

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION**

**ORDER/PUBLICATION:** 7110.10T

**CHANGE:** 2

**EFFECTIVE DATE:** March 12, 2009                      **TRACKING #:** 02- 6-2-3

**SPECIALIST/ROUTING:** Alan Wilkes AJR-53 x202-385-8471

**1. PARAGRAPH NUMBER AND TITLE:**

6-2-3, ENTRY OF MILITARY IFR MULTILEG STOPOVER FLIGHT PLAN

**2. BACKGROUND:** Over the next several years, the Federal Aviation Administration (FAA) will be implementing an equipment replacement program called En Route Automation Modernization (ERAM), replacing legacy Host computer processing systems at 20 Air Route Traffic Control Centers (ARTCC).

In support of this modernization, on June 29, 2008 all FAA ARTCC Host computer systems will switch from Domestic Flight Plan (FAA Form 7233-1) processing to International Flight Plan (FAA Form 7233-4) processing for those pilots wishing to receive automated assignment of RNAV SID, RNAV STAR, and/or RNAV PTP routes. After June 29, 2008, all ARTCC Host systems will automatically assign preferential routes based on the equipment capability filed in International Flight Plan Item 10 (Equipment) and the RNAV value specified by the user in Item 18 (Other Information). Once the change is implemented, users who file a Domestic Flight Plan will be eligible for the assignment of conventional procedures only.

Since Anchorage ARTCC is not part of the ERAM project, the procedures contained in new paragraph 6-2-3 do not apply to flights whose route remains entirely within Alaska domestic airspace.

**3. EXPLANATION OF CHANGE:** This change adds new paragraph 6-2-3, Flight Plans With Area Navigation (RNAV) Routes in Domestic U.S. Airspace. This proposal cancels and incorporates N JO 7110.488, Flight Plans with Area Navigation (RNAV) Routes in Domestic U.S. Airspace, effective July 11, 2008.

**4. CHANGE:**

**OLD**

**6-2-3. ENTRY OF MILITARY IFR MULTILEG STOPOVER FLIGHT PLAN**

**NEW**

**6-2-3. FLIGHT PLANS WITH AREA NAVIGATION (RNAV) ROUTES IN DOMESTIC U.S. AIRSPACE**

**Use FAA Form 7233-4, International Flight Plan, for pilots filing flight plans in domestic U.S. airspace if automatic assignment of any of the following area navigation (RNAV) routes is desired: RNAV Standard Instrument Departure (SID); RNAV Standard Terminal Arrival Route (STAR); and/or RNAV Point-to-Point (PTP). For these flight plans, adhere to the following guidelines:**

**a. Item 10, Equipment. Enter "Z" in the**

**equipment field in addition to other entries pertaining to radio communication, navigation and approach aids.**

**EXAMPLE-**  
**SDGIWZ/S**

**b. Item 18, Other Information.**

**1. If the aircraft is RNAV 1 or RNAV 2 capable, enter "NAV/RNV" followed by the appropriate RNAV accuracy value:**

**(a) RNAV 1 SID, enter "D1".**

**(b) RNAV 1 STAR, enter "A1".**

**(c) En route RNAV, enter "E2".**

**EXAMPLE-**  
**NAV/RNVD1**  
**NAV/RNVA1**  
**NAV/RNVE2**  
**NAV/RNVD1A1**  
**NAV/RNVD1E2A1**

**NOTE-**  
**The "D", "E", and "A" characters may appear in any order following "NAV/RNV".**

**2. If the aircraft is RNAV PTP capable but not RNAV 1 and/or RNAV 2 capable, enter "RMK/PTP" and "NAV/RNVE99".**

**EXAMPLE-**  
**RMK/PTP NAV/RNVE99**

**NOTE-**  
**Procedures contained in para 6-2-3 do not apply to flights whose route remains entirely within Alaska domestic airspace.**

Renumber 6-2-3

6-2-4

No further changes to paragraph.

**5. INDEX CHANGES:** Add "6-2-3, Flight Plans With Area Navigation (RNAV) Routes in Domestic U.S. Airspace" to paragraphs listed under "Flight Data, Flight Plan Proposals."

**6. GRAPHICS:** None

**7. GENOT/NOTICE:** N JO 7110.488, Flight Plans with Area Navigation (RNAV) Routes in Domestic U.S. Airspace, effective July 11, 2008.

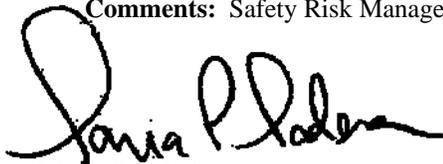
**8. SAFETY RISK MANAGEMENT:** (Check appropriate box).

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:** Safety Risk Management study was conducted by ATO-En Route, AJE-36.



Maria P. Madera  
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Date: 5/19/08