

AERONAUTICAL INFORMATION CIRCULAR 18/21

TRIAL TO REMOVE FLIGHT PLANNING REQUIREMENT OF EASTBOUND NORTH AMERICAN ROUTES (NAR)

(Replaces AIC 34/20)

Background

For several decades, eastbound aircraft transitioning from North America to Europe have been required to flight plan a North American Route (NAR) with the associated oceanic entry point (OEP) of their preferred oceanic track, as outlined in the *Canada Flight Supplement* (CFS).

Given the expressed desire of operators to have the ability to flight plan more efficiently and optimize their routings, NAV CANADA and the Federal Aviation Administration (FAA) have embarked on a project to remove this flight planning requirement on a trial basis, as outlined below.

Trial Details

Beginning in January 2020, departures from several North American cities will have the ability to optimize their routings to the OEP. This will be a gradual introduction of departure points and operators as the trial moves forward in five stages. Additional departure airports may be considered as the trial moves forward and the impact of the change has been adequately evaluated.

Note: At all times, in every stage, departures must still comply with any departure routes, structures, and/or restrictions from the departure airport. Optimized routings can only begin from points within the Boston air route traffic control centre (ARTCC), Moncton flight information region (FIR) airspace, or both. Once inside the Boston ARTCC/Moncton FIR area, random routings to the OEP will be permitted.

Stage Number	Date	Description
Stage 1	6 January 2020 to 19 January 2020	All flights operated by Air Canada, departing from CYYZ and CYUL, operating within the organized track structure (OTS), will not be required to file the associated NAR listed on the daily Track Message.
Stage 2	20 January 2020 to 2 February 2020	All flights departing from CYYZ and CYUL, operating within the OTS, will not be required to file the associated NAR listed on the daily Track Message.
Stage 3	3 February 2020 to 16 February 2020	All flights as indicated in Stage 1 and Stage 2 in addition to American airlines flights departing from KORD, operating within the OTS, will not be required to file the associated NAR listed on the daily Track Message.
Stage 4	17 February 2020 to 1 March 2020	All flights departing from CYYZ, CYUL and KORD, operating within the OTS, will not be required to file the associated NAR listed on the daily Track Message.
Stage 5	2 March 2020 to 16 March 2020	All flights departing from CYYZ, CYUL, KORD, KDTW and KMSP, operating within the OTS, will not be required to file the associated NAR listed on the daily Track Message.

Stage Number	Date	Description
Stage 6	September 2020	All flights as indicated in Stage 1–5 in addition to KATL, KCVG, KDFW, KIAH, KMIA, KSAV, all airports within Mexico, Central America, and northwest (NW) Caribbean, operating within the OTS, will not be required to file the associated NAR listed on the daily Track Message.
Stage 7	16 October 2020 to 29 October 2020	All flights as indicated in Stage 1–6 in addition to KJFK, operating within the OTS, will not be required to file the associated NAR listed on the daily Track Message.
Stage 8	30 October 2020 to 12 November 2020	All flights as indicated in Stage 1–7 in addition to KEWR, KMEM, and KSDF, operating within the OTS, will not be required to file the associated NAR listed on the daily Track Message.
Stage 9	13 November 2020 to 1 March 2021	All flights as indicated in Stage 1–8 in addition to KBOS, KPHL, and KIAD operating within the OTS will not be required to file the associated NAR listed on the daily Track Message.
Stage 10	2 March 2021 to 2 November 2021	All flights from all airports will not be required to file the associated NAR listed on the daily Track Message.

The trial may be discontinued via NOTAM at any time, based on the operational impact of the trial.

Further Information

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