North American Route (NAR) System

It is for the use of traffic entering/exiting the NAT. It consists of a series of preplanned routes from/to coastal fixes and identified system airports.

The NAR System is designed to accommodate major airports in North America where the volume of North Atlantic (NAT) traffic and route complexity dictate a need to meet the following objectives:

- To expedite flight planning.
- To reduce the complexity of route clearances and thereby minimize the confusion and error potential inherent in lengthy transmissions and readbacks.
- To minimize the time spent in the route clearance delivery function.

Most routes are divided into two portions:

- **Common Portion**: Portion of the route between a specified coastal fix and specified Inland Navigation Fix (INF). Some routes have a common portion only.
- **Non-common Portion**: Portion of the route between a specified INF and a system airport. The routes are within the high level airspace structure with a transition to/from system airports.

The Route

- The routes are prefixed by the abbreviation “N” e.g. N512C
- **Numbering** for the common portions orientated geographically from south to north.
- **Odd numbers** have eastbound application. e.g. N95B
- **Even numbers** apply to westbound. e.g. N512C
- Following a one-to-three-digit number, an alpha character indicates the validation code and forms part of the route identifier. e.g. N95B, N512C
- **Validation codes** are associated to amendments to the common routes only and not to non-common route portions.
- A limited number of NAR routes (appropriate for coastal fixes serving the OTS and the domestic traffic organization) are included in the NAT/OTS message published by Gander and Shanwick OACs.
- Aircraft can only join the NAR System:
  - At the identified coastal fix; or
  - On departure from one of the identified system airports; or
  - At an identified INF.

Flight Planning

- **WESTBOUND**
  - Westbound routes begin at the coastal fixes.
  - Continue along common route portions to an INF.
  - Then fan-out along non-common routes to selected system airports.
  - For aircraft proceeding to an identified system airport and the route of flight to destination is described by a single NAR designator, use the designator;
  - For aircraft proceeding to a non system airport, but the route of flight is described by the common route portion to an identified INF, use the designator to the INF followed by a detailed routing to the destination.
• **EASTBOUND**
  - Eastbound routes only have a common portion from the INF to a coastal fix.
  - When the route of flight is described by a single NAR designator, use the designator.
  - For aircraft departing from a non system airport, file via an appropriate detailed routing to the applicable INF and thence via the common portion to the coastal fix using the NAR designator.

• **GENERAL**
  - For those cases not described above, a detailed routing is required.

**NAR Requirement**

- Generally no requirement to flight plan and operate using the NAR system.
- However ATC requires eastbound aircraft intending to operate on the NAT OTS and operating wholly on or south of a line between the intersections BAREE and DOTTY to flight plan and operate using one of the NARs published on the daily OTS message.
- NARs may be assigned by air traffic control for the tactical management of air traffic in Canadian Domestic airspace.
- For Operators who elect not to use the NAR system, the rules of the North American Route Program (NRP) apply.

**Route Clearances**

- For aircraft **operating within the NAR system**, the ATC routing clearance and pilot read back will be indicated by the **NAR designator** e.g. "North American Route 105C."
- For aircraft **operating in the NAR system but only using the common route portion**, the ATC routing clearance and pilot read back will be indicated by the **NAR designator followed by the detailed routing**.
- For aircraft **not operating in the NAR System**, the ATC routing clearance and pilot read back will be via a **detailed route**.
- Aircraft cleared to a system airport via a NAR designator are to follow the Common and the non-common Portion of the route to the system airport. If the issued NAR, either the common or non-common Portion, is incompatible or unacceptable, the pilot is to advise ATC accordingly.

**Documentation**

Following documentation will be carried on the flight deck of aircraft operating within the NAR system:

- Current publications of NAV Canada, Canadian Flight Supplement, or FAA, Airport Facility Directory (Northeast) or another product which provides the current NAR.
- Information in the current NAT/OTS message.

Changes to the NAR routes are advertised in the monthly publication Notices to Airman Publication (NTAP).

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**Disclaimer:** "North American Routes" are personal notes of the undersigned that do not sanction any pilot to violate his/her company's standard operating procedures or ignore the original documents. These notes are based on procedures that were valid in July 2012. These notes may or may not be updated in future.