

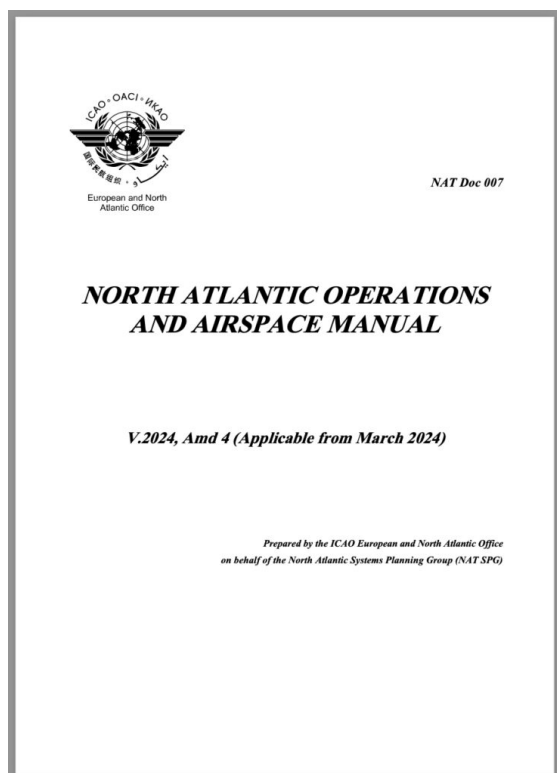
NAT Doc 007 - New Edition

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A new version of NAT Doc 007 has been published today (July 4th, 2024).

NAT Doc 007 is the main go-to 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. **As of this morning, the latest version is NAT Doc 007 2024 Amendment 4.** Download a copy.



[Click to download NAT Doc 007 Amd 4 \(PDF\)](#)

What's changed?

For this particular update, **not a lot**. The changes relate to the language around the new RCL process, and what to expect back from ATC once you send your RCL. This is part of the Oceanic Clearance Removal project.

Earlier in the year, the new RCL response included the language “**RCL RECEIVED BY [ANSP]. FLY CURRENT FLIGHT PLAN OR AS AMENDED BY ATC**”

That turns out to have been creating confusion, so the RCL response will now just say:
“**RCL RECEIVED BY [ANSP]**”

These changes are in section 6.2.26 onwards.

What's the latest with the RCL/OCR project?

Santa Maria and Iceland have made the change, so entering that portion of the NAT HLA does not require an Oceanic Clearance. You do still have to send an RCL in the same way as if you were requesting an Oceanic Clearance, but once sent, and you get an ACK - that's it. For more on the new process, read about Oceanic Clearance Removal.

Gander, Shanwick, and Bodø have postponed their change to **December 4th, 2024**. This means that for now, nothing has changed - you get an old-school Oceanic Clearance in the same way you always did - with an RCL, or via voice.

So there are two kinds of RCL then?

Yep. For Gander, Shanwick, and Bodø, **RCL** means **Request Clearance**. You send this message, then wait to get your Oceanic Clearance back, usually via an OCL message on datalink.

For Iceland and Santa Maria, **RCL** means **RCL Message**. This is a “Check-In” of sorts, but the format is the same as the old meaning of RCL.

Confused? You're not alone. But by Christmas, all will be easier - once everyone is on the same page. Play “Clearance or No Clearance” to help get things straight.

CLEARANCE OR NO CLEARANCE



A GAME FOR TWO TRANSATLANTIC PILOTS!



A MIND BENDING GAME FROM CYBERDUT © 2024. DO NOT PLAY WITH JET LAG. DO NOT NAVIGATE SOLELY ON THIS INFORMATION YOU WILL GET LOST AND RUN OUT OF FUEL.

EDITION 4! (19 JUN 24)

PLAY THIS IF YOU HEARD SOMETHING ABOUT NO MORE NAT TRACK CLEARANCES*

		NUUK			
ED	ICELAND	20- MAR 21 ✓	BODO	20+ DEC 4	NORWAY
MONTREAL	GANDER	90-60 DEC 4	SHANWICK	90-30 DEC 4	SCOTTISH
MONCTON	NEW YORK	- NOT PLAYING NO CHANGES	SANTA MARIA	40+ MAR 21 ✓	SHANNON
GANDER					BREST
NEW YORK					MADRID
	PIARCO		SAL	CANARIAS	LISBOA

The hole in NAT Doc 007

There's one problem with NAT Doc 007 - we're in limbo land until Christmas. All of the guidance relates to how to send an RCL in a post-Clearance world. But for the next 5 months, most of us still need an Oceanic Clearance, and there's no information on how to actually get one.

In the previous version of NAT Doc 007, Chapters 5 and 7 related to the Oceanic Clearance process, but those **have been deleted**. So, here's a copy of the old NAT Doc 007 from 2023, which details that process.

Can we help?

If you have a question about this or need some help, just write us a note and we'll do our best:
team@ops.group.