CHANGE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
National Policy

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C063A

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SUBJ: OpSpec C063, Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations

1. Purpose of This Order. This change transmits new and revised portions of the order.

2. Audience. The primary audience for this order is International Field Offices (IFO). The secondary audience includes the Safety Standards and Foundational Business offices.

3. Where You Can Find This Order. This change may be accessed by Flight Standards personnel, operators, and the public through the Dynamic Regulatory System (DRS) at https://drs.faa.gov.

4. Explanation of Policy Changes. This change incorporates new information into Volume 12, Chapter 4, Section 4, Part 129 Part C Operations Specifications—Airplane Terminal Instrument Flight Rules Procedures and Airport Authorizations and Limitations. This change updates the section title and updates the guidance for operations specification (OpSpec) C063 to include references to Required Navigation Performance (RNP) where applicable and other updates to align with the OpSpec.

5. Disposition of Transmittal Paragraph. This change will remain in DRS until superseded by a revision to this order.

PAGE CHANGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
12-4-4-4.1 through 12-4-4-4.3	8/15/23	12-4-4-4.1 through 12-4-4-4.3	xx/xx/xx

Lawrence Fields
Executive Director, Flight Standards Service

VOLUME 12 INTERNATIONAL AVIATION

CHAPTER 4 PART 129 OPERATIONS

Section 4 Part 129 Part C Operations Specifications—Airplane Terminal Instrument Flight Rules Procedures and Airport Authorizations and Limitations

Source Basis:

- **Section 129.5, Operations Specifications.**
- **Section 129.7, Application, Issuance, or Denial of Operations Specifications.**
- **Section 129.9, Contents of Operations Specifications.**
- **Section 129.11, Amendment, Suspension and Termination of Operations Specifications.**
- **Section 129.17, Aircraft Communication and Navigation Equipment for Operations Under IFR or Over the Top.**
- **Administrative.**

4.1 GENERAL.

4.1.1 Purpose. This section provides the Federal Aviation Administration (FAA) policy requirements and aviation safety inspector (ASI) guidance associated with the standard Part C (Airplane Terminal Instrument Procedures and Airport Authorizations and Limitations) operations specifications (OpSpec) paragraphs and their templates available for issuance to each foreign air carrier or foreign person operating under Title 14 of the Code of Federal Regulations (14 CFR) part 129.

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OPSPEC C063—AREA NAVIGATION (RNAV) AND REQUIRED NAVIGATION PERFORMANCE (RNP) TERMINAL OPERATIONS (OPTIONAL).

a) General. The FAA authorizes IFR RNAV 1 and RNP 1 departure procedures (DP) and Standard Terminal Arrival Routes (STAR) to U.S. airports in accordance with § 129.17 by issuance of C063. Before the FAA issues C063, each foreign air carrier and each airplane type used by that foreign air carrier require approval by the State of the Operator's CAA.

1) OpSpec C063 authorizes foreign air carriers to conduct operations using part 97 U.S. IFR terminal RNAV 1 and RNP 1 DPs, and RNAV 1 and RNP 1 STARs in the U.S. National Airspace System (NAS). Foreign air carriers must be authorized to conduct RNAV 1 and/or RNP 1 DPs and STAR operations by the State of the Operator's CAA prior to applying to the FAA for issuance of C063.

2) The term "RNAV 1 and RNP 1 DPs" includes Standard Instrument Departures (SID) and Obstacle Departure Procedures (ODP).

3) OpSpec C063 authorization must not be issued to a foreign air carrier unless the State of the Operator's CAA has approved the foreign air carrier for RNAV 1 and/or RNP 1 DPs and

STARs (to include operations, procedures, aircraft and aircraft equipment, and flightcrew training to conduct RNAV 1 and/or RNP 1 DPs and STARs).

b) Criteria Acceptable to the FAA. The FAA issues C063 for RNAV 1 and RNP 1 DPs and STAR operations in accordance with, but not limited to, the following:

1) ICAO Doc 9613, Performance-based Navigation (PBN) Manual.

2) Joint Aviation Authority (JAA) Temporary Guidance Leaflet (TGL) No. 10, Airworthiness and Operational Approval for Precision RNAV Operations in Designated European Airspace.

3) If adopted by the State of the Operator's CAA, equivalent standards to AC 90-100, U.S. Terminal and En Route Area Navigation (RNAV) Operations, or AC 90-105, Approval Guidance for RNP Operations and Barometric Vertical Navigation in the U.S. National Airspace System and in Oceanic and Remote Continental Airspace.

Note: PIs must coordinate all acceptable criteria other than these specified in subparagraph b) above with AFS-50, who will coordinate with AFS-410, as appropriate.

c) RNAV 1 DPs and STARs. AC 90-100 provides detailed guidance for operations on RNAV 1 DPs and RNAV 1 STARs in U.S. airspace.

1) For current ACs, policy, guidance, and compliance tables, refer to https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afx/afs/afs400/afs410/pbn. For further questions, contact AFS-50, who will coordinate with AFS-410, as appropriate.

2) Additional information may also be found in the WebOPSS guidance in association with C063 by clicking on the "Guidance" button.

d) Designation of RNAV 1 or RNP 1. Part 97 U.S. RNAV or RNP DPs and STARs throughout the NAS are designated as RNAV 1 or RNP 1 and published in accordance with part 97.

e) Definitions Related to This Authorization. Some important definitions as they relate to this authorization:

Area Navigation (RNAV) 1 Departure Procedures (DP) and Standard Terminal Arrival Routes (STAR). RNAV 1 terminal procedures require the aircraft's track-keeping accuracy remain bounded by +1 NM for 95 percent of the total flight time. RNAV 1 terminal procedures requiring, as a minimum, a distance measuring equipment (DME)/DME/Inertial Reference Unit (IRU)-based and/or GPS-based RNAV system satisfying the criteria of AC 90-100.

Climb Via and Descent Via. Refer to Information for Operators (InFO) 14003, "Climb Via" Phraseology for Standard Instrument Departure (SID), Modification to "Descend Via" Phraseology for Standard Terminal Arrival (STAR), and Phraseology Associated with Speed Instructions.

Flight Management System Procedure (FMSP). An RNAV and RNP arrival, departure, or approach procedure developed for use by aircraft equipped with an FMS.

Note: The number of FMSPs in the NAS is limited, and FMSP criteria are no longer preferred for the design of RNAV and RNP procedures.

Instrument Departure Procedure (DP). Instrument DPs are published IFR procedures that provide obstruction clearance from the terminal area to the en route structure. There are two types of DPs: ODPs and SIDs.

Obstacle Departure Procedure (ODP). An ODP is a published IFR DP that provides obstruction clearance via the least onerous route from the terminal area to the appropriate en route structure. ODPs are recommended for obstruction clearance unless an alternate DP (such as a SID or radar vector) has been specifically assigned by ATC. The RNAV 1 and/or RNP 1 ODP must be retrievable from the FMS database and included in the filed flight plan.

Standard Instrument Departure (SID). A SID is a published IFR ATC DP that provides obstacle clearance and a transition from the terminal area to the en route structure. SIDs are primarily designed for air traffic system enhancement to expedite traffic flow and to reduce pilot/controller workload.

Required Navigation Performance (RNP) 1. RNP 1 requires a lateral accuracy value of 1 for arrival and departure in the terminal area, and for the initial and intermediate approach phase when used on conventional procedures with Performance-based Navigation (PBN) segments (e.g., an ILS with a PBN feeder, initial approach fix (IAF), or missed approach).

Standard Terminal Arrival Route (STAR). An RNAV or RNP STAR is a published IFR ATC arrival procedure that provides a transition from the en route structure to the terminal area.

Tailored Arrivals. Tailored arrivals are preplanned fixed routes received via data link from the U.S. oceanic air traffic system to Future Air Navigation System 1/A (FANS 1/A)-equipped aircraft. Currently, tailored arrival models are limited. Except for the instrument approach portion of an arrival, tailored arrival routes are neither stored in the aircraft navigation database nor published.

f) Foreign Air Carrier Actions. A foreign air carrier applying to the FAA for the issuance of C063 must provide the responsible IFO with evidence that the State of the Operator's CAA has approved the foreign air carrier for this operation. The approval must include:

- Documentation (e.g., foreign-issued OpSpecs, official letter) from the State of the Operator's CAA stating that the foreign air carrier is approved for RNAV 1 and/or RNP 1 DPs and STARs in accordance with [XXXX (e.g., ICAO Doc 9613)] criteria that the aircraft and aircraft equipment are eligible and approved for RNAV 1 and/or RNP 1 DPs and STARs, and that the flightcrews are trained to conduct RNAV 1 and/or RNP 1 DPs and STARs (see subparagraph b) above);

- RNAV or RNP system make, model, and part number(s) approved; and
- Any other pertinent information.

Note: The FAA and PIs are not responsible for evaluating a foreign air carrier's training program. Foreign air carrier training programs are evaluated and approved by the State of the Operator's CAA. PIs may accept equipment eligibility that has been determined eligible and approved by a foreign air carrier's CAA, when it is also documented by the AFM/Rotorcraft Flight Manual (RFM) or other FAA-recognized means.

g) PI Actions. Based on the information supplied by the foreign air carrier, POIs must coordinate with the Principal Avionics Inspector (PAI) to determine equipment eligibility in accordance with the RNAV 1 and/or RNP 1 DPs and STARs compliance table. An aircraft equipment compliance table is available via the AFS-410 web page at https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afx/afs/afs400/afs410/pbn.

1) The PAI determines the proper nomenclature of the equipment manufacturer's make, model, and software version, and that the RNAV or RNP equipment and system is installed in accordance with approved data and meets the criteria of AC 90-100 or AC 90-105.

2) As described in AC 90-100 and AC 90-105, the term "compliance" means meeting the operational and functional performance criteria. For the intended purpose of this policy, "compatible" means equipment and systems that perform their intended function and meet performance requirements for RNAV 1 or RNP 1 operations, as determined to be in compliance for approval.

Note: Per AC 90-100 and AC 90-105, data suppliers and avionics data suppliers must have a Letter of Authorization (LOA) in accordance with AC 20-153, Acceptance of Aeronautical Data Processes and Associated Databases. It is the responsibility of the foreign air carrier to ensure that data supplier(s) are compliant.

3) RNAV 1 procedures require DME/DME/IRU sensors and/or GPS inputs. Due to gaps in the DME infrastructure of the NAS, RNAV 1 procedures require IRU sensor inputs to augment DME/DME, often referred to as DME/DME/IRU.

Note 1: The ATC flight plan must contain information in item 18 of the International Flight Plan (FAA Form 7233-4, Pre-Flight Pilot Checklist and International Flight Plan) indicating the RNAV capabilities and include applicable descriptors.

Note 2: If the responsible IFO is unable to determine equipment eligibility for RNAV 1 and/or RNP 1 DPs and STARs via the AFS-410 web page, contact AFS-50, who will coordinate with AFS-410, as appropriate.

4) Some RNAV and RNP equipment and systems may not be able to perform multiple STAR runway transitions, sometimes known as "route Type 3," because of database limitations. Foreign air carriers of such RNAV or RNP systems must procure a "tailored" database and charts to allow the use of multiple runway transitions in order to qualify for RNAV 1 or RNP 1 approval.

5) After the POI and PAI agree that the foreign air carrier has been authorized to conduct RNAV 1 and/or RNP 1 DPs and STAR operations (by the State of the Operator's CAA) and that the foreign air carrier is eligible for RNAV 1 and/or RNP 1 DPs and STAR operations in the U.S. NAS, the C063 template may be issued indicating the appropriate authorizations in Table 1, Airplane, RNAV System(s), Navigation Specification(s).

6) If the foreign air carrier has requested to conduct tailored arrivals into a U.S. airport, then PIs will:

a. Add the following statement in Table 1 of OpSpec C063, "Limitations and Provisions" column, for each M/M/S aircraft with documented FMS autoload/uplink function and approved for tailored arrival operations: "Tailored Arrivals (TA) authorized."

b. Confirm that each of the operator's M/M/S aircraft has been approved for data link communication (DLC) via OpSpec A003.

h) References (current editions):

- *Title 14 CFR Part 91, §§ 91.123, 91.205, and 91.503; Part 95; and Part 129, § 129.17.*
- *FAA Order 1050.1, Environmental Impacts: Policies and Procedures.*
- *FAA Order JO 7110.65, Air Traffic Control.*
- *FAA Order JO 7400.2, Procedures for Handling Airspace Matters.*
- *FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS).*
- *FAA Order 8260.19, Flight Procedures and Airspace.*
- *AC 20-138, Airworthiness Approval of Positioning and Navigation Systems.*
- *AC 20-153, Acceptance of Aeronautical Data Processes and Associated Databases.*
- *AC 90-96, Approval of U.S. Operators and Aircraft to Operate Under Instrument Flight Rules (IFR) in European Airspace Designated for Basic Area Navigation (B-RNAV)/RNAV 5 and Precision Area Navigation (P-RNAV).*
- *AC 90-100, U.S. Terminal and En Route Area Navigation (RNAV) Operations.*
- *AC 90-105, Approval Guidance for RNP Operations and Barometric Vertical Navigation in the U.S. National Airspace System and in Oceanic and Remote Continental Airspace.*
- *ICAO Doc 10037, Global Operational Data Link (GOLD) Manual.*
- *ICAO Doc 9613, Performance-based Navigation (PBN) Manual.*

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