

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7110.65S

CHANGE: 3

EFFECTIVE DATE: August 27, 2009

TRACKING #: 53- 6-5-4

SPECIALIST/ROUTING: D. Davis AJE-31 x35456

1. PARAGRAPH NUMBER AND TITLE:

6-5-4. MINIMA ALONG OTHER THAN ESTABLISHED AIRWAYS OR ROUTES

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

6-5-4. MINIMA ALONG OTHER THAN ESTABLISHED AIRWAYS OR ROUTES

Title thru a2

3. Via degree distance fixes for RNAV flights above FL 450- 10 miles on each side of the route.

NOTE-

Degree distance RNAV flights (random routes) at FL 450 and below are provided radar separation.

Add

Add

NEW

6-5-4. MINIMA ALONG OTHER THAN ESTABLISHED AIRWAYS OR ROUTES

No Change

3. Via degree distance fixes for RNAV flights above FL 450- 10 miles on each side of the route.

NOTE-

1. *Degree distance RNAV flights (random routes) at FL 450 and below are provided radar separation.*

2. ***EN ROUTE. 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-

b thru d

FAAO JO 7110.65, Para 2-1-3, Procedural Preference
FAAO JO 7110.65, Para 4-4-2, Route Structure Transitions
FAAO JO 7110.65, Para 5-5-1, Application
No Change

Add

EN ROUTE

Add

e. For aircraft equipped with IFR-certified GPS systems operating within Anchorage Air Route Traffic Control Center controlled airspace (excluding oceanic airspace) where ATC surveillance coverage is not available:

Add

1. Aircraft shall be cleared via point-to-point route segments. Points are defined as: NAVAIDS, intersections, airports, and waypoints.

Add

2. Lateral protected airspace shall be 4 nautical miles (NM) either side of the projected centerline between the points.

Add

3. Points used for navigation shall be named and depicted on the controller video map, and/or on the controller chart(s) located at the position.

Add

4. The maximum distance between successive fixes/waypoints shall not exceed 512 miles.

Add

5. Assigned altitudes shall be at or above the highest minimum IFR altitude (MIA) along the projected route, including the protected airspace of that route, for the route segment being flown.

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.

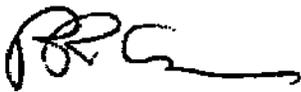
8. SAFETY RISK MANAGEMENT: (Check appropriate box).

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:

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

Date: 10/10/08