

AERONAUTICAL CHARTING FORUM
Charting Group
Meeting 14-02 – October 28-30, 2014

RECOMMENDATION DOCUMENT

FAA Control # ACF-CG RD 14-02-287

Subject: Update TEC route descriptions to use Waypoints

Background/Discussion:

TEC (Tower Enroute Control) routes are published in the AFD. In many cases, these routes specify waypoints or route segments using radial/radial, radial/distance, or radials. In many, if not most cases, there are waypoints designated for the same locations that are described in the routes. When one requests a Tower Enroute, the clearance may be delivered in full. It is

It is more difficult to copy the detail clearance and to load it into the GPS/FMS with the current format than using a named waypoint at the exact same spot. So for example on a route KCRQ SANN31 KCMA, the route specified is:

OCN V23 SLI SLI272R SMO125R SMO VNY

It is identical to:

OCN V23 POPPR SMO VNY.

The latter form is much easier to digest and to enter into the GPS/FMS. For /A or /U aircraft, the radial and distance information is on the Low Altitude Enroute charts, which the pilot must use to determine other portions of the existing route, airways for example. These routes were originally developed at a time when RNAV was not generally available and the intersections were not named. This will update the routes to take advantage of current RNAV capability, while not affecting /A or /U equipped aircraft.

Recommendations:

Edit the route descriptions to replace the radial/radial and radial/distance notation with the corresponding waypoint names to simplify the description.

Note: I am not suggesting to change the route, just make the description of the route easier to digest and use.

Comments:

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Valerie Watson, AJV-344, briefed the issue on behalf of the submitter, John Collins, GA Pilot. The proponent recommends that the TEC route descriptions replace the radial/radial and radial/distance notations with 5-letter waypoint names in order to simplify the descriptions and enable them to be loaded into an FMS.

Bob Carlson, AJV-3721, responded that the TEC routes are generated from the Command Center, who serves as the authoritative source. The AFD team takes the information and publishes it exactly as it is received. It was agreed that this recommendation is not a charting issue. Bob stated that he has sent the point of contact information for the Control Center to the proponent of the RD so that he can communicate with them directly.

Rich Boll, NBAA, commented that there is merit to this recommendation. There is a need to modernize the TEC route descriptions from the legacy VOR Radial NAS environment to the RNAV NAS environment.

Bob Lamond, NBAA, added that this is part of ongoing work being done with the FAA Command Center in conjunction with the National Route Strategy.

Ted Thompson, Jeppesen, echoed the comments from NBAA that there is a need to modernize the TEC Routes so that they are in step with the waypoints and fixes used on current charts. He also stated that this simplification should also be applied to IFR preferred routes.

STATUS: CLOSED