AZƏRBAYCAN RESPUBLİKASININ
RƏQƏMSAL İNKİŞAF VƏ NƏQLİYYAT NAZİRLİYİ
DÖVLƏT MÜLKİ AVİASİYA AGENTLİYİ

ƏMR
№ 327-102/3-2-08/2024

Bakı şəhəri "24" yanvar 2024-cü il

"Approach Approval Guide – RNP APCH & RNP AR APCH" ("Yaxınlaşmanın təsdiqi barədə təlimat - "RNP" və "RNP AR" tipli yaxınlaşma") sənədinin qüvvəyə minməsi barədə

"Approach Approval Guide – RNP APCH & RNP AR APCH" ("Yaxınlaşmanın təsdiqi barədə təlimat - "RNP" və "RNP AR" tipli yaxınlaşma") adlı sənəd istismarçı sertifikatı sahiblərinin istifadəsi üçün işlənib hazırlanmışdır.

Sözügedən sənədin tətbiqini təmin etmək məqsədilə "Azərbaycan Respublikasının Rəqəmsal İnkişaf və Nəqliyyat Nazirliyi yanında Dövlət Mülki Aviasiya Agentliyi haqqında Əsasnamə"nin 5.6.6-cı yarımbəndini rəhbər tutaraq,

əmr edirəm:

1. "Approach Approval Guide – RNP APCH & RNP AR APCH" ("Yaxınlaşmanın təsdiqi barədə təlimat - "RNP" və "RNP AR" tipli yaxınlaşma") adlı sənəd 2024-cü ilin 24 yanvar tarixindən qüvvəyə minsin.
2. Sənədin Dövlət Mülki Aviasiya Agentliyinin (DMAA) və onun tabeliyində "Mülki Aviasiyada Uçuşların Təhlükəsizliyi üzrə Dövlət Müfəttişliyi"nin aidiyyəti mütəxəssisləri tərəfindən öyrənilməsi və icrası təşkil edilsin.
3. Sənəd DMAA-nın rəsmi internet saytında yerləşdirilsin.
4. Əmr bütün şəxsi heyətə çatdırılsın.
5. Əmrin icrasına nəzarət direktorun müavini Bəhruz Məlikova həvalə edilsin.

Direktor **Arif Məmmədov**

Date: 24th January, 2024

AC No: AC-OPS-003

Approach Approval Guide – RNP APCH & RNP AR APCH

RNP APCH procedures are coded RNAV(GNSS) and are designed with straight in legs, allowing an operator to conduct operations down to either an LNAV MDA or an LNAV/VNAV DA minima **globally**. From the FAF to the MAPt, the RNP will be equal to or greater than 0.3NM, and the go around may be based upon either an RNP equal to or greater than 1.0NM, or conventional radio aids. Although the approach procedure requires GNSS, the aircraft will require multi-sensory navigational systems with onboard monitoring and alerting. RAIM predictions will be required and the chart may well depict maximum and minimum operating temperature limitations.

This approval also includes SBAS/WAAS/EGNOS type approaches with straight legs, flown down to an LPV DA.

RNP AR APCH procedures are coded RNAV(RNP) and due to their construction require additional levels of scrutiny, control and authorisation, and allows an operator to conduct operations down to an LNAV/VNAV DA minima. The procedures may be designed with both straight and Radius-to-Fix (RF) legs. Under SCAA regulations, this type of approval is **not global** and will be very specific to the airport, runway and designated approach as detailed in the Approval. From the FAF to the MAPt, the RNP will be equal to or less than 0.3NM, and the go around may be based upon an RNP equal to or less than 1.0NM, or based upon conventional radio aids. The aircraft must also be capable of capturing the missed approach lateral profile at 50ft. Although the approach procedure is based upon GNSS, the aircraft will require multi-sensory navigational systems with onboard monitoring and alerting, and an ability to inhibit VOR updating. RAIM predictions will be required and the chart will depict maximum and minimum operating temperature limitations.

Both RNP APCH and RNP AR APCH will require a six-monthly training programme, the details of which are highlighted on the SCAA's website along with documentation that must be provided with either application.

Therefore, a specific approval is issued for a published approach to a named Airfield, and is only valid for the approaches named on that Approval. The approval will not include other airfields or approaches that may subsequently be published for the given airfield. As a result, the following must be provided:

- Name of requested Airfield(s)
- Copies of the Jeppesen Charts for each Approach requested
- Application form SCAA-Form 129
- Compliance Checklist

Note: The SCAA does not accept the standard outlined in the FAR Part 91 blanket approval for RNP AR APCH.

APPLICATION FOR RNP AR OPERATIONAL APPROVAL

STATE CIVIL AVIATION AGENCY

Ministry of Digital Development and Transport, State Civil Aviation Agency, Republic of Azerbaijan, Baku, 11 Azadlig avenue, AZ1095, Tel: +99412 598 3346; hq@caa.gov.az; www.caa.gov.az

This form is designed to elicit all the required information from those operators seeking Required Navigation Precision (RNP AR APCH) operations approval. An application form must be completed for each aircraft type for which approval is required. Please read the 'Notes for Completion' before completing the form in BLOCK CAPITALS using black or blue ink.	**For State Civil Aviation Agency use only**
	Operator: ……..
	File Ref: …….....
	Date: ……...

Please note that a minimum of 60 working days will normally be required to check and confirm the information given. If data is missing or omitted the process may take considerably longer.

SECTION I: OPERATOR/AIRCRAFT TYPE

1	**Operator's Details**
	Note: For AOC holders – company name, AOC number and e-mail address will suffice. 1(a) Name of Business or Trading Name(s): 1(b) Name of Individual (if applicable): Title: Surname: Forename: 1(c) AOC Number (if applicable): 1(d) Address: Postcode: Country: 1(e) Postal Address (if different from above): Postcode: Country: 1(f) Contact details: Phone No: Mobile No: Fax No: E-mail address:
2	**Aircraft Details**
	Type:

	Registration/s:	**Corresponding MSN No/s:**

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SECTION II: DOCUMENTATION

1	**Required Documentation**	
	To process this application copies of the following documents are required:	
	Copies of AFM or Manufacturer's Pilot Operating Handbook, as applicable, whereby a statement regarding the compliance status with the accuracy specifications and the operational requirements for RNP AR is contained. This should also include the associated system limitations.	☐
	Relevant extracts from Operations Manual Parts A.	☐
	Relevant extracts from Operations Manual Parts B.	☐
	Relevant extracts from Operations Manual Parts C.	☐
	Relevant extracts from Operations Manual Parts D including the training programme.	☐
	Relevant extracts from MEL.	☐
	Copies of EASA or FAA Type 2 Letter of Acceptance (LOA) of the supplier of the navigation database.	☐
	Copies of pages from the approved maintenance program evidencing that the equipment required for RNP AR is included as per manufacturer (TC holder) recommendation, if applicable.	☐
	Safety Risk assessment.	☐
	Original documents should not be sent, photocopies are sufficient. Do not send complete manuals, only the relevant sections/pages will be required. **Failure to include all relevant documentation may result in a delay in processing your application.**	

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SECTION III: RNP APPROACH NOTES FOR COMPLETION

1	**Applicability**
	In accordance with SPA.PBN.100, operators require prior approval from the competent authority to conduct RNP AR APCH operations. Operators wishing to apply for such privileges should complete this application and submit via Q-pulse module. Additionally, the compliance statement must be completed by any operator applying for an RNP AR approval and submitted with the application form and a suitable risk assessment included with the Application. Applications without a completed compliance checklist will not be processed. Completion of the compliance checklist will guide operators to the appropriate regulations. The statement is divided into various sections and operators should complete all sections relevant to their application.
2	**Compliance check list for RNP AR APCH Submissions**
	The completed compliance checklist must be submitted together with the Application for RNP AR APCH Operational Approval Form. All applicants should complete references column in full. **Failure to complete the RNP AR APCH compliance checklist may result in a delay in processing your application.**
3	**Submissions and Enquiries**
	Completed forms should be uploaded to Q-pulse module. Any enquiries should be addressed to your FOI or to hq@caa.gov.az

COMPLIANCE CHECKLIST FOR RNP AR APPROVAL

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Completion of this compliance checklist will guide operators to the appropriate regulations. The statement is divided into various sections and operators should complete all sections relevant to their application.

Requirement	Regulatory Reference	Operator's Reference in Operations Manual/ Application Documentation
Application to including management of change	ORO.GEN.200 (a) (3)	
Airworthiness		
Does the AFM, AFM revision, AFM supplement, Airworthiness Compliance Document (ACD) or RNP Capability Document show that the aircraft systems are eligible for RNP AR operations?	SPA.PBN.105 (a) CS ACNS.C.PBN	
Do the maintenance records document installation or modification of aircraft systems to achieve eligibility? *Note: If aircraft were not delivered in an RNP AR APCH operations compliant state, provide details as to how each aircraft was modified to become RNP AR APCH compliant.* *Where possible, reference should be made to aircraft OEM documentation.*	SPA.PBN.105 (a)	
Do the Navigation database and RNP AR APCH system maintenance practices provide details for the following procedures? • Assessing modification documentation and managing the aircraft configuration; including procedures to modify any affected synthetic training devices (aircraft simulators or other training systems). • Software configuration management to an individual aircraft level. • Aircraft operational data updating procedures e.g. navigation, terrain data bases.	SPA.PBN.105 (a)	
Training		
Has a training programme for flight crew been developed covering initial and operator conversion course?	AMC1 SPA.PBN.105(b) (a), (b), (c) & (d)	
Has a training programme for flight crew been developed covering procedure-specific approval?	AMC1 SPA.PBN.105(b) (e)	
Has a checking programme for flight crew been developed covering initial, recurrent and operator conversion course?	AMC1 SPA.PBN.105(b) (f)	
Has a recurrent training programme for flight crew been developed?	AMC1 SPA.PBN.105(b) (g)	
Has a training programme for flight operations officers/ dispatchers been developed?	AMC1 SPA.PBN.105(b) (h)	

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Requirement	Regulatory Reference	Operator's Reference in Operations Manual/Application Documentation
Does the training include the effectiveness of moving maps, vertical deviation indicator (VDI) or similar system?	AMC2 SPA.PBN.105(d) (g) (4)	
Does the training include initiating the missed approach whilst in a turn?	AMC2 SPA.PBN.105(d) (m) (2)	
Flight Operational Safety Assessment (FOSA)		
Has the operator established a methodology for conducting a FOSA for each RNP AR APCH procedure?	AMC1 SPA.PBN.105(c) GM1 SPA.PBN.105(c)	
Is the operator's FOSA procedure proportionate to the complexity of the procedure?	AMC1 SPA.PBN.105(c)	
Has the operator used all the items raised in the Guidance Material in producing their FOSA procedures?	GM1 SPA.PBN.105(c)	
Minimum Equipment List		
Has the operator amended their MEL to address the equipment provisions for RNP AR APCH operations?	AMC1 SPA.PBN.105(d) (a) (1)	
Is an operational TAWS Class A available for RNP AR APCH operations?	AMC1 SPA.PBN.105(d) (a) (2)	
Has the operator developed and documented procedures regarding the use of autopilot/flight director?	AMC1 SPA.PBN.105(d) (b) (1)	
Has the operator developed and documented procedures regarding pre-flight RNP assessment?	AMC1 SPA.PBN.105(d)(c)	
Has the operator developed and documented procedures to exclude NAVAID facilities in accordance with NOTAMS, when required?	AMC1 SPA.PBN.105(d)(d)	
Has the operator developed and documented procedures ensuring that a navigational database is current, including procedures if the AIRAC cycle is due to change during the flight?	AMC1 SPA.PBN.105(d)(e)	
Flight Procedures		
Has the operator developed and documented procedures describing when modifying the flight plan in-flight is allowed and not allowed?	AMC2 SPA.PBN.105(d) (a)	
Has the operator provided flight crew with either a mandatory list of equipment for conducting RNP AR APCH operations or alternate methods to address in-flight equipment failures?	AMC2 SPA.PBN.105(d)(b)	
Has the operator developed and documented procedures for ensuring that the appropriate RNP value is used throughout all phases of the approach operation?	AMC2 SPA.PBN.105(d)(c)	
Has the operator developed and documented procedures for when a loss of RNP annunciation occurs before and during the approach operation?	AMC2 SPA.PBN.105(d)(d)	
Has the operator developed and documented procedures describing when specific facilities need to be inhibited?	AMC2 SPA.PBN.105(d)(e)	

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Requirement	Regulatory Reference	Operator's Reference in Operations Manual/Application Documentation
Has the operator developed and documented procedures to ensure that flight crew confirm that the correct procedure has been selected?	AMC2 SPA.PBN.105(d)(f)	
Has the operator developed and documented procedures for monitoring track deviations and subsequent contingencies?	AMC2 SPA.PBN.105(d)(g)	
Has the operator developed and documented procedures for ensuring the lateral and vertical guidance provided by the navigation system is consistent?	AMC2 SPA.PBN.105(d)(h)	
How has the operator made flight crew aware of the importance of flying RF legs accurately and at the correct speed?	AMC2 SPA.PBN.105(d)(i)	
Has the operator developed and documented procedures for temperature compensation?	AMC2 SPA.PBN.105(d)(j)	
Has the operator developed and documented altimeter cross- check procedures that are required for RNP AR operations?	AMC2 SPA.PBN.105(d)(l)	
Has the operator developed and documented missed approach procedures to ensure LNAV engagement after a go- around?	AMC2 SPA.PBN.105(d)(m)	
Has the operator developed and documented procedures for initialling the missed approach whilst in a turn?	AMC2 SPA.PBN.105(d)(m)	
Has the operator developed and documented contingency procedures for failure, both while en-route and on the approach? Are failures that may affect the lateral and vertical deviation performance and loss of signal in space included?	AMC2 SPA.PBN.105(d)(n)	
Has the operator developed and documented procedures to ensure the correct planning for alternate aerodromes?	AMC1 CAT.OP.MPA.182	
Navigation Database		
Has the operator documented a validation programme for every RNP AR APCH procedure?	AMC3 SPA.PBN.105(d)(a)	
Has the operator documented a procedure to review the navigational database after any aircraft system required for RNP AR APCH operations has been modified?	AMC3 SPA.PBN.105(d)(b)	
Has the operator implemented procedures to ensure timely distribution and insertion of navigation data?	AMC3 SPA.PBN.105(d)(c)	
Does the operator hold Type 1 and/or Type 2 Letter of Agreements (LOA) of their supplier and the Supplier's supplier?		
Reportable Events		
Does the operator have a procedure to ensure all RNP AR related events are reported?	AMC1 SPA.PBN.105(e) AMC2 ORO.GEN.160	

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Requirement	Regulatory Reference	Operator's Reference in Operations Manual/Application Documentation
Monitoring Programme		
Does the operator have a monitoring programme to ensure continued compliance with the applicable rules?	AMC1 SPA.PBN.105(f)(a)	
Does the operator have a monitoring programme to identify any negative trends in performance?	AMC1 SPA.PBN.105(f)(a)	
During the interim approval period, does the operator have a procedure to submit the required information every 30 days to the competent authority?	AMC1 SPA.PBN.105(f) (b)	
Following the interim approval period, does the operator have a procedure to collect and periodically review the required data to identify potential safety concerns?	AMC1 SPA.PBN.105(f) (c)	
Following the interim approval period, does the operator have a procedure to maintain summaries of the collected data?	AMC1 SPA.PBN.105(f) (c)	

Compliance Statement

I, the undersigned, certify that the content and verification of the above RNP AR compliance checklist is correct and is a true reflection of the training, equipment, processes and procedures of the operator.

Signature: Date:

Designation: