



**Flight Operations Standards Directorate**  
**Commercial Air Transport Section - Special Approvals - PBN Approvals / RNP 4**  
**RNP 4 Approval Application Attachments Compliance List**

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

No	RNP 4 Operational Approval Application Attachments	ICAO Doc 9613	OMD	YES	NO	NA	Remarks
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<b>A</b>	<b>Operations Manual Part D - Training Program</b>						
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<b>1</b>	<b>Training Program.</b>						
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a	Training program. Commercial operators must have a training program addressing the operational practices, procedures and training items related to RNP 4 operations (e.g. initial, upgrade or recurrent training for pilots, dispatchers or maintenance personnel)	1.3.2.3.2.1					
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<b>2</b>	<b>Flight Crew Training Program.</b>						
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a	Operators/owners must ensure that pilots are trained and have appropriate knowledge of the topics contained in this guidance material, the limits of their RNP 4 navigation capabilities, the effects of updating, and RNP 4 contingency procedures:	1.3.5.1					
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(1)	Aircraft requirements	1.3.3					
(2)	Preflight planning	1.3.4.2					
(3)	Availability of GNSS	1.3.4.3					
(4)	En route	1.3.4.4					

<b>3</b>	<b>Flight Dispatcher Training Program.</b>						
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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>B Operations Manuals</b>							
<b>1 Operations Manuals Part A</b>							
a	OMs and checklists for commercial operators must address information/guidance on the SOP detailed in 1.3.4. 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	1.3.2.3.3.1					
b	<b>Preflight Planning</b>	1.3.4.2					
(1)	Operators should use the appropriate ICAO flight plan designation specified for the RNP route. The letter “R” should be placed in block 10 of the ICAO flight plan to indicate the pilot has reviewed the planned route of flight and determined the RNP requirements and the aircraft and operator approval for RNP routes. Additional information should be displayed in the remarks section indicating the accuracy capability, such as RNP 4 versus RNP 10. It is important to understand that additional requirements will have to be met for operational authorization in RNP 4 airspace or on RNP 4 routes. CPDLC and ADS-C systems will also be required when the separation standard is 30 NM lateral and/or longitudinal. The on-board navigation data must be current and include appropriate procedures	1.3.4.2.1					
(2)	The pilot must:	1.3.4.2.2					
(a)	Review maintenance logs and forms to ascertain the condition of the equipment required for flight in RNP 4 airspace or on routes requiring RNP 4 navigation capability	1.3.4.2.2					
(b)	Ensure that maintenance action has been taken to correct defects in the required equipment; and	1.3.4.2.2					
(c)	Review the contingency procedures for operations in RNP 4 airspace or on routes requiring an RNP 4 navigation capability. These are no different than normal oceanic contingency procedures with one exception: crews must be able to recognize, and ATC must be advised, when the aircraft is no longer able to navigate to its RNP 4 navigational capability	1.3.4.2.2					



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c	<b>Availability of GNSS.</b> At dispatch or during flight planning, the operator must ensure that adequate navigation capability is available en route to enable the aircraft to navigate to RNP 4 and to include the availability of FDE, if appropriate for the operation	1.3.4.3					
d	<b>En route</b>						
(1)	At least two LRNSs, capable of navigating to RNP 4, and listed in the flight manual, must be operational at the entry point of the RNP airspace. If an item of equipment required for RNP 4 operations is unserviceable, then the pilot should consider an alternate route or diversion for repairs	1.3.4.4.1					
(2)	In flight operating procedures must include mandatory cross-checking procedures to identify navigation errors in sufficient time to prevent inadvertent deviation from ATC-cleared routes	1.3.4.4.2					
(3)	Crews must advise ATC of any deterioration or failure of the navigation equipment that cause navigation performance to fall below the required level, and/or any deviations required for a contingency procedure	1.3.4.4.3					
(4)	Pilots should use a lateral deviation indicator, flight director, or autopilot in lateral navigation mode on RNP 4 routes. Pilots may use a navigation map display with equivalent functionality to a lateral deviation indicator as described in 1.3.3.7.1 b). Pilots of aircraft with a lateral deviation indicator must ensure that the lateral deviation indicator scaling (full-scale deflection) is suitable for the navigation accuracy associated with the route (i.e. $\pm 4$ NM). 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. 2 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. 4 NM), are allowable	1.3.4.4.4					

