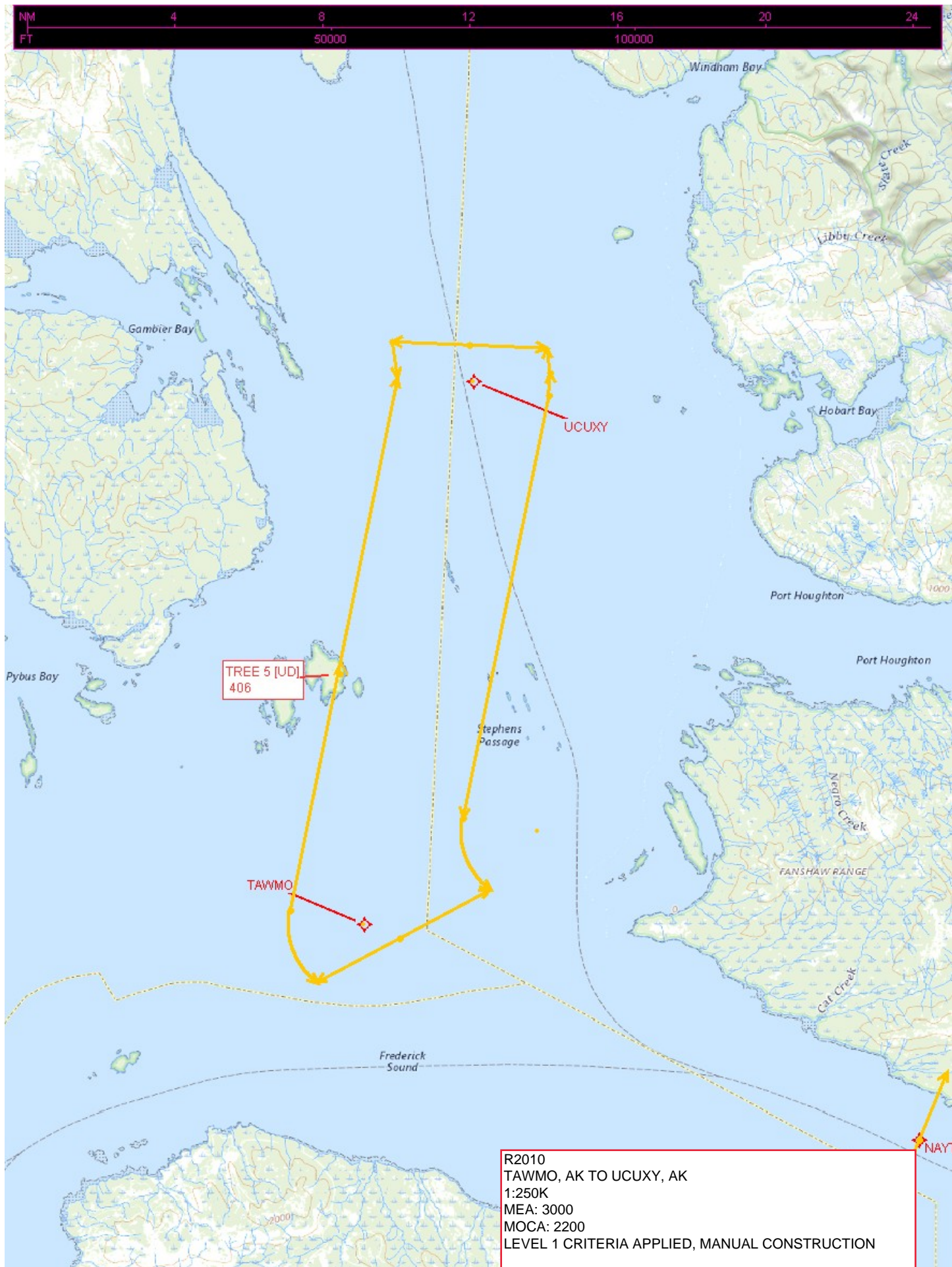


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: Segment	Estimated Chart Date: 06/15/2023	APWS Task ID: 59FE01F4169F4180832A6317D9A95228	APWS Project ID: 681FA86E822046D1ACBB787AA9D59B38
Procedure: R2015 (SPECIAL) TAWMO, AK TO UCUXY, AK		Enroute: YES	Specialist: Brandenburg, Phillip		Agreement Number:
Airport ID:			Airport City:		State:
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: AIRWAY STARTING POINT TAWMO, AK 571118.91N/1334720.70W CANCELS T NOTAM 1/0392. CONTACT ALLAN WILL 4059546103. 4/13/23. THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 3/29/23. 8260-2 TAWMO, UCUXY 1. FIX USE, REMOVED CAPSTONE NON-PART 95 (SPECIAL). 2. ADDED REMARK FIX IS USED ON ALASKA CAPSTONE NON-PART 95 (SPECIAL).</div>					





FIPC BASIC FORM										
PROCEDURE: R2015 (SPECIAL) TAWMO, AK TO UCUXY, AK				AIRPORT NAME:		AIRPORT ID:		SPECIAL CONTROL NO: KP-02-133-23		
FAC ID: R2015			CITY:			ST: AK		ORIG CHART DATE: 04/20/2023		
DFL TYPE: PROC/R	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.7	REIMB. NUMBER:		PTS TASK ID: 59FE01F4169F4180832A6317D9A95228					
PREFLIGHT NOTES										
REVIEWER:						DATE:				
COMMENTS:						CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT				
									YES	NO
						CPV COMPLETE?			X	
PROCEDURE RESULTS										
INSPECTION DATE: 03/29/2023		CREW #: VN428	N #:	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT			ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT			
FLIGHT INSPECTOR SIGNATURE: jeremy c leighton @ 03/29/2023 07:02				PRINTED NAME: LEIGHTON, JEREMY CURTIS					NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
FLIGHT INSPECTOR REMARKS:										
IN-FLIGHT OBSTACLE REPORT										
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:			

1. FLIGHT PROCEDURE IDENTIFICATION:

Capstone Phase II
Low Enroute (RNAV) Structure (Special)
R-2010, R-2015, R-2020, R-2025

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

RNAV Enroute Criteria, 8260.58B 2-1-1 and Table 1-2-1.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

To ensure widest utilization of the Alaska Special R Routes (R-2010, R-2015, R-2020, R-2025), under Instrument Flight Rules, by all operators, which were constructed using unique criteria not covered by FAA Order 8260.58B and that apply a non-standard Required Navigation Performance 1 (RNP 1) navigation specification in the En Route phase of flight.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

1. Aircraft require specific RNP functional and navigation performance capabilities to comply with the operational requirements for the unique U.S. Non-Part 95 RNP 1 special routes in Southeast Alaska. See Block 8 on reverse.

2. Training Requirements.

Prior to navigating on the Alaska Special RNP 1 R Routes (R-2010, R-2015, R-2020, R-2025). All pilots must review and comply with at least the following.

(a) The RNP requirements per AC 90-105A or as superseded.

(b) The pilot shall maintain path centerline with a lateral deviation limit of 0.50 NM or less while on the RNP 1 R Routes.

3. Aircraft equipment requirement: Aircraft requires dual TSO-C145a (or later) navigation equipment class 1, 2, or 3, and/or TSO-C146a navigation equipment (or later) navigation equipment class 1, 2, 3, or 4. However, operators who hold an RNP AR authorization are eligible for these special R Routes (RNP 1) without further review.

4. These routes will only be charted on a tailored en route chart provided to Capstone Phase II authorized users.

5. The RNAV low altitude en route structure will be used by aircraft meeting the equipment requirement above which meet or exceed the accuracy and performance requirements as approved by the Administrator.

6. Operators must obtain specific authorization from the FAA prior to use of the RNP 1 routes.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

N/A - RNAV PROCEDURE

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

1. Installed RNP systems documenting compliance with the equipment performance and functional requirements of FAA AC 20-138D, Change 2, (or later revision) Chapter 9, Equipment Performance – RNP En Route and Terminal, are eligible for these special, en route operations when compliant with the AC's approved means of compliance (AMOC) for RNP 1. However, the aircraft need not have a formal airworthiness approval, or specific statement of compliance for these RNP 1 special en route operations. At a minimum, the following operational requirements apply:

a. Aircraft owner/operators must show evidence of the aircraft's ability to meet the RNP 1 performance, monitoring and alerting requirements for these operations by reference to the aircraft's flight manual. For the purpose of this specification, a "flight manual" includes the avionics operating manual from the aircraft's RNP system original equipment manufacturer (OEM).

b. The aircraft's lateral deviation display scaling and the RNP system monitoring and alerting limits must be set by: system default settings (i.e. software program code); manual pilot selection (e.g. manual entry of RNP 1.00 or RNP 0.30); or, through a scalable RNP function where the system automatically sets the value obtained from the onboard navigation database.

c. The aircraft's lateral deviation display scaling must support the RNP 1 en route operation. Full scale deviation of 1 NM or less (e.g. 0.30 NM) for the en route operation is acceptable. The aircraft's lateral deviation display full-scale deflection value must be known or available for display to the pilot.

d. In the absence of an automated scalable RNP function, the pilot must confirm the proper manual entry of the RNP value or confirm the correct default RNP setting, prior to route entry.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
12/20/22	AJV-A423	Manager

SIGNATURE
Digitally signed by
ALLAN WILL
Dec 20, 2022

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

CAPSTONE PHASE II

LOW ENROUTE (RNAV) STRUCTURE (SPECIAL)

2. Waiver Required and Applicable Standard:

RNAV ENROUTE CRITERIA, 8260.44A PARA 7.1.3, LEVEL 2 CRITERIA

3. Reason for Waiver (*Justification for nonstandard treatment*):

TO OBTAIN LOWEST RNAV ENROUTE ALTITUDES USED BY AIRCRAFT EQUIPPED WITH DUAL OPERATIONAL TSO C145a/146a WAAS COMPATIBLE RECEIVERS. LEVEL I CRITERIA HAS BEEN APPLIED REFERENCE 8260.44A PARA 7.1.1 b AND 7.1.2 a and b

4. Equivalent Level of Safety Provided:

- 1. SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION IS REQUIRED IN ACCORDANCE WITH CAPSTONE PHASE II PROCEDURE DEVELOPMENT IN SOUTHEAST ALASKA DTD 6/6/03. THE RNAV LOW ENROUTE STRUCTURE MUST BE ANNOTATED WITH "SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED."**
- 2. EACH AUTHORIZED PILOT SHALL BE REQUIRED TO SHOW DEMONSTRATED ABILITY TO FLY THE RNAV LOW ENROUTE STRUCTURE IN IFR CONDITIONS.**
- 3. RNAV LOW ENROUTE STRUCTURE WILL BE USED BY AIRCRAFT EQUIPPED WITH DUAL OPERATIONAL TSO C145a/146a WAAS COMPATIBLE RECEIVERS.**
- 4. RNAV TERMINAL MODE SHALL BE USED THROUGHOUT THE RNAV ENROUTE STRUCTURE.**

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

NA: RNAV PROCEDURE

6. Coordination With User Organizations (*Specify*):

AVN-140: RG

AVN-160: TH

AVN-101: JB

7. SUBMITTED BY

DATE:

Office Identification:

AVN-100

Title:

**MANAGER, NATIONAL FLIGHT
PROCEDURES OFFICE**

Signature:

CHAS. FREDERIC ANDERSON

8. CONTINUATION

Comments:

9. AFS ACTION

XX	Approved
	Disapproved
	Not Required

Comments:

Approved Based on the Equivalent Level of Safety provided in Block 4.

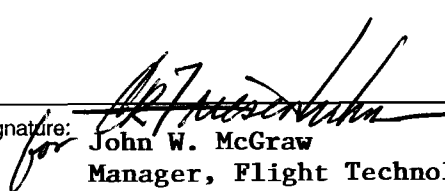
THIS WAIVER IS CANCELLED EFFECTIVE 4/20/23.

UPDATED WAIVER PROVIDED COMMENSURATE WITH PUBLICATION DATE.

PHILLIP BRANDENBURG
AJV-A423

Date: **AUG - 4 2004**

Routing Symbol:
AFS-400

Signature: 
John W. McGraw
Manager, Flight Technologies & Procedures