

# GOVERNMENT/INDUSTRY AERONAUTICAL CHARTING FORUM 04-01

April 28-29, 2004

## Recommendation Document

**Subject:** Charting Low Altitude Q Routes

**Background/Discussion:** ATC is looking at procedures to develop RNAV/RNP Q routes for General Aviation in the low altitude structure. Capstone is also pursuing to publish low altitude Q routes in Alaska. There is currently no guidance/specs on how these routes would be published on low altitude charts.

**Recommendations:** The ACF discuss guidance/specs for publishing low altitude RNAV Q routes. These routes would be used only with GNSS equipped aircraft and may require RNP-2 certification. Naming procedures should also be discussed: i.e., are Q routes going to be 1 – 500 for low and high altitude or would high and low have a designated set of numbers (for example: high altitude 1 – 250; low altitude 251 – 500).

**Comments:** This recommendation affects IACC Specifications.

**Submitted by:** Paul E. Ewing

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**Date:** February 27, 2004

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**MEETING 04-01:** Mr. Paul Ewing, ATP-500, submitted this issue. Mr. Ewing stated that ATC is looking to develop RNAV/RPN Q routes for general aviation use in the low altitude structure. It was stated that these routes will be regulatory and must go through the regulatory process. The low altitude Q routes would have a published MEA and they will be charted the same as the existing Q routes in the high structure with the only difference being equipment required to use the route. Mr. Brad Rush AVN-101 stated that restrictions will be added to the –16 and that the Q routes will be flight checked. This issue would require a change to the low altitude specifications. Mr. Ewing stated that ATP-500 is working with AFS-410 to determine the requirements for low Q routes. These requirements will be submitted to AOPA for comment. Pending resolution of any issues, ATA-130 will submit an IACC RD to the MPOC. **ACTION:** ATP-500 and AFS-410.

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**MEETING 04-02:** Mr. Paul Ewing, ATP, included the low altitude Q route briefing with FAA Control #03-01-151 Charting of IFR Transition Routes. See Meeting 04-02, *03-01-151 Charting of IFR Transition Routes*, for additional information.

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**MEETING 05-01:** Mr. Paul Ewing, ATP, provided the following update. Mr. Ewing stated there has been an understanding in Air Traffic and the ACF that high and low RNAV routes would be designated as Q routes. IFR Transition Routes would have T designators. Alaska has developed as part of the Capstone Project approximately 33 low altitude RNAV routes using the T designator. AFS, AVN, NACO and Air Traffic made a recommendation to designate the Alaska routes in the final rule, changing them from the T designator to a Q designator. The second recommendation from the group was to open and establish a working group to study how to designate low altitude RNAV routes in the future. Mr. Ewing opened the issue for ACF discussion. Ms. Edie Parish, ATO-R Airspace and Rules, stated that within Air Traffic Airspace and Rules the discussion was made that the T route designator would be used for all low altitude RNAV routes and that the Q route designator would be used for RNAV routes in the high structure. Mr. Ewing stated that the intent has always been the Q designator would be used for all RNAV routes in the high and low structure and the T designator would only be used for transition routes. This was agreed upon at the AISWG and the ACF. Mr. Ewing questioned if the T designator could be changed in the final rule. Ms. Parish responded that there is an Administrator's Flight Plan goal relating to the Capstone routes in Alaska; and according to Legal, attempting to change the T designator to a Q designator puts the routes in jeopardy. Mr. Tom Schneider, AFS-420 questioned why changing the route designator is an issue for legal. Ms. Parish responded that according to Legal, changing the route designator is more than an editorial change. Because of problems in the development of the routes Legal did allow changes to the description of several routes and several routes were withdrawn. Mr. Mike Riley, NGA, inquired if low altitude Q routes were currently published in Alaska. Mr. Ewing responded that there are currently no low altitude Q routes in Alaska. Ms. Parish stated that part of the problem is that there seemed to be a disconnect between the ACF and Air Traffic Airspace and Rules. The philosophy of Airspace and Rules is that these routes are area navigation routes. The low altitude area navigation routes will have a T designator and the high altitude route will have a Q designator. Mr. Mark Steinbicker, AFS-410, questioned if using the T designator in Alaska is setting the standard for future routes. Mr. Ewing stated no and that if desired these routes could possibly be changed in the future. ICAO allocated route prefixes T, Q, Y, and Z to the US for designation of domestic RNAV routes. Mr. John Moore, NACO, recommended that a subcommittee be formed to discuss the issue and potential problems. These problems include, but are not limited to, equipage requirements for Class B/C RITTR routes designated as T routes, RNAV Low Altitude T routes elsewhere in the Contiguous US, and RNAV Low Altitude T routes in Alaska. The following individuals/organizations have expressed an interest in participating on the working group.

**CHARTING RNAV LOW ALTITUDE ROUTES  
ACF SUB WORK GROUP**

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\* To receive minutes but not a participant

**ACTION:** ATP.

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