Shanwick Delays OCR Until Post-Summer 2026

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24 September, 2025



Big update on Shanwick's plans: they've now confirmed that **the move to the new Oceanic Clearance Removal (OCR) system won't happen until sometime after summer 2026.** That's a fairly significant shift, as earlier expectations were that it might roll out by the end of summer 2025.

Why the delay?

Over in Gander, when OCR went live last December, **things got messy.** Controller workload spiked as crews struggled with the new procedures — there were lots of extra radio calls, some confusion over routing, and even a few close calls that controllers had to step in and prevent. More on that here.

Shanwick has pointed to a **mix of factors behind the delay** — including their own operational complexities and the issues Gander has been dealing with since their rollout. Taking more time now gives them a chance to refine the process and avoid similar issues when they do eventually make the switch.

So, let's have a **nice clear set of steps to follow —** depending on whether your headed east or west over the NAT…

Going eastbound via Gander

1. Send your RCL 60–90 mins before the OEP via ACARS (it's for ATC planning only, no clearance will be issued!)
2. *May 5 – Dec 31, 2025: Note that any route changes before oceanic entry will be given by VHF voice when in Gander airspace. Moncton and Montreal will continue to issue CPDLC UM79 route amendments.*
3. Don't request an Oceanic Clearance – there isn't one here anymore.

4. Maintain your domestic cleared level unless ATC assigns a different one.
5. Once in Oceanic airspace, expect further changes via CPDLC or HF.

If Gander isn't issuing Oceanic Clearances anymore, why send an RCL? This may very well be the crux of the mass pilot confusion experienced so far. The answer: the RCL is now just a planning tool — you're not asking for permission, only notifying them, because they still need your exact routing and timing to safely manage traffic. You continue to fly your last assigned domestic route and level unless ATC gives you a change. The confusion comes from the wording: no Oceanic Clearance is issued, but notification is still required.

Going westbound via Shanwick

1. Send your RCL or make a voice clearance request 90–30 mins before the OEP.
2. You'll receive your Oceanic Clearance by ACARS or voice.
3. Fly the Oceanic Clearance.

Also note that if entering Shanwick from another Oceanic area, no clearance is needed from Shanwick.

We *think* we got all that right. If not, let us know please! news@ops.group.

And if you're still confused about OCR, check this post.

NAT Forecast: No more RCLs?

There's also an interesting twist that could change how flights work across the NAT in the longer term. We're hearing talk that some North Atlantic ANSPs are looking at **removing the RCL process completely** at some point in the future.

That would be a huge change, **bringing oceanic ops much closer to domestic ones.** No more sending RCL messages ahead of the Oceanic Entry Point, no more extra steps — you'd just fly your filed plan unless ATC issues a change.

But this is still very much in the idea stage. It would need to go through ICAO groups and international working groups to figure out all the technical and procedural details, and there are plenty of hurdles to clear before it could actually happen.

For now, it's just something to keep an eye on, as Shanwick and other ANSPs continue to refine how oceanic traffic is managed.