



**RNP APCH Approval
Application Specific Elements**

CAAM/BOP/PBN/RNP APCH/001

Part 2. Contents of the Operator application

#	Topic	Specific ICAO reference	CAAM guidance/reference	Operator compliance description	Inspector disposition/comments	Follow-up by inspector (optional)
		(ICAO Doc 9613, Volume II, Part C, Chapter 5 Sections A&B)	(CAD/CAGM , etc.)	(Document reference/ method)	(Accepted/not accepted)	(Status and date)
1	Authorization request Statement of intent to obtain authorization.					
2	Aircraft/navigation system eligibility Documents that establish eligibility.	5.3.2.2 5.3.2.3.1				
3	Training Details of courses completed (part 91 operators). Details of training programmes (part 121 and part 135 operators).	5.3.2.3.2 5.3.5				
4	Operating policies and procedures Extracts from the operations manual or other documentation (Part 91 operators). Operations manual and checklists (part 121 and part 135 operators).	5.3.2.3.3				
5	Maintenance practices Document navigation database maintenance practices.	5.3.2.3.5 5.3.6(Section A) 5.3.6(Section B)				
6	MEL update	5.3.2.3.4				



Part 3. Operating procedures

#	Topic	Specific ICAO reference	CAAM guidance/reference	Operator compliance description	Inspector disposition/comments	Follow-up by inspector (optional)
		(ICAO Doc 9613, Volume II, Part C, Chapter 5 Sections A&B)	(CAD/CAG M, etc.)	(Document reference/method)	(Accepted/not accepted)	(Status and date)
1	Flight planning					
1a	Verify that the aircraft and crew are approved for RNP APCH operations to LNAV, and/or LNAV/VNAV and/or LP and/or LPV minima.	5.3.4 (LNAV/VNAV) 5.3.4.1 (LP and/or LPV)				
1b	Verify RAIM and/or SBAS availability.	5.3.4.1.3 (Section A) 5.3.4.2. (Section A) 5.3.4.3 (Section B)				
1c	Verify that the navigation database is current.	5.3.4.1.1 (Section A) 5.3.4.1.2 a) (Section A) 5.3.4.2.1 (Section B) 5.3.4.2.2 (Section B)				
1d	Verify the FPL: "R" and "B" (LPV only) should appear in field 10 and PBN/S1 or PBN/S2 (LNAV/VNAV only) in field 18.	5.3.4.1.1 (Section A) 5.3.4.2.1 (Section B)				
2	Prior to commencing procedure					
2a	Verify that the correct procedure is loaded	5.3.4.3.1 (Section A) 5.3.4.4.1 (Section B)				



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2b	Cross-check the chart with the RNAV system display.	5.3.4.3.1 (Section A) 5.3.4.4.1 (Section B)				
2c	Verify the GNSS sensor in use (only multi-sensor systems).	5.3.4.3.3 (Section A)				
2d	Input the barometric altimeter setting (only LNAV/VNAV required barometric input).	5.3.4.3.4 (Section A)				
2e	Perform a RAIM availability check if ETA is more than 15 minutes different from the FPL ETA (only for ABAS)	5.3.4.3.5 (Section A)				
2f	Do not modify the flight plan in the RNAV system after ATC heading assignment until a clearance is received to re-join the route or a new clearance is confirmed. Manual entry of coordinates within the terminal area is not permitted. "Direct to" clearances accepted up to IF, provided that the resulting track change at the IF does not exceed 45°.	5.3.4.3.6 (Section A) 5.3.4.4.2 (Section B)				
2g	Do not modify the final approach segment.	5.3.4.3.7 (Section A)				
2h	Use VTF to respect ATC clearances when appropriate	5.3.4.4.3 (Section B)				
3	During procedure					
3a	Establish the aircraft on the final approach course before starting descent.	5.3.4.4.1 (Section A) 5.3.4.5.4 (Section B)				
3b	Verify that the approach mode is activated 2NM prior to FAF/FAP.	5.3.4.4.2 (Section A)				



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		5.3.4.5.3 (Section B)				
3c	Use an appropriate display.	5.3.4.4.3 (Section A) 5.3.4.5.5 (Section B)				
3d	Discontinue the approach if: <ul style="list-style-type: none"> • the navigation display is flagged invalid; • loss of integrity alert; • loss of integrity alerting function prior to the FAF; • FTE is excessive. 	5.3.4.4.4 (Section A) 5.3.4.5.7 5.3.4.5.8 (Section B)				
3e	Do not use the RNP system in missed approach if the: <ul style="list-style-type: none"> • RNP system is not operational; or • Missed approach is not loaded from the database. 	5.3.4.4.5 (Section A)				
3f	Follow the route centre line within 0.5/0.15/0.5 NM.	5.3.4.4.6 (Section A)				
3g	If baro-VNAV is used, follow vertical path $\pm 22\text{m}$ ($\pm 75\text{ft}$)	5.3.4.4.6 (Section A)				
3h	Execute a missed approach if the lateral or vertical deviations exceed the limits in 3f and 3g above (LNAV and LNAV/VNAV) or if excessive deviations are encountered and cannot be corrected in time (LP and LPV)	5.3.4.4.8 (Section A) 5.3.4.5.9 (Section B)				
4	General operating procedures					
4a	Advise ATC if unable to meet the requirements for an RNP APCH.	5.3.4.5.1 (Section A) 5.3.4.6.1 (Section B)				



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4b	Comply with the manufacturer's instructions/procedures.	5.3.4.5.2 (Section A)				
4c	If the missed approach is based on conventional means, appropriate navigation equipment must be installed and serviceable.	5.3.4.5.3 (Section A) 5.3.4.6.3 (Section B)				
4d	Use FD or AP if available	5.3.4.5.4 (Section A) 5.3.4.6.4 (Section B)				

Part 4. Contingency procedures

#	Topic	Specific ICAO reference	CAAM guidance/reference	Operator compliance description	Inspector disposition/comments	Follow-up by inspector (optional)
		<i>(ICAO Doc 9613, Volume II, Part C, Chapter 5) *</i>	<i>(CAD/CAGM, etc.)</i>	<i>(Document reference/method)</i>	<i>(Accepted/not accepted)</i>	<i>(Status and date)</i>
1	Contingencies					
1a	Advise ATC if unable to comply with the requirements for an RNP APCH	5.3.4.6.1 (Section A) 5.3.4.7.2 (Section B)				
1b	Air-ground communications failure.	5.3.4.6.2 (Section A) 5.3.4.7.3 (Section B) (Doc 4444 Chapter 15, 15.3)				

** All references are to the PBN manual (ICAO Doc 9613), Volume II, Part C, Chapter 5, unless otherwise indicated.*