



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

NOTICE
N 8000.335

Effective Date:
11/17/06
Cancellation Date:
11/17/07

SUBJ: Operations Specifications C358 and the Associated Letter of Authorization

1. PURPOSE. This notice provides guidance to certificate holders, operators, and program managers conducting operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91 subpart K, 121, 125 (including the Letter of Deviation Authority (LODA) 125 holders), and 135, as applicable.

a. Nonstandard operations specification (OpSpec)/management specification (MSpec) C358 or a nonstandard Letter of Authorization (LOA), as applicable, is used for authorizing special restrictions for foreign area navigation (RNAV) terminal instrument procedures with required navigation performance (RNP) lines of minima.

b. The “RNP-like” RNAV procedures described in this notice have RNP lines of minima of 0.3 or less, radius to a fix (RF) legs, and/or missed approach requiring RNP less than 1.0, but are designed to criteria different from 14 CFR part 97 RNP special aircraft aircrew authorization required (SAAAR) procedures.

2. DISTRIBUTION. We will distribute this notice to the division level in the Flight Standards Service in Washington headquarters, including the Regulatory Standards Division at the Mike Monroney Aeronautical Center; to the branch level in the regional Flight Standards divisions; and to all Flight Standards District Offices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avr.faa.gov>. Operators may find this information on the Federal Aviation Administration’s (FAA) Web site at: http://www.faa.gov/library/manuals/examiners_inspectors/8000/.

a. The United States has developed part 97 criteria for, and is publishing RNP instrument approach procedures with, SAAAR criteria. The Federal Aviation Administration (FAA) expects that the International Civil Aviation Organization (ICAO) will adopt the part 97 RNP SAAR criteria and also publish RNP procedures that will be identified with Authorization Required (AR).

b. Until the development of ICAO criteria, some countries are publishing interim foreign RNAV “RNP-like” procedures that have some criteria of RNP SAAAR (e.g., RF legs, RNP of 0.3 or less, and/or missed approach requiring RNP less than 1.0). These interim foreign procedures will be titled as RNAV and may or may not be labeled as AR. Once ICAO has adopted the U.S. RNP SAAAR criteria, foreign countries may redesign these interim foreign procedures to meet the ICAO RNP criteria. Until then, these interim foreign “RNP-like” procedures will be identified in all (nonstandard) OpSpec/MSpec/LOA C358 templates, Special Restrictions for Foreign RNAV Terminal Instrument Procedures with RNP Lines of Minima.

Distribution: A-W(FS)-2; A-X(FS)-3; A-FFS-7 (LTD); AMA-200 (12 cys)
(Electronically: A-W(FS)-2; A-X(FS)-2; A-FFS-7)

Initiated By: AFS-260

c. U.S. operators currently qualified and authorized OpSec/MSpec/LOA C384 to conduct RNP SAAAR procedures will be considered qualified to conduct these interim foreign “RNP-like” procedures when their flight crewmembers have completed the appropriate training specific to these foreign procedures.

d. U.S. operators not qualified for part 97 RNP SAAAR procedures (OpSec/MSpec/LOA C384) may request nonstandard authorization from FAA headquarters to conduct these interim foreign “RNP-like” procedures after demonstrating that their airplane equipment meets the requirements of the approach design, and their flight crewmembers have been trained in the appropriate procedures. See Order 8400.10, Air Transportation Operations Inspector’s Handbook, volume 3, chapter 1, section 2, subparagraphs 39–41 for nonstandard authorization guidance.

3. GUIDANCE. Appendix 1 of this notice provides the handbook guidance for this new nonstandard OpSec/MSpec/LOA C358. Appendix 2 provides a sample of the C358 template, Special Restrictions for Foreign RNAV Terminal Instrument Procedures with RNP Lines of Minima. Operations inspectors should use the nonstandard authorization request process (see Order 8400.10, vol. 3, ch. 1, section 2) and Appendix 1 of this notice in its entirety instead of the current guidance in Order 8400.10, vol. 3, ch. 1, section 5.

4. ACTION. Principal operations inspectors shall inform operators whom they are responsible for of the new nonstandard OpSpec/MSpec/LOA C358 template (Appendix 2) and the requirements for the authorization (Appendix 1).

5. DISPOSITION. We will permanently incorporate the information in this notice in FSIMS before this notice expires. Any questions regarding the guidance in this notice should be directed to the Air Carrier Operations Branch, AFS-220, at (202) 267–8166, the Flight Operations Branch, AFS-410, at (202) 385–4586, or the Commercial Operations Branch, AFS-820, at (202) 267–3825. For automated Operations Safety System (OPSS) technical support in issuing the applicable template, you may call the OPSS Support Hotline at (405) 954–7272. This guidance is also available in the OPSS Guidance Subsystem in association with all C358 templates.

James J. Ballough
Director, Flight Standards Service

Order 8400.10, Volume 3, Chapter 1, Section 5, OpSpec/Mpec/LOA C358, Special Restrictions for Foreign RNAV Terminal Instrument Procedures with RNP Lines of Minima.

NOTE: To obtain the nonstandard authorization C358, the operator is required to use the nonstandard request process. See Order 8400.10, vol. 3, ch. 1, section 2, paragraphs 39–41, for the nonstandard request process. For operators conducting operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 121 or 135, the formal request must be requested through the Air Transportation Division, AFS-200. For operators conducting operations under 14 CFR part 125, including part 125 Letter of Deviation Authority (LODA) holders, or under part 91, subpart K, the same nonstandard request process must be used and submitted through the General Aviation Division, AFS-800. The airplane qualification package should be sent simultaneously to the Flight Technologies and Procedures Division, AFS-400 for evaluation. AFS-400 will coordinate with the appropriate policy division for final approval of this nonstandard authorization for ALL operator requests.

A. Nonstandard Authorization. The nonstandard template C358 authorizes a qualified operator to conduct certain “RNP-like” foreign area navigation (RNAV) terminal instrument procedures with required navigation procedures (RNP) lines of minima. These “RNP-like” foreign RNAV approaches are not designed to the same criteria as U.S. part 97 RNAV RNP special aircraft and aircrew required (SAAAR) procedures. Only the selectable procedures in Table 1 of the C358 template may be authorized. International Civil Aviation Organization (ICAO) uses the term Authorization Required (AR) rather than SAAAR. The term AR may appear on “RNP-like” foreign RNAV procedures with RNP lines of minima regardless of the design criteria.

NOTE: “RNP-like” foreign RNAV procedures with RNP minima that meet part 97 RNAV RNP SAAAR procedure design criteria are not available for selection in the C358 template, Table 1, and require authorization via the authorization of template C384.

(1) C358 authorization is granted through the nonstandard authorization request process (see Order 8400.10, vol. 3, ch. 1, section 2).

(2) C358 authorization is applicable to operators conducting operations under parts 91, 91 subpart K, 121, 125 (including those with a LODA 125M), and 135.

(3) Procedures with RNP lines of minima. These “RNP-like” foreign RNAV procedures have RNP lines of minima of 0.3 or less, and/or a radius to a fix (RF) leg required, and/or the missed approach requiring an RNP less than 1.0. RNP less than 0.3 specified in the line of minima (RNP line of minima refers to the minimum altitude for the approach and has an RNP requirement associated with it, e.g., there may be minima of 250 ft. for RNP 0.11 and a separate line of minima of 350 ft. for RNP 0.20).

(4) U.S. RNAV RNP SAAAR procedures are authorized (nonstandard template C384) using the guidance in Advisory Circular (AC) 90-101, Approval Guidance for RNP Procedures with SAAAR. The foreign “RNP-like” RNAV procedures in Table 1 are authorized using the portions of AC 90-101 that apply to the particular RNP procedure design criteria for each approach.

Sample Table 1 - Special Restrictions for “RNP-like” Foreign RNAV Terminal Instrument Procedures with RNP Lines of Minima

(Only those procedures allowed for authorization will be available as selectables in the C358 template.)

Airport	Procedure Identification	Procedure Requirements
<i>QUITO, Ecuador (SEQU-UIO)</i>	<i>/ RNAV (RNP) Rwy 17 / VNAV path required, RF leg required, RNP 0.15, Missed approach RNP < 1.0</i>	
<i>QUITO, Ecuador (SEQU-UIO)</i>	<i>/ RNAV (RNP) Rwy 35 / VNAV path required, RF leg required, RNP 0.15, Missed approach RNP < 1.0</i>	

B. Airplane Qualification. The airplane qualification must meet the guidelines established in AC 90-101, appendix 2, with the following EXCEPTIONS:

(1) Principal operations inspectors (POIs) should send the formal nonstandard request to the appropriate headquarters division stating that the airplane qualification and operating procedures have been sent to AFS-400 for evaluation. POIs should simultaneously submit the airplane qualification and operating procedures package to AFS-400 as described in the AC 90-101, appendix 7 checklist.

(2) The vertical accuracy requirement as written in AC 90-101, appendix 2, paragraph 2c is not required for this authorization. Vertical guidance in these foreign “RNP-like” procedure(s) is based on Barometric Vertical Navigation (baro-VNAV). Eligible aircraft are those with an Aircraft Flight Manual (AFM) or AFM Supplement that explicitly states that the VNAV system is approved for approach operations in accordance with FAA AC 20-129, Airworthiness Approval of Vertical Navigation (VNAV) Systems for use in the U.S. National Airspace System (NAS) and Alaska, or those with written documentation (e.g., Flight Standardization Board (FSB) report or other official documentation) verifying eligibility.

(3) Airspace containment (AC 90-101, appendix 2, paragraph 2d). The airspace containment requirement as written in AC 90-101 is not required for this authorization. Airplanes that are qualified to conduct RNAV operations in accordance with applicable directives and have the proper RNAV capability (e.g., global positioning system (GPS), RF leg capability) for the procedure(s) listed may be authorized.

C. Operating Considerations. The operator must establish operating procedures that meet the applicable guidelines of AC 90-101, appendix 4. Operating procedures must incorporate all operational mitigations based on equipment authorization. For example, if RF leg is authorized, an operational mitigation is required if the equipment engages in Track Hold mode when a go-

around is selected. (Track Hold would not follow the Lateral Navigation (LNAV) path when a go-around is initiated in or shortly after an RF leg.) Submit the operating procedures package to AFS-400 as described in the AC 90-101 checklist in appendix 7. The operating procedures must meet the guidelines established in AC 90-101, appendix 4, with the following EXCEPTIONS.

(1) Vertical track deviation monitoring limit of 75 feet (AC 90-101, appendix 4, paragraph 3g.). The track deviation monitoring limit of 75 feet vertically as written in AC 90-101 is not required for this authorization. Eligible airplanes, in accordance with baro-VNAV requirements, must be equipped with and operationally using either a flight director or autopilot capable of following the vertical path.

(2) Verification of the most current airport altimeter is set prior to the final approach fix (FAF) but no earlier than the initial approach fix (IAF) (AC 90-101, appendix 4, paragraph 3k). The altimeter setting requirement as written in AC 90-101 is not required for this authorization. Although the listed procedure(s) require(s) the current altimeter setting for the airport of intended landing, the flightcrew is not required to verify the setting between the IAF and the FAF. Normal flightdeck procedures must meet this requirement.

D. Training. The flightcrew must complete the operator's approved RNP instrument approach procedure training program for these procedures and qualify for RNP instrument approach operations by one of the operator's check airmen/check pilot, as applicable, or by an FAA inspector. The guidance of AC 90-101, appendix 5, must be addressed in the training program.

(1) For operators authorized RNP SAAAR instrument approaches for the aircraft equipment listed in Table 2 of the C358 authorization, only the specific differences from RNP SAAAR procedures that apply to the "RNP-like" foreign RNAV instrument procedures listed in Table 1 of the C358 authorization, must be trained.

(2) Flightcrew members of operators that are not authorized for RNP SAAAR for the aircraft equipment listed in Table 2 of the C358 authorization, the applicable subjects of AC 90-101, appendix 5 must be trained:

(a) Guidance of AC 90-101, appendix 5, must be followed except where a task analysis has shown that the crew knowledge and skills for RNP SAAAR do not apply to the "RNP-like" foreign RNAV instrument procedure(s) authorized in Table 1.

(b) Unique RNP approach criteria that apply to the "RNP-like" foreign RNAV instrument procedure(s) authorized in Table 1.

E. The airplane(s) and navigation systems approved for "RNP-like" foreign RNAV terminal instrument procedures with RNP lines of minima must be listed in Table 2 of the C358 authorization as follows:

(1) The approved navigation systems AND the specific software version must be listed.

(2) The table must identify the authorized use of a coupled autopilot or a flight director which is provided as a selectable in the automated Operations Safety System (OPSS) in processing the authorization.

(3) The lowest RNP authorized must be listed.

Sample Table 2 - Airplanes and Navigation Systems Eligible for “RNP-like” Foreign RNAV Terminal Instrument Procedures with RNP Lines of Minima

Airplane M/M/S	Navigation System M/M/ Software Version	Limitations and Restrictions	Autopilot Coupled or Flight Director Required	Lowest RNP
B-737-490	Smiths FMCS/FMC 2907A4 or 2907C1 with U10.5A	Not authorized to exceed temperature limits of the approach Not authorized RNP parallel approach operations (RPA) Not authorized RNP parallel approach runway transitions (RPAT)	Either FD or AP Autopilot only	RNP-0.15 RNP-0.11

F. Execution of an “RNP-like” foreign RNAV instrument procedure requires the current, local altimeter setting for the airport of intended landing. Remote altimeter settings are not allowed.

G. VNAV Path Requirements. An airplane(s) with an airworthiness approval for baro-VNAV approach operations in accordance with AC 20-129 must be equipped with and operationally use either a flight director or autopilot capable of following the vertical path.

H. Unlike RNP SAAAR C384 authorization, there is no interim approval required for this nonstandard authorization in C358. The operator must submit the following information on a continuous basis every 30 days to the POI for his/her evaluation of the continuing use of the authorization (AC 90-101, appendix 6, paragraph 1):

- (1) Total number of the “RNP-like” foreign RNAV approach procedures conducted;
- (2) Number of satisfactory approaches by aircraft/system (satisfactory if completed as planned without any navigation or guidance system anomalies); and
- (3) Unsatisfactory approaches must be included in the report and must include, but are not limited to, the following:
 - (a) UNABLE REQ NAV PERF, NAV ACCUR DOWNGRAD, or other RNP messages during any approach;
 - (b) Excessive lateral or vertical deviation;

- (c) Terrain Awareness and Warning System (TAWS) warning;
- (d) Autopilot system disconnect;
- (e) Navigation data errors; and
- (f) Pilot report of any anomaly.

Sample OpSpec/MSpec/LOA C358. Special Restrictions for “RNP-like” Foreign RNAV Terminal Instrument Procedures with RNP Lines of Minima.

a. The operator is authorized to conduct the “RNP-like” foreign RNAV terminal instrument procedures with Required Navigation Performance (RNP) lines of minima specified in Table 1 of this operations specification/management specification/Letter of Authorization (LOA) using the airplane(s) identified in Table 2.

(1) The operator shall conduct all operations at these airports, using these instrument procedures, in accordance with the restrictions specified for that airport and this operations specification/management specification/LOA.

(2) The operator shall not use an IFR landing minimum for these approaches except in accordance with this operations specification/management specification/LOA.

(3) The “RNP-like” foreign procedures in Table 1 are **not** designed to U.S. RNP SAAAR criteria. The procedures listed in Table 1 include RNP lines of minima of 0.3 or less, and/or RF legs, and/or missed approach requiring RNP less than 1.0.

Note: Foreign RNP procedures designed to U.S. RNP SAAAR criteria are authorized with nonstandard C384 authorization.

b. Nonstandard Authorization. Prior approval by the Flight Standards Air Transportation Division or General Aviation and Commercial Division, as appropriate, is required for the issuance of this nonstandard authorization.

c. The operator must submit the following information on a continuous basis every 30 days to its principal operations inspector (POI) for his/her evaluation for continuing the authorization:

(1) Total number of foreign RNP approach procedures conducted in accordance with this operations specification/management specification.

(2) Number of satisfactory approaches by airplane/system (Satisfactory if completed as planned without any navigation or guidance system anomalies).

(3) Number of unsatisfactory approaches including, but are not limited to, the following:

(a) UNABLE REQ NAV PERF, NAV ACCUR DOWNGRAD, or other RNP messages during any approach.

(b) Excessive lateral or vertical deviation.

(c) TAWS warning.

(d) Autopilot system disconnect.

(e) Navigation data errors.

(f) Pilot report of any anomaly.

d. Interim authorization is not required.

e. The following “RNP-like” foreign RNAV terminal instrument procedures with RNP lines of minima are authorized:

Table 1 - Special Restrictions for “RNP-like” Foreign RNAV Terminal Instrument Procedures with RNP Lines of Minima

(Only those procedures allowed for authorization will be available as selectables in the C358 template)

Airport	Procedure Identification	Procedure Requirements
<i>QUITO, Ecuador (SEQU-UIO) / RNAV (RNP) Rwy 17 / VNAV path required, RF leg required, RNP 0.15, Missed approach RNP < 1.0</i>		
<i>QUITO, Ecuador (SEQU-UIO) / RNAV (RNP) Rwy 35 / VNAV path required, RF leg required, RNP 0.15, Missed approach RNP < 1.0</i>		

f. Flightcrew Training. The flightcrew must have completed the operator’s approved RNP training program in at least a level C simulator and qualify for these “RNP-like” operations with one of the operator’s check airmen/check pilot or FAA inspector.

g. The airplane(s) and operating procedures must meet the requirements established in AC 90-101 where the procedure requirements of Table 1 differ from RNP SAAAR.

(1) Verification that the most current airport altimeter is set prior to the final approach fix (FAF) but not earlier than the IAF is not required. Execution of these foreign RNAV instrument approach procedures with RNP lines of minima requires the current, local altimeter setting for the airport of intended landing. Completion of these approaches with a remote altimeter setting is not authorized.

(2) Vertical track deviation monitoring limit of 75 feet is not required. Eligible aircraft, in accordance with baro-VNAV requirements, must be equipped with and operationally using either a flight director or autopilot capable of following the vertical path.

h. The airplane(s) and navigation systems approved for foreign RNAV terminal instrument procedures with RNP lines of minima in Table 1 above are listed in Table 2 below:

Table 2 - Airplanes and Navigation Systems Eligible for Foreign RNAV Terminal Instrument Procedures with RNP Lines of Minima

M/M/S	Navigation System M/M/ Software Version	Limitations and Restrictions	Autopilot Coupled or Flight Director Required	Lowest RNP
TABL01	TABL02	TABL03	TABL04	TABL05

TEXT99