

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION (INITIAL Not Required)**

**ORDER/PUBLICATION:** 7110.65S

**CHANGE:** 3

**EFFECTIVE DATE:** August 27, 2009

**TRACKING #:** 53- 4-1-2

**SPECIALIST/ROUTING:** D. Davis AJE-31 x35456

**1. PARAGRAPH NUMBER AND TITLE:**

4-1-2. EXCEPTIONS

**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 change supports an exception to the radar monitoring 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**

4-1-2. EXCEPTIONS

Altitude and distance limitations need not be applied when any of the following conditions are met:

- a. Routing is initiated by ATC or requested by the pilot and the following is provided:
  - 1. Radar monitoring.
  - 2. As necessary, course guidance unless the aircraft is /E, /F, /G, or /R equipped.

***NOTE-***

*1. Para 5-5-1, Application, requires that radar separation be provided to RNAV aircraft on random (impromptu) routes at FL 450 and below.*

Add

**NEW**

4-1-2. EXCEPTIONS

Altitude and distance limitations need not be applied when any of the following conditions are met:

- a. Routing is initiated by ATC or requested by the pilot and the following is provided:
  - 1. Radar monitoring.
  - 2. As necessary, course guidance unless the aircraft is /E, /F, /G, or /R equipped.

***NOTE-***

*1. Para 5-5-1, Application, requires that radar separation be provided to RNAV aircraft on random (impromptu) routes at FL 450 and below.*

**2. *EN ROUTE. Radar monitoring is not required for 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. Additionally, in accordance with para 5-5-1, Application; such aircraft described herein may be provided nonradar separation, in lieu of radar separation, when an operational advantage will be gained.

2. When a clearance is issued beyond the altitude and/or distance limitations of a NAVAID, in addition to being responsible for maintaining separation from other aircraft and airspace, the controller is responsible for providing aircraft with information and advice related to significant deviations from the expected flight path.

Reference-  
P/CG Term- Radar Monitoring

3. When a clearance is issued beyond the altitude and/or distance limitations of a NAVAID, in addition to being responsible for maintaining separation from other aircraft and airspace, the controller is responsible for providing aircraft with information and advice related to significant deviations from the expected flight path.

Reference-  
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 6-5-4, Minima Along Other Than Established Airways or Routes.  
P/CG Term- Radar Monitoring

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:**

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

Date: 10/10/2008