**ORDER**

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

7430.2A

8/14/84

SUBJ: NORTH AMERICAN ROUTE (NAR) SYSTEM

1. PURPOSE. This order describes the North American Route (NAR) System, sets policy for making changes to the system and establishes coordination and processing procedures for effecting the changes.

2. DISTRIBUTION. This order is distributed to selected Washington, Regional, Mike Monroney Aeronautical Center, and FAA Technical Center offices and all air traffic field offices.

3. CANCELLATION DATE. This order cancels Order 7430.2, subject: North American Route (NAR) System, dated July 15, 1975.

4. EFFECTIVE DATE. This order is effective September 15, 1984.

5. BACKGROUND.

a. To accommodate the heavy movement of North Atlantic activity between North America and Europe during peak traffic periods, a system of oceanic tracks that traversed the North Atlantic was designed by oceanic centers and are known as the Organized Track System (OTS). These tracks are determined twice daily and take the best advantage of the winds aloft. The tracks are then issued in an Oceanic Track Message and specify an eastbound or westbound configuration.

b. As a follow-up to the OTS a specialized routing system was jointly developed by the Canadian Ministry of Transport and the United States Federal Aviation Administration to accommodate this same traffic while operating in the domestic airspace. This system was initiated on November 8, 1973, and designated as the North American Route (NAR). The system is currently published in FAA's International Flight Information Manual (IFIM) and Canada's GPH-205 IFR Supplement.

c. The NAR System has achieved the following objectives:

(1) Organized the fluctuating and reversing traffic flows in the most efficient possible manner, consistent with the needs of the aircraft operators and the air traffic services.

(2) Expedited flight planning.

(3) Reduced the complexity of route clearances and thereby minimized the confusion and error potential inherent in their lengthy transmission and readback.

(4) Minimized the time spent by pilots and controllers in the route clearance delivery function.

6. THE NAR SYSTEM.

a. The NAR System is for the use of any traffic entering/exiting the OTS.

Specific information regarding the availability of those NAR routes to be associated with the OTS and the effective time period for their use are incorporated in the daily oceanic track messages. Aircraft participating in this OTS NAR system have available appropriate documentation describing the North American Routes and the route/track information contained in the current oceanic track message.

b. Individual operators may request other routes not specified in the NAR system. These requests are approved on an ad hoc traffic permitting basis.

c. Westbound routes begin at those North American coastal fixes serving the OTS, travel along common route portions to a number of selected Inland Navigation Facilities and then fan out along non-common route portions to selected North American terminals. These selected terminals are listed in the description of the NAR system in the appropriate FAA/Canadian publications.

d. Westbound aircraft participating in the OTS and destined for one of these airports leave the North Atlantic at one of the coastal fixes and use the appropriate NAR route to destination as specified in the current oceanic track message.

e. Westbound aircraft proceeding to other than the selected airports plan their flight from the coastal fix via the appropriate NAR to the Inland Navigation Facility and thence via a detailed route defined in the conventional manner to destination.

f. Eastbound aircraft entering the OTS plan their flights via the appropriate NAR specified in the current track message when departing from a selected terminal for which a non-common portion is listed.

g. Aircraft departing from airports located to the east and northeast of most of the Inland Navigation Facilities serving the NAR system are unable to be accommodated in the system. These departures proceeding to the North Atlantic coastal fixes file a detailed route to the desired coastal fix.

h. Aircraft departing from terminals other than those mentioned in paragraphs 6f and 6g flight plan via an appropriate detailed domestic routing to the applicable Inland Navigation Facility and thence via the specified NAR to the coastal fix.

i. Flights may join the NAR system only at the Inland Navigation Facilities or coastal fixes serving the system. All other aircraft will be cleared via a fully detailed route.

7. FLIGHT DATA PROCESSING.

a. The NAR system is compatible with NAS En Route Stage "A" flight data processing. The NAR routes can be adapted as coded routes or in stereo flight plan format.

b. NAR routes are adapted in certain ARTCC computers as either coded routes or stereo routes. Local facility directives specify the appropriate input formats and procedures for those ARTCC's using stereo routes. For flight planning purposes, the user files a NAR as a route element regardless of a facilities adaptation.

8. CHANGES TO THE NAR SYSTEM.

a. Careful planning is essential to the continued success of the NAR program. To retain the advantages of using "coded routes," information must be identical in the Canadian and U.S. publication. Uni-lateral action by either country would abrogate the program.

b. The Federal Aviation Administration publishes the NAR system in the IFIM and the National Flight Data Digest (NFDD). The IFIM is published on a three month cycle. The Canadian publication of the NAR system is in GPH-205 which is published on a 56 day cycle. The effective dates of Canadian publication are geared to be effective on a charting date.

c. To avoid cockpit confusion, publication of changes to the system should be made on a three month cycle coincident with the effective dates of the IFIM. Where an interim change is necessary for whatever the reason, it shall be published as an International Notice to Airmen, which will remain in effect until the next edition of IFIM. The interim change will be reflected as a permanent route in both FAA and Canadian publications.

9. COORDINATION REQUIREMENTS.

a. General - It is essential that proposed NAR's or changes be coordinated with users, facilities, regions and Canada well in advance of publication dates.

b. User Coordination - Users should normally be furnished 60 days for review and comment. This is in addition to the normal processing/publication lead time. Coordination should be through:

(1) Designated user representative.

(2) Designated organization/association representatives when users are members of organizations/associations.

c. For NAR's or NAR Segments -

(1) Within one air route traffic control center's (ARTCC) area, the ARTCC shall:

(a) Coordinate with affected terminals.

(b) Coordinate with users.

(c) Forward the completed data to AAT-300 through Regional Air Traffic Division (ATD) for international coordination and processing.

(2) Affecting more than one ARTCC's area but totally within one region:

(a) The originating ARTCC shall coordinate with affected ARTCC's and terminals and forward completed data to the regional ATD.

(b) The regional ATD shall resolve any differences between facilities and coordinate with the users at the regional level.

(c) The regional ATD shall forward completed data to AAT-300 for international coordination and processing.

(3) Affecting more than one region:

(a) The originating ARTCC shall coordinate with affected ARTCC's and terminals within its region and forward data to the regional ATD.

(b) The regional ATD shall coordinate the proposal with the affected regions.

(c) Each regional ATD shall coordinate the proposal with affected ARTCC's, terminals, and users within its region and advise the originating region of the results.

(d) The originating region shall forward completed data to AAT-300 for international coordination and processing.

(4) Affecting Canadian Centre(s):

(a) When only one Canadian centre is affected, the adjacent ARTCC shall informally coordinate the proposal with that unit. Concurrence by that center is not to be considered Canadian government approval. The informal coordination is intended to reduce the lead time necessary for internal Canadian coordination.

(b) When more than one Canadian centre is affected, all international coordination with Canada will be handled by AAT-300.

d. All completed data submitted to AAT-300 shall indicate the coordination effected, including the names and date(s) of user official(s). All concurrences and/or dissenting comments shall be submitted.

Note: If any proposed NAR changes involve rulemaking, such as changes to federal airways, jet routes, reporting points, etc., the rulemaking proposal must be submitted to AAT-200 at least 6 months prior to the planned effective date.

10. PROCESSING AND PUBLICATION.

a. AAT-300 shall be responsible for completing international coordination in time to assure identical effective dates in the Canadian and United States methods of publication. AAT-300 shall also assure that the revised information is available in time to permit user/FAA data systems update.

b. The office responsible for forwarding completed data to AAT-300 shall ensure that such data reaches AAT-300 no later than 60 days prior to the scheduled publication date of the IFIM.

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