

NOTICE

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

N JO 7110.613

Effective Date:

February 20, 2013

Cancellation Date:

February 19, 2014

SUBJ: Exception for GNSS-Equipped Departures

- 1. Purpose of This Notice.** This notice provides interim guidance applicable only to GNSS-equipped aircraft departing from an airport that exceeds the altitude and distance limitations of FAA Order JO 7110.65, Paragraph 4-1-1, Altitude and Distance Limitations.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service units: En Route and Oceanic, Terminal, and System Operations.
- 3. Where Can I Find This Notice?** This notice is available on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices/ and on the air traffic publications Web site at http://www.faa.gov/air_traffic/publications.
- 4. Action.** Terminal/En Route facility managers must ensure that controllers do not apply the provisions of this notice prior to completing the mandatory supplemental training requirement.
- 5. Procedures.** JO 7110.65, Paragraph 4-1-1, Altitude and Distance Limitations, is revised by adding the following EXCEPTION and NOTE, to the end of the text of the paragraph and before the REFERENCE. The tables and figures for Paragraph 4-1-1- remain unchanged.

EXCEPTION

Notwithstanding requirements for radar separation or radar monitoring of RNAV aircraft on random (impromptu) routes at FL 450 and below as specified in JO 7110.65, Air Traffic Control, the altitude and distance limitations of this paragraph do not apply to GNSS-equipped aircraft departing from an airport, under the following conditions:

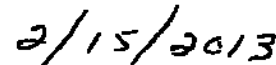
- a.** The GNSS-equipped departure must be cleared via, or reported to be established on, point-to-point route segments.
- b.** The points must be published NAVAIDs, waypoints, fixes or airports recallable from the aircraft's navigation database. The points must be displayed on controller video maps or depicted on the controller chart displayed at the control position. The maximum distance between points when applying nonradar separation must not exceed 500 miles.
- c.** Protect 4 miles either side of the route centerline.
- d.** Assigned altitude must be at or above the highest MIA along the projected route segment being flown, including the protected airspace of that route segment.

NOTE-

1. *GNSS-equipped aircraft may be determined by /G or /L equipment suffix, examination of the ICAO equipment field, or pilot advisory that the aircraft is GNSS-equipped.*
2. *At airports that have a published RNAV Departure Procedure (DP) (i.e. RNAV SID) that includes a transition to the en route structure or RNAV graphic Obstacle Departure Procedure (ODP), GNSS-equipped aircraft may receive IFR clearances and the provisions of Paragraph 4-1-1 will not apply. Textual ODPs are not considered published departure procedures and cannot be used in lieu of the provisions of Paragraph 4-1-1.*
6. **Distribution.** This notice is distributed to the following ATO service units: En Route and Oceanic, Terminal, System Operations, and Mission Support; the Office of Safety and Technical Training; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.
7. **Background.** This notice supports the issuance of departure clearances to GNSS-equipped aircraft departing from airports that are outside the specified altitude and distance limitations in Paragraph 4-1-1. This is an early and specific implementation of changes related to GNSS-equipped aircraft operating on point-to-point routes that is anticipated to be issued in August 2013.
8. **Safety Management System.** The provisions of this notice are based on the Safety Risk Management Decision Memorandum that was prepared in accordance with the ATO SMS Manual.



Elizabeth L. Ray
Vice President, Mission Support Services
Air Traffic Organization



Date Signed