

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7110.65S

CHANGE: 3

EFFECTIVE DATE: August 27, 2009

TRACKING #: 53- 5-5-1

SPECIALIST/ROUTING: D. Davis AJE-31 x35456

1. PARAGRAPH NUMBER AND TITLE:

5-5-1. APPLICATION

2. BACKGROUND: Due to the limited availability of air traffic control (ATC) surveillance service within the Anchorage ARTCC domestic controlled airspace, the FAA promulgated special flight regulations in support of the implementation of a statewide RNAV/GPS route structure as reflected in the FAA Flight Plan. Those special flight regulations include aircraft equipage and pilot training requirements to provide additional safety mitigations for the expanded use of RNAV/GPS procedures in areas with limited or no ATC surveillance coverage. Initially, a waiver was authorized for Anchorage ARTCC to support GPS equipped aircraft transitioning from the en route structure to airports with GPS instrument approaches. Based on the experience gained through the application of the subject waiver, this change supports the use of RNAV/GPS routes for properly-equipped aircraft operating on point-to-point RNAV routes within Anchorage ARTCC controlled airspace, excluding oceanic airspace, regardless of ATC surveillance coverage.

3. EXPLANATION OF CHANGE: This DCP supports an exception to the radar separation requirement for aircraft operating on random RNAV routes for properly-equipped aircraft on point-to-point RNAV routes in Anchorage ARTCC controlled airspace, excluding oceanic airspace. This change cancels and incorporates N JO 7110.491, Random Point-to-Point GPS RNAV Routes within the Anchorage Air Route Traffic Control Center (ZAN) Controlled Airspace, Excluding Oceanic Airspace, effective October 1, 2008.

4. CHANGE:

OLD

NEW

5-5-1. APPLICATION

5-5-1. APPLICATION

a. Radar separation shall be applied to all RNAV aircraft operating on a random (impromptu) route at or below FL 450 and to all published Q routes in the conterminous United States.

a. Radar separation shall be applied to all RNAV aircraft operating on a random (impromptu) route at or below FL 450 and to all published Q routes in the conterminous United States.

Add

EN ROUTE

Add

EXCEPTION. Aircraft equipped with IFR-certified GPS systems operating on point-to-point RNAV routes within the Anchorage Air Route Traffic Control Center (ARTCC) controlled airspace (excluding oceanic airspace) where ATC surveillance coverage is not available, may be provided nonradar separation, in lieu of radar separation, when an operational advantage will be gained.

Reference-

Add

FAAO JO 7110.65, Para 2-1-3, Procedural Preference
FAAO JO 7110.65, Para 4-1-2, Exceptions
FAAO JO 7110.65, Para 6-5-4, Minima Along Other Than
Established Airways or Routes

No further changes to paragraph.

5. **INDEX CHANGES:**

6. **GRAPHICS:**

7. **GENOT/NOTICE:** N JO 7110.491, Random Point-to-Point GPS RNAV Routes within the Anchorage Air Route Traffic Control Center (ZAN) Controlled Airspace, Excluding Oceanic Airspace, effective October 1, 2008.

8. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

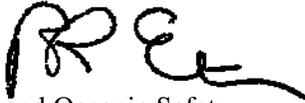
Proposed change meets full SMS requirements for safety risk assessment.

(For organizations that have not fully implemented SMS), the proposed change is in accordance with FAAO 1100.161, Air Traffic Safety Oversight, Chapter 5, Paragraph 2 requirements.

Proposed change is not safety related.

Comments:

FR Luis A. Ramirez
Director, En Route and Oceanic Safety
and Operations Support



Date: 10/10/2008