# National Route Strategy Plan Primer

**Presentation to: Aeronautical Charting Forum**

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**PBN Policy and Support Group, AJV-14**

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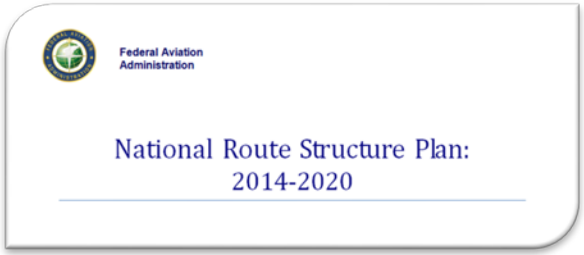
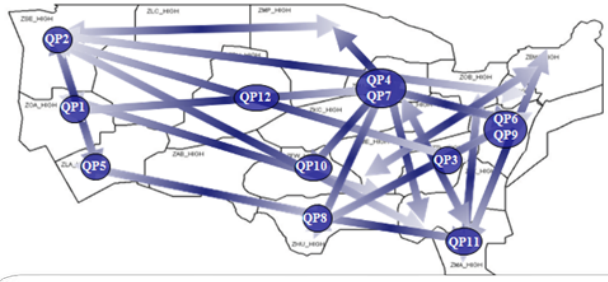
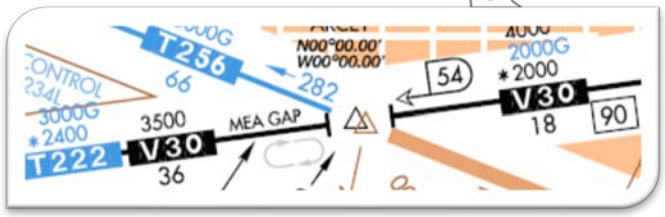
# Why is this important?

- Task Force 5 & NextGen Implementation Plan Require a National Route Plan
- Synchronize route structure with other transformative efforts such as the MON
- Provide Controllers options during severe weather/contingency situations (i.e. Playbook routes)
- Allow for orderly metering in high traffic density areas
- Eliminate underutilized, obsolete conventional routes reducing system maintenance costs
- Capitalize on preference routes and current traffic flows to capture benefits
- Provide basic route structure compatible for ***all*** NAS users



# Current Challenges

- **Competing Priorities – budget/personnel/publication slots**
  - Mandated Site Locations
  - OAPM
  - MON
  - Airspace Redesign (NY/PHL)
  - Route Plan

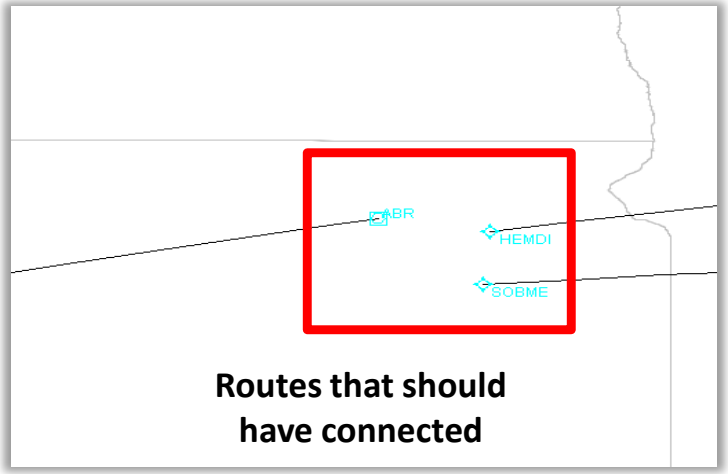
FY 14
FY 15
FY 16
Etc…

- **MON Challenges**
  - Decommission/Discontinuance timetable being discussed
  - Delays in route implementation results in reactionary development
- **Facility Participation**
  - Gaps occurring/early termination of routes due to Center non-participation
  - Some QP plans slipped to later due to Center desires to delay until metroplex project or other reasons

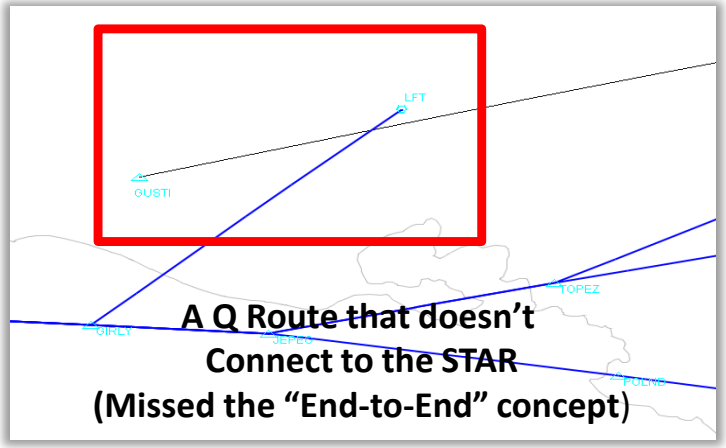
…Example Chicago moved from QP3 to QP4

# Integrated Route Strategy Challenges

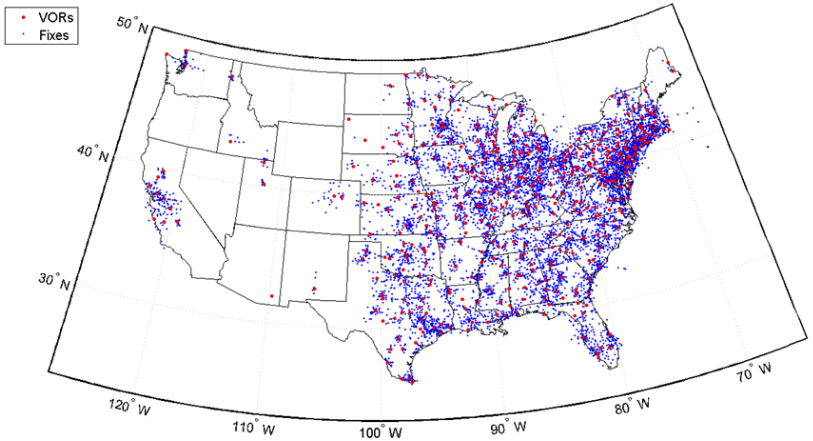
- **Make route-to-route connections**



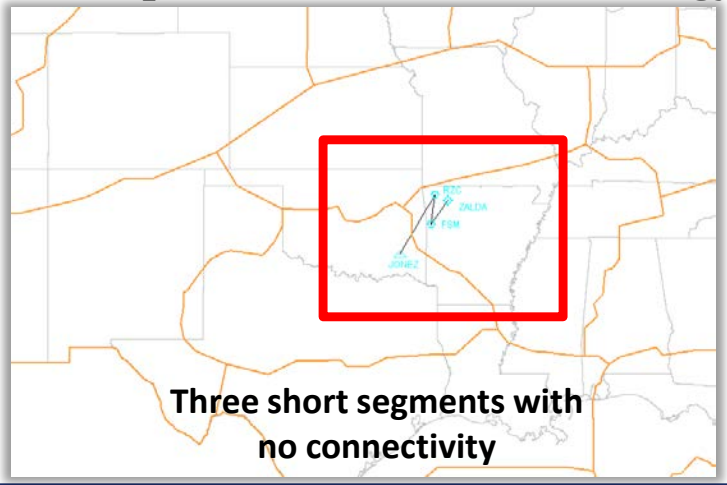

- **Connect routes to other procedures**




- **VOR discontinuance and waypoint removal**




- **Develop routes for national strategy**



# Implement RNAV Routes

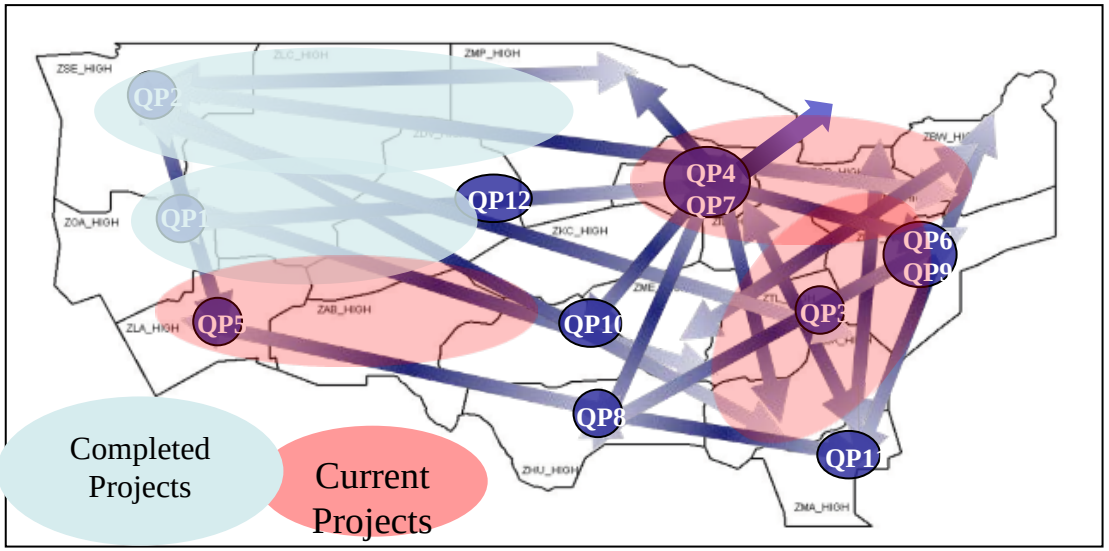
- Ensure route design and development contribute to regional and national performance
- Utilize fixed routes effectively for system efficiency and to de-conflict traffic flow
- Recognize operator desire for efficient free/flex routing; facilitate where capacity is not an issue

**Current Conventional Jet Route network in the NAS**

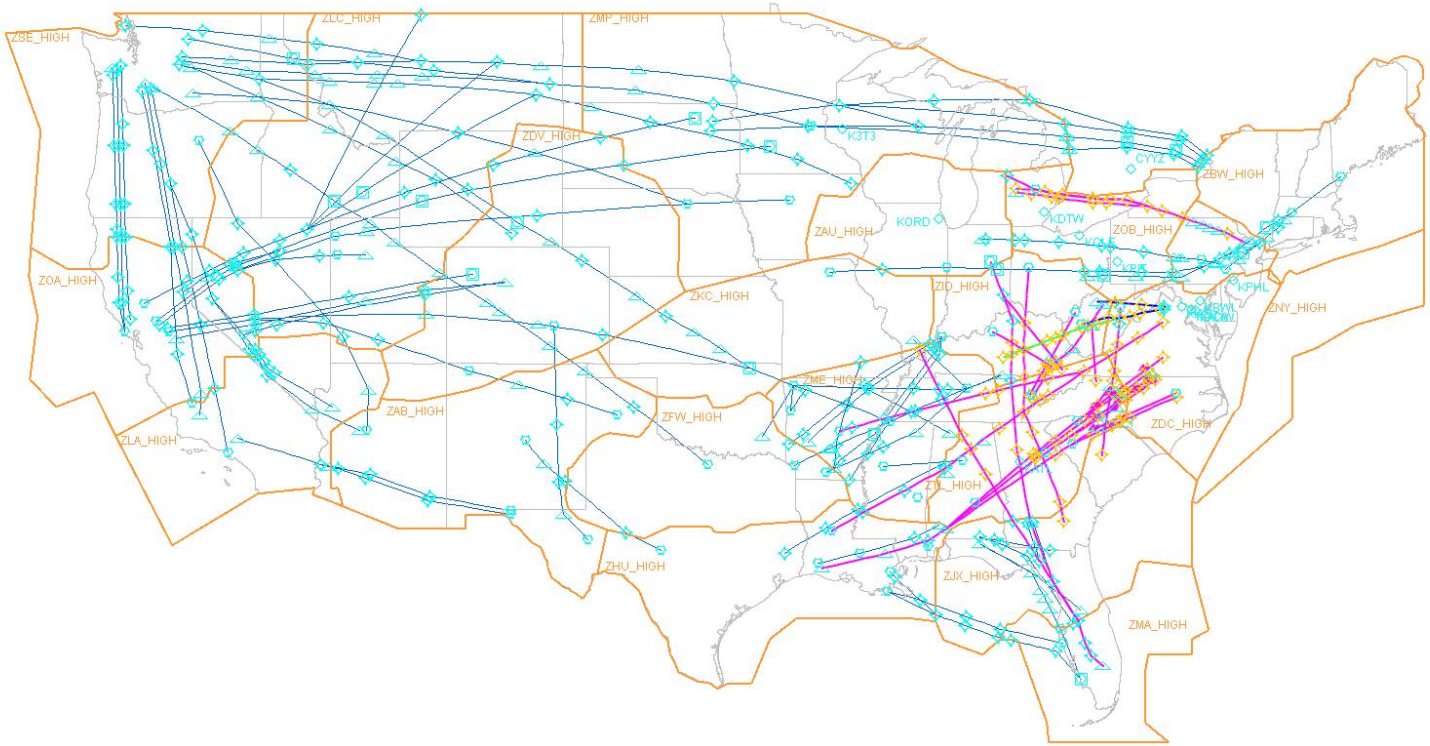
- ATC Preferred Routes
- Special Purpose Routes
- ATCSCC Playbook Routes
- ATCSCC Wind Routes

Implement Q Route Plan

12 **Q** Route **P**rojects (QP1-QP12) connect high density metroplex areas and city-pairs throughout the NAS



# Current Q Route Inventory (Blue-94) and Q Routes under development (Red) (as of June 2013)



# PBN OBSERVER DASHBOARD

Data Available : 8/1/2010 - 4/30/2013

Reports View

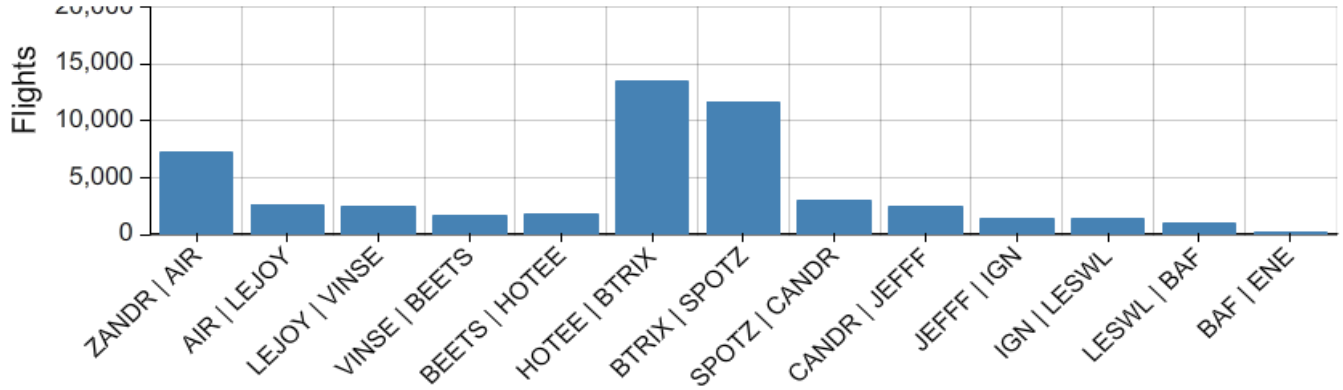
Welcome | View 2

Search

| Airway | 80% Usage |
|---|---|
| Q150 | 188 |
| Q152 | 180 |
| Q154 | 779 |
| Q156 | 129 |
| Q406 | 17,928 |
| Q448 | 51,948 |
| Q480 | 69,158 |
| Q501 | 223 |

3. Carriers

Hide ☑ Map Text

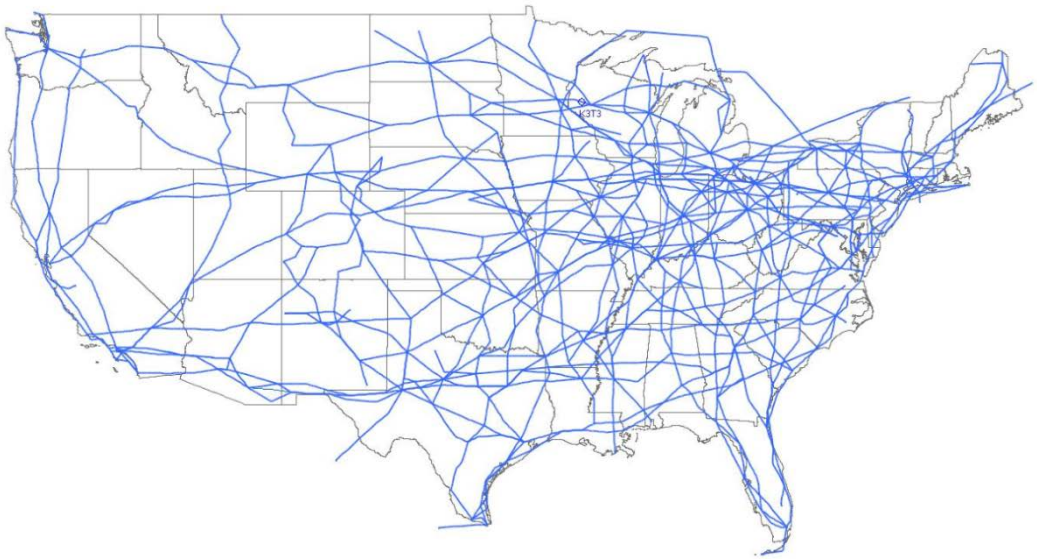


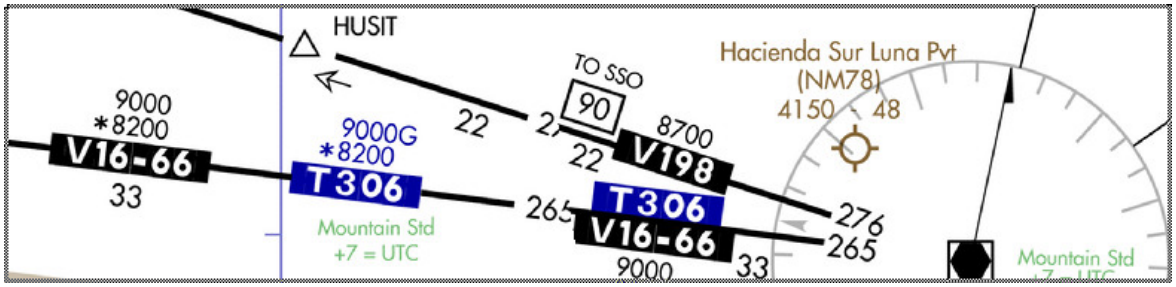

Q480 Usage, 4/30/2012 to 4/30/2013 (Effective 4/30/2012)

Sort by: Segment Flights 80% Conformance 10% 80%

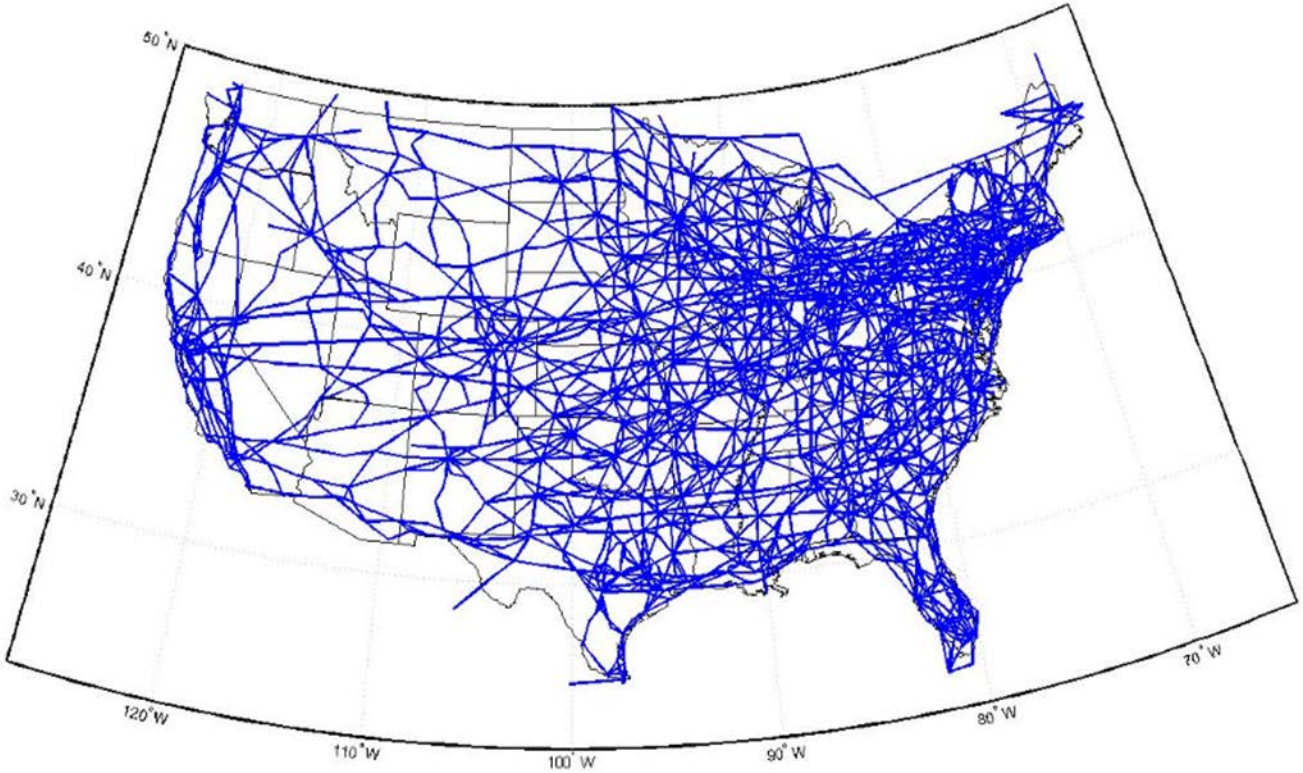
# Joint Routes: A different answer for a different user set

- Below 180, users are more mixed in equipage and needs requiring a different NAS implementation solution
- Follow a systematic process for co-existence of conventional and RNAV routes during the route transformation
- Begin the transition by creating the initial “Joint” route structure using a selection of 100 Victor Airways for initial coherent network

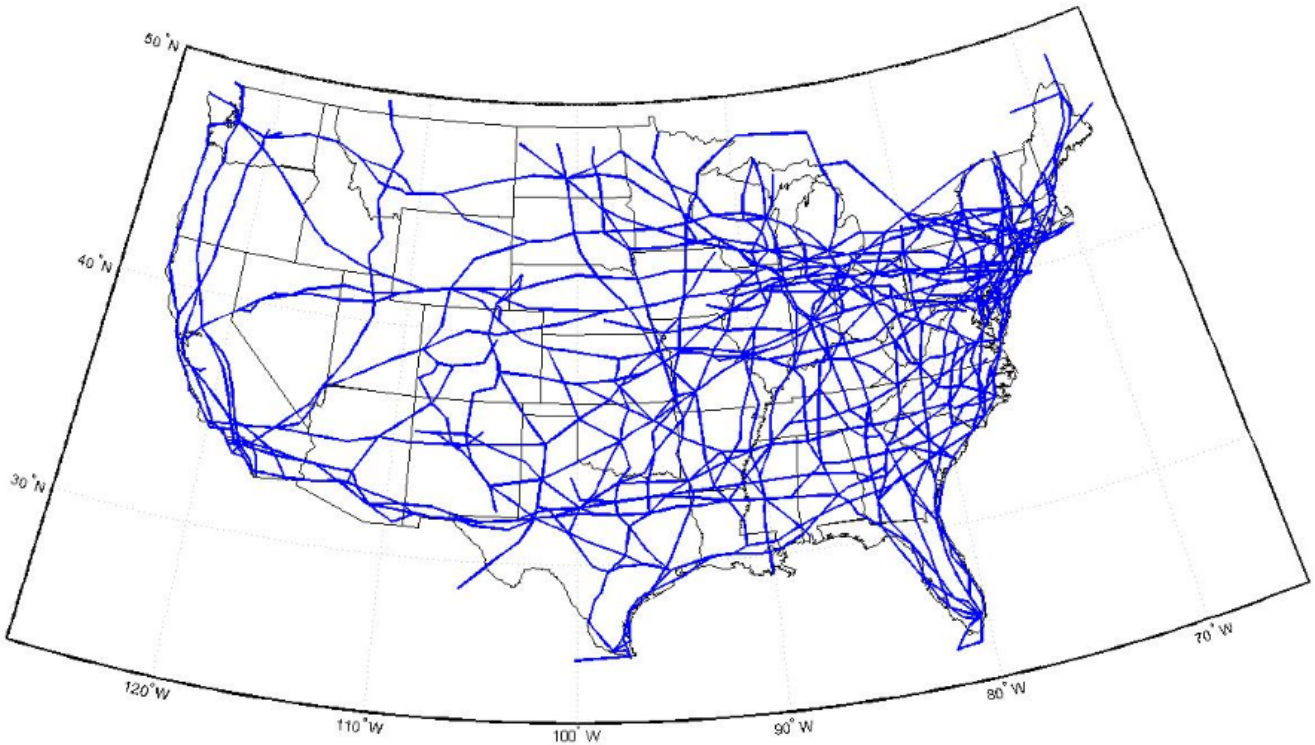
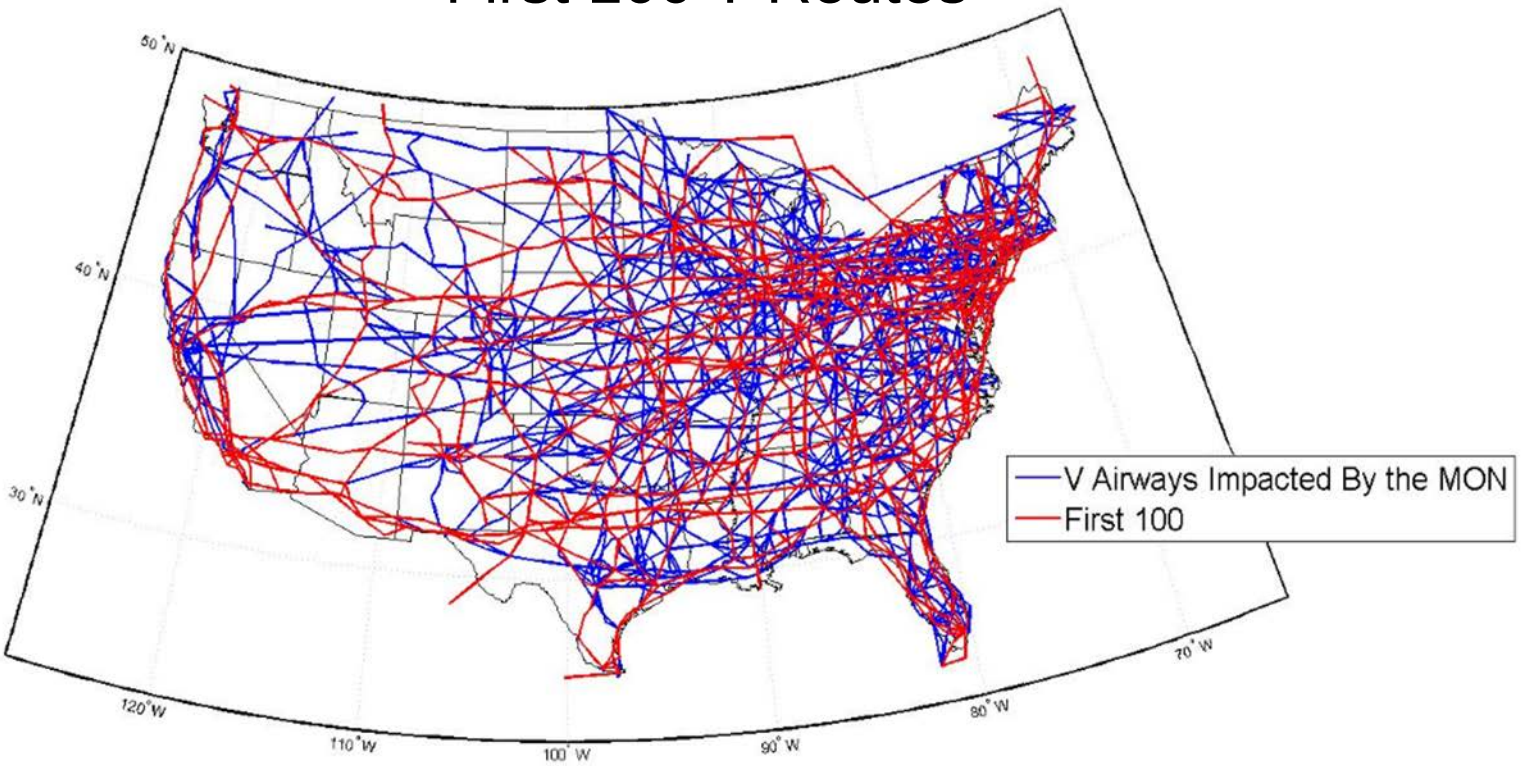




# MON Affected Victor Airways



# Proposed First 100 T Routes



# MON Affected Victor Airways With Proposed First 100 T Routes