NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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National Policy

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3/7/17

SUBJ: HSpec H123, Class I Navigation Using Area or Long-Range Navigation Systems with WAAS for Rotorcraft RNP 0.3 En Route and Terminal Operations

1. Purpose of This Notice. This notice announces the establishment of Helicopter Specification (HSpec) H123, Class I Navigation Using Area or Long-Range Navigation Systems with Wide Area Augmentation System (WAAS) for Rotorcraft Required Navigation Performance (RNP) 0.3 En Route and Terminal Operations. With the establishment of HSpec H123, Federal Aviation Administration (FAA) inspectors may authorize and issue HSpec H123 to operators conducting rotorcraft operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91 subpart K (part 91K) and 135. HSpec H123 templates accommodate the following bundling options:

- RNP 0.3 and Advanced RNP (A-RNP);
- RNP 0.3 with Radius to Fix (RF); and
- RNP 0.3.

2. Audience. The primary audience for this notice is certificate-holding district office (CHDO) and Flight Standards District Office (FSDO) principal inspectors (PI) and aviation safety inspectors (ASI). The secondary audience includes Flight Standards Service (AFS) branches and divisions in the regions and in headquarters (HQ) and the Rotorcraft Directorate (ASW-100).

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. 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.

4. Background for RNP 0.3 Rotorcraft Operations. The establishment of HSpec H123 was necessary in order for United States policy guidance to reflect recent updates to International Civil Aviation Organization (ICAO) Document 9613, Performance-based Navigation (PBN) Manual (Refer to the current edition of 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, Appendix D). A-RNP is added as an option to the RNP 0.3 rotorcraft environments for those operators who are operationally and functionally able to perform RF,

parallel offset, and scalability. The bundling concept is incorporated into this HSpec and lists options of RNP 0.3 and A-RNP, RNP 0.3 and RF, or RNP 0.3 only. Though not currently used in the United States, Fixed Radius Transition (FRT) and Time of Arrival Control (TOAC) may be added to the overall bundle for those who qualify. Bundling improves efficiency and reduces cost to the operator and the FAA.

5. Guidance. Detailed guidance for RNP 0.3 rotorcraft operations is available in AC 90-105. The Flight Technologies and Procedures Division (AFS-400) developed this notice. This notice contains the following:

- The sample HSpec H123 template in Appendix A applies to part 91K.
- The sample HSpec H123 template in Appendix B applies to part 121/135.
- The sample HSpec H123 template in Appendix C applies to part 135.

6. Action. This is a nonmandatory change to operations specification (OpSpec) H123. PIs should review the new templates for HSpec H123 and FAA Order 8900.1 guidance. Operators should review HSpec H123. Operators should review and incorporate the new guidance in AC 90-105, Appendix D, into their flightcrew procedures and pilot training programs. The principal operations inspectors (POI) and operators should access current qualifications and determine A-RNP qualifications and where bundling may apply.

7. Disposition. We will incorporate the information in this notice into FAA Order 8900.1 before this notice expires. Direct questions or comments concerning this notice to the Performance Based Flight Systems Branch (AFS-470) at 202-267-8806.



John Barbagallo
Deputy Director, Flight Standards Service

Appendix A. Sample HSpec H123, Class I Navigation Using Area or Long-Range Navigation Systems with WAAS for Rotorcraft RNP 0.3 En Route and Terminal Operations: 14 CFR Part 91K

a. The program manager is authorized to conduct Class I navigation in en route and terminal area operations using area navigation (RNAV) or long-range navigation systems (LRNS) approved by this paragraph, provided the special limitations and provisions of this operations specification are met. Except as provided in these operations specifications, the program manager must not conduct any other operation using RNAV or LRNS for Required Navigation Performance 0.3 (RNP 0.3) en route or terminal operations.

b. Rotorcraft and Navigation Equipment. The program manager is authorized to conduct Class I navigation en route and terminal using the following rotorcraft and navigation systems.

Table 1 – Rotorcraft, RNAV Equipment, and RNP 0.3 Authorization

Rotorcraft	Compliant RNAV System(s) and Software			Navigation Specification(s)	Additional Capabilities	Limitations and Provisions
M/M/S	Manufacturer	Model/ HW Part #	Software Part/Version/ Revision Number			
				RNP 0.3/A-RNP RNP 0.3/RF RNP 0.3	FRT TOAC FRT/TOAC	

c. RNAV Authorization for Domestic Routes. RNAV equipment that meets the performance necessary to fly en route and terminal RNP 0.3 routes are authorized in Table 1.

d. Bundling and Authorized Rotorcraft/Equipment. In Table 1, under the Navigation Specification(s) column, RNP 0.3 may be combined with Advanced RNP or RNP 0.3 with Radius to Fix (RF) or RNP 0.3 only (without the advanced option). As a minimum for Advanced RNP, the program manager must be qualified for the following Advanced RNP capabilities: scalability, RF, and parallel offset. Additionally, the Advanced RNP program manager must have adequate continuity for the operation.

e. Additional Capabilities. Fixed Radius Transitions (FRT) and/or Time of Arrival Control (TOAC) may be selected in Table 1 under additional capabilities for those who qualify for Advanced RNP.

f. Special Limitations and Provisions. The program manager must comply with the following limitations and provisions when conducting any operation authorized by this paragraph.

(1) The program manager must not conduct such operations unless the program manager's approved training program provides training for the equipment and special procedures to be used.

(2) Except when navigation is performed under the supervision of a properly qualified check airman, any pilot used in operations authorized by this paragraph must be qualified in accordance with the program manager’s approved training program for the navigation system being used.

(3) Rotorcraft operations in the continental United States using RNP 0.3 routes requiring GPS with WAAS augmented equipage must be within ATC communication. If the RNAV or the LRNS fails, notify ATC as soon as possible.

Note: Some routes may require surveillance capability as determined by ATC.

(4) Rotorcraft operations in Alaska using RNP 0.3 routes requiring GPS with WAAS augmented equipage must be within ATC communication. If the RNAV or the LRNS fails, notify ATC as soon as possible.

Note: Some routes may require surveillance capability as determined by ATC.

Appendix B. Sample HSpec H123, Class I Navigation Using Area or Long-Range Navigation Systems with WAAS for Rotorcraft RNP 0.3 En Route and Terminal Operations: 14 CFR Part 121/135

a. The certificate holder is authorized to conduct Class I navigation in en route and terminal area operations using area navigation (RNAV) or long-range navigation systems (LRNS) approved by this paragraph, provided the special limitations and provisions of this operations specification are met. Except as provided in these operations specifications, the certificate holder must not conduct any other operation using RNAV or LRNS for Required Navigation Performance 0.3 (RNP 0.3) en route or terminal operations.

b. Rotorcraft and Navigation Equipment. The certificate holder is authorized to conduct Class I navigation en route and terminal using the following rotorcraft and navigation systems.

Table 1 – Rotorcraft, RNAV Equipment, and RNP 0.3 Authorization

Rotorcraft	Compliant RNAV System(s) and Software			Navigation Specification(s)	Additional Capabilities	Limitations and Provisions
M/M/S	Manufacturer	Model/ HW Part #	Software Part/Version/ Revision Number			
				RNP 0.3/A-RNP RNP 0.3/RF RNP 0.3	FRT TOAC FRT/TOAC	

c. RNAV Authorization for Domestic Routes. RNAV equipment that meets the performance necessary to fly en route and terminal RNP 0.3 routes are authorized in Table 1.

d. Bundling and Authorized Rotorcraft/Equipment. In Table 1, under the Navigation Specification(s) column, RNP 0.3 may be combined with Advanced RNP or RNP 0.3 with Radius to Fix (RF) or RNP 0.3 only (without the Advanced RNP option). As a minimum for Advanced RNP, the certificate holder must be qualified for the following Advanced RNP capabilities: scalability, RF, and parallel offset. Additionally, the Advanced RNP certificate holder must have adequate continuity for the operation.

e. Additional Capabilities. Fixed Radius Transitions (FRT) and/or Time of Arrival Control (TOAC) may be selected in Table 1 under additional capabilities for those who qualify for Advanced RNP.

f. Special Limitations and Provisions. The certificate holder must comply with the following limitations and provisions when conducting any operation authorized by this paragraph.

(1) The certificate holder must not conduct such operations unless the certificate holder's approved training program provides training for the equipment and special procedures to be used.

(2) Except when navigation is performed under the supervision of a properly qualified check airman, any pilot used in operations authorized by this paragraph must be qualified in accordance with the certificate holder’s approved training program for the navigation system being used.

(3) Rotorcraft operations in the continental United States using RNP 0.3 routes requiring GPS with WAAS augmented equipage must be within ATC communication. If the RNAV or the LRNS fails, notify ATC as soon as possible.

Note: Some routes may require surveillance capability as determined by ATC.

(4) Rotorcraft operations in Alaska using RNP 0.3 routes requiring GPS with WAAS augmented equipage must be within ATC communication. If the RNAV or the LRNS fails, notify ATC as soon as possible.

Note: Some routes may require surveillance capability as determined by ATC.

Appendix C. Sample HSpec H123, Class I Navigation Using Area or Long-Range Navigation Systems with WAAS for Rotorcraft RNP 0.3 En Route and Terminal Operations: 14 CFR Part 135

a. The certificate holder is authorized to conduct Class I navigation in en route and terminal area operations using area navigation (RNAV) or long-range navigation systems (LRNS) approved by this paragraph, provided the special limitations and provisions of this operations specification are met. Except as provided in these operations specifications, the certificate holder must not conduct any other operation using RNAV or LRNS for Required Navigation Performance 0.3 (RNP 0.3) en route or terminal operations.

b. Rotorcraft and Navigation Equipment. The certificate holder is authorized to conduct Class I navigation en route and terminal using the following rotorcraft and navigation systems.

Table 1 – Rotorcraft, RNAV Equipment, and RNP 0.3 Authorization

Rotorcraft	Compliant RNAV System(s) and Software			Navigation Specification(s)	Additional Capabilities	Limitations and Provisions
M/M/S	Manufacturer	Model/ HW Part #	Software Part/Version/ Revision Number			
				RNP 0.3/A-RNP RNP 0.3/RF RNP 0.3	FRT TOAC FRT/TOAC	

c. RNAV Authorization for Domestic Routes. RNAV equipment that meets the performance necessary to fly en route and terminal RNP 0.3 routes are authorized in Table 1.

d. Bundling and Authorized Rotorcraft/Equipment. In Table 1, under the Navigation Specification(s) column, RNP 0.3 may be combined with Advanced RNP or RNP 0.3 with Radius to Fix (RF) or RNP 0.3 only (without the Advanced RNP option). As a minimum for Advanced RNP, the certificate holder must be qualified for the following Advanced RNP capabilities: scalability, RF, and parallel offset. Additionally, the Advanced RNP certificate holder must have adequate continuity for the operation.

e. Additional Capabilities. Fixed Radius Transitions (FRT) and/or Time of Arrival Control (TOAC) may be selected in Table 1 under additional capabilities for those who qualify for Advanced RNP.

f. Special Limitations and Provisions. The certificate holder must comply with the following limitations and provisions when conducting any operation authorized by this paragraph.

(1) The certificate holder must not conduct such operations unless the certificate holder's approved training program provides training for the equipment and special procedures to be used.

(2) Except when navigation is performed under the supervision of a properly qualified check airman, any pilot used in operations authorized by this paragraph must be qualified in accordance with the certificate holder’s approved training program for the navigation system being used.

(3) Rotorcraft operations in the continental United States using RNP 0.3 routes requiring GPS with WAAS augmented equipage must be within ATC communication. If the RNAV or the LRNS fails, notify ATC as soon as possible.

Note: Some routes may require surveillance capability as determined by ATC.

(4) Rotorcraft operations in Alaska using RNP 0.3 routes requiring GPS with WAAS augmented equipage must be within ATC communication. If the RNAV or the LRNS fails, notify ATC as soon as possible.

Note: Some routes may require surveillance capability as determined by ATC.