


OPERATIONS ADVISORY NOTICE (OAN)		 Transport Malta Civil Aviation Directorate Flight Operations Inspectorate Vjal L-Avjazzjoni Luqa LQA 9023 Malta
OAN Number: 05/16	Issue Date: 18th August 2016	
Subject: Revision of operational approval criteria for PBN — Air operations / Introduction of EU 1199/2016		

1.0 INTRODUCTION

Commission Regulation (EU) 2016/1199 amending Regulation (EU) 965/2012 as regards operational approval of performance-based navigation, certification and oversight of data services providers and helicopter offshore operations has been published. It is applicable in all Member States as from 25 August 2016.

This OAN will outline the major changes, however operators shall ensure compliance with the updated Regulation and consequent changes to the AMC and GM.

1.1 Explanatory Note

This rulemaking task addresses PBN operations. It provides new AMC/GM both for PBN operations for which an air operator needs to obtain a specific approval (SPA) and for PBN operations without a requirement for a SPA; furthermore, it consequentially amends the privileges of instrument ratings for pilots in the Aircrew Regulation.¹

1.2 Objectives

Regulation (EU) No 965/2012 requires a specific approval for all performance-based navigation ('PBN') operations, except for some basic navigational methods. One of the objectives of the rule change is to significantly reduce the number of PBN operations requiring specific approval in order to alleviate the economic and administrative burden on operators and competent authorities.

¹ Explanatory Note to Decisions 2016/014/R – 2016/021/R

Other Specific Objectives are -

- Establish safe and cost-efficient pilot training and checking requirements to remove the need for SPA for the vast majority of PBN operations;
- Take into account the introduction of RNP 2, Advanced-RNP and RNP 0.3 in the fourth edition of the ICAO PBN Manual; and
- Introduce other necessary changes to the AMC/GM to the Air OPS Regulation in relation to:
 - (a) transport of dangerous goods (AMC/GM to Part-NCO);
 - (b) upper torso restraint (UTR) systems (AMC/GM to Parts CAT, NCC, NCO and SPO);
and
 - (c) the use of oxygen (AMC/GM to Part-NCO).

2.0 PRACTICAL CHANGES

2.1 Performance-based navigation requiring specific approval

SPA.PBN.100 states that an approval is required for the following PBN specifications –

- (a) RNP AR APCH; and
- (b) RNP 0.3 for helicopter operation.

Table 1 in GM1 SPA.PBN.100 provides a simplified overview of PBN specifications requiring a specific approval, this is reproduced in Appendix A. The procedure to obtain the above specific approvals is prescribed within Part-SPA.PBN.

Operators do not need to apply for prior approval for PBN specifications as outlined in Table 1, however the guidelines stipulated in this OAN shall be adhered to.

2.2 Operations Specifications

The Operations Specifications (EASA Form 139) will be amended to reflect the new format of Appendix II to Part-ARO. No PBN specifications (apart from those listed in 2.1 (a) and (b)) will be listed on the form. The Operations Specifications issued by TM-CAD will be amended in due course.

2.3 CAT.OP.MPA.126

A new provision has been introduced. Operators need to ensure that the provisions laid out in this new requirement are met. In specific terms operators are required to establish the appropriate procedures (for PBN specifications **NOT** requiring specific approval) in their OM. AMC 1 provides the high level means of compliance and requires documented procedures that should:

- (a) establish operating procedures specifying:
 - 1. normal, abnormal and contingency procedures;
 - 2. electronic navigation database management; and
 - 3. relevant entries in the minimum equipment list (MEL);
- (b) specify the flight crew qualification and proficiency constraints and ensure that the training programme for relevant personnel is consistent with the intended operation; and
- (c) ensure continued airworthiness of the area navigation system.

Moreover operators shall ensure that procedures required by all the remaining AMC's to CAT.OP.MPA.126 are contained in the applicable OM.

2.4 Operational / Aircraft Eligibility

The OM shall stipulate what PBN specifications are being adhered to. It is expected that these are clearly listed in Section 1 (Limitations) of the OM Part B. This entry shall also include the performance eligibility as usually stipulated on the AFM.

Where a reference cannot be found in the AFM, other information provided by the aircraft manufacturer as TC holder, the STC holder or the design organisation having a privilege to approve minor changes may be considered.

The following documents are 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, AMC, Advisory Circulars (AC) or similar documents issued by the State of Design; and
- 6) Written evidence obtained from the State of Design.²

² GM2 CAT.IDE.A.345

The operator applying for an AOC variation must submit copies of any of the relevant documents at application stage.

2.5 MEL

Due to these changes it is considered more operationally critical to ensure that the Scope of the MEL **clearly** includes the dispatch conditions associated with flights in accordance with special approvals held.

2.6 Recurrent Training and Checking

AMC 1 ORO.FC.230 has been amended to include updated content of the Operator Proficiency Checks. OM Part D shall be updated accordingly to reflect the new content. It is the operator's responsibility that the training programme matches the intended type of PBN operations (e.g. if the operator is not eligible to conduct RNP APCH procedures, the recurrent checking should reflect this).

3.0 OTHER AMENDMENTS

Other amendments contained within Commission Regulation (EU) 1199/2016 are (but not limited to) –

- (a) AMC2 ORO.GEN.160 has been introduced;
- (b) CAT/NCC.OP.MPA.182 and AMC has been inserted;
- (c) CAT/NCC/NCO/SPO.IDE.A/H and applicable AMC's have been amended; and
- (d) A new Subpart K related to Helicopter Offshore Operations (HOFO) in Part-SPA has been included.

4.0 REFERENCE MATERIAL

More information is available on EASA website <https://www.easa.europa.eu/regulations> while the Transport Malta website <http://www.transport.gov.mt/aviation/aircraft-flight-standards> will be updated in due course.

Flight Operations Inspectorate

Table 1: Overview of PBN specifications

Navigation specification	FLIGHT PHASE							
	En route		Arrival	Approach				Departure
	Oceanic	Continental		Initial	Intermediate	Final	Missed	
RNAV 10	10							
RNAV 5		5	5					
RNAV 2		2	2					2
RNAV 1		1	1	1	1		1	1
RNP 4	4							
RNP 2	2	2						
RNP 1			1	1	1		1	1
A-RNP	2	2 or 1	1-0.3	1-0.3	1-0.3	0.3	1-0.3	1-0.3
RNP APCH (LNAV)				1	1	0.3	1	
RNP APCH (LNAV/VNAV)				1	1	0.3	1	
RNP APCH (LP)				1	1		1	
RNP APCH (LPV)				1	1		1	
RNP AR APCH				1-0.1	1-0.1	0.3-0.1	1-0.1	
RNP 0.3 (H)		0.3	0.3	0.3	0.3		0.3	0.3

Numbers specify the accuracy level



no specific approval required



specific approval required