



Flight Operations Standards Directorate
Commercial Air Transport Section - Special Approvals - PBN Approvals / R NAV 10
R NAV 10 Approval Application Attachments Compliance List

• Operator Name			
• Inspector Name			
• Airplane Type(s)			
• AOC Applicant/Holder Focal Point	Name	Phone No.	E-mail

No	R NAV 10 Operational Approval Application Attachments	ICAO Doc 9613	OMD	YES	NO	NA	Remarks
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A	Operations Manual Part D - Training Program						
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1	Training Program.						
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a	Commercial operators must have a training program addressing the operational practices, procedures and training items related to RNAV 10 operations (e.g. initial, upgrade or recurrent training for pilots, dispatchers or maintenance personnel)	1.3.3.2.2.1					
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2	Flight Crew Training Program.						
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a	The following items should be standardized and incorporated into training programs and operating practices and procedures. Certain items may already be adequately standardized in existing operator programs and procedures. New technologies may also eliminate the need for certain crew actions. If this is found to be the case, then the intent of this attachment can be considered to have been met.	1.3.10.1					
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b	Commercial operators should ensure that pilots have been trained so that they are knowledgeable of the topics contained in this guidance material, the limits of their RNP 10 navigation capabilities, the effects of updating, and RNP 10 contingency procedures:	1.3.10.2					
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(1)	Flight planning	1.3.5.2					
(2)	Preflight procedures	1.3.5.3					
(3)	Navigation equipment	1.3.6					
(4)	Flight plan designation	1.3.7					
(5)	Availability of NAVAIDS	1.3.8					
(6)	En route	1.3.9					



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3	Flight Dispatcher Training Program.						
a	Specific equipments	AC NO 13					
b	Flight plan	AC NO 13					
c	MEL requirements	AC NO 13					
d	Normal procedures	AC NO 13					
e	Contingency procedures	AC NO 13					



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B	Operations Manuals						
1	Operations Manuals Part A						
a	For commercial operators must address information/guidance on the SOP detailed in 1.3.5.	1.3.3.2.2.3.1					
b	The appropriate manuals should contain navigation operating instructions and contingency procedures, where specified. The operator must submit their manuals and checklists for review as part of the application process	1.3.5.					
c	Operating procedures. To satisfy the requirements for RNP 10 operations in oceanic and remote areas, an operator must also comply with the relevant requirements of Annex 2 - Rules of the Air	1.3.5.1					
d	Flight planning. During flight planning, the pilot should pay particular attention to conditions affecting operations in RNP 10 airspace (or on RNP 10 routes), including:						
(1)	Verifying that the RNP 10 time limit has been accounted for;	1.3.5.2					
(2)	Verifying the requirements for GNSS, such as FDE, if appropriate for the operation; and	1.3.5.2					
(3)	Accounting for any operating restriction related to RNP 10 approval, if required for a specific navigation system.	1.3.5.2					
e	Preflight procedures. The following actions should be completed during preflight:						
(1)	Review maintenance logs and forms to ascertain the condition of the equipment required for flight in RNP 10 airspace or on an RNP 10 route. Ensure that maintenance action has been taken to correct defects in the required equipment	1.3.5.3					
(2)	During the external inspection of an aircraft, if possible check the condition of the navigation antennas and the condition of the fuselage skin in the vicinity of each of these antennas (this check may be accomplished by a qualified and authorized person other than the pilot, e.g. a flight engineer or maintenance person); and	1.3.5.3					
(3)	Review the emergency procedures for operations in RNP 10 airspace or on RNP 10 routes. These are no different than normal oceanic emergency procedures with one exception - crews must be able to recognize when the aircraft is no longer able to navigate to its RNP 10 approval capability and ATC must be advised	1.3.5.3					



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f	En route						
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(1)	At least two LRNSs capable of satisfying this navigation specification must be operational at the oceanic entry point. If this is not the case, then the pilot should consider an alternate route which does not require that particular equipment or having to make a diversion for repairs	1.3.9.1					
(2)	Before entering oceanic airspace, the position of the aircraft must be checked as accurately as possible by using external NAVAIDs. This may require DME/DME and/or VOR checks to determine NSEs through displayed and actual positions. If the system must be updated, the proper procedures should be followed with the aid of a prepared checklist.	1.3.9.2					
(3)	Operator in-flight operating drills must include mandatory cross-checking procedures to identify navigation errors in sufficient time to prevent aircraft from inadvertent deviation from ATC-cleared routes.	1.3.9.3					
(4)	Crews must advise ATC of any deterioration or failure of the navigation equipment below the navigation performance requirements or of any deviations required for a contingency procedure.	1.3.9.4					
(5)	Pilots should use a lateral deviation indicator, flight director, or autopilot in lateral navigation mode on RNP 10 operations. All pilots are expected to maintain route centre lines, as depicted by on-board lateral deviation indicators and/or flight guidance, during all RNP operations described in this manual unless authorized to deviate by ATC or under emergency conditions. For normal operations, cross-track error/deviation (the difference between the RNAV system computed path and the aircraft position relative to the path) should be limited to $\pm\frac{1}{2}$ the navigation accuracy associated with the route (i.e. 5 NM). Brief deviations from this standard (e.g. overshoots or undershoots) during and immediately after route turns, up to a maximum of one times the navigation accuracy (i.e. 10 NM), are allowable.	1.3.9.5					

No	A-RNP Operational Approval Application Attachments	ICAO Doc 9613	MEL	YES	NO	NA	Remarks
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2	Minimum Equipment List (MEL)						
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a	MEL revisions necessary to address RNAV 10 provisions must be approved. Operators must adjust the MEL, or equivalent, and specify the required dispatch conditions	1.3.3.2.2.4					
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