

# AIP CANADA SUPPLEMENT 065/2026

## GANDER FLIGHT INFORMATION REGION - CPDLC COMMUNICATIONS FOR EASTBOUND OCEANIC ROUTE AMENDMENTS PRIOR TO OCEANIC ENTRY

(Replaces AIP Supplement 052/2026)

**IMPORTANT: This AIP SUP is for situational awareness only  
NOTAMs are published in conjunction and take precedence**

### Purpose

This supplement informs airline operators that effective 03 July 2026, the Gander Domestic Flight Information Region (CDQX) will resume issuing oceanic route amendments via the CPDLC uplink route clearance message **CLEARED TO (position) VIA (route clearance)**. Voice clearances, which have been used for these amendments since 5 May 2025, will no longer be required unless reconnecting to the filed flight plan is not possible.

### What Is Different from the Previous Implementation

System enhancements have been implemented to address issues identified following Canada's December 2024 OCR deployment. The key change: **CLEARED TO VIA** reroutes now automatically reconnect to the filed flight plan at a named inland fix, with no route discontinuity after the last fix in oceanic airspace. This applies to eastbound flights receiving Gander OCA route amendments from Gander (CDQX), Moncton (CZQM) or Montreal (CZUL) prior to oceanic entry.

### What Crews Will See

When an eastbound flight requires an oceanic route amendment, Gander Domestic, Moncton or Montreal ATC will issue the clearance via CPDLC in the following format:

**CLEARED TO [position] VIA [route clearance]**

- The **CLEARED TO (position)** will be a waypoint contained within the filed flight plan, either after oceanic exit or within oceanic airspace.
- The **"VIA (route clearance)"** will be the amended route.

Use the **LOAD** prompt to ensure the complete amended route is loaded.

### Crew Action

The delivering domestic ATC unit depends on whether the re-route involves a change to the Oceanic Entry Point (OEP).

In each case, crews should apply the same standard response: **READ, LOAD, REVIEW, and EXECUTE / ACTIVATE** the amended route. Only respond with **ACCEPT / WILCO** after the amended route is loaded, reviewed, and **EXECUTE / ACTIVATE** has been selected (Boeing / Airbus). If you are uncertain about any element of the clearance, contact the delivering ATC unit directly.

### Further Information

Any questions concerning this supplement should be directed to:

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