

## AERONAUTICAL INFORMATION CIRCULAR 14/16

### RETURN OF MANDATORY NORTH AMERICAN ROUTES FOR WESTBOUND OPERATIONS

Prior to reduced lateral separation minimum (RLatSM) Phase 2, NAV CANADA will require that operators file the North American Route (NAR) associated with the Westbound track when published, effective 1 September 2016. This will enable full RLatSM operations throughout the northern portion of the Gander oceanic transition area (GOTA).

For the airspace involving CUDDY and north, NARs have been designed to move traffic from the Ocean Exit Point (OEP) to a landfall fix further inland. This will enable control staff to safely and efficiently transition flights from a procedural non-radar environment to the radar environment; which has multiple crossing routes and complexities. These "short-leg" NARs are available in the *Canada Flight Supplement* and they will change daily depending on which OEP is used for the RLatSM track. These NARS transition aircraft to inland fixes such as UDMAR, ALSOP, DUVBI, etc.

Operators are advised that filing of the NARs published with the organized track system (OTS) message is mandatory. NARs will be published as needed.

For more information, please contact:

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