply to join OPSGROUP, and **get it for free!**

With an OPSGROUP membership, all publications like this from the group are free of charge and all available through the Member Dashboard. Join with an individual, team, or airline/dept membership, and connect with over 8000 other pilot, dispatch, ATC, and operations members.

More NAT goodies...

The Opsgroup NAT Guide 2026 (aka My First North Atlantic Flight is Tomorrow) is **now available too** - a practical guide for pilots and dispatchers covering the **basics of North Atlantic ops**. Get your copy here.



In the fewest number of words possible we will tell you what you need to know about crossing the North Atlantic. If you have a couple of days to spare, then read the official ICAO North Atlantic Operations and Airspace Manual (NAT Doc 007). Otherwise, pay attention and you'll be an expert in 15 minutes.

So, what's different about the NAT?

It is BUSY

There's a ton of traffic on the NAT. So, ATC squeezes most of it onto the "NAT Tracks" to make it easier for them to keep everyone apart. That doesn't mean it's easier for you.

The rules keep changing

As soon as you think you've got things figured out, the rules will change. So we'll start with "What Changed" ... read on.

There's a lot of water

And not many airports. So it pays to know which ones are suitable, and closest.

Shanwick Shanwick

When you talk to "Shanwick Radio" it means you're not talking directly to ATC. So, when something major happens, know how to get off track safely without a clearance.

Acronym heaven

HLA, RCL, OCR, CPDLC, ADS-C, OTS, OEP, SLOP, PBOS, RNP. Know 10 out of 10? Good. There's more.

"It's complicated"

Normally, you can get airborne, read the paper, do what ATC says, yawn, and land again. Easy. On the NAT, things are a good deal more challenging. Read on ...

