

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.76

National Policy

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06/12/09

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06/12/10

SUBJ: OPSPEC/MSPEC/LOA A353 – ADS-B Out Operations in the Hudson Bay Area, Canada: 14 CFR Parts 91, 91 Subpart K, 121, 125, 125M, and 135 Operators

1. Purpose of This Notice. This notice provides revised guidance for Federal Aviation Administration (FAA) certificate-holding district offices (CHDO) and principal operations inspectors (POI) assigned to operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91K, 121, 125 (including the Letter of Deviation Authority (LODA) A125 operators), and 135. This notice introduces all A353 templates (i.e., operations specification (OpSpec) A353, management specification (MSpec) A353, and letter of authorization (LOA) A353) for operators conducting airplane operations under parts 91, 91K, 121, 125 (including the LODA A125 operators), and 135, to allow the use of Automatic Dependent Surveillance-Broadcast (ADS-B) equipment in Canadian airspace for air traffic separation of participating aircraft.

2. Audience. The primary audience for this notice is FAA CHDOs and POIs assigned to operators conducting airplane operations under parts 91, 91K, 121, 125 (including the LODA A125 operators), and 135. The secondary audience includes Flight Standards (AFS) branches and divisions in the regions and in headquarters.

3. Where You Can Find This Notice. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators and the public may find this information at <http://fsims.faa.gov>.

4. Background. ADS-B is a surveillance system that uses a Global Navigation Satellite System (GNSS), aircraft avionics, and a ground infrastructure to accurately and quickly transmit flight information between aircraft and air traffic control (ATC). ADS-B consists of two functions: ADS-B Out and ADS-B In. ADS-B Out, defined as the capability necessary to transmit ADS-B messages, is the core of the operational system. The ability to receive and display ADS-B messages and broadcast services, both from the ground and directly from other aircraft is called ADS-B In. In the Hudson Bay area, only ADS-B Out operations will be implemented in 2009.

5. Guidance. The Flight Technologies and Procedures Division (AFS-400), in cooperation with the Air Transportation Division (AFS-200), the General Aviation and Commercial Aviation

Division (AFS-800), and industry members of the Operations Specification Working Group (OSWG) developed this notice. This notice contains the following:

- The sample OpSpec A353 template in Appendix A applies to part 121.
- The sample OpSpec A353 template in Appendix B applies to part 125.
- The sample OpSpec A353 template in Appendix C applies to part 135.
- The sample OpSpec A353 template in Appendix D applies to part 121/135.
- The sample MSpec MA353 template in Appendix E applies to part 91 subpart K.
- The sample LOA A353 template in Appendix F applies to 125 subpart M.
- The sample LOA A353 template in Appendix G applies to part 91.

6. Action. POIs should review the revised guidance for issuance of the paragraph contained in this notice. POIs should provide this notice to the operators for whom they are responsible, alerting them to updated operating procedures as well as required pilot knowledge and training.

7. Disposition. We will permanently incorporate the information in this notice into FSIMS before this notice expires. Direct questions or comments concerning this notice to the Flight Operations Branch (AFS-410), at 202-385-4625.

ORIGINAL SIGNED by:
Chester D. Dalbey for

John M. Allen
Director, Flight Standards Service

Appendix A. Sample OpSpec Paragraph A353, ADS-B Out Operations in the Hudson Bay Area, Canada: 14 CFR Part 121

a. Authorization. The certificate holder is authorized to conduct flight operations using Automatic Dependent Surveillance-Broadcast Transmit only capability (ADS-B Out) equipment within the bounds of the area defined by the Canadian air navigation services provider, Nav Canada, in the Hudson Bay area of Canada. This authorization may only be issued with written concurrence from the headquarters Air Transportation Division (AFS-200). This operations specification authorizes participation in ADS-B Out operations in the Hudson Bay area, under the limitations and provisions listed in subparagraph b below.

b. Limitations and Provisions:

(1) Airworthiness Requirements. The integrity of design features necessary to ensure that the ADS-B Out systems continue to meet required standards must be verified by routine maintenance inspections in conjunction with an approved continued airworthiness maintenance program. The system must meet the certification requirements established by Transport Canada Civil Aviation (TCCA). The unique International Civil Aviation Organization (ICAO) 24 bit aircraft address must be verified to be correct as assigned by the responsible authority to each airframe.

(2) Aircraft Flight Manual. An FAA-approved Aircraft Flight Manual Supplement (AFMS) or Supplemental Aircraft Flight Manual (SAFM) must be carried in the airplane at all times when the ADS-B Out equipment is installed in accordance with a STC. The certificate holder's pilot's operating handbook (POH) may be used to meet these requirements.

(3) Required Pilot Training. Except when under the supervision of an appropriately trained check airman, the flight crew must have completed an approved training program that includes ADS-B Out equipment, operating practices, procedures, conditions, and limitations before being authorized to use the ADS-B Out equipment.

(4) Authorizations. The certificate holder is authorized to use the ADS-B Out system(s) authorized in Table 1 below for ADS-B Out operations in the Hudson Bay area as defined by Nav Canada.

c. The following aircraft and equipment are approved for ADS-B operations.

Table 1 - Aircraft and Equipment Approved for ADS-B Operations

Aircraft Reg. #	Aircraft Serial #	ICAO Registration for ADS-B Equipment
TABL01	TABL02	TABL03

TEXT99

Appendix B. Sample OpSpec Paragraph A353, ADS-B Out Operations in the Hudson Bay Area, Canada: 14 CFR Part 125

a. Authorization. The certificate holder is authorized to conduct flight operations using Automatic Dependent Surveillance-Broadcast Transmit only capability (ADS-B Out) equipment within the bounds of the area defined by the Canadian air navigation services provider, Nav Canada, in the Hudson Bay area of Canada. This authorization may only be issued with written concurrence from the headquarters General Aviation and Commercial Division (AFS-800). This operations specification authorizes participation in ADS-B Out operations in the Hudson Bay area, under the limitations and provisions listed in subparagraph b below.

b. Limitations and Provisions:

(1) Airworthiness Considerations. The integrity of design features necessary to ensure that the ADS-B Out systems continue to meet required performance standards must be verified by routine maintenance inspections that may be contained within an approved maintenance program or otherwise, as required by regulation. The system must meet the certification requirements established by Transport Canada Civil Aviation (TCCA). The unique International Civil Aviation Organization (ICAO) 24 bit aircraft address must be verified to be correct as assigned by the responsible authority to each airframe.

(2) Aircraft Flight Manual. An FAA-approved Aircraft Flight Manual Supplement (AFMS) or Supplemental Aircraft Flight Manual (SAFM) must be carried in the airplane at all times when the ADS-B Out equipment is installed in accordance with a STC. The certificate holder's pilot's operating handbook (POH) may be used to meet these requirements.

(3) Required Pilot Training. Except when under the supervision of an appropriately trained check airman, the flight crew must have completed the certificate holder's training program that includes ADS-B Out equipment, operating practices, procedures, conditions, and limitations before being authorized to use the ADS-B Out equipment.

(4) Authorizations. The certificate holder is authorized to use the ADS-B Out system(s) authorized in Table 1 below for ADS-B Out operations in the Hudson Bay area as defined by Nav Canada.

c. The following aircraft and equipment are approved for ADS-B operations.

Table 1 - Aircraft and Equipment Approved for ADS-B Operations

Aircraft Reg. #	Aircraft Serial #	ICAO Registration for ADS-B Equipment
TABL01	TABL02	TABL03

TEXT99

Appendix C. Sample OpSpec Paragraph A353, ADS-B Out Operations in the Hudson Bay Area, Canada: 14 CFR Part 135

a. Authorization. The certificate holder is authorized to conduct flight operations using Automatic Dependent Surveillance-Broadcast Transmit only capability (ADS-B Out) equipment within the bounds of the area defined by the Canadian air navigation services provider, Nav Canada, in the Hudson Bay area of Canada. This authorization may only be issued with written concurrence from the headquarters Air Transportation Division (AFS-200). This operations specification authorizes participation in ADS-B Out operations in the Hudson Bay area, under the limitations and provisions listed in subparagraph b below.

b. Limitations and Provisions:

(1) Airworthiness Considerations. The integrity of design features necessary to ensure that the ADS-B Out systems continue to meet required performance standards must be verified by routine maintenance inspections that may be contained within an approved maintenance program or otherwise, as required by regulation. The system must meet the certification requirements established by Transport Canada Civil Aviation (TCCA). The unique International Civil Aviation Organization (ICAO) 24 bit aircraft address must be verified to be correct as assigned by the responsible authority to each airframe.

(2) Aircraft Flight Manual. An FAA-approved Aircraft Flight Manual Supplement (AFMS) or Supplemental Aircraft Flight Manual (SAFM) must be carried in the airplane at all times when the ADS-B Out equipment is installed in accordance with a STC. The certificate holder's pilot's operating handbook (POH) may be used to meet these requirements.

(3) Required Pilot Training. Except when under the supervision of an appropriately trained check airman, the flight crew must have completed an approved training program that includes ADS-B Out equipment, operating practices, procedures, conditions, and limitations before being authorized to use the ADS-B Out equipment.

(4) Authorizations. The certificate holder is authorized to use the ADS-B Out system(s) authorized in Table 1 below for ADS-B Out operations in the Hudson Bay area as defined by Nav Canada.

c. The following aircraft and equipment are approved for ADS-B operations.

Table 1 - Aircraft and Equipment Approved for ADS-B Operations

Aircraft Reg. #	Aircraft Serial #	ICAO Registration for ADS-B Equipment
TABL01	TABL02	TABL03

TEXT99

Appendix D. Sample OpSpec Paragraph A353, ADS-B Out Operations in the Hudson Bay Area, Canada: 14 CFR Part 121/135

a. Authorization. The certificate holder is authorized to conduct flight operations using Automatic Dependent Surveillance-Broadcast Transmit only capability (ADS-B Out) equipment within the bounds of the area defined by the Canadian air navigation services provider, Nav Canada, in the Hudson Bay area of Canada. This authorization may only be issued with written concurrence from the headquarters Air Transportation Division (AFS-200). This operations specification authorizes participation in ADS-B Out operations in the Hudson Bay area, under the limitations and provisions listed in subparagraph b below.

b. Limitations and Provisions:

(1) Airworthiness Considerations. The integrity of design features necessary to ensure that the ADS-B Out systems continue to meet required performance standards must be verified by routine maintenance inspections that may be contained within an approved maintenance program or otherwise, as required by regulation. The system must meet the certification requirements established by Transport Canada Civil Aviation (TCCA). The unique International Civil Aviation Organization (ICAO) 24 bit aircraft address must be verified to be correct as assigned by the responsible authority to each airframe.

(2) Aircraft Flight Manual. An FAA-approved Aircraft Flight Manual Supplement (AFMS) or Supplemental Aircraft Flight Manual (SAFM) must be carried in the airplane at all times when the ADS-B Out equipment is installed in accordance with a STC. The certificate holder's pilot's operating handbook (POH) may be used to meet these requirements.

(3) Required Pilot Training. Except when under the supervision of an appropriately trained check airman, the flight crew must have completed an approved training program that includes ADS-B Out equipment, operating practices, procedures, conditions, and limitations before being authorized to use the ADS-B Out equipment.

(4) Authorizations. The certificate holder is authorized to use the ADS-B Out system(s) authorized in Table 1 below for ADS-B Out operations in the Hudson Bay area as defined by Nav Canada.

c. The following aircraft and equipment are approved for ADS-B operations.

Table 1 - Aircraft and Equipment Approved for ADS-B Operations

Aircraft Reg. #	Aircraft Serial #	ICAO Registration for ADS-B Equipment
TABL01	TABL02	TABL03

TEXT99

Appendix E. Sample MSpec Paragraph MA353, ADS-B Out Operations in the Hudson Bay Area, Canada: 14 CFR Part 91 Subpart K

a. Authorization. The program manager is authorized to conduct flight operations using Automatic Dependent Surveillance-Broadcast Transmit only capability (ADS-B Out) equipment within the bounds of the area defined by the Canadian air navigation services provider, Nav Canada, in the Hudson Bay area of Canada. This authorization may only be issued with written concurrence from the headquarters General Aviation and Commercial Division (AFS-800). This management specification authorizes participation in ADS-B Out operations in the Hudson Bay area, under the limitations and provisions listed in subparagraph b below.

b. Limitations and Provisions:

(1) Airworthiness Considerations. The integrity of design features necessary to ensure that the ADS-B Out systems continue to meet required performance standards must be verified by routine maintenance inspections that may be contained within an approved maintenance program or otherwise, as required by regulation. The system must meet the certification requirements established by Transport Canada Civil Aviation (TCCA). The unique International Civil Aviation Organization (ICAO) 24 bit aircraft address must be verified to be correct as assigned by the responsible authority to each airframe.

(2) Aircraft Flight Manual. An FAA-approved Aircraft Flight Manual Supplement (AFMS) or Supplemental Aircraft Flight Manual (SAFM) must be carried in the airplane at all times when the ADS-B Out equipment is installed in accordance with a STC. The program manager's pilot's operating handbook (POH) may be used to meet these requirements.

(3) Required Pilot Training. Except when under the supervision of an appropriately trained check airman, the flight crew must have completed an approved training program that includes ADS-B Out equipment, operating practices, procedures, conditions, and limitations before being authorized to use the ADS-B Out equipment.

(4) Authorizations. The program manager is authorized to use the ADS-B Out system(s) authorized in Table 1 below for ADS-B Out operations in the Hudson Bay area as defined by Nav Canada.

c. The following aircraft and equipment are approved for ADS-B operations.

Table 1 - Aircraft and Equipment Approved for ADS-B Operations

Aircraft Reg. #	Aircraft Serial #	ICAO Registration for ADS-B Equipment
TABL01	TABL02	TABL03

TEXT99

**Appendix F. Sample LOA A353, ADS-B Out Operations in the Hudson Bay Area,
Canada: 14 CFR Part 125M**

**Letter of Authorization
Aeronautical Weather Data**

a. Authorization. The Operator/Company, authorized to conduct operations in accordance with the Letter of Deviation Authority (LODA A125), and listed at the bottom of this letter of authorization, is authorized to conduct flight operations using Automatic Dependent Surveillance-Broadcast Transmit only capability (ADS-B Out) equipment within the bounds of the area defined by the Canadian air navigation services provider, Nav Canada, in the Hudson Bay area of Canada. This authorization may only be issued with written concurrence from the headquarters General Aviation and Commercial Division (AFS-800). This letter of authorization authorizes participation in ADS-B Out operations in the Hudson Bay area, under the limitations and provisions listed in subparagraph 2 below.

b. Limitations and Provisions:

(1) Airworthiness Considerations. The integrity of design features necessary to ensure that the ADS-B Out systems continue to meet required performance standards must be verified by routine maintenance inspections that may be contained within an approved maintenance program or otherwise, as required by regulation. The system must meet the certification requirements established by Transport Canada Civil Aviation (TCCA). The unique International Civil Aviation Organization (ICAO) 24 bit aircraft address must be verified to be correct as assigned by the responsible authority to each airframe.

(2) Aircraft Flight Manual. An FAA-approved Aircraft Flight Manual Supplement (AFMS) or Supplemental Aircraft Flight Manual (SAFM) must be carried in the airplane at all times when the ADS-B Out equipment is installed in accordance with a STC. The operator/Company pilot's operating handbook (POH) may be used to meet these requirements.

(3) Required Pilot Training. Flightcrew training was conducted by TEXT01. Except when under the supervision of an appropriately trained check airman, the flight crew must have completed a training program that includes ADS-B Out equipment, operating practices, procedures, conditions, and limitations before being authorized to use the ADS-B Out equipment.

(4) Authorizations. The Operator/Company is authorized to use the ADS-B Out system(s) authorized in Table 1 below for ADS-B Out operations in the Hudson Bay area as defined by Nav Canada.

c. The following aircraft and equipment are approved for ADS-B operations.

Table 1- Aircraft and Equipment Approved for ADS-B Operations

Aircraft Reg. #	Aircraft Serial #	ICAO Registration for ADS-B Equipment
TABL01	TABL02	TABL03

TEXT99

Appendix G. Sample LOA Paragraph A353, ADS-B Out Operations in the Hudson Bay Area, Canada: 14 CFR Part 91

a. Authorization: The Operator listed at the bottom of this document is authorized to conduct flight operations using Automatic Dependent Surveillance-Broadcast Transmit only capability (ADS-B Out) equipment within the bounds of the area defined by the Canadian air navigation services provider, Nav Canada, in the Hudson Bay area of Canada. This authorization may only be issued with written concurrence from the headquarters General Aviation and Commercial Division (AFS-800). This letter of authorization authorizes participation in ADS-B Out operations in the Hudson Bay area, under the limitations and provisions listed in subparagraph 2 below.

b. Limitations and Provisions:

(1) Airworthiness Considerations. The integrity of design features necessary to ensure that the ADS-B Out systems continue to meet required performance standards must be verified by routine maintenance inspections that may be contained within an approved maintenance program or otherwise, as required by regulation. The system must meet the certification requirements established by Transport Canada Civil Aviation (TCCA). The unique International Civil Aviation Organization (ICAO) 24 bit aircraft address must be verified to be correct as assigned by the responsible authority to each airframe.

(2) Aircraft Flight Manual. An FAA-approved Aircraft Flight Manual Supplement (AFMS) or Supplemental Aircraft Flight Manual (SAFM) must be carried in the airplane at all times when the ADS-B Out equipment is installed in accordance with a STC. The operator's pilot's operating handbook (POH) may be used to meet these requirements.

(3) Required Pilot Training. Crew training conducted by TEXT01. The flight crew must have completed a training program that includes ADS-B Out equipment, operating practices, procedures, conditions, and limitations before being authorized to use the ADS-B Out equipment.

(4) Authorized Airplanes. The operator is authorized to use the aircraft listed in Table 1 below for ADS-B Out operations in the Hudson Bay area as defined by Nav Canada.

Table 1 - Aircraft and Equipment Approved for ADS-B Operations

Aircraft Reg. #	Aircraft Serial #	ICAO Registration for ADS-B Equipment
TABL01	TABL02	TABL03

c. Responsible Person. The Responsible Person for crew operations may be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen or holds a U.S. pilot certificate and accepts responsibility for complying with the stated regulations by signing this document.

(1) If the Responsible Person signing this letter of authorization relinquishes responsibility, this letter of authorization becomes invalid.

(2) Enter the name, email address, and telephone number in Table 2 of the Responsible Person signing this letter of authorization:

Table 2 - Responsible Person

Name	E-mail Address	Telephone Number
TABL04	TABL05	TABL06

TEXT99