

**APPLICATION FOR MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS)**

**INSTRUCTIONS**

1. The operator will tick (√) the appropriate yes/no boxes and as applicable insert references from the AFM or Ops Manual with sample pages attached as appendix.

2. Operator must obtain and submit manufacturer’s written confirmation with regard to continuing maintenance.

3. Operating policy and procedures, training syllabus and lesson plan must be submitted for approval before commencement of flight crew / dispatcher training.

**PARTICULARS**

**Operator: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_AOC No:\_\_\_\_\_\_\_\_\_\_\_ Rep’s Name:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Position:\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

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| Aircraft manufacturer,  Model and series | | Serial number | Registration | RVSM approved? | Number, Make and Model of LRNS | Model & Make of CPDLC / ADS-C HF / SATCOM | | Make and model of ACAS / TCAS II |
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| **AC AOC 14(0)** | **Title of Paragraph** | | | | | | **Operator Compliance Reference** | **CAAS Use** |
| **9**  9.1  9.2  9.3  9.4  9.5 | **COMPLIANCE AND AIRWORTHINESS CERTIFICATION**  For operational approval to operate in NAT MNPS the operator has to address the following:  (a) Crew training and operating drills as described in the NAT MNPS Airspace Operations Manual;  (b) Equipment installation and procedures;  (c) Assurance that equipment redundancy satisfies Authority requirement; and  (d) Suitable use of equipment.  Sixth Schedule of the ANO requires that for MNPS operation the navigation equipment shall be capable of continuously providing indications to the flight crew of track adherence.  For unrestricted operation in the MNPS airspace, the aircraft shall be required to carry the following equipment:  (a) Two fully serviceable Long Range Navigation Systems (LRNSs) one of which may be the following:  (1) One Inertial Navigation System (INS);  (2) One Global Navigation Satellite System (GNSS); or  (3) One navigation system using inputs from Inertial Reference System(s) (IRS) or other sensor complying with MNPS requirement.  (b) Each LRNS must be capable of providing a continuous indication to the flight crew of aircraft position relative to the desired track.  For NAT RVSM requirement, both the operator and the aeroplane must be approved by the Authority for RVSM operation.  The operator’s MNPS operations policy/procedures must be consistent with the following ICAO documents:  a) NAT DOC 001 - Guidance and Information Material Concerning Air Navigation in the North Atlantic.  b) NAT MNPS Manual – Edition 2009 | | | | | | □ yes □ no  □ yes □ no  □ yes □ no  □ yes □ no  □ yes □ no  □ yes □ no  □ yes □ no  □ yes □ no  □ yes □ no |  |
| **10**  10.1  10.2  10.3 | **APPLICATION FOR MNPS OPERATIONAL APPROVAL**  Before making enquiry about MNPS operational approval application, an operator shall ensure that:  (a) Both the operator and aeroplane are authorized for RVSM operations by the Authority; and  (b) The aircraft navigation equipment complies with ICAO NAT DOC 001.  The standard 5-step application process comprising, pre-application meeting, formal submission of allocation package, evaluation / assessment of documents, proving flight/validation and final approval/rejection of application, applies.  The operator should notify and engage the Authority as early as possible of his MNPS plan and subject to completeness and timeliness of the submission, the approval process would require 30 working days to complete. | | | | | | □ yes □ no  □ yes □ no  □ yes □ no  □ yes □ no |  |
| **11**  11.1  11.2  11.3 | **11 CONTINUOUS MONITORING**  The operator shall continuously monitor and maintain the required level of navigational performance.  The operator must conduct timely investigation of any gross navigational error greater than 25 NM, to identify the cause of the error and the action to be taken to prevent re-ocurrence of such error.  A report shall be made to the Authority within 72 hours of occrrence with initial results of the investigation and the corrective action taken or to be taken. | | | | | | □ yes □ no  □ yes □ no |  |
| **12** | **CONTINUING AIRWORTHINESS**  Maintenance practices and procedures  Maintenance training requirement | | | | | | □ yes □ no |  |
|  | **MEL** Minimum equipment list showing LRNS provisions | | | | | | □ yes □ no |  |
|  | **HMI** Human / Machine Interface review. | | | | | | □ yes □ no |  |
|  | **QSRA** Qualitative Safety Risk Assessment | | | | | | □ yes □ no |  |

**Warning: Notice is given that the operator shall accept full responsibility for all information given in this application form. Any attempt to provide distorted or false information will result in rejection of the application and, if already granted, the**

**withdrawal of the Operational Approval under paragraph 60 of the ANO. Additionally, for the offence, the operator may render himself to prosecution under paragraph 61 of the ANO.**

**I have read the above Warning and declare that the information given is true and accurate.**

**Signature / Name of person representing the operator:­­­­­­­­­­­­­­­­­\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Date\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Signature / Name of A/FO Officer accepting this form:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Date\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

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| Revision History | | | |
| Version | Date | Paragraph(s) | Details |
| 1.0 | 01 October 2015 | Various | Minor editorial |
| 2.0 |  |  |  |

**REFERENCES**

Regulatory: (1) ANO 6th Schedule (2) AOCR, Chapter 2 Paragraphs 21

Compliance: (1) CAAS AC AOC 22(0) (2) ICAO Doc 9574 (3) FAA AC 91-85 (4) EASA/JAA TGL 6 (Rev 1)