

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7110.65U

CHANGE: 2

EFFECTIVE DATE: March 7, 2013 **TRACKING #:** 52- 5-8-2

SPECIALIST/ROUTING: James Arrighi AJV-14 (202) 385-4680

1. PARAGRAPH NUMBER AND TITLE:

5-8-2. INITIAL HEADING

2. BACKGROUND: The Air Traffic Control Procedures and Phraseology Action Team (ATCPP) is a working group under the Performance Based Operations Aviation Rulemaking Committee (PARC) established to address RNAV and required navigation performance implementation issues and propose action to the FAA. The ATCPP is composed of air traffic, aviation industry, and human factors subject matter experts. The ATCPP reviews, assesses, and proposes changes to ATC procedures and phraseology and is tasked with incorporating those changes into FAA Order JO 7110.65, the AIM, and AIP.

Extensive evaluation of RNAV SIDs that begin at the runway has established that aircraft have occasionally flown an unexpected flight path on departure due to loading of an incorrect procedure in the Flight Management System (FMS). Pilots enter the departure procedure and route of flight received in the ATC clearance prior to departure from the gate area. RNAV SIDs are recalled from a database for entry into the FMS. Runway specific RNAV SIDs may be programmed into the FMS based on the anticipated departure runway. Human error may result in an incorrect procedure being recalled from the database, or the runway assignment on taxi may not be coincident with the RNAV SID or transition. However, human factors studies have established that there is greater potential for an incorrect procedure to be entered in the FMS when a change in the procedure entered in the FMS is required after departure from the gate. Extensive evaluation of procedure implementations and field testing of various runway verification phraseology has established that an ATC advisory to pilots prior to departure can assist aircrew in ensuring the correct departure procedure is entered in the FMS. The phraseology in this change has been demonstrated successfully at Dallas/Fort Worth International, Charlotte/Douglas International, and Hartsfield-Jackson Atlanta International airports.

3. EXPLANATION OF CHANGE: This change requires ATC to advise aircraft of the initial waypoint for RNAV SIDs designed to begin at the runway. The pilot is expected to acknowledge the advisory as any other ATC communication. This change cancels and incorporates N JO 7110.595, Initial Heading, effective September 17, 2012.

4. CHANGE:

OLD

5-8-2. INITIAL HEADING

Before departure, assign the initial heading to be flown if a departing aircraft is to be vectored immediately after takeoff.

Phraseology thru Reference

Add

Add

NEW

5-8-2. INITIAL HEADING

a. Before departure, assign the initial heading to be flown if a departing aircraft is to be vectored immediately after takeoff.

No Change

b. When conducting simultaneous parallel runway departures utilizing RNAV SIDs, advise aircraft of the initial fix/waypoint on the RNAV route.

PHRASEOLOGY-
RNAV to (fix/waypoint), RUNWAY (number),
CLEARED FOR TAKEOFF.

Add EXAMPLE-
“RNAV to MPASS, Runway Two-Six Left, cleared for takeoff.”

Add NOTE-
1. TERMINAL. A purpose for an initial waypoint advisory is not necessary since pilots associate this advisory with the flight path to their planned route of flight. Pilots must immediately advise ATC if a different RNAV SID is entered in the aircraft FMS.

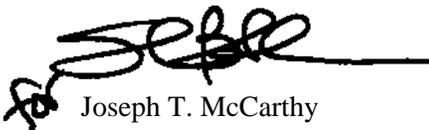
Add 2. The SID transition is not restated as it is contained in the ATC clearance.

Add 3. Aircraft cleared via RNAV SIDs designed to begin with a vector to the initial waypoint are assigned a heading before departure.

Add REFERENCE-
FAAO JO 7110.65, Para 3-9-9, Takeoff Clearance
FAAO JO 7110.65, Para 4-3-2, Departure Clearances
AIM, Para 5-2-7, Departure Control

No further changes to paragraph.

- 5. **INDEX CHANGES:** None
- 6. **REFERENCE CHANGES:** None
- 7. **GRAPHICS:** None
- 8. **GENOT/NOTICE:** N JO 7110.595, Initial Heading, effective September 17, 2012
- 9. **FORMATTING & PLAIN LANGUAGE REVIEW:** HM 4/19/2012
- 10. **SAFETY RISK MANAGEMENT:** (Check appropriate box).
 - SRMD. Proposed change meets full SMS requirements for safety risk assessment.
 - SRMDM. Proposed change does not introduce new safety risks into the NAS.
- 11. **ICAO DIFFERENCES:** YES NO


 Joseph T. McCarthy
 Manager, PBN Policy and Support Group

6/29/12
 Date: