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| **Operator name**: **IT.AOC.\_\_\_ /. A/C types:** | | | | | | |
| **LNAV** 🞎 **LNAV/VNAV** 🞎 **LPV(SBAS)** 🞎 **RNAV/RNP \_\_** 🞎 | | Y: applicable | | N: not applicable | | |
| **Requirements reference** | **Subject** | | Y | | N | OM entry  *(if required)* |
| AMC3 ORO.MLR.100 | *OMA – 8.3.2 – Navigation procedures* | |  | |  |  |
| *OMB – 1 – Limitations - MEL* | |  | |  |  |
| ORO.FC.145 | *PBN FSTD capability*  *The FSTD shall replicate the aircraft used by the operator, as far as practicable. Differences between the FSTD and the aircraft shall be described and addressed through a briefing or training, as appropriate.* | |  | |  | *(approval)* |
| AMC1 ORO.FC.220 | *OCC update:*   * *Ground training* * *Flight training (For specific operations additional training is carried out)* * *LIFUS (if necessary)* | |  | |  | *(approval*) |
| AMC1 ORO.FC. 230(b)(1)(i) | *Operator Proficiency Checks (A)*  *At least one of the 3D or 2D approach operations should be an* ***RNP APCH*** *or RNP AR APCH operation;* | |  | |  | *(approval)* |
| AMC1 ORO.FC. 230(b)(1)(ii)(B) | *Operator Proficiency Checks (H)*  *For pilots required to engage in IFR operations, proficiency checks include the following additional abnormal/emergency procedures:*   * *at least one of the 3D or 2D approach operations should be an* ***RNP APCH*** *or RNP AR APCH operation;* | |  | |  | *(approval)* |
| AMC2 ORO.GEN.160 | *The operator shall have in place a system for investigating a reportable event to determine if it is due to an improperly coded procedure or a navigation database error. The operator should initiate corrective actions for such an event* | |  | |  |  |
| CAT.OP.MPA.126 | *The relevant PBN navigation specification is stated in the AFM* *or other document that has been approved by the certifying authority as part of an airworthiness assessment or is based on such approval* | |  | |  |  |
| AMC1 CAT.OP.MPA.126 | *Normal, abnormal and contingency procedures* | |  | |  |  |
| *Electronic navigation database management* | |  | |  |  |
| *Relevant entries in the minimum equipment list (MEL)* | |  | |  | *(approval)* |
| *Specify the flight crew qualification and proficiency constraints* | |  | |  |  |
| *The training programme is consistent with the intended operation* | |  | |  | *(approval)* |
| *Ensure continued airworthiness* | |  | |  |  |
| AMC2 CAT.OP.MPA.  126(a) | *At navigation system initialisation, the flight crew confirms that the navigation database is current and verifies that the aircraft position has been entered correctly* | |  | |  |  |
| *The active flight plan is checked by comparing the charts or other applicable documents with navigation equipment and displays including confirmation of the departing runway and the waypoint sequence, reasonableness of track angles and distances, any altitude or speed constraints, and, where possible, which waypoints are fly-by and which are fly-over* | |  | |  |  |
| *The flight crew checks that the navigation aids critical to the operation of the intended PBN procedure are available.* | |  | |  |  |
| *The flight crew confirms the navigation aids that should be excluded from the operation* | |  | |  |  |
| *An arrival, approach or departure procedure are not used if the validity of the procedure in the navigation database has expired* | |  | |  |  |
| AMC2 CAT.OP.MPA.  126(b) | *Prior to commencing a take-off on a PBN procedure, the flight crew checks that the indicated aircraft position is consistent with the actual aircraft position at the start of the take-off roll (aeroplanes) or lift-off (helicopters).* | |  | |  |  |
| *Where GNSS is used, the signal is acquired before the take-off roll (aeroplanes) or lift-off (helicopters) commences* | |  | |  |  |
| AMC2 CAT.OP.MPA.  126(c) | *On arrival the flight crew verifies that the navigation system is operating correctly and the correct arrival procedure and runway (including any applicable transition) are entered and properly depicted.* | |  | |  |  |
| *Any published altitude and speed constraints are observed* | |  | |  |  |
| *The flight crew checks approach procedures (including alternate) as extracted by the system, in order to confirm the correct loading of the procedure* | |  | |  |  |
| *Prior to commencing the approach operation (before the IAF), the flight crew verifies the correctness of the loaded procedure by comparison with the appropriate approach charts* | |  | |  |  |
| AMC2 CAT.OP.MPA.  126(d) | *The flight crew sets and confirms the correct altimeter setting and checks that the two altimeters provide altitude values that do not differ more than 100 ft at the most at or before the final approach fix (FAF).* | |  | |  |  |
| *the flight crew does not commence the approach when the aerodrome temperature is outside the promulgated aerodrome temperature limits for the procedure unless the area navigation system is equipped with approved temperature compensation for the final approach.* | |  | |  |  |
| *When the temperature is within promulgated limits, the flight crew does not make compensation to the altitude at the FAF and DA/H;* | |  | |  |  |
| *For RNP APCH operations to LNAV minima, the flight crew considers the effect of temperature on terrain and obstacle clearance in all phases of flight, in particular on any step-down fix.* | |  | |  |  |
| AMC2 CAT.OP.MPA.  126(e) | *For multi-sensor systems, the flight crew should verifies, prior to approach, that the GNSS sensor is used for position computation* | |  | |  |  |
| *Flight crew of aircraft with RNP input selection capability confirms that the indicated RNP value is appropriate for the PBN operation* | |  | |  |  |
| AMC3 CAT.OP.MPA.126 | *For RNAV 1, RNAV 2, RNP 1, RNP 2, and RNP APCH, the flight crew is neither insert nor modify waypoints by manual entry into a procedure (departure, arrival or approach) that has been retrieved from the database.* | |  | |  |  |
| *The lateral and vertical definition of the flight path between the FAF and the missed approach point (MAPt) retrieved from the database is not be revised by the flight crew* | |  | |  |  |
| AMC4 CAT.OP.MPA.126 | *For RNAV 1, RNP 1, and RNP APCH operations, the flight crew uses a lateral deviation indicator, and where available, flight director and/or autopilot in lateral navigation mode* | |  | |  |  |
| *The appropriate displays are selected so that the following information can be monitored:*   * *the computed desired path* * *aircraft position relative to the lateral path (cross-track deviation)* * *aircraft position relative to the vertical path (for a 3D operation).* | |  | |  |  |
| *The flight crew maintains procedure centrelines unless authorised to deviate by air traffic control (ATC) or demanded by emergency conditions* | |  | |  |  |
| *Cross-track error/deviation is normally be limited to ± ½ time the RNAV/RNP value associated with the procedure.* *Brief deviations from this standard (e.g. overshoots or undershoots during and immediately after turns) up to a maximum of 1 time the RNAV/RNP value should be allowable.* | |  | |  |  |
| *For a 3D approach operation, the flight crew uses a vertical deviation indicator and, where required by AFM limitations, a flight director or autopilot in vertical navigation mode* | |  | |  |  |
| *Deviations below the vertical path does not exceed 75 ft at any time* *and not more than 75 ft above the vertical profile, at or below 1 000 ft above aerodrome level.* | |  | |  |  |
| *The flight crew executes a missed approach if the vertical deviation exceeds this criterion, unless the flight crew has in sight the visual references required to continue the approach.* | |  | |  |  |
| AMC5 CAT.OP.MPA.126 | *‘Direct to’ clearances may be accepted to the IF provided that it is clear to the flight crew that the aircraft will be established on the final approach track at least 2 NM before the FAF.* | |  | |  |  |
| *‘Direct to’ clearance to the FAF are not acceptable.* | |  | |  |  |
| *The final approach trajectory is intercepted no later than the FAF in order for the aircraft to be correctly established on the final approach track before starting the descent* | |  | |  |  |
| *‘Direct to’ clearances to a fix that immediately precede an RF leg is not permitted.* | |  | |  |  |
| AMC6 CAT.OP.MPA.126 | *Unless the flight crew has sufficient visual reference to continue the approach operation to a safe landing, an RNP APCH operation is discontinued if:*  *(1) navigation system failure is annunciated (e.g. warning flag);*  *(2) lateral or vertical deviations exceed the tolerances;*  *(3) loss of the on-board monitoring and alerting system.* | |  | |  |  |
| *Where vertical guidance is lost while the aircraft is still above 1 000 ft AGL, the flight crew may decide to continue the approach to LNAV minima, when supported by the navigation system.* | |  | |  |  |
| AMC7 CAT.OP.MPA.126 | *The flight crew should make the necessary preparation to revert to a conventional arrival procedure where appropriate* | |  | |  |  |
| *In the event of loss of PBN capability, the flight crew navigates using an alternative means of navigation* | |  | |  |  |
| *The flight crew notifies ATC of any problem with PBN capability* | |  | |  |  |
| *In the event of communication failure, the flight crew continues with the operation in accordance with published lost communication procedures.* | |  | |  |  |
| CAT.IDE.A.345 | *For PBN operations the aircraft shall meet the airworthiness certification requirements for the appropriate navigation specification.* | |  | |  |  |
| GM2 CAT.IDE.A.345 | *The performance of the aircraft is usually stated in the AFM. The following documents are also considered acceptable sources of information:*  *(1) AFM, supplements thereto, and documents directly referenced in the AFM;*  *(2) FCOM or similar document;*  *(3) Service Bulletin or Service Letter issued by the TC holder or STC holder;*  *(4) approved design data or data issued in support of a design change approval;*  *(5) any other formal document issued by the TC or STC holders stating compliance with PBN specifications.* | |  | |  |  |
| GM3 CAT.IDE.A.345 | *Because functional and performance requirements are defined for each navigation specification, an aircraft approved for an RNP specification is not automatically approved for all RNAV specifications.* | |  | |  |  |
| ORO.GEN.200 | *Management of change* | |  | |  |  |
| **NOTE :** | | | | | | |

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