New NAT Doc 007: North Atlantic Changes from March 2026

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A new NAT Doc has landed, effective March 2026. As ever, it's a meaty sucker, and probably not something you'll want to read cover to cover. So we've done that part for you. We've gone through it and pulled out the changes that actually matter operationally, plus a few important "this hasn't changed" reminders. If you're crossing the North Atlantic, this is the stuff worth knowing.

You can access the **new 2026 version** of the doc here, and the **old 2025 version** here, if you want to compare the two.

Shanwick OCR delay

The new NAT Doc now clearly states what operators have known for a while: **Shanwick has not implemented Oceanic Clearance Removal.** A specific note states that, due to delayed OCR implementation, Shanwick will continue issuing oceanic clearances following submission of an RCL, until further notice.

The document itself does not give a timeline. However, Shanwick has separately confirmed that **OCR is not expected to go live before summer 2026.** Operationally, nothing changes at Shanwick for now – crews must still request and fly an oceanic clearance. The key point is that, despite much of Chapter 6 reading like an OCR-style environment, Shanwick is explicitly not there yet.

Ref: Chapter 6, Section 6.3.

RCL timing switches from ETA to ETO – new terminology

The new 2026 edition **introduces ETO – Estimated Time Over Significant Point** for the Oceanic Entry Point in RCLs, replacing the way ETA was used in previous editions.

Doc 007 doesn't explicitly explain the change, but the logic is pretty clear. ETA can be vague and is often

taken as a general arrival estimate. ETO is much more precise – it's the FMS-predicted time over a specific waypoint. That's what ATC actually uses for longitudinal separation in procedural airspace.

The shift also lines up with two big themes in the new doc: the move toward OCR-style operations, and growing concern about time accuracy after GNSS jamming and spoofing.

Ref: Chapter 6, Sections 6.3.23-6.3.25

Reykjavik no longer requires an RCL

Reykjavik effectively steps away from the RCL process altogether in the 2026 edition. Doc 007 now says that **an RCL is not required for Reykjavik, and that if one is sent anyway, crews will be told it wasn't needed.**

Other NAT OCAs still require RCLs, so this doesn't simplify things overall. It just means procedures are even more mixed than before. The main risk for operators is assuming the same process applies everywhere across the NAT, when it very much doesn't!

Ref: Chapter 6, Section 6.3.24

Bigger push on FMS waypoint and route verification

The 2026 doc puts much more weight on careful FMS programming and verification. It highlights known traps with half-degree waypoints, ARINC 424 coding, and CPDLC route amendments that arrive in full LAT/LONG and don't visually match stored waypoint names.

There's a strong emphasis on independent PF/PM crosschecks and verifying expanded coordinates, courses, and distances. This isn't theoretical – it's a direct response to navigation errors seen since OCR and more frequent CPDLC route changes.

Ref: Chapter 6, Sections 6.3.18-6.3.32

GNSS interference treated as a routine NAT problem

GNSS jamming and spoofing are no longer treated as rare edge cases. In the 2026 doc, they're framed as a normal operational hazard. The guidance highlights how GNSS interference can quietly degrade aircraft time, with knock-on effects to ADS-C, ADS-B, CPDLC, and longitudinal separation – even after position accuracy appears to have recovered.

The practical takeaway is simple: "it recovered" doesn't mean "it's fine". So operators need to think about downstream impacts before entering the NAT. More detailed guidance is in NAT Ops Bulletin 2025-001, which sets out what to watch for and what to do if you're entering the NAT with GPS problems. This mainly affects westbound flights coming out of spoofing or jamming areas. Bottom line – tell ATC early in your RCL if there are any issues. Doing so can help avoid off-track reroutes, step-downs, and delays.

Ref: Chapter 1 and Chapter 6 (Plus referenced NAT Ops Bulletin as above)

What didn't change

Despite all the discussion around NAT procedures lately, the new NAT Doc **does not introduce new requirements in several key areas:**

- NAT HLA approval is still required (though there was some chatter about this last year)

- CPDLC and ADS-C mandates are unchanged

- No new equipage requirements

- No new separation standards

So the real changes here are about **clarity, procedures, and reducing error**, not new boxes to tick.

Ref: Chapters 1, 5, and 6

So what do crews actually do now? (RCLs and oceanic clearances, made simple)

Even when the 2026 version takes effect in March, OCR will still be uneven across the NAT, so **procedures depend on which OCA you're entering.** Here's what crews will need to do at Gander, Shanwick, and Reykjavik:

Eastbound via Gander (no change)

Gander is fully in OCR mode. You still send an RCL 90-60 minutes before the OEP, but it's for planning only. You are not asking for an oceanic clearance, and none will be issued. Fly your last domestic clearance unless ATC gives you a change before the OEP. Once oceanic, expect any further changes via CPDLC or HF. This is the area that caused most of the early confusion, but the rule is simple: RCL yes, oceanic clearance no.

Westbound via Shanwick (no change... yet)

Shanwick is not on OCR yet. You must send an RCL or make a voice clearance request 90-30 minutes before the OEP, and you will receive an oceanic clearance by ACARS or voice. Fly that clearance. NAT Doc 007 confirms this will continue until further notice. Shanwick has separately said OCR is not expected until sometime after summer 2026.

Departing Iceland (changes from March 2026)

From March 2026, Reykjavik will not require an RCL. If you send one anyway, they'll tell you it wasn't needed. You'll enter oceanic airspace on your existing ATC clearance unless instructed otherwise. This is different from both Gander and Shanwick, and another reason crews can't assume a single NAT-wide process.

Anything we missed?

Spotted any other big changes in the new NAT Doc that we missed? Please let us know, and we will update this article! Email: news@ops.group