

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65U

CHANGE: 2

EFFECTIVE DATE: March 7, 2013

TRACKING #: 52- 4-5-6

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1. PARAGRAPH NUMBER AND TITLE:

4-5-6. MINIMUM EN ROUTE ALTITUDES

2. **BACKGROUND:** Since 2002, Global Positioning Systems/Wide Area Augmentation System (GPS/WAAS) Minimum En Route Altitudes (MEA) have been certified on some low altitude Air Traffic Service (ATS) routes, mostly in Alaska. Global Navigation Satellite System (GNSS) equipped aircraft are equipped with GPS or WAAS, with en route and terminal capability. The GNSS MEA allows appropriately-equipped GNSS aircraft to fly at altitudes lower than conventional MEAs when there are restrictions due to NAVAID coverage. When established on Victor airways, the GNSS MEA provides an advantage to pilots by allowing flight below potential adverse weather conditions (i.e., icing conditions or other) where conventional MEAs may be restricted due to NAVAID coverage. The GNSS MEA on a Victor airway provides air traffic control an advantage by making additional cardinal altitudes available on the airway. GNSS MEAs are also published on low altitude Tango or "T" routes, high altitude Q routes as well as jet routes. No guidance was previously published regarding GNSS MEAs. For the purpose of this change, all previously designated routes are termed ATS routes as defined in the Pilot/Controller Glossary. The GNSS MEA is for use in the 48 contiguous states only, Alaska requirements remain unchanged.

3. **EXPLANATION OF CHANGE:** This change provides guidance to air traffic control for using GNSS MEAs on published ATS routes. This change cancels and incorporate N JO 7110.592, Global Navigation Satellite System (GNSS) Minimum En Route Instrument Flight Rules (IFR) Altitude (MEA), effective August 23, 2012.

4. CHANGE:

OLD

4-5-6. MINIMUM EN ROUTE ALTITUDES

Title thru c

Add

Add

d

NEW

4-5-6. MINIMUM EN ROUTE ALTITUDES

No Change

d. GNSS MEAs may be approved on published ATS routes. Air traffic may assign GNSS MEAs to GNSS-equipped aircraft where established.

**NOTE–
On high altitude ATS routes, the GNSS MEA is FL180 unless published higher.**

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No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **REFERENCE CHANGES:** None

7. **GRAPHICS:** None

8. **GENOT/NOTICE:** N JO 7110.592, Global Navigation Satellite System (GNSS) Minimum En Route Instrument Flight Rules (IFR) Altitude (MEA), effective August 23, 2012


9. **FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ HM 12/7/2011

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

☐ **SRMD.** Proposed change meets full SMS requirements for safety risk assessment.

☒ **SRMDM.** Proposed change does not introduce new safety risks into the NAS.

11. ICAO DIFFERENCES: YES ☐ NO ☒



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Date: 12/27/2011