



**CHAPTER 5.**

**HELICOPTER COMMUNICATION  
AND NAVIGATION EQUIPMENT**

**5.1 Communication equipment**

5.1.1 A helicopter to be operated in accordance with IFR or at night shall be provided with radio communication equipment. Such equipment shall be capable of conducting two-way communication with those aeronautical stations and on those frequencies prescribed by the appropriate authority.

*Note.— The requirements of 5.1.1 are considered fulfilled if the ability to conduct the communications specified therein is established during radio propagation conditions which are normal for the route.*

5.1.2 When compliance with 5.1.1 requires that more than one communication equipment unit be provided, each shall be independent of the other or others to the extent that a failure in any one will not result in failure of any other.

5.1.3 A helicopter to be operated in accordance with VFR, but as a controlled flight, shall, unless exempted by the appropriate authority, be provided with radio communication equipment capable of conducting two-way communication at any time during flight with such aeronautical stations and on such frequencies as may be prescribed by the appropriate authority.

5.1.4 A helicopter to be operated on a flight to which the provisions of 4.3 or 4.4 apply shall, unless exempted by the appropriate authority, be provided with radio communication equipment capable of conducting two-way communication at any time during flight with such aeronautical stations and on such frequencies as may be prescribed by the appropriate authority.

5.1.5 RESERVED

5.1.6 For flights in defined portions of airspace or on routes where an RCP type has been prescribed, a helicopter shall, in addition to the requirements specified in 5.1.1 to 5.1.5:

- a) be provided with communication equipment which will enable it to operate in accordance with the prescribed RCP type(s); and



b) be authorized by the State of Registry for operations in such airspace.

*Note.— Information on RCP and associated procedures, and guidance concerning the approval process, are contained in the Manual on Required Communications Performance (RCP) (Doc 9869). This document also contains references to other documents produced by States and international bodies concerning communication systems and RCP.*

## **5.2 Navigation equipment**

5.2.1 A helicopter shall be provided with navigation equipment which will enable it to proceed:

- a) in accordance with its flight plan; and
- b) in accordance with the requirements of air traffic services;

except when, if not so precluded by the appropriate authority, navigation for flights under VFR is accomplished by visual reference to landmarks. For international general aviation, landmarks shall be located at least every 110 km (60 NM).

5.2.2 For operations where a navigation specification for performance-based navigation has been prescribed, a helicopter shall, in addition to the requirements specified in 5.2.1:

- a) be provided with navigation equipment which will enable it to operate in accordance with the prescribed navigation specification(s); and
- b) be authorized by the State of the Operator for such operations.

*Note.— Information on performance-based navigation and associated procedures, and guidance concerning the implementation and operational approval process, are contained in the Performance-based Navigation (PBN) Manual (Doc 9613). This document also contains a comprehensive list of references to other documents produced by States and international bodies concerning navigation systems.*

5.2.3 The helicopter shall be sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the helicopter to navigate in accordance with 5.2.1 and, where applicable, 5.2.2.

*Note.— For international general aviation, this requirement may be met by means other than the duplication of equipment.*

5.2.4 On flights in which it is intended to land in instrument meteorological conditions, a helicopter shall be provided with appropriate navigation equipment providing guidance to a point from which a visual landing can be effected. This equipment shall be capable of providing such guidance at each heliport at which



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it is intended to land in instrument meteorological conditions and at any designated alternate heliports.

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