

# AERONAUTICAL INFORMATION CIRCULAR 25/15

## GANDER FLIGHT INFORMATION REGION (FIR)/CONTROL AREA (CTA) AIRSPACE DESIGN CHANGES FOR REDUCED LATERAL SEPARATION MINIMUM IMPLEMENTATION

This Aeronautical Information Circular provides additional information that supplements AIC 18/15 regarding the 25 nautical mile (NM) reduced lateral separation minimum (RLatSM) trial commencing on or after 12 November 2015 in the Gander and Shanwick oceanic area control centre (OCA).

### Phased Approach to the Start of the Trial

Effective 12 November 2015 at 0901Z, the Gander domestic CTA will be realigned to support RLatSM tracks within the North Atlantic organized track system (NAT OTS) at oceanic entry and exit points DORYY south to SUPRY. Effective 10 December 2015 at 0901Z, additional North American Routes (NARs) will be established, which will enable RLatSM tracks to be anchored at oceanic entry and exit points CUDDY north to KETLA. Because the additional NARs will be unavailable prior to 10 December 2015, until that date RLatSM tracks will exit the Gander OCA spaced by a full degree at the oceanic entry and exit points when occurring at CUDDY or north thereof.

When NAT OTS tracks are over CUDDY or north, westbound NARs will be mandatory and published on the NAT OTS track message. These NARs are short leg NARs to ensure enough time for the radar controllers to transition flights from a non-radar environment to a radar environment.

RLatSM tracks will not be established north of KETLA or south of SUPRY.

### RLatSM Oceanic Entry and Exit Points in the Gander FIR

Effective 15 October 2015 at 0901Z, NAV CANADA will publish oceanic entry and exit points (see below) associated with RLatSM implementation. The publication of these fixes within this time frame allows for operators to add them to their databases in time for the RLatSM trial prior to the 12 November 2015 commencement date. These fixes must not be filed between 15 October 2015 and 12 November 2015; as airspace boundaries with the Gander FIR will not be realigned until the start of the RLatSM trial.

<b>RLatSM Fixes Effective 15 October 2015 at 0901Z for use 12 November 2015 Onwards</b>			
<b>Oceanic Entry and Exit Points</b>	<b>(Phase 1 of 2)</b>	<b>Oceanic Entry and Exit Points</b>	<b>(Phase 1 of 2)</b>
LIBOR	61° 58' N 058° W	MELDI	52° 44' N 056° 21' W
NIFTY	60° 58' N 058° W	PELTU	52° 06' N 055° 10' W
RADUN	59° 58' N 058° W	SAXAN	51° 29' N 053° 51' W
TOXIT	58° 58' N 058° W	UMESI	50° 50' N 052° 36' W
VESMI	57° 58' N 058° W	BUDAR	50° 00' N 052° W
BOKTO	56° 58' N 058° W	IBERG	49° 00' N 052° W
ENNSO	55° 32' N 057° W	MUSAK	48° 00' N 052° W
IRLOK	54° 32' N 057° W	OMSAT	47° 00' N 052° W
KODIK	53° 28' N 057° 12' W	RELIC	46° 00' N 052° W

## VODOR

Effective 10 December 2015 at 0901Z, oceanic entry and exit point VODOR will be removed from operational use and RAFIN will remain as the oceanic entry and exit point. Effective this date, pilots must send request clearance (RCL) messages based on RAFIN. All NARs will be revised to indicate RAFIN.

## RLatSM through the Gander Oceanic Transition Area (GOTA)

Additional inland fixes will be published effective 15 October 2015 at 0901Z. These will be used strategically when the NAT OTS is located in the CUDDY and north area of GOTA. These fixes must be added to the operator's database as they will be used for NAT OTS design. Effective 10 December 2015 at 0901Z, new short segment NARs will be designed to incorporate the organized track system (OTS) design using these new fixes below. For example, NARs will be designed that will specify AVUTI ALSOP or CUDDY DUVBI with operator preferred route filing available after that. When NAT OTS design uses the oceanic entry and exit points from CUDDY and north, operators must file the published short leg NARs associated with each published NAT OTS track. When the area from CUDDY and north is not associated with NAT OTS design, operators may file random preferred routes or one of the existing NARs.

Additional Fixes for OTS/NAR Design, Effective 15 October 2015 at 0901Z			
MUSLO	60° 10' N 062° W	ALSOP	56° 52' N 062° 10' W
SINGA	59° 13' N 061° 05' W	DUVBI	56° 00' N 061° W
UDMAR	57° 35' N 062° 55' W		

## Associated Fixes

Effective 15 October 2015 at 0901Z, operators must follow the associated fixes for westbound route segments only, as it is an important factor to assist control staff to transition aircraft from a non- air traffic service (ATS) surveillance environment to an ATS surveillance environment. All eastbound flights need not follow the associated fix rules that are published in the *Transport Canada Aeronautical Information Manual* (TC AIM – TP 14371E).

## Electronic RCL Messages Through GOTA

Pilots submitting an RCL must use an oceanic entry and exit points located within GOTA and not a boundary fix along the Montreal CTA boundary. Oceanic entry and exit points and details are available in the Gander Data Link Oceanic Clearance Delivery Crew Procedures document. Flight crews submitting an RCL based on Montreal CTA boundary (e.g. IKMAN, MIBNO) will cause system errors and may affect the ocean profile.

## North American Routes

Multiple new NARs will be published both on 15 October 2015 and on 10 December 2015 that will utilize the new fixes. Operators and flight planners can receive these NARs from the undersigned.

The use of NARs will be mandatory for eastbound flights operating BAREE TUDEP and south during eastbound OTS hours and for westbound flights operating over RAFIN, BOBTU, and JEBBY at all times with the exception of aircraft routing over M201, M202, and M203.

As specified above, when NAT OTS design uses the oceanic entry and exit points from CUDDY and north, operators must file the published short leg NAR associated with each published NAT OTS track.

## FL 280 and below

Because the lower vertical boundary of the GOTA is flight level (FL) 290, RLatSM associated oceanic entry and exit points located within the boundaries of the GOTA are not available for route planning for flights operating at FL 280 and below. Including the GOTA oceanic entry and exit points the following fixes are not to be filed by aircraft operating at FL 280 and below: AVPUT, CLAVY, EMBOK, KETLA, LIBOR, MAXAR, NIFTY, PIDSO, RADUN, SAVRY, TOXIT, URTAK, VESMI, AVUTI, BOKTO, CUDDY, and DORYY.

Operators routinely operating at FL 280 and below should refer to the TC AIM, RAC 11 section for flight planning details.

## Further Information

For further information, please contact:

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