The Systems listed below have been assessed, evaluated and determined to meet NORSEE criteria.

Systems not listed may require an issue paper to document the determination of their meeting NORSEE criteria. An early discussion with the ACO is strongly recommended prior to pursuing a NORSEE approval.

System	Explanation/Detail of NORSEE Limitation(s)	Allowable DAL Reduction Level
Terrain Advisory Systems	"Terrain Advisory Systems" cannot be used to meet any regulatory airworthiness or operational credit where "HTAWS" TSO-C194 is listed as a required system. "Terrain Advisory Systems" may contain some or all TSO-C194 equipment, but the system installed performance at the aircraft level either does not meet the TSO-C194 & DO-309 MOPS, or has not been evaluated under a TC or STC program to ensure the system installed performance meets the TSO-C194 & DO-309 MOPS. Terrain Advisory Systems have not been determined to meet the Major Hazard Classification (on the order of 1 X 10^{-5})	DAL D
Attitude Display Indicator	Attitude Display Indicator (ADI) cannot be used to meet any regulatory airworthiness operational credit, where an ADI is listed as required equipment. ADI has not been determined to meet the Hazardously Misleading Information Classification (on the order of 1 X 10^{-7})	DAL C

Autopilots and Stability Augmentation Systems (SAS)	Autopilots and Stability Augmentation Systems (SAS) that are not used to meet any regulatory airworthiness requirement or operational credit, where the handling qualities of the basic rotorcraft, or for IFR certification are required to be augmented to meet minimum standards. Hard over malfunctions are typically assumed to be Catastrophic "DAL A" unless demonstrated by flight testing to be assessed as less.	DAL B The DAL reduction from level A to B is assumed here unless the applicant successfully demonstrates hard overs to be less, in which case the NORSEE would reduce the DAL one level from that demonstration but not below DAL D.
Wire Strike Detection / Avoidance Systems	Systems that can be shown to reduce the likelihood of a wire strike event by providing the flight crew with information in the cockpit to make flight path deviation decisions to avoid the event are typically assessed as Major "DAL C".	DAL D

Traffic Collision Avoidance Systems	Systems that can be shown to reduce the likelihood of a traffic collision event by providing the flight crew with information in the cockpit to make flight path deviation decisions to avoid the event are typically assessed as Major "DAL C".	DAL D
Bird Strike Detection / Avoidance Systems	Systems that can be shown to reduce the likelihood of a bird strike event by providing the flight crew with information in the cockpit to make flight path deviation decisions to avoid the event are typically assessed as Major "DAL C".	DAL D