

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION (INITIAL Not Required)

ORDER/PUBLICATION: 7110.65S

CHANGE: 3

EFFECTIVE DATE: August 27, 2009

TRACKING #: 53- 4-4-2

SPECIALIST/ROUTING: D. Davis AJE-31 x35456

1. PARAGRAPH NUMBER AND TITLE:

4-4-2. ROUTE STRUCTURE TRANSITIONS

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

4-4-2. ROUTE STRUCTURE TRANSITIONS

Title thru f

g. Provide radar monitor when transition to or from a designated or established RNAV route is made along random RNAV routes.

Add

Add

Add

NEW

4-4-2. ROUTE STRUCTURE TRANSITIONS

No Change

g. Provide radar monitor when transition to or from a designated or established RNAV route is made along random RNAV routes.

EN ROUTE

EXCEPTION. Radar monitoring is not required for aircraft equipped with IFR-certified GPS systems operating on point-to-point RNAV routes within Anchorage Air Route Traffic Control Center controlled airspace (excluding oceanic airspace) where ATC surveillance coverage is not available.

Reference-

FAAO JO 7110.65, Para 6-5-4, Minima along other than Established Airways or Routes

No further changes to paragraph.

5. **INDEX CHANGES:**

6. **GRAPHICS:**

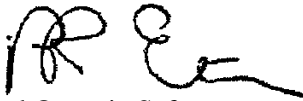
7. **GENOT/NOTICE:** N JO 7110.491, Random Point-to-Point GPS RNAV Routes within the Anchorage Air Route Traffic Control Center (ZAN) Controlled Airspace, Excluding Oceanic Airspace, effective October 1, 2008.

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:

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



Date: 10/10/2008