

**DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET**

**FINAL DISPOSITION**

**ORDER/PUBLICATION:** PCG

**CHANGE:** 2

**EFFECTIVE DATE:** March 7, 2013      **TRACKING #:** G2- G- -

**SPECIALIST/ROUTING:** John Dutton AJV-14 (202) 385-4920

**1. PARAGRAPH NUMBER AND TITLE:**

G - GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) [ICAO]

G - GNSS MINIMUM EN ROUTE IFR ALTITUDE (MEA)

**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 adds the ICAO definition of Global Navigation Satellite System (GNSS) and GNSS Minimum En Route IFR Altitude (MEA). 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**

Add

Add

**NEW**

**GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) [ICAO]— A worldwide position and time determination system that includes one or more satellite constellations, aircraft receivers and system integrity monitoring, augmented as necessary to support the required navigation performance for the intended operation.**

**GLOBAL NAVIGATION SATELLITE SYSTEM MINIMUM EN ROUTE IFR ALTITUDE (GNSS MEA)— The minimum en route IFR altitude on a published ATS route or route segment which assures acceptable Global Navigation Satellite System reception and meets obstacle clearance requirements. (Refer to 14 CFR Part 91.) (Refer to 14 CFR Part 95.)**

No further changes to paragraph.

**5. INDEX CHANGES:** None

6. **GRAPHICS:** None

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

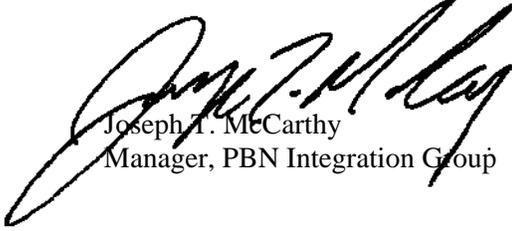
8. **FORMATTING & PLAIN LANGUAGE REVIEW:**  **HM 6/29/2010**

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

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

**SRMDM.** Proposed change is not safety related.

10. **ICAO DIFFERENCES:** YES  NO



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