



# Federal Aviation Administration

---

---

## CHARTING NOTICE

Date: November 8, 2022

To: Users of Enroute IFR Charting Products

From: Aeronautical Information Services

Subject: Charting and Coding of Preferred Single Direction Routes

---

---

This notice serves to inform chart users and navigation data suppliers of the intended purpose of the charting of preferred IFR routes in the U.S. Domestic National Airspace System (NAS) and Air Traffic Services (ATS) single direction routes in airspace for which the U.S. exercises air traffic control responsibilities under an agreement with ICAO.

The FAA has established numerous Air Traffic Services (ATS) routes that are “designated for channeling the flow of traffic as necessary for the provision of air traffic services”. The term “ATS route” refers to a variety of airways, including jet routes, area navigation (RNAV) routes, and arrival and departure routes.” (ref: 14 CFR 1.1 “Air Traffic Service (ATS) route”, Pilot/Controller Glossary “AIR TRAFFIC SERVICE (ATS) ROUTES).

ATS routes in the U.S. Domestic NAS use are “VOR Federal airways,” “colored Federal airways,” “jet routes,” and “RNAV routes” (e.g., Q-Routes, T-Routes, TK-Routes). These routes are promulgated through the regulatory process and are published in 14 CFR Part 71 and Part 95. These routes are established **without a regulatory restriction concerning the direction of use** and are considered usable in either direction by the pilot and by air traffic control.

At the request of air traffic control, an ATS route may be designated as a preferred single direction route. These may be designated as a high altitude single direction (HSD) route or a low altitude single direction (LSD) route in the FAA’s PREF Route record sourced in the National Airspace System Resource (NASR) database:

[https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/NASR\\_Subscription/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/NASR_Subscription/)

To assist pilots in their flight planning, these preferred single direction routes are depicted on IFR High and IFR Low charts using the “arrow” symbol in the preferred direction along with the ATS route designator, indicating the direction that a flight on that airway should follow during normal air traffic operations:

**Preferred Single Direction  
Victor Route**



**Preferred Single Direction  
Jet Routes**



## Preferred Single Direction RNAV Q Routes



*\*Note: There is a pending change to remove the word “Single” from all Preferred Direction Routes*  
Information on these preferred routes and the applicable airport/city pairs may be found in the FAA’s Chart Supplement and on the FAA Air Traffic System Command Center’s Route Management Tool/ NFDC Preferred Routes Database Query webpage:

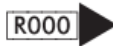
[https://www.fly.faa.gov/rmt/nfdc\\_preferred\\_routes\\_database.jsp](https://www.fly.faa.gov/rmt/nfdc_preferred_routes_database.jsp)

Pilots are encouraged to file their IFR route in conformance with the published and depicted preferential route direction during the applicable times. However, ATC may assign a route in a direction that is not in conformance with the charted preferred direction.

Outside of the U.S. Domestic NAS, ICAO has designated certain portions of international airspace to the U.S. for air traffic control purposes. In this airspace, the FAA may publish ATS Routes. Because these routes are located within international airspace, they do not go through the same rulemaking process as ATS routes in the U.S. Domestic NAS and are not promulgated under 14 CFR Part 71 and Part 95.

These ATS routes that are within international airspace may be published on an arrow indicating a single direction, and are depicted on IFR High as follows:

## Single Direction ATS Route



*\*Note: There is a pending change revise the name to “Preferred Direction ATS Route”.*

As with ATS routes established in the U.S. Domestic NAS, these ATS routes are established in international airspace under U.S. air traffic control responsibilities **without a regulatory restriction concerning the direction of use**. There may be Letters of Agreement with adjoining Air Navigation Services Providers requiring adherence to the charted direction during routine operations. However, ATC may issue an IFR clearance to an aircraft on this route in a direction that is not in conformance with the charted direction in appropriate circumstances. These arrows indicate the preferred direction of use. There is a change process underway that will chart and database in NASR these ATS routes as “Preferred Direction ATS Routes”. Navigation data suppliers use various records and fields within the ARINC 424 specification to identify airways and routes that are “directionally restricted” in accordance with State regulations and State aeronautical data sources. This notice is to inform these suppliers that all ATS routes in the U.S. Domestic NAS and in international airspace where the U.S. is assigned air traffic control responsibilities by ICAO are established **without a regulatory restriction concerning the direction of use along that ATS route**. Any directional arrow published with an ATS route designator is indicative of a preferential route direction only and should not be construed as restricting the route solely to the depicted direction of flight. **Therefore, the Enroute Airway Directional Restriction fields of the ARINC 424 records should reflect these ATS routes as being usable in both directions.**

To assist in flight planning, it is requested that these navigation data suppliers code these directional restrictions in the applicable preferential route records provided by ARINC 424, as sourced in the NASR’s PREF Route record. To assist with this clarification, the following explanation was added to the 12/01/2022 NASR README file:

*ATS NON-REGULATORY AIRWAYS (ATS.txt) PREFERRED DIRECTION INFORMATION*

*All U.S. airways are bidirectional. There are some airways that Air Traffic Control (ATC) prefers traffic flow in one direction. However, ATC may clear traffic in either direction as needed. Preferred directionality for all airways in the NAS will be published in the High Single Direction*

*(HSD) Preferred IFR Route (PFR.txt). For clarity in defining preferred routing for ATS airways the following change will be made in NASR:*

*The preferred direction reference for nine non-regulatory ATS airways in the ats.txt file is indicated in the "Mea Dir" column and the "Remarks Text" column in Rec Type RMK. Effective 23 Feb 2023, the direction information will be removed from the ats.txt subscriber file and added in the Preferred Route (pfr.txt)subscriber file in a PFR\_TYPE HSD (High Single Direction) preferred route.*

*NOTE: In order to maintain consistency in NASR all references, titles, and headings to SINGLE DIRECTION will be removed and or retitled to indicate PREFERRED DIRECTION in a future release.*

If you have any questions concerning this charting notice, please send an inquiry via the [Aeronautical Information Portal](#).