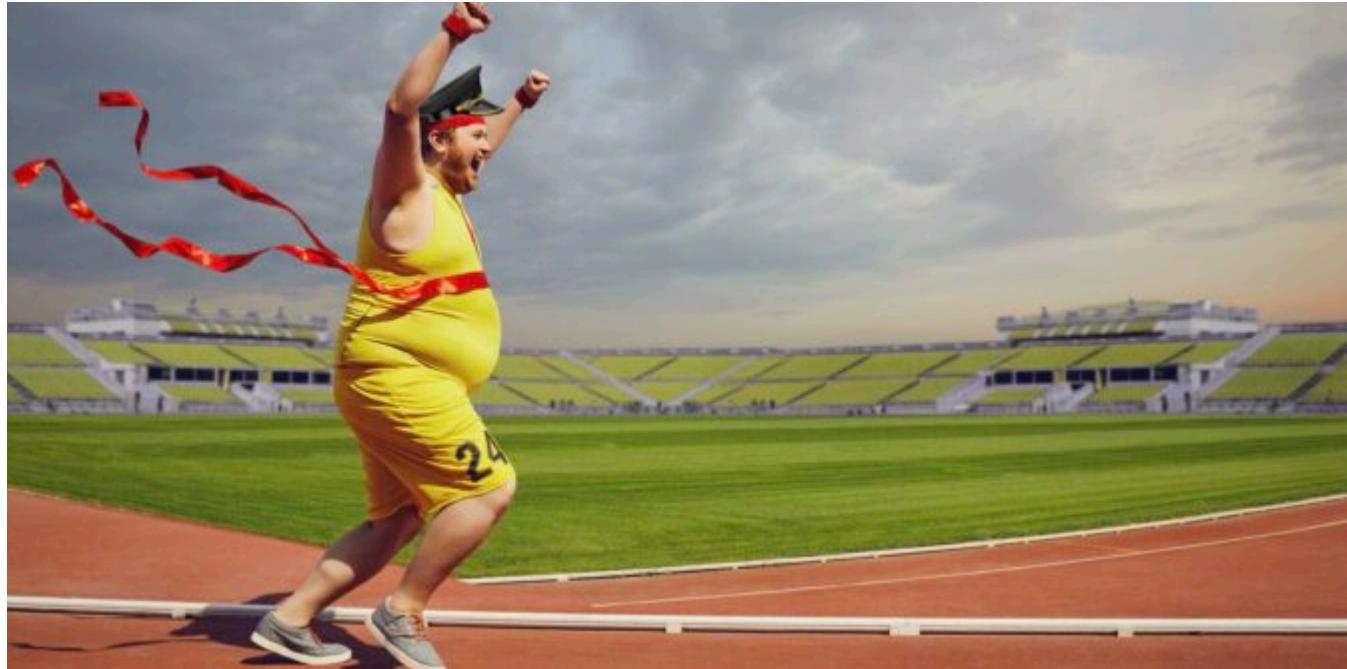


Finished: The FAA Northeast Corridor Improvements

Chris Shieff
9 May, 2023



It's finally done. On April 20, the last phase of the FAA's Northeast Corridor Atlantic Coast Routes Project crossed the finish line, officially ending (well almost) the **biggest change to the US NAS** in decades.

And April was perhaps the largest update yet - here's a summary of exactly what went down.

Wait, the what?

If you haven't heard of it, our previous article may be a good place to start. But in a nutshell, over the past few years the FAA has been introducing **new and amended Q and Y-routes** to replace the high-altitude route structure running north and south along the US East Coast.

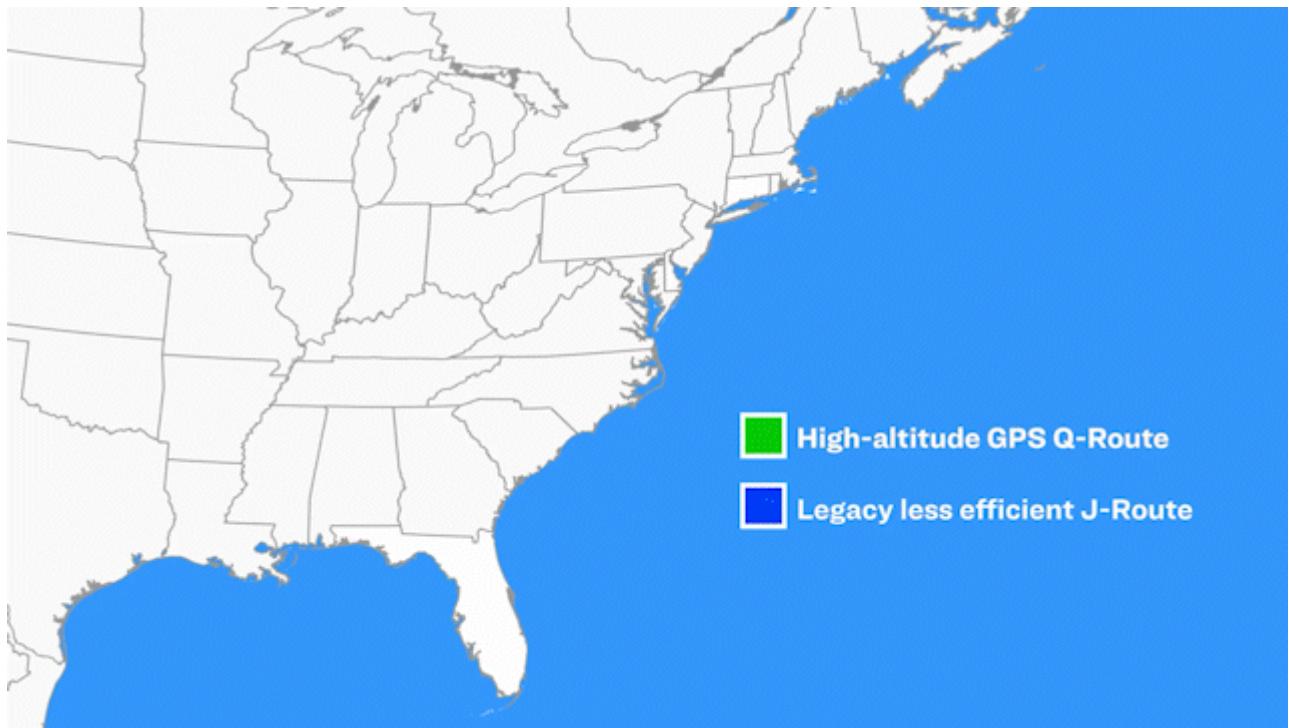


....Asking for a friend, what are J, Q and Y routes again?

J-routes (or jet routes) are high altitude airways (FL180 – 450) that rely on VOR or VORTAC fixes back on ol' terra firma. Q and Y-routes are based off RNAV (GPS) navigation.

It's not that the existing airways were broken, but they were showing their age. The project has been part of a larger transition away from ground based NAVAIDs and towards **PBN-centric US skies** - i.e. satellite

based navigation, the good stuff.



The legacy J-Routes are far less efficient than satellite based ones. Courtesy: FAA

Rome wasn't built in a day - and neither was this project it seems. In fact, changes first appeared back in October 2019 - then the world caught the flu. Since then the roll-out has been **delayed several times** with staggered changes spanning the past three years.

If you'd like to see a complete list of those 160+ changes, the FAA has produced this handy slide. For the ones that came into effect on April 20, read on...

The April 20 Update

The final seven J-routes on the chopping block were axed (J37, J55, J79, J121, J174, J191, and J209), along with a number of their associated fixes. In their place twenty Q-routes were either introduced or amended.

To make sure all these new routes were set up and ready to use, **most were published last year**. However there were a stack of 'not authorised' Notams in the system that have now been removed - essentially raising the barrier for traffic to actually use them.

Route NA NOTAMs (ZNY, ZBW, ZJX)

Shapes

Effective until **4/20/2023**

- **"NOT AUTHORIZED" NOTAMs for the following will remain in effect until 4/20/2023:**

- **Q133 (new)**, IFDC 2/3317 ZNY ROUTE ZNY ZDC ZBW. Q133 CHIEZ, NC TO PONCT, NY NA. 2209080915-2304200901EST
- **Q481 (new)**, IFDC 2/3326 ZNY ROUTE ZNY ZDC ZBW. Q481 CONFR, MD TO DEER PARK (DPI) (OR/DME), NY NA. 2209080919-2304200901EST
- **Q97**, IFDC 2/3295 ZBW ROUTE ZBW ZDC ZJX. Q97 CAKET, NC TO PRESQUE ISLE (PQI) (OR/DME), ME NA. 2209080902-2304200901EST
- **Q133 (new)**, IFDC 2/3318 ZBW ROUTE ZBW ZDC, Q133 CHIEZ, NC TO PONCT, NY NA. 2209080915-2304200901EST
- **Q167 (new)**, IFDC 2/3321 ZBW ROUTE ZBW ZDC, Q167 ZJAAY, MD TO SOXS, MD NA. 2209080917-2304200901EST
- **Q445 (new)**, IFDC 2/3324 ZBW ROUTE ZBW ZDC, Q445 PONK, NC TO KYSKY, NC NA. 2209080918-2304200901EST
- **Q481 (new)**, IFDC 2/3325 ZBW ROUTE ZBW ZJY ZDC, Q481 CONFR, MD TO DEER PARK (DPI) (OR/DME), NY NA. 2209080919-2304200901EST
- **Q85**, IFDC 2/3299 ZJX ROUTE ZJX ZDC, Q85 ZJY, SC TO CPLR, VA NA. 2209080905-22090901EST
- **Q87**, IFDC 2/3296 ZJX ROUTE ZJX ZDC, Q87 JPAFS, SC TO HPT, VA NA. 2209080804-22090901EST
- **Q97**, IFDC 2/3289 ZJX ROUTE ZJX ZDC, Q97 CAKET, SC TO PRESQUE ISLE (PQI) (OR/DME), ME NA. 2209080902-2304200901EST
- **Q99**, IFDC 2/3287 ZJX ROUTE ZJX ZDC, Q99 ZCYY, NC TO HURLE, NC NA. 2209080900-2304200901EST
- **Q107 (new)**, IFDC 2/3310 ZJX ROUTE ZJX ZDC, Q107 GARIB, SC TO HURTS, VA NA. 2209080910-2304200901EST
- **Q109**, IFDC 2/3287 ZJX ROUTE ZJX ZDC, Q109 PAM, SC TO DFENC, NC NA. 2209080859-2304200901EST
- **Q113**, IFDC 2/3283 ZJX ROUTE ZJX ZDC, Q113 ZAYVO, SC TO RIDDN, VA NA. 2209080857-2304200901EST
- **Q131 (new)**, IFDC 2/3314 ZJX ROUTE ZJX ZDC, Q131 ZILLS, NC TO ZJAAY, MD NA. 2209080914-2304200901EST
- **Q135**, IFDC 2/3281 ZJX ROUTE ZJX ZDC, Q135 JROSS, SC TO CUDLE, NC NA. 2209080855-2304200901EST
- **Q409**, IFDC 2/3280 ZJX ROUTE ZJX ZDC, Q409 JROSS, SC TO WHITE, NJ NA. 2209080852-2304200901EST

A bunch of 'not authorized' Notams have now been cancelled.

On the East Coast, STARs at three major airports were amended to remove ground-based transitions. At **KPHL/Philadelphia**, look out for new ones on the JIIMS 4 and PAATS 4 arrivals. At **KEWR/Newark**, the PHLBO 4 has been updated along with the JAIKE 4 over at **KTEB/Teterboro**. The good folk over at the Teterboro User's Group have published some additional information on the latter.

The Goal Posts

Let's address an **elephant in the room**. There's a small chance someone will call us on the 'finish line' statement – fair game. There are some **small changes still to come** on June 15 – one more Q-route is being updated (Q101). There will also be a new STAR at **KCLT/Charlotte** along with some deletions. But the big changes are now done and dusted.

There's Been A Little Trouble

Since the changes on April 20, news from the Boston ARTCC has been that foreign operators inbound from the NAT have not always been filing the **new preferred IFR routes**. This is causing a bit of headache at the boundary for pilots and controllers while traffic is 're-jigged.' To see the preferred ones, click [here](#).

The worst is likely over already, but the FAA has also advised **airborne delays are possible** while the system gets used to the changes. ATC may apply traffic management procedures to help keep the flow orderly. Consider a little more contingency fuel while things settle down.

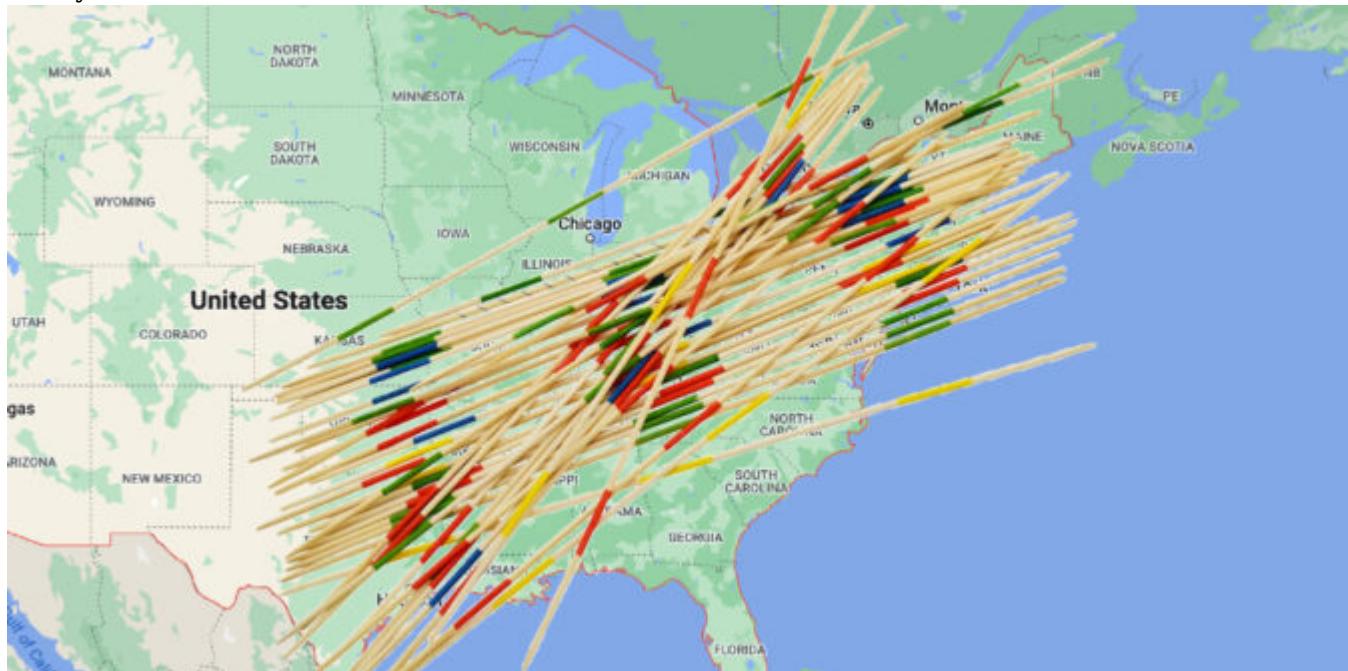
Still have questions?

There are couple of FAA contacts provided in the official briefing:

The FAA Northeast Corridor Atlantic Coast Routes Project

OPSGROUP Team

9 May, 2023



Update 18 July 2022: The FAA has postponed the final phase of its 'Northeast Corridor Atlantic Coast Routes Project.' A whole bunch of new and modified routes along the East Coast were meant to become active from Nov 3. This has been pushed back until 20 April 2023 to avoid the busy summer and winter peaks. The new procedures will still be published in September, but will not be authorized for use until then.

Where are we talking about?

The Airspace: All along the Atlantic East coast of the US.

The Airports:

- BWI/Baltimore Washington
- KIAD/Dulles
- KDCA/Ronald Reagan
- KHEF/Manassas
- KADW/Joint Base Andrews
- KPHL/Philadelphia

- KEWR/Newark
- KTEB/Teterboro
- KLGA/La Guardia
- KDOV/Dover Air Force Base
- KWRI/McGuire Air Force Base
- KCHS/Charleston
- KJZI/Charleston Executive
- KATL/Hartsfield-Jackson
- KRDU/Raleigh-Durham

What's changing?

Q, Y and J Routes are changing - some have been amended, some have been deleted and some are brand new. There are also some new SIDs and STARs. Basically, the whole airspace is getting PBN-ed up!

The main change is a large number of new or modified routes (more than 150 in fact) which will replace the existing **high-altitude route structure** up and down the East Coast. Basically, J Routes are out, new or amended Q and Y Routes are in.

Why? Because PBN (less ground-based Navaids).

This will include **super high sector routes** (that's FL400 and above). The full details of the Sector 30 super high sector routes are not yet known but we are expecting:

- 09 DIW Ultra High from FL360-390.
- 50 YKT Ultra High between FL360-390.
- 30 MSN Super High FL400 and above.

Tell me the specifics.

22 Q-Routes (including 9 new ones) and 4 Y-Routes are getting amended.

If you want the full list, go check out the official FAA presentation which you can download via the NBAA site.

What does it all mean for folk flying there?

It means much more **efficient ATC** as it will help reduce their workload, and also the messiness of the current route structure. This means time and fuel savings for the operators operating in this region, as well as increased safety!

What has happened so far?

You're going to have been seeing a lot of this already, it's been going on since 2019 with 106 route changes implemented so far.

- In May 2021 two Q-Routes (Q75 and Q475) were amended.

- Through the rest of 2020 a large number of J-Rouete were deleted, and modified Q-Route were brought in.
- AR7 and AR25 were removed.
- There was also the whole **Florida Metroplex** stuff, which we mentioned before here.
- And a bunch of new, amended, deleted SIDs and STARs at the major airports along this region

So what do you really need to know?

The route changes will be published September 8. They will go active 20 April 2023. If you do absolutely nothing else, just be aware that **if you file a flight plan from that date you're going to be filing the new Q-Routes**, and you're also going to be PBN-ing a lot more.

Where can you go for more info?

The official FAA presentation is probably the best spot to find the answers to your questions. Here the link (to the link) is again.

And here is some other stuff on NAS changes like the Northwest Corridor.

You can also ask folk directly, depending on where you are/which area you want to know about, or contact the lead FAA people on the project: paul.m.withers@faa.gov /joseph.b.tinsley@faa.gov

ARTCC	Name	Phone	Email
Boston Center	Terry Drew	(603) 879-6808	terrence.drew@faa.gov
	Dennis Tennett	(603) 879-6668	dtennett@natca.net
New York Center	John Higgins	(631) 468-1373	john.higgins@faa.gov
Washington Center	Adam Searcy	(386) 235-5220	adam.searcy@natca.net
	Chris Porta	(703) 771-3443	christopher.l.porta@faa.gov
Atlanta Center	Dwayne Copley	(770) 210-7707	billy.d.copley@faa.gov
	Kevin Condon	(770) 210-7960	kevin.w.condon@faa.gov
Jacksonville Center	Andrew Day	(904) 477-7305	zixoapm@gmail.com
	Ross Gibson	(904) 845-1768	ross.gibson@faa.gov
Miami Center	Dave Petersen	(305) 716-1782	dpetersen13@hotmail.com
	Andre Ferguson	(305) 716-1783	andre.a.ferguson@faa.gov