

# AERONAUTICAL INFORMATION CIRCULAR 38/19

## BOBTU WAYPOINT FLIGHT PLANNING RESTRICTIONS

### Introduction

This aeronautical information circular (AIC) outlines flight planning restrictions at BOBTU waypoint for North Atlantic Track (NAT) traffic from the New York oceanic control area (OCA) when the eastbound Organized Track Structure (OTS) is in southern Gander Domestic airspace.

### Background

Eastbound NAT traffic from New York OCA to Gander OCA via Gander Domestic airspace requires an oceanic clearance that must be delivered after entering Canadian airspace. Oceanic clearances are normally negotiated, issued, and confirmed 45 minutes to 60 minutes from ocean entry. There is much less time to arrange clearances for flights on these routes.

Eastbound NAT traffic entering Gander Domestic airspace at BOBTU waypoint can be as close as 63 nautical miles (NM) from the ocean entry point, giving controllers just minutes to coordinate an ocean clearance. When the OTS is in Gander's southern domestic airspace, traffic can be quite congested and optimal oceanic profiles difficult to provide. The process of negotiating changes to flight profiles, given the short time frame, is very challenging and demanding.

### Flight Planning

When there are eastbound NAT tracks anchored at waypoints RAFIN, TALGO, or both, the BOBTU waypoint will be unavailable for flight planning flight level (FL) 300 to FL 400 from 2300Z – 0600Z Coordinated Universal Time (UTC).

### Further Information

For further information, please contact:

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