

81/E
AC NO: 90-38A

DATE: 12/29/69



ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: USE OF PREFERRED IFR ROUTES

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1. PURPOSE. This Advisory Circular reiterates the need for preferred IFR routes and requests pilot actions on the use thereof.
 2. CANCELLATION. Advisory Circular 90-38, Use of Preferred IFR Routes, is canceled.
 3. REFERENCES.
 - a. Order 7430.1, Preferred Airways/Routes for IFR Operations (Preferred IFR Routes)
 - b. N 7430.108, Use of Preferred IFR Routes
 - c. Airman's Information Manual, Part 3
 4. BACKGROUND. The preferred IFR route program is the result of the demand of the ever-increasing volume of air traffic on the air traffic control (ATC) system. But even with the establishment of carefully planned preferred IFR routes throughout the system it has not been the panacea to eliminate delays to air traffic since inclement weather, sector/controller workload, equipment outages, personnel shortages and airport capacity affect the best laid plans.
 5. OPERATIONAL POLICY. In the following subparagraphs we restate the guidelines which have been modified as a result of the experience gained. We reiterate the need for full understanding and cooperation with the other people who make the ATC system work--the controllers. They, too, have their problems. We have reissued the notice to controllers on the use of preferred IFR routes (Reference b.) outlining what is expected of them in this program. Accordingly, we solicit the cooperation of the pilots to use the preferred IFR route system and consider the following.
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Initiated by: AT-330

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- a. Filing for an Inappropriate Direction Route. Many of the preferred IFR routes are established for one direction only. If a pilot should inadvertently file for a route in a direction opposed to the flow of traffic, the ATC facility will undoubtedly reclear the aircraft via the preferred route conforming to the flow of traffic. If the pilot, however, does not wish to follow the preferred IFR route, ATC facilities will attempt to provide the pilot with an alternate route in proximity to the route desired.
- b. Adverse Weather on Preferred IFR Routes.
- (1) For the purpose of preferred IFR routes, adverse weather is defined as conditions which would seriously affect the flight. To be more definitive, three conditions are herein established-- "clear air turbulence, thunderstorms, and head winds of such magnitude that would delay the flight at planned destination by 15 minutes or more."
- (2) Often there is adverse weather present or forecast for a segment of the preferred IFR route. This may be in center areas several centers away from the departure point. This information is usually known by the pilot, more so than to controllers, because of the systemwide weather information available to pilots during their flight planning. We could not expect controllers to know the weather throughout the ATC system; however, we have instructed the centers in whose areas adverse weather exists or is forecast to alert the adjacent centers on the condition and to provide a suggested route to circumnavigate the affected area. * If the adverse weather is within the center's area of the departure airport, a route to avoid the undesirable weather may be requested. ATC will attempt to provide the alternate route. *
- (3) Whenever a pilot has determined that "adverse weather" will affect his flight and requests alternate routing he should indicate this in "remarks" in addition to designating the area in which it will possibly occur. Accordingly, the following * contractions should be used. Centers will carry the information in "remarks" until the rerouting or condition has been satisfied.*

(a) <u>Condition</u>	<u>Contraction</u>
Clear air turbulence	CAT
Thunderstorms	TSTM
Head Winds	HDWND

- (b) Area affected--Use appropriate center designators.

Example: A pilot departing Los Angeles for New York is requesting an alternate route because of thunderstorms in Denver Center's area. He should file for an alternate route around the thunderstorm activity and indicate "TSTM DENVER" in remarks. *

- c. Mandatory Use. The filing for preferred IFR routes by pilots/operators is not mandatory. There is no regulation requiring their use nor is it intended to issue a rule making them mandatory. This has been stated in reference a. and b. which are agency instructions to control personnel. The only valid reasons for refusal of a requested routing must be based on safety or expeditious movement of air traffic. Again, we solicit pilot cooperation and understanding of the problems in handling the vast volume of air traffic through the ATC system.
6. MISCELLANEOUS. The importance of cooperation and understanding in the use of preferred IFR routes cannot be overemphasized. We know some small problems may occur but we confidently believe these can be resolved with the facility. Those problems which appear to be continual should be brought to our attention for action. You may address your letters to: Director, Air Traffic Service, Federal Aviation Administration, 800 Independence Avenue, S. W., Washington, D. C., 20590.



William M. Flener
Director, Air Traffic Service