

# NAT Changes 2024: No More Oceanic Clearances

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## Key Points

- ICAO have published a new NAT Doc 007, effective from March 2024.
- **Big Change #1:** There will be no more Oceanic Clearances on the NAT (**now a mess**).
- **Big Change #2:** NAT Comms Failure Procedures have been simplified.
- **Big Change #3:** Squawking 2000 ten minutes after OEP will be standard everywhere in the NAT.

Once (or sometimes twice) every year, ICAO update their **NAT Doc 007 - the main guidance doc for ops over the North Atlantic**. All the specifics about how to operate your aircraft safely through the complex airspace of the region are here!



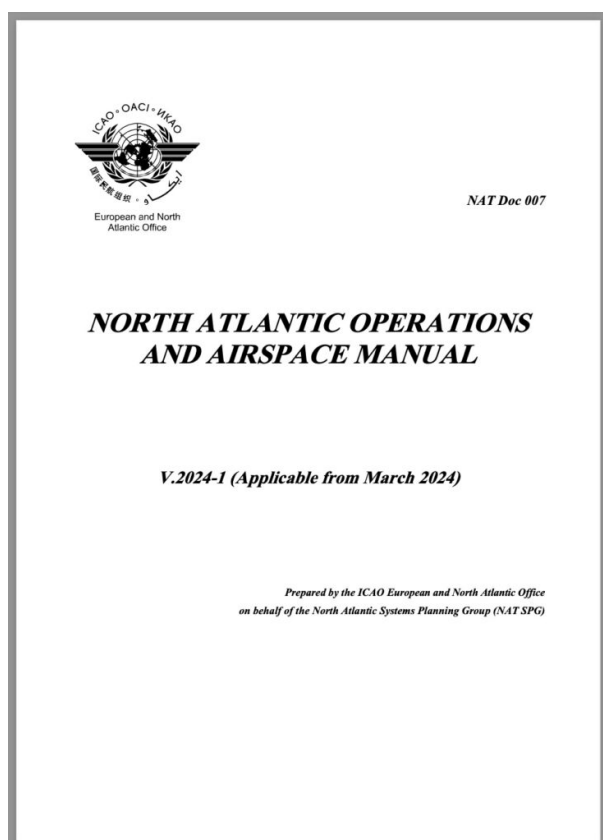
Waiting for the new NAT Doc 007 can sometimes feel like this...

The new version for March 2024 has just been released!

### **Where's the new Doc?**

You can find it on the ICAO page [here](#).

Or just download a copy below (latest version linked below, *NAT Doc 007 Ed V.2024-1\_Amd\_3\_eff\_21MAR24*).



Download PDF.

## Big Change #1: No More Oceanic Clearances

The idea is that with all the fancy tools ATC now have at their disposal (CPDLC, RSP and RCP compliance, and space-based ADS-B), we have reached a point where the Oceanic Clearance is no longer required.

It sounds drastic, but think of it this way: **the NAT will now just be the same as the rest of the world - you fly what is loaded in the FMS or as amended by ATC.**

ICAO have also published [this Bulletin for flight crews](#) on this specific issue of the removal of Oceanic Clearances. This Bulletin has been updated as of 22nd Jan 2024. **There are now different dates when Oceanic Clearances will cease to be issued in the following FIRs:**

- **Shanwick:** ~~April 9~~ ~~May~~ ~~Q4 2024~~ **December 3**
- **Gander:** ~~March~~ ~~May 3~~ **December 3**
- **Bodø:** ~~March~~ ~~May 6~~ **To be decided**
- **Santa Maria:** completed March 21
- **Iceland:** completed March 21

NATS (who manage Shanwick airspace) have published a video about this change, which shows exactly how it will work and what you will need to do.

For more info on the removal of Oceanic Clearances, OpsGroup members can access this briefing on your Dashboard.

## Big Change #2: Simplified Comms Failure Procedures

As per Chapter 5 of the 007 Doc, from March 2024 here's what you do:

- **Comms failure before entering the NAT:** assuming you don't divert, you enter the NAT via the Oceanic Entry Point at the level and speed resulting from whatever radio comms failure (RCF) procedures you just had to do in adjacent airspace.
- **Comms failure after entering the NAT:** maintain the cleared route/level/speed until reaching the Oceanic Exit Point (ideally don't change route/level/speed unless you have to), then get back to your flight planned route "in the most direct manner possible" no later than the next significant point.
- **Comms failure if operating to an airport in the NAT:** follow the standard PANS-ATM procedures. *What are these?* – head to an airport aid/fix, hold until the ETA as per the flight plan, do a normal instrument approach, land!



### Big Change #3: “Last Assigned Code” Procedures Standardized

A bonus one we spotted! We don’t have to wait til April 2024 for this either – it has already happened. **Essentially, squawking 2000 ten minutes after OEP is now standard in the NAT.**

#### REMARKS.

1. TMI IS 029 OPERATORS ARE REMINDED TO INCLUDE THE TMI NUMBER AS PART OF THE OCEANIC CLEARANCE READ BACK.
2. SEND RCL 90–30 MINUTES PRIOR TO OCEANIC ENTRY POINT.
3. PBCS OTS LEVELS 350–390. PBCS TRACKS AS FOLLOWS  
NO ASSIGNED PBCS TRACKS  
END OF PBCS OTS
4. INCLUDE THE MAX LEVEL IN RCL. IF NO MAX LEVEL IS PROVIDED THE RCL LEVEL WILL BE CONSIDERED HIGHEST ACCEPTABLE FL THAT CAN BE MAINTAINED AT THE OCEANIC ENTRY POINT.
5. CLEARANCE MAY DIFFER FROM THE FLIGHT PLAN, FLY THE CLEARANCE.
6. STRATEGIC LATERAL OFFSET PROCEDURE SHOULD BE USED FOR ALL OCEANIC CROSSINGS. LEFT SLOP IS PROHIBITED.
7. 10 MINUTES AFTER PASSING OEP SQUAWK 2000 UNLESS OTHERWISE INSTRUCTED.
8. NAVIGATION ERRORS CAN BE PREVENTED BY THE USE OF PROPER FMS WAYPOINT PROCEDURES.
9. ADS–C AND CPDLC ARE MANDATED FOR LEVELS 290–410 IN NAT AIRSPACE.
10. UK AIP. ENR 3.5.2 STATES THAT  
NAT OPERATORS SHALL FILE PRM'S.
11. OPERATORS SHOULD REFERENCE NAT DOC 007 CHAPTER 8 AND 13 FOR SPECIFIC  
NAT OCEANIC PROCEDURES.
12. DATA LINK EQUIPPED FLIGHTS NOT LOGGED ONTO DOMESTIC AIRSPACE, PRIOR TO ENTERING THE SHANWICK OCA, MUST INITIATE A LOGON TO EGGX 10–25 MINS PRIOR TO OCA ENTRY.–  
END OF PART TWO OF TWO PARTS)

From the daily NAT Tracks Message.



Since the dawn of time, everywhere on the NAT, this domestic code had to be retained for 30 minutes after entering NAT airspace. But back in July 2023, the UK changed it to 10 minutes for the entire EGGX/Shanwick FIR, and since then, all the other NAT FIRs have updated their rules to say the same - so this new 10-minute rule has now become the standard across the NAT Region. **One exception:** if you're in the Reykjavik CTA, don't do it (they still have you on radar).



There's no escape...

**Phew, we survived!**

Another year, another NAT Doc! Well, let's hope so - they do sometimes release a sneaky Version 2 update. But for now, we can relax.

**Did you spot any other big updates in this new NAT Doc?** Haven't read it yet and don't want to scroll to the top of the page to find the link again? No worries, just click [here](#). If you do spot anything significant that we missed, please let us know! You can email us at [news@ops.group](mailto:news@ops.group)