

Northeast Corridor Atlantic Routes

MEETING 20-02

Joey Tinsley, FAA/AJT-E, presented a [briefing](#) on the implementation of the Northeast Corridor Atlantic Coast Routes. This is a large-scale change to the National Airspace System (NAS). It is part of a transition to a PBN-centric NAS by adding/amending 39 Q and Y Routes to replace the current north-south high altitude route system along the east coast. These changes are being implemented incrementally on 13 chart effective dates that began 10/10/2019 and will continue through 1/27/2022. Joey discussed the milestones from 2020 and those on the schedule for 11/5/2020 ([Slides 5 & 6](#)). He explained that when a new route is published, a NOTAM is issued to NA it for one chart cycle. Then, beginning with the next chart cycle, the NOTAM is cancelled and pilots can file and fly the route. Joey said the team took lessons learned from the Florida Metroplex project and are applying them to the future implementation. He briefed that a virtual meeting space has been set up for the first three days after new routes go live in order to address any ATC or operator issues. Joey then shared the changes that are planned for 2021 ([Slide 15](#)).

Rich Boll, NBAA, asked if there will be any J Routes available for a pilot to use if they are having an issue with GPS. Joey said that most of the J Routes will be removed. Rich asked what the provision will be for non-GPS aircraft. Rich also asked if there will be any guidance published for pilots without GPS. Valerie Watson, FAA/AJV-A250, said that, in the past, the military has also voiced concern for accommodation for those that cannot fly RNAV. John Moore, Jeppesen, said that he believes the pilot guidance for non-RNAV users has been addressed and suggested those concerned contact the Flight Operations Branch about guidance that has been published. Gary Fiske, FAA/AJV-P310, stated that he does not believe many non-RNAV aircraft will be flying in this route structure. If it does happen, he stated that ATC will do the best they can to approximate the route. John Collins, ForeFlight, stated that when filing for a route without GPS, those flight plans are still being accepted by the automation.

Bennie Hutto, NATCA, asked if a pilot can file for a newly-established Q Route that has been loaded into the system when a NOTAM has been published to NA it. Joey said it is technically possible, but there have been very few cases where that has happened.

MEETING 21-01

Joey Tinsley, FAA/AJT-E, [briefed](#) the audience on the implementation of the Northeast Corridor Atlantic Coast Routes Project. This is a large-scale change to the National Airspace System (NAS). It is part of a transition to a Performance Based Navigation (PBN)-centric NAS by adding/amending 39 Q and Y Routes to replace the current north-south high altitude route system along the east coast.

These changes are being implemented incrementally on thirteen chart cycle effective dates that began 11/10/2020 and are planned to continue through 11/03/2022. Due to the impacts of COVID-19, the

implementation dates have been extended because of an inability to conduct controller training. Since most facilities are still under strict COVID restrictions, the group has pulled back on some planned changes and are concentrating on items that do not require extensive training. See [slides 6 and 7](#) for a list of changes being worked for 2021 and 2022. One of the larger revisions being worked for 2021 is the ZDC High Altitude Sector change, tentatively scheduled to be implemented on 9/9/2021.

Vince Massimini, Tetra Tech, asked whether DME-DME capability will be retained for these new RNAV routes, particularly off the coast. Joey said he is unsure of the answer to that, but did say that if a Y-route is unusable because of an outage, there is an underlying AR Route that can be used.

MEETING 21-02

Joey Tinsley, FAA/TETL1-ZTL, [briefed](#) on Northeast Corridor Atlantic Routes Project. This is a large-scale change to the National Airspace System (NAS). It is part of a transition to a Performance Based Navigation (PBN)-centric NAS by adding/amending 39 Q and Y Routes to replace the current north-south high altitude route system along the east coast. These changes are being implemented incrementally on chart cycle effective dates that began 10/10/2020 and are planned to continue through 11/03/2022. Due to the impacts of COVID-19, the implementation dates have been extended because of an inability to conduct controller training.

Joey said the next big revision is the ZDC High Altitude sector change for 11/4/2021. See [slide 7](#) for the changes in 2021. [Slides 9-12](#) show some of the NOTAMs that have been or will be issued. He said most of the NOTAMs will be canceled on 2 December 2021, but some will not be canceled until 2022.

Doug Willey, ALPA, expressed concern about how long the NOTAMs will exist. Joey repeated some of them will be need to be effective until November 2022. Doug said there are too many NOTAMs that exist for too long. He asked if there are other ways to get this information to pilots. Joey agreed that it is unfortunate but this was the only way to get the project done. He said they hope to be able to accomplish it faster in the future. Valerie Watson, FAA/AJV-A250, agreed that publishing a regulatory route and then immediately issuing a NOTAM to NA it out for a year is indeed unfortunate in that it clutters the charts and the NAS with a large amount of totally unusable data for an extended period of time. She asked if it could have been pre-planned and could be avoided in the future. Joey explained that the goal was a 56-day NOTAM, but it hasn't worked out that way because of the time that it takes for rulemaking. Bennie Hutto, NATCA, said he agrees with Valerie's concerns, but he said that until there is a better and quicker way to amend procedures, NOTAMs will have to be utilized to accomplish this project.

MEETING 22-01

Joey Tinsley, FAA/TETL1-ZTL, [briefed](#) the status of the project. This is a large-scale change to the National Airspace System (NAS). It is part of a transition to a Performance Based Navigation (PBN)-centric NAS involving the addition/amendment of 39 Q and Y Routes to replace the current north-south high altitude route system along the east coast. He reported the project is currently 66% done and the implementation of the remaining 55 routes are on track for completion on 11/3/2022. [Slides 4 and 5](#) show a final before and after depiction of the published routes. [Slide 6](#) shows what has been accomplished thus far. [Slide 8](#) is a list of the ZDC High Altitude sector changes that have been implemented and those that are tentatively planned for implementation on 9 May 2022. [Slide 9](#) shows the changes scheduled for the remainder of this year. Due to competing resources and constraints, some Standard Terminal Arrival (STAR) procedures might not be published this fall. The team is working through the issues and will come up with a new implementation plan if the STARs cannot be published as scheduled. [Slide 11](#) shows the Notices to Air Missions (NOTAMs) that will be issued until the full routes are available in November. Information on how operators can help with this work is listed on [slide 18](#).

Rich Boll, NBAA, asked whether published preferred routes and Coded Departure Routes (CDRs) in the database will reflect what pilots should be filing when the routes are NOTAM'd out or will pilots have to look at the NOTAMs. Joey said those routes should reflect what pilots should file during the transition period.

MEETING 22-02

Joey Tinsley, FAA/TETL1-ZTL, [briefed](#) the status of the project. This is a large-scale change to the National Airspace System (NAS). It is part of a transition to a Performance Based Navigation (PBN)-centric NAS involving the addition/amendment of 39 Q and Y Routes to replace the current north-south high altitude route system along the east coast. These changes were started in October 2019 and the team hopes to complete them by April 2023.

Joey summarized the changes that have already been made and those expected to be published through April 2023 ([slides 3-18](#)). He explained that due to the impacts of COVID-19, the implementation of the majority of the remaining routes and procedures was delayed because they were unable to provide the necessary controller training.

Joey said they are utilizing Virtual Go-Team meetings in order to address any of the ATC or operator issues that may be encountered when the new routes become effective. A list of contacts was also provided for anyone with specific questions ([slide 21](#)).

Valerie Watson, FAA/AJV-A250, pointed out that a lot of routes are NOTAM'd out but can still be assigned by ATC. She asked if these routes are being used now. Joey said they are not currently being used, but ATC wanted to have the option to be able to test the routes.

Doug Willey, ALPA, said the NOTAM system is already in crisis because of the volume of NOTAMs in the system. He said publishing something that knowingly can't be used for an extended period of time seems to go against the purpose of the NOTAM system. Joey said that, at the time, it was determined that using NOTAMs was the safest option. Joey agreed it isn't ideal and he hopes they can cancel all of the NOTAMs in April 2023.

MEETING 23-01

Doug Perkins, MITRE, [briefed](#) the status of the project. He noted this project is one of the biggest changes to the National Airspace System (NAS) in decades. It is part of a transition to a Performance Based Navigation (PBN)-centric NAS involving the addition/amendment of 39 Q and Y Routes to replace the current north-south high altitude route system along the east coast. The changes began in October 2019 and the majority were completed on 20 April 2023.

The FAA implemented 142 route changes. The project is now 99% done. Doug summarized all the changes made with the implementation of this project ([slides 5-27](#)). [Slides 29-30](#) show the Not Authorized (NA) NOTAMs that were implemented for about 6-7 months, all of which have now been canceled. Doug said they utilized Virtual Go-Team meetings in order to address any of the ATC or operator issues that were encountered with the new routes. A list of contacts was also provided for anyone with specific questions ([slide 32](#)).

Dan Wacker, FAA/AFS-420, thanked Doug for the briefing and asked if the intent is that only the Y Routes go offshore. He also asked if there is a plan to do a similar project on the west coast. Doug said this was only intended for the east coast. He explained that there are some legacy Q routes across the Gulf of Mexico that have not been canceled for a variety of reasons, but primarily you will not see Q routes offshore beyond 15 NM. Dan said FAA Order 8260.19 does not allow RNAV routes to go beyond FL 450, but he noticed some of these routes go above that. He asked if the criteria has been changed. If so, the Orders will need to be updated. Doug said he will forward that concern to Joey Tinsley, FAA/TETL1-ZTL, and Reggie Davis, FAA/AJV-E24.

Dan then asked if there is an intent to remove more jet routes. Paul Carroll, FAA/AJR-11, said VOR/MON projects will dismantle more Jet routes over the next 10-12 years.

Rich Boll, NBAA, asked if the definitions for the Y routes have been updated in the AIM. Dan said there was a recent change to the AIM that did update the definition.

Steven Madigan, Garmin, asked if the audience could expect more updates on route redesign projects. Doug said that currently there are no plans for large redesign projects.