



Advisory Circular

Subject: DUAL J80 ROUTE PROCEDURE

Date: 5/14/08

AC No:

Initiated by: AJR-133

91-81

1. PURPOSE. This advisory circular provides information to customers of the National Airspace System (NAS) in regard to the implementation and use of the dual J80 route procedure. The concept of the dual J80 route is to provide a near-term alternative for aircraft that normally file their flight on J80, westbound from New York and Philadelphia area airports. The dual J80 route virtually parallels the current J80 airway. This new procedure will be implemented as an unpublished route available on May 15, 2008. This route will be established and published as a "Q-Route" or area navigation (RNAV) route at a later date. The objective is to provide additional departure capability for westbound aircraft by alleviating constraints associated with airport departure flows that compete for J80, i.e., New York metropolitan and Philadelphia departures, and overflights from points north of the New York area.

Current routes through this airspace transit very busy air traffic sectors, and delays are frequently encountered because of the large volume of aircraft that use these routes everyday. During summer months, these paths can be constrained by thunderstorms and turbulence. New York area departures will benefit from the additional route and increased flexibility, allowing our customers to receive more efficient air traffic services.

2. APPLICABILITY. This advisory circular is applicable to those wishing to use the J80 route or associated coded departure routes (CDR).

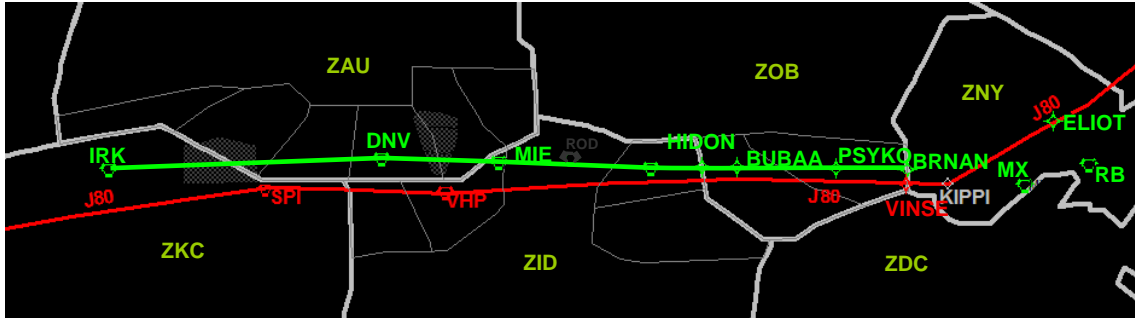
3. RELATED REGULATIONS.

- Aeronautical Information Manual, chapter 4, Section 4, ATC Clearances and Aircraft Separation, Paragraph 4-4-5, Coded Departure Route (CDR).
- Federal Aviation Administration Order (FAAO) 7210.3V, Facility Operation and Administration, Chapter 17, Traffic Management National, Center, and Terminal.

4. HOW DOES THE DUAL J80 ROUTE WORK? The new dual J80 route is built on a series of established RNAV fixes and navigational aids that transition airspace in New York (ZNY), Cleveland (ZOB), Chicago (ZAU), Indianapolis (ZID), and Kansas City (ZKC) Air Route Traffic Control Centers (ARTCC). This route is specifically designed to avoid constrained airspace and busy air traffic sectors, and provides a route slightly north of the current J80 airway structure. This route can be filed by the pilot/dispatcher provided the requested altitude is at or above flight level (FL) 340 or it can be assigned by air traffic control (ATC) when necessary. This provides an efficient alternative when demand for flights on J80 is high. Aircraft are routed on a course offset

to the north of J80 until they reach the end of the required route segment at “IRK.” At this point, air traffic demand on J80 is typically reduced and the flight can rejoin J80 or proceed on its preferred routing.

Figure 1. Dual J80 Routing Through ZNY, ZOB, ZID, ZAU, ZKC ARTCCs



5. HOW DO I FILE MY FLIGHT PLAN TO USE THIS ROUTE? This route is only available to aircraft filing a final requested altitude at or above FL 340. The filed flight plan needs to incorporate the precoordinated route recognized for “dual J80” use as listed below, and flights must fly the entire route to “IRK” unless otherwise authorized by ATC.

From Newark Liberty International Airport (EWR)/
EWR satellites/La Guardia Airport (LGA)/LGA satellites:

ELIOT ETX ETX249031 BRNAN PSYKO BUBAA HIDON MIE DNV IRK

(Effective June 5, 2008, use MAALS in lieu of ETX249031)

From Philadelphia International Airport (PHL) and PHL satellites:

MXE PENSJ J110 FLIRT BRNAN PSYKO BUBAA HIDON MIE DNV IRK

From John F. Kennedy International Airport (JFK) and JFK satellites:

RBV J230 SAAME BRNAN PSYKO BUBAA HIDON MIE DNV IRK

After “IRK,” the pilot/dispatcher is free to file the preferred trajectory to the destination.

6. MODIFIED PREFERRED ROUTING TO DETROIT METROPOLITAN WAYNE COUNTY (DTW), LAMBERT-ST. LOUIS INTERNATIONAL (STL), AND INDIANAPOLIS INTERNATIONAL (IND) AIRPORTS.

To accommodate new dual J80 traffic flow, traffic landing DTW, STL, and IND that normally file J80 must now file:

DTW RNAV: BRNAN PSYKO AVERE LIVER DJB GEMNI STAR DTW

DTW non-RNAV: VINSE J80 LEJOY J518 DJB DJB314 GEMNI STAR DTW

STL: VINSE J110 VHP VLA STAR STL

IND RNAV: BRNAN PSYKO BUBBA HIDON ROD CLANG STAR

New York ARTCC has established a series of CDR that allow customers to research this route and find selected destinations. Additionally, ATC may choose to assign the dual J80 route by the use of CDRs. CDRs are a preplanned route of flight that can be issued rapidly, coordinated, and communicated to pilots, controllers, and automation systems. CDRs can be delivered to a pilot in an abbreviated format, further expediting what would otherwise be a potentially lengthy process. To receive a CDR, commercial flights must have a memorandum of understanding with the departure air traffic facility. For general aviation flights, the pilot must have the CDR onboard the aircraft, be familiar with the CDR process, and state "CDR Capable" in the remarks section of the flight plan.

More CDR information is available in:

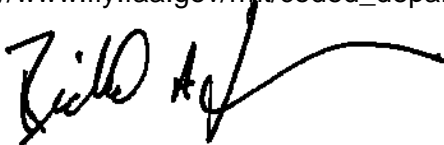
- FAAO 7210.3, Facility Operation and Administration, Chapter 17, Section 15, "Coded Departure Routes."
- Advisory Circular AC 91-77, "General Aviation, Coded Departure Routes (CDR)."

7. HOW DO I FIND AVAILABLE CDRs? CDRs are maintained in a database product called the "Route Management Tool (RMT)." RMT is available through the FAA, David J. Hurley Air Traffic Control System Command Center Web site:
http://www.fly.faa.gov/rmt/coded_departure_routes.jsp

8. WHERE CAN I FIND MORE INFORMATION? Listed below are links to additional information regarding CDRs:

<http://web.nbaa.org/public/ops/airspace>

http://www.fly.faa.gov/rmt/coded_departure_routes.jsp



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