

# NOTICE

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

N 8900.198

National Policy

Effective Date:  
9/14/12

Cancellation Date:  
9/14/13

**SUBJ:** OpSpec/MSpec/LOA C384, Required Navigation Performance Procedures with Authorization Required

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- 1. Purpose of this Notice.** This notice amends and clarifies guidance for Federal Aviation Administration (FAA) inspectors to authorize and issue operations specification (OpSpec)/management specification (MSpec)/letter of authorization (LOA) C384, Required Navigation Performance Procedures with Authorization Required, to operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91 subpart K (part 91K), 121, 121/135, 125 (including Letter of Deviation Authority (LODA) A125 operators), and 135. This notice reflects changes found in the current edition of Advisory Circular (AC) 90-101, Approval Guidance for RNP Procedures with AR, and amends all OpSpec/MSpec/LOA C384 templates.
- 2. Audience.** The primary audience for this notice consists of FAA certificate-holding district offices (CHDO) and principal operations inspectors (POI) assigned to operators conducting airplane operations under parts 91, 91K, 121, 125 (including LODA A125 operators), and 135. The secondary audience includes Flight Standards Service (AFS) divisions and branches in the regions and in headquarters (HQ).
- 3. Where You Can Find This Notice.** You can find this notice on the MyFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices](https://employees.faa.gov/tools_resources/orders_notices). Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators can find this notice on the FAA's Web site at <http://fsims.faa.gov>. This notice is available to the public at [http://www.faa.gov/regulations\\_policies/orders\\_notices](http://www.faa.gov/regulations_policies/orders_notices).
- 4. Background.** The publication of AC 90-101A changed the name of Required Navigation Performance (RNP) Special Aircraft and Aircrew Authorization Required (SAAAR) instrument approach procedures (IAP) to RNP Authorization Required (AR). The AC also introduced revisions to RNP AR-related Navigation Database validation procedures, flightcrew procedures, and pilot training requirements. These revisions necessitate changes to the OpSpec/MSpec/LOA C384 templates, as well as changes to the procedures of those operators approved for RNP SAAAR/AR under earlier guidelines.
- 5. Guidance.** The Flight Technologies and Procedures Division (AFS-400) developed this notice. This notice contains the following:

- Sample OpSpec C384 template in Appendix A, applies to part 121.
- Sample OpSpec C384 template in Appendix B, applies to part 121/135.
- Sample OpSpec C384 template in Appendix C, applies to part 135.
- Sample OpSpec C384 template in Appendix D, applies to part 125.
- Sample LOA C384 template in Appendix E, applies to part 125 (LODA A125).
- Sample LOA C384 template in Appendix F, applies to part 91.
- Sample MSpec MC384 template in Appendix G, applies to part 91K.

**6. Action.** This is a mandatory change to OpSpec/MSpec/LOA C384. In order to be issued the new OpSpec/MSpec/LOA C384, operators approved for RNP SAAAR/AR IAP must first demonstrate to the inspector that they have modified their Navigation Database validation program, flightcrew procedures, and pilot training program in accordance with the current edition of AC 90-101. Specifically:

**a. Validation Program.** The operator must revise its Navigation Database validation program to reflect the procedures contained in AC 90-101, Appendix 3, paragraphs 3 and 4, which identify specific data parameters and acceptable tolerances for both the initial and recurring validation of RNP AR IAPs.

**b. Flightcrew Procedures.** The operator must revise its flightcrew procedures to incorporate the provisions contained in AC 90-101, Appendix 4, subparagraph 3f, with respect to track deviation monitoring. That is, pilots are expected to maintain procedure centerlines and limit cross-track error (XTK) to +/- one half the navigation accuracy associated with the procedure segment.


**c. Pilot Training Program.** The operator must revise its pilot training program to reflect the requirements contained in AC 90-101, Appendix 5, to incorporate interrupted approaches and/or holding into the RNP AR approach profiles conducted during initial and recurrent training.

**Note:** The provisions of subparagraphs 6a and/or 6c apply only to those operators whose RNP AR operational approval was based upon performance of Navigation Database validation and/or RNP AR pilot training internal to their operation (e.g., they conduct their own RNP AR pilot training). AFS-400 has evaluated, for compliance with AC 90-101 those commercial entities authorized by the FAA to provide Navigation Database validation or pilot training for RNP AR operators.

**d. Alternative Method of Compliance (AMOC).** Operators who propose an AMOC with the requirements described in subparagraphs 6a through 6c should formally request the inspector to consider their proposal. The inspector should forward the request, along with his or her recommendations, to AFS-400 via the regional Next Generation (NextGen) Branch (AXX-220). AFS-400, in coordination with the Air Transportation Division (AFS-200) or the General Aviation and Commercial Division (AFS-800), as appropriate, must approve the operator's proposed AMOC before the new OpSpec/MSpec/LOA C384 may be issued.

**e. Requirements.** Inspectors should allow operators who currently hold OpSpec/MSpec/LOA C384 a maximum of 120 days from the effective date of this notice, to complete the requirements for the revised OpSpec/MSpec/LOA.

**7. Disposition.** We will incorporate the information in this notice into FAA Order 8900.1 before this notice expires. Direct questions concerning the information in this notice to the Performance Based Flight Systems Branch (AFS-470) at 202-385-4623.

for 

John M. Allen  
Director, Flight Standards Service

**Appendix A. Sample OpSpec C384, Required Navigation Performance Procedures with Authorization Required: 14 CFR Part 121**

a. The certificate holder is authorized to conduct operations using 14 CFR part 97 Required Navigation Performance (RNP) Instrument Approach Procedures (IAP) with Authorization Required (AR). Such operations must be conducted in accordance with the provisions of these operations specifications. This authorization requires prior written concurrence by the Air Transportation Division (AFS-200) and the Flight Technologies and Procedures Division (AFS-400).

b. Authorized Aircraft and Equipment. The certificate holder is authorized to conduct RNP AR IAP operations using the aircraft and area navigation systems listed in Table 1.

**Table 1—Aircraft and Navigation Systems Eligible for RNP Procedures with AR**

Aircraft M/M/S	Navigation System M/M/Software Version	Limitations	Lowest RNP	Additional Aircraft Capabilities

c. Flightcrew Qualifications. The flightcrew must not conduct any operations authorized by this paragraph unless they have successfully completed the certificate holder’s RNP AR IAP approved training and qualification program.

d. Dispatcher/Flight Follower Qualifications. An aircraft dispatcher or flight follower may not dispatch or release a flight for an RNP AR IAP unless the aircraft dispatcher or flight follower has successfully completed the certificate holder’s RNP AR IAP approved training program.

e. Authorized RNP AR Procedures. The certificate holder is authorized to conduct RNP AR IAP operations for the foreign approaches listed in Table 2 below.

**Table 2—Foreign Approaches Authorized for RNP AR Operations**

Approach Name/Identifier	Special Limitations

**Appendix B. Sample OpSpec C384, Required Navigation Performance Procedures with Authorization Required: 14 CFR Part 121/135**

a. The certificate holder is authorized to conduct operations using 14 CFR part 97 Required Navigation Performance (RNP) Instrument Approach Procedures (IAP) with Authorization Required (AR). Such operations must be conducted in accordance with the provisions of these operations specifications. This authorization requires prior written concurrence by the Air Transportation Division (AFS-200) and the Flight Technologies and Procedures Division (AFS-400).

b. Authorized Aircraft and Equipment. The certificate holder is authorized to conduct RNP AR IAP operations using the aircraft and area navigation systems listed in Table 1.

**Table 1—Aircraft and Navigation Systems Eligible for RNP Procedures with AR**

Aircraft M/M/S	Navigation System M/M/Software Version	Limitations	Lowest RNP	Additional Aircraft Capabilities

c. Flightcrew Qualifications. The flightcrew must not conduct any operations authorized by this paragraph unless they have successfully completed the certificate holder's RNP AR IAP approved training and qualification program.

d. Dispatcher/Flight Follower Qualifications. An aircraft dispatcher or flight follower may not dispatch or release a flight for an RNP AR IAP unless the aircraft dispatcher or flight follower has successfully completed the certificate holder's RNP AR IAP approved training program.

e. Authorized RNP AR Procedures. The certificate holder is authorized to conduct RNP AR IAP operations for the foreign approaches listed in Table 2 below.

**Table 2—Foreign Approaches Authorized for RNP AR Operations**

Approach Name/Identifier	Special Limitations

### Appendix C. Sample OpSpec C384, Required Navigation Performance Procedures with Authorization Required: 14 CFR Part 135

- a. The certificate holder is authorized to conduct operations using 14 CFR part 97 Required Navigation Performance (RNP) Instrument Approach Procedures (IAP) with Authorization Required (AR). Such operations must be conducted in accordance with the provisions of these operations specifications. This authorization requires prior written concurrence by the Air Transportation Division (AFS-200) and the Flight Technologies and Procedures Division (AFS-400).
- b. Authorized Aircraft and Equipment. The certificate holder is authorized to conduct RNP AR IAP operations using the aircraft and area navigation systems listed in Table 1.

**Table 1—Aircraft and Navigation Systems Eligible for RNP Procedures with AR**

Aircraft M/M/S	Navigation System M/M/Software Version	Limitations	Lowest RNP	Additional Aircraft Capabilities

- c. Flightcrew Qualifications. The flightcrew must not conduct any operations authorized by this paragraph unless they have successfully completed the certificate holder's RNP AR IAP approved training and qualification program.
- d. Dispatcher/Flight Follower Qualifications. When the certificate holder uses an aircraft dispatcher or flight follower, the aircraft dispatcher or flight follower may not dispatch or release a flight for an RNP AR IAP unless the aircraft dispatcher or flight follower has successfully completed the certificate holder's RNP AR IAP approved training program.
- e. Authorized RNP AR Procedures. The certificate holder is authorized to conduct RNP AR IAP operations for the foreign approaches listed in Table 2 below.

**Table 2—Foreign Approaches Authorized for RNP AR Operations**

Approach Name/Identifier	Special Limitations

### Appendix D. Sample OpSpec C384, Required Navigation Performance Procedures with Authorization Required: 14 CFR Part 125

- a. The certificate holder is authorized to conduct operations using 14 CFR part 97 Required Navigation Performance (RNP) Instrument Approach Procedures (IAP) with Authorization Required (AR). Such operations must be conducted in accordance with the provisions of these operations specifications. This authorization requires prior written concurrence by the General Aviation and Commercial Division (AFS-800) and the Flight Technologies and Procedures Division (AFS-400).
- b. Authorized Aircraft and Equipment. The certificate holder is authorized to conduct RNP AR IAP operations using the aircraft and area navigation systems listed in Table 1.

**Table 1—Aircraft and Navigation Systems Eligible for RNP Procedures with AR**

Aircraft M/M/S	Navigation System M/M/Software Version	Limitations	Lowest RNP	Additional Aircraft Capabilities

- c. Flightcrew Qualifications. The flightcrew must not conduct any operations authorized by this paragraph unless they have successfully completed the certificate holder's RNP AR IAP approved training and qualification program.
- d. Authorized RNP AR Procedures. The certificate holder is authorized to conduct RNP AR IAP operations for the foreign approaches listed in Table 2 below.

**Table 2—Foreign Approaches Authorized for RNP AR Operations**

Approach Name/Identifier	Special Limitations

**Appendix E. Sample LOA C384, Required Navigation Performance Procedures  
with Authorization Required: 14 CFR Part 125 (LODA A125)**

**Letter of Authorization  
Required Navigation Performance Procedures with Authorization Required**

1. The operator is authorized to conduct operations using 14 CFR part 97 Required Navigation Performance (RNP) Instrument Approach Procedures (IAP) with Authorization Required (AR). Such operations must be conducted in accordance with the provisions of this Letter of Authorization (LOA). This authorization requires prior written concurrence by the General Aviation and Commercial Division (AFS-800) and the Flight Technologies and Procedures Division (AFS-400).
2. Authorized Aircraft and Equipment. The operator is authorized to conduct RNP AR IAP operations using the aircraft and area navigation systems listed in Table 1.

**Table 1—Aircraft and Navigation Systems Eligible for RNP Procedures with AR**

<b>Aircraft M/M/S</b>	<b>Navigation System M/M/Software Version</b>	<b>Limitations</b>	<b>Lowest RNP</b>	<b>Additional Aircraft Capabilities</b>

3. Flightcrew Qualifications. The flightcrew must not conduct any operations authorized by this LOA unless they have successfully completed the RNP AR IAP training in accordance with AC 90-101A, Approval Guidance for RNP Procedures with AR.
4. Authorized RNP AR Procedures. The operator is authorized to conduct RNP AR IAP operations for the foreign approaches listed in Table 2 below.

**Table 2—Foreign Approaches Authorized for RNP AR Operations**

<b>Approach Name/Identifier</b>	<b>Special Limitations</b>



**Appendix F. Sample LOA C384, Required Navigation Performance Procedures with Authorization Required: 14 CFR Part 91**

**Letter of Authorization  
Required Navigation Performance Procedures with Authorization Required**

1. The operator is authorized to conduct operations using 14 CFR part 97 Required Navigation Performance (RNP) Instrument Approach Procedures (IAP) with Authorization Required (AR). Such operations must be conducted in accordance with the provisions of this Letter of Authorization (LOA). This authorization requires prior written concurrence by the General Aviation and Commercial Division (AFS-800) and the Flight Technologies and Procedures Division (AFS-400).
2. Authorized Aircraft and Equipment. The operator is authorized to conduct RNP AR IAP operations using the aircraft and area navigation systems listed in Table 1.

**Table 1—Aircraft and Navigation Systems Eligible for RNP Procedures with AR**

<b>Aircraft M/M/S</b>	<b>Navigation System M/M/Software Version</b>	<b>Limitations</b>	<b>Lowest RNP</b>	<b>Additional Aircraft Capabilities</b>

3. Flightcrew Qualifications. The flightcrew must not conduct any operations authorized by this LOA unless they have successfully completed the RNP AR IAP training in accordance with AC 90-101A, Approval Guidance for RNP Procedures with AR.
4. Authorized RNP AR Procedures. The operator is authorized to conduct RNP AR IAP operations for the foreign approaches listed in Table 2 below.

**Table 2—Foreign Approaches Authorized for RNP AR Operations**

<b>Approach Name/Identifier</b>	<b>Special Limitations</b>

**Appendix G. Sample MSpec MC384, Required Navigation Performance  
Procedures with Authorization Required: 14 CFR Part 91K**

- a. The program manager is authorized to conduct operations using 14 CFR part 97 Required Navigation Performance (RNP) Instrument Approach Procedures (IAP) with Authorization Required (AR). Such operations must be conducted in accordance with the provisions of these management specifications. This authorization requires prior written concurrence by the General Aviation and Commercial Division (AFS-800), and the Flight Technologies and Procedures Division (AFS-400).
- b. Authorized Aircraft and Equipment. The program manager is authorized to conduct RNP AR IAP operations using the aircraft and area navigation systems listed in Table 1.

**Table 1—Aircraft and Navigation Systems Eligible for RNP Procedures with AR**

<b>Aircraft M/M/S</b>	<b>Navigation System M/M/Software Version</b>	<b>Limitations</b>	<b>Lowest RNP</b>	<b>Additional Aircraft Capabilities</b>

- c. Flightcrew Qualifications. The flightcrew must not conduct any operations authorized by this paragraph unless they have successfully completed the program manager's RNP AR IAP approved training and qualification program.
- d. Dispatcher/Flight Follower Qualifications. If the program manager uses an aircraft dispatcher or flight follower, the aircraft dispatcher or flight follower may not dispatch or release a flight for an RNP AR IAP unless the aircraft dispatcher or flight follower has successfully completed the program manager's RNP AR IAP training program.
- e. Authorized RNP AR Procedures. The program manager is authorized to conduct RNP AR IAP operations for the foreign approaches listed in Table 2 below.

**Table 2—Foreign Approaches Authorized for RNP AR Operations**

<b>Approach Name/Identifier</b>	<b>Special Limitations</b>