

# NOTICE

## U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.302

National Policy

Effective Date:  
5/19/15

Cancellation Date:  
5/19/16

**SUBJ:** OpSpecs B034 and B035 for Part 129

---

**1. Purpose of This Notice.** This notice decommissions all B034, IFR Class I En Route Navigation Using Area Navigation Systems (Optional), templates and amends all B035 Class I Navigation in the U.S. Class A Airspace Using Area or Long-Range Navigation Systems (Optional) templates. This notice provides revised guidance for Federal Aviation Administration (FAA) offices and inspectors with oversight responsibility for operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) part 129.

**2. Audience.** The primary audience for this notice is International Field Offices (IFO), principal operations inspectors (POI), principal maintenance inspectors (PMI), and principal avionics inspectors (PAI) with oversight responsibility for operators issued OpSpecs under part 129. The secondary audience includes Flight Standards Service (AFS) branches and divisions 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>. Air carriers (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. Explanation of Policy Changes.** The International Programs and Policy Division (AFS-50) together with the Flight Technologies and Procedures Division (AFS-400) have decommissioned OpSpecs B034 and amended OpSpec B035.

**a. Decommissioned OpSpec B034.** B034 was initially released on December 16, 1997, and was intended to authorize operations on RNAV routes Q100, Q102, and Q105 in the Gulf of Mexico as prescribed in pages 3-INTL-63 through 3-INTL-65 of the March 5, 2015, edition of the Notice to Airmen Publication (NTAP). It was also intended to address the requirements of the current edition of 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). It does not apply to foreign air carrier operations in U.S. airspace.

**b. Amended OpSpec B035.**

- Added a selectable dropdown for Q-route;
- Renamed OpSpec to Class I Navigation En Route in U.S. Airspace Using Area or Long-Range Navigation Systems to capture RNAV below 18,000 feet;
- Incorporated an RNAV system limitation from OpSpec B031; and
- Updated inspector guidance related thereto.

**5. Action.** This is a mandatory change affecting principal inspectors (PI) with responsibility for the issuance, amendment, and oversight of OpSpecs for part 129. OpSpec B034 will need to be manually archived and OpSpec A004 reissued. Also, PIs must reissue or issue OpSpec B035 as applicable. Foreign air operators seeking to conduct RNAV below 18,000 feet in the United States must be issued OpSpec B035. This action must be accomplished within 120 days of the effective date of this notice or at such a time that A004 is being reissued (for example, when authorizing a new optional OpSpec), whichever occurs first.

**Note:** Operators of U.S.-registered aircraft operating solely outside the United States that require authorization to conduct RNAV operations in the Gulf of Mexico, Europe, or other non-U.S. areas of the world must receive such an authorization in OpSpec D108.

**6. Disposition.** We will incorporate the information in this notice into FAA Order 8900.1 before this notice expires. Please direct any questions or comments concerning the information in this notice to the International Operations Branch (AFS-52) at 202-267-0962.



John Barbagallo  
Deputy Director, Flight Standards Service

### Appendix A. Sample OpSpec B035, Class I Navigation En Route in U.S. Airspace Using Area or Long-Range Navigation Systems: 14 CFR Part 129

- a. The foreign air carrier must conduct Class I navigation en route in U.S. airspace as follows:

Aircraft Type (Make/Model/Series)	Navigation Equipment (Manufacturer/Model)	Q- Route
[Drop down list]	[Drop down list]	[Drop down list] Yes No

- b. The following limitations and provisions apply:

- (1) Aircraft and navigation systems are approved by the State of Registry.
- (2) The foreign air carrier's training program provides training, approved by the State of the Operator, for the equipment and special procedures to be used.
- (3) Except when navigation is performed under the supervision of a properly qualified check airman or check pilot, any pilot used in operations authorized by this paragraph must be qualified in accordance with the foreign air carrier's approved training program for the navigation system being used.
- (4) Unless the RNAV route specifically requires GPS or GNSS equipage, aircraft on the RNAV route must be within air traffic control (ATC) radar surveillance and communication (except for operations in Alaska). For operations in Alaska, the entire portion of the intended route of flight, using the RNAV or long-range navigation systems, shall be under ATC radar surveillance.
- (5) Aircraft that are not equipped with GPS or GNSS shall return to use of airways navigation when ATC radar fails.
- (6) An RNAV system may be used if the aircraft's position can be "reliably fixed" at least once each hour using airway navigation facilities to the degree of accuracy required for ATC. This system must be certificated for use in IFR flight for the conduct of Class I navigation over the routes being flown.
- (7) The airborne navigation equipment (VOR, DME, ADF) required to navigate is installed and operational.