Advisory Circular

Subject: General Aviation, Coded Departure Routes (CDR)

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Initiated by: AJR-1

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1. **PURPOSE.**

This advisory circular provides guidance to customers of the National Airspace System (NAS) on the use of Coded Departure Routes (CDR). CDRs provide more flexibility for selecting an alternate departure for a specific airport when a traffic constraint such as thunderstorms, turbulence, and periods of excessive demand exist. Use of a CDR reduces key-entry inputs for controllers and minimizes read-back time between tower staff and pilots, which creates an abbreviated clearance. These abbreviated clearances provide an efficient means for air traffic control (ATC) to provide alternative routes if an airspace constraint occurs.

2. **WHO THIS ORDER AFFECTS.**

This advisory circular affects general aviation users wishing to use CDRs.

3. **RELATED REGULATIONS.**

- Aeronautical Information Manual (AIM), Chapter 4, Air Traffic Control, Section 4, ATC Clearances and Aircraft Separation.

- Federal Aviation Administration Order 7210.3U, Facility Operation and Administration, Part 5, Traffic Management System, Chapter 17, Traffic Management National, Center, and Terminal.

4. **WHAT IS A CDR?**

A CDR is a preplanned route of flight that can be rapidly issued, coordinated, and communicated to pilots, controllers, and FAA automation systems. The CDR route database provides a quick alternative to developing an alternate route at the time a system constraint occurs. In addition, a CDR can be delivered to a pilot in an abbreviated format further hastening what would otherwise be a potentially lengthy process.

CDRs were designed and implemented a decade ago to reroute aircraft rapidly when their intended departure route became unavailable. CDRs, issued in an abbreviated clearance, initially were provided as a test and were provided only to air carriers that had signed memorandums with the departure facility. CDRs have proven to be a very safe and effective process for mitigating constraints and delays. CDRs are in use in almost every large terminal facility in the United States and continue to expand as air traffic facilities identify new routes that provide beneficial results.