

Procedures and Registration for Delivery of Coded Departure Route for General Aviation Aircraft.

Introduction

Coded Departure Routes (CDR) have been created to reduce workload between ARTCCs, TRACONs, Control Towers and the FAA Command Center. An eight-character code (i.e. TEBFLL76) has been established to represent a predefined route between specific city pairs. Characters 1 – 3 are the ID for the departure, characters 4 – 6 are the ID of the destination airport and characters 7 & 8 are the local adaptation.

CDR reduces key entry inputs for controllers and minimizes read-back time between tower staff and pilots thus creating an abbreviated clearance. More specifically, the CDRs provide more flexibility of selecting an alternate departure for a specific airport when a weather or traffic constraint exists. Uses of CDRs in the abbreviated format are accessible to General Aviation aircraft at participating airports, i.e. TEB.

Procedures

1) General Procedures

- a. If at any time the flight crew is in doubt of understanding or accepting the abbreviated route clearance, control tower must be contacted via voice for a full route clearance.
- b. If the aircraft is not properly equipped or capable of flying the issued CDR the crew must contact the control tower to advise "UNABLE CDR" and obtain a full route clearance.
- c. Crews must have on board access to all current CDRs for the specific city pair (i.e. printed copy, electronic database capable of displaying specific CDRs, or ACARS access to a current database).
- d. "CDR CAPABLE" must be filed in the ATC REMARKS section of the filed flight plan. The "CDR CAPABLE" remark will prompt tower personnel to issue the abbreviated clearance to the crew. Omission of the "CDR CAPABLE" remark will not preclude ATC issuing a CDR but no abbreviated clearance will be issued by the tower for any CDR for any flight plan that does not include in the ATC remarks, "CDR CAPABLE".

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2. Issuance and Response of an acceptable CDR

- a. Prior to takeoff ATC will advise the crew of a reroute via the CDR
 1. Example:
 - “N30FT, Teterboro Ground”.
 - “Teterboro Ground this is N30FT”.
 - “N30FT is now cleared to West Palm Beach via the Teterboro Five Departure, TEBPBI26...” the rest of the clearance remains the same.
 - “Roger, N30FT is cleared to West Palm Beach via the Teterboro Five departure, TEBPBI26...” rest of the clearance remains the same.
 - “Roger N30FT.
- b. If at any time the crew is uncertain of the clearance that has been issued the, tower must be contacted via voice for a full route clearance.

Note: Not all scenarios have been identified here and each CDR must be examined in detail to determine whether it is acceptable to fly.

3. Issuance and Response of an unacceptable CDR

- a. Aircraft not equipped to navigate the route
 1. If a CDR is issued that requires special equipment such as an HF radio and the aircraft is not equipped properly the crew must notify the tower
 1. Example
 - “N30FT, Teterboro Ground”.
 - “Teterboro Ground, this is N30FT”.
 - “N30FT is now cleared to Fort Lauderdale via the Teterboro Five departure, TEBFLL76...” the rest of the clearance remains the same.
 - “Teterboro Ground, N30FT – Unable CDR, no HF.
 - Tower will then issue a full route clearance.
- b. Fuel constraints
 1. Low fuel situation would exist at destination if issued CDR flown
 2. Over Gross Landing weight if fueled to meet all possible CDRs
- c. Company operation specifications restrictions
 1. Engine out prohibits operation over mountainous areas
 2. Other specifications that limit flying a particular CDR

Note: Not all scenarios have been identified here and each CDR must be examined in detail to determine whether it is unacceptable to fly.

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4. Compliance

- a. Crews are responsible for maintaining a current database of CDRs.
- b. When a CDR is issued, crews are expected to fly every waypoint described by the CDR.
- c. The phrase "CDR CAPABLE" must be added to the ATC remarks section of the flight plan to receive an abbreviated clearance. Lack of this ATC remark will result in a full-route-clearance.
- d. At any point along the route of flight ATC may change routing for separation or safety reasons.
- e. Upon issuance of a CDR crews are expected to immediately reply.
 1. Accept CDR using appropriate phraseology.
 2. Reject CDR using appropriate phraseology.
 3. Stand-by ...

5. Contact Information (TBD)

- a. FAA:
NY TRACON – Tom White; thoma.s.white@faa.gov; (516) 683-2980
NY Center – Bob Ocon; robert.ocon@faa.gov; 631-468-1015
- b. CDR database issues
NY Center – Bob Ocon; robert.ocon@faa.gov; 631-468-1015