

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Air Traffic Organization Policy

N JO 7110.741

Effective Date:
September 25, 2017

Cancellation Date:
October 12, 2017

SUBJ: Clearances to GNSS Equipped Aircraft Below the MEA

- 1. Purpose of This Notice.** This notice amends FAA Order JO 7110.65, Air Traffic Control, paragraph 4-5-6, Minimum En Route Altitudes, to allow IFR certified Global Navigation Satellite System (GNSS) equipped aircraft to be cleared below published Minimum En Route Altitudes (MEA).
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: Air Traffic Services, Mission Support Services, Safety and Technical Training, and all associated air traffic control facilities.
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA employee website at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications website at http://www.faa.gov/air_traffic/publications/.
- 4. Cancellation.** This notice cancels on October 12, 2017.
- 5. Procedures.** Amend FAA Order JO 7110.65, paragraph 4-5-6, as follows:

4-5-6 MINIMUM EN ROUTE ALTITUDES

Title thru a, No Change

NOTE—

Controllers must be aware that in the event of radio communications or GNSS failure, a pilot will climb to the MEA for the route segment being flown.

1. For aircraft using VOR, VORTAC or TACAN for navigation, this applies only within 22 miles of that NAVAID.
2. When radar procedures are used, the following actions are taken:
 - (a) In the absence of a published MOCA, assign altitudes at or above the MVA or MIA along the route of flight, and
 - (b) Lost communications instructions are issued.
3. The aircraft is GNSS equipped.

No further changes to paragraph.

6. Distribution. This notice is distributed to the following ATO service units: Air Traffic Services, Mission Support Services, and System Operations, and Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

7. Background. MEAs are based in part on ground-based navigational aid reception. The advent of satellite technology provides the opportunity for lower minimum altitudes along certain airways, allowing more altitudes to be usable for more aircraft. This change will facilitate IFR certified GNSS equipped aircraft to fly below published MEAs, but no lower than Minimum Obstruction Clearance Altitudes, Minimum IFR Altitudes, or Minimum Vectoring Altitudes, regardless of radar coverage. This would apply to all applicable airways, rather than being limited to those published with GNSS MEA minimums.

Original signed by Heather Hemdal

Heather Hemdal
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8/23/2017

Date Signed