Special Report: North Atlantic Changes

Declan Selleck
26 May, 2014

North Atlantic Changes

This coming Thursday, 29MAY2014, **Gander Control** will implement a number of changes in their airspace on the Canadian Seaboard that will affect the structure and design of NAT Tracks, and Oceanic Flight Planning with immediate effect.

Removal of the Fish Points

On 29 MAY the following waypoints **will be deleted**: URTAK, BANCS, RONPO, COLOR, NOVEP, VIXUN, LOGSU, KOBEV, CYMON, DENDU, DOTTY, CRONO, HECKK, REDBY, CARPE, STEAM, OYSTR, VALIE, SCROD, and LOACH.

Introduction of Gander Oceanic Transition Area

Because of new ADS-B coverage in the area between Canada and Greenland, the boundary between Domestic and Oceanic airspace is being shifted around 175nm to the east, creating a new Oceanic Transition Area known as GOTA.

New NAT Track design – Eastbound

Currently, NAT Tracks have a anchor point and an Oceanic Entry Point (OEP) – like **VIXUN LOGSU 49N50W.** Starting 29MAY, the Track will be built using only an OEP and a 50W point – in this example **JANJO 49N50W.**

New NAT Track design – Westbound

A westbound NAT Track used to run 50W – Oceanic Exit Point – Landfall, for example**54N50W CARPE REDBY NAR123A**. From 29MAY, there will be a 50W point and a dedicated Oceanic Exit Point, then straight into either FPL route or a NAR. Example, **53N50W RIKAL NAR302D.**

New Oceanic Entry Points

With the removal of the Fish Points, and other long-known waypoints, a completely new list of Oceanic Entry Points (OEP's) has been created by Gander. They start at AVPUT in the far north and run down to SUPRY. On our Planning Chart, they are highlighted in yellow.

Changed Blue Spruce Routes

The southern Blue Spruce Routes (for reduced Nav capability) now run as follows:

- OZN-59N50W-ALTOD-PRAWN-YDP
- OZN-59N50W-CUDDY-PORGY-HO
- OZN-58N50W-HOIST-YYR

More information

- Refer to Nav Canada **AIC 20/14** for the full list, and for complete information about the change.
- Get a copy of our **North Atlantic Planning Chart**