

AERONAUTICAL INFORMATION CIRCULAR 6/23

FLIGHT PLANNING PROCEDURES FOR NORTH ATLANTIC WESTBOUND FLIGHTS TRANSITING FROM GANDER OCA TO GANDER CTA AND MONTREAL FIR BELOW FL290

Introduction

This information is intended to provide better direction on flight planning procedures below FL290 between Gander OCA and Gander CTA/Montréal FIR. In addition, it identifies boundary reporting points and inland fixes for reference when flight planning into the Montréal FIR for westbound flights transiting through Gander Oceanic Transition Area (GOTA) from the North Atlantic (NAT).

These changes will be reflected in the next AIP publication for **20 April 2023**, and detailed procedures that follow will be found in section ENR 7.1.6 *Flight Planning Procedures*, 7.1.6.1 *Routes* of the AIP.

Background

Since the introduction of Data Link Mandate (DLM), there has been an exemption corridor over southern Greenland to allow non-DLM aircraft to transit through the Gander OCA at DLM levels. This was established due to the presence of ground-based ADS-B and VHF sites. On December 29, 2022, the ground-based sites were decommissioned. With the loss of VHF at these sites, that airspace no longer fulfils the requirements for DLM exemption in the NAT region.

With more aircraft now receiving Flight Levels below DLM airspace in that area, it was identified that the flight planning procedures below the GOTA needed to be clarified. This was to ensure accurate flight planning into Montréal FIR and northern Gander CTA airspace.

Procedures

ATS system parameters require all westbound flights in Gander OCA transiting to the Montréal FIR/CTA to flight plan:

Below FL290

- Via 060°W followed by both a Montréal boundary reporting point and an inland fix contained in Montreal CTA.
- Montréal boundary reporting fixes: NALDI, MUSVA, KAGLY, BERUS, IKMAN, GRIBS, MIBNO, MUSLO, PEPKI, SINGA.
- Montréal inland fixes: LAKES, LOPVI, RODBO, JELCO, FEDDY, TEFFO, DUTUM, or BEZED.
- KENKI and IRBIM are not to be used as boundary reporting points.

FL 290 up to and including FL 600

- Via an oceanic entry point followed by a Montréal inland fix.

Flights operating below FL290 into Gander FIR north of HOIST must route via 050°W followed by a Gander CTA boundary fix (MOATT, PRAWN or PORGY) and an inland fix contained in Gander CTA.

Flights operating from FL 290 and above may flight plan a North American Route (NAR) to or from an oceanic entry point.

Further Information

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