

b. Airways and Jet Routes Depiction on Flight Plan

1. It is vitally important that the route of flight be accurately and completely described in the flight plan. To simplify definition of the proposed route, and to facilitate ATC, pilots are requested to file via airways or jet routes established for use at the altitude or flight level planned.

2. If flight is to be conducted via designated airways or jet routes, describe the route by indicating the type and number designators of the airway(s) or jet route(s) requested. If more than one airway or jet route is to be used, clearly indicate points of transition. If the transition is made at an unnamed intersection, show the next succeeding NAVAID or named intersection on the intended route and the complete route from that point. Reporting points may be identified by using authorized name/code as depicted on appropriate aeronautical charts. The following two examples illustrate the need to specify the transition point when two routes share more than one transition fix.

EXAMPLE–

1. ALB J37 BUMPY J14 BHM

Spelled out: from Albany, New York, via Jet Route 37 transitioning to Jet Route 14 at BUMPY intersection, thence via Jet Route 14 to Birmingham, Alabama.

2. ALB J37 ENO J14 BHM

Spelled out: from Albany, New York, via Jet Route 37 transitioning to Jet Route 14 at Smyrna VORTAC (ENO) thence via Jet Route 14 to Birmingham, Alabama.

3. The route of flight may also be described by naming the reporting points or NAVAIDs over which the flight will pass, provided the points named are established for use at the altitude or flight level planned.

EXAMPLE–

BWI V44 SWANN V433 DQO

Spelled out: from Baltimore-Washington International, via Victor 44 to Swann intersection, transitioning to Victor 433 at Swann, thence via Victor 433 to Dupont.

4. When the route of flight is defined by named reporting points, whether alone or in combination with airways or jet routes, and the navigational aids (VOR, VORTAC, TACAN, NDB) to be used for the flight are a combination of different types of aids,

enough information should be included to clearly indicate the route requested.

EXAMPLE–

*LAX J5 LKV J3 GEG YXC FL 330 J500 VLR J515 YWG
Spelled out: from Los Angeles International via Jet Route 5 Lakeview, Jet Route 3 Spokane, direct Cranbrook, British Columbia VOR/DME, Flight Level 330 Jet Route 500 to Langruth, Manitoba VORTAC, Jet Route 515 to Winnipeg, Manitoba.*

5. When filing IFR, it is to the pilot's advantage to file a preferred route.

REFERENCE–

Preferred IFR Routes are described and tabulated in the Chart Supplement U.S.

6. ATC may issue a SID or a STAR, as appropriate.

REFERENCE–

AIM, Paragraph 5–2–9, Instrument Departure Procedures (DP) – Obstacle Departure Procedures (ODP) and Standard Instrument Departures (SID)

AIM, Paragraph 5–4–1, Standard Terminal Arrival (STAR) Procedures

NOTE–

Pilots not desiring a SID or STAR should so indicate in the remarks section of the flight plan as “no SID” or “no STAR.”

c. Direct Flights

1. All or any portions of the route which will not be flown on the radials or courses of established airways or routes, such as direct route flights, must be defined by indicating the radio fixes over which the flight will pass. Fixes selected to define the route must be those over which the position of the aircraft can be accurately determined. Such fixes automatically become compulsory reporting points for the flight, unless advised otherwise by ATC. Only those navigational aids established for use in a particular structure; i.e., in the low or high structures, may be used to define the en route phase of a direct flight within that altitude structure.

2. The azimuth feature of VOR aids and that azimuth and distance (DME) features of VORTAC and TACAN aids are assigned certain frequency protected areas of airspace which are intended for application to established airway and route use, and to provide guidance for planning flights outside of established airways or routes. These areas of airspace are expressed in terms of cylindrical service volumes of specified dimensions called “class limits” or “categories.”

REFERENCE–

AIM, Paragraph 1–1–8, Navigational Aid (NAVAID) Service Volumes