

SMAP

REC'D APR 13 1999

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN PACIFIC REGION

WP AT 7110.5A

5/25/99

ATM	AATM	SMT	SMPP	SMQA	SMAP	OM - TMU	OM - BUR/EMP/SD	OM - LA/COA/6TH	AO	APA	PMS	APMS	SECRETARIES	ALL R&I'S	LIBRARY
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SUBJ: TOWER EN ROUTE CONTROL (TEC) SERVICE

1. **PURPOSE.** This order provides guidelines for the development and use of Tower En Route Control (TEC) services.
2. **DISTRIBUTION.** All Branches in the Air Traffic Division and all Western-Pacific Air Traffic Field Facilities, Military RAPCON's and RATCF's and Regional Military Representatives.
3. **CANCELLATION.** Order WP 7430.1, Southern California Terminal Route System (SO-CAL), dated May 20, 1982, and Order WP AT 7110.5, Tower En Route Control (TEC), dated October 28, 1991.
4. **EFFECTIVE DATE.** May 25, 1999.
5. **POLICY.** TEC should be established/expanded only within areas of radar coverage. In areas without radar coverage where a specific operational benefit will be gained present service to users will be equal to or greater, and an equivalent level of safety is maintained TEC may be established and/or expanded.
 - a. TEC is primarily for flights of two (2) hours duration or less. Flight profiles of turbojet aircraft shall not be changed for the purpose of removing them from the high altitude structure to include them in TEC.
 - b. When proposing to establish/expand TEC service, consider the following:
 - (1) Staffing capability of facilities involved.
 - (2) Current airspace configurations of each facility.
 - (3) Adaptation, airspace, operational, and procedural requirements.
 - (4) Radar coverage limitations.
 - (5) Special use airspace requirements, heavily traveled VFR routes, airports, etc.
 - (6) Current preferential routes, city pairs.
 - (7) Aircraft requirements for routes over mountainous terrain, water, etc.

6. **RESPONSIBILITIES**. The Operations Branch, AWP-530, is designated the regional representative responsible for TEC.

a. AWP- 530 shall:

(1) Provide TEC objectives and policy to ensure a cooperative and coordinated effort.

(2) Monitor the development of TEC, assist the efforts to achieve maximum benefit and a balanced system, and evaluate the effectiveness of the routes.

(3) Review change requests in TEC routes, verify accuracy and completeness. Should conflicts exist after the originating facility has received comments from all participating radar facilities, AWP-530 shall resolve the conflict prior to any adaptation changes and/or TEC routes being printed.

(4) Approved additions/changes including special instructions/information, as required, shall be forwarded to the Aeronautical Information Division, ATA-100, for publication in the appropriate Airport/Facility Directory (A/FD) edition. All changes must be formatted according to the examples (Appendices 1 and 2) and sample (Appendix 3). All changes must be submitted in accordance to cutoff dates as specified in the A/FD.

(5) Distribute to each participating facility all finalized changes, with effective date.

(6) Ensure a review of Terminal En Route System is conducted annually each October.

b. Approach Control Facilities shall:

(1) Originating facility shall distribute the request for change/additions to all participating facilities, including military, for comment. Should any comment result in an unresolved conflict, those comments shall be included in the submission to AWP-530 for resolution.

(2) Establish to the extent feasible, a common TEC ceiling.

(3) Review the Terminal En Route System annually each October and complete written certification. This certification shall be submitted to AWP-530 by October 31 each year.

(4) Develop, and revise, Letters of Agreements as required. If necessary, radar facilities may include local instructions or altitude restrictions not included on TEC routes.

(5) Maintain an equitable plan to integrate TEC and Traffic Management to ensure the system is not overloaded.

(6) As appropriate, conduct briefings to user groups to ensure understanding of the TEC program.

(7) Submit request for Airway Facilities requirements through normal coordination process.

(8) Submit TEC changes to AWP-530 in a timely manner (see paragraph 6a(4)).

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(9) When TEC delays and/or holding is anticipated or occurring, advise the appropriate ARTCC.

(10) Advise ARTCC's of changes to TEC routes for en route metering program updates.

(11) Balance traffic demand with the most effective use of airspace. Apply an equal ground delay to TEC aircraft as incurred by other departing aircraft bound for the same airport. Limit TEC traffic to achieve an equitable balance with other en route traffic.

(12) Advise the local AFSS of departure delays or anticipated restrictions.

c. Airport Traffic Control Towers shall:

(1) Ensure all pilots issued an abbreviated clearance have current TEC routes.

(2) Issue current TEC routes to all departures destined to TEC airports.

(3) Advise departures to expect the altitude indicated in the TEC five minutes after departure, unless otherwise specified by Letter of Agreement.

d. Air Route Traffic Control Centers shall:

(1) Monitor the arrival demand at pacing airports. If necessary, initiate restrictions to ensure equitable traffic flows.

(2) Provide assistance to ATCT's/TRACON's in meeting their objectives of maximum use of TEC and reassign airspace to accommodate vertical expansions where operational benefit will be gained.

e. Flight Service Stations shall:

(1) Encourage pilots to file TEC routes published in the A/FD.

(2) Advise pilots of known delays or restrictions.


John Clancy
Manager, Air Traffic Division

APPENDIX 1. FORMAT EXAMPLE (GRAPHICS)

Changes to TEC Information Published in the Airport/Facility Directory (A/FD)

PAGE OF

GRAPHICS:

Delete Approach Control Area: Name State Identifier

- 1.
- 2.
- 3.

Delete Lines Between: Identifiers

- 1.
- 2.
- 3.

Add Approach Control Area: Name State Identifier

- 1.
- 2.
- 3.

Add lines between: Identifiers

- 1.
- 2.
- 3.

Revisions: Identifiers

OLD NEW

- 1.
- 2.
- 3.

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APPENDIX 2. FORMAT EXAMPLE (TEXTUAL DATA)

Changes to TEC information Published in the Airport/Facility Directory (A/FD)

PAGE OF

TEXTUAL DATA:

Name of Approach <u>Control</u>	<u>Route Id</u>	<u>Route</u>	<u>Altitude</u>	<u>Destination</u>
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Deletions:

Additions:

Revisions:

Old:

New:

Old:

New:

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Appendix 3

APPENDIX 3. SAMPLE CHANGES TO TEC

Changes to TEC Information Published in the Airport/Facility Directory (A/FD)

SOUTHWEST U.S.

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GRAPHICS:

Add Approach Control Area:	<u>Name</u>	<u>State</u>	<u>Identifier</u>
	1. Bakersfield	CA	BFL
	2. Southern Calif	CA	VVR

Add Lines Between:	<u>Identifiers</u>
	1. BFL – LGB

TEXTUAL DATA:

<u>Name of Approach Control</u>	<u>Route Id</u>	<u>Route</u>	<u>Altitude</u>	<u>Destination</u>
Bakersfield				

Deletions:

Additions:	BFLG1	BFL V165 AMONT	9000	Fullerton Airport
V59 DARTS V186		V394 SLI (ALL)		

Additions:	BFLG1	BFL SLI AMONT	9000	Long Beach
V459 DARTS V186		V394 SLI (ALL)		

NOTE: Make additions for each airport destination that is being added.

Southern California

Revisions:

Old:	BURG1	V186 V394 SLI (JM)	7000	Fullerton Airport
New:	BURG1	V186 V394 SLI (M)	7000	Fullerton Airport
New:	BURG1	V186 V394 SLI (J)	9000	Fullerton Airport

NOTE: Make additions for each airport destination that is being revised.

San Diego

Additions:	SANG28	MZB 293 SLI 148 SLI V23 BFL (M)	8000	Bakersfield
	SANG28	MZB 293 SLI 148 SLI V23 BFL (M)	10000	Bakersfield

NOTE: Make additions for each airport destination that is being added.