

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.