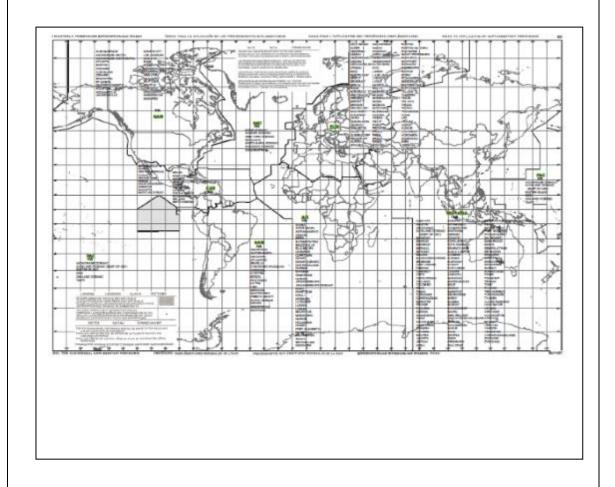


ΑΙΤΗΣΗ ΓΙΑ ΠΙΣΤΟΠΟΙΗΣΗ ΜΝΡS

Application Form for MNPS Approval (Airworthiness & Operational Approval Conformance Document)

REFERENCES	ISSUE DATE	TITLE
Reg. (EU) No 965/2012	5 October 2012	SPA.MNPS.100 MNPS operational approval
ICAO Doc 7030	2008	Regional Supplementary Procedures
Doc. 9613-AN/937 First Edition		Manual on Required Navigation Performance (RNP)



1. Applicant / Operator							
Name							
Address							
Tel	e-mail						
Contact person							
e-paravolo (<u>if appli</u>							
			2	Aircraft			
Aircraft Type							
Aircraft S/N			Airo	craft Registration	1		
Engine Type				ine S/N 1:		e S/N 3:	
8 - 71				ine S/N 2:		e S/N 4:	
	-						
		3. Reque	sted N	INPS Area by th	ne applicant:		
Africa-Indian Ocean	n (AFI):				Yes 🔲 No 🔲		
Caribbean (CAR):					Yes No		
European (EUR) Re Middle East/Asia (N					Yes ☐ No ☐ Yes ☐ No ☐		
North America (NA					Yes No		
North Atlantic (NAT	Γ):				Yes 🔲 No 🔲		
Pacific (PAC):					Yes No		
South American (SA	AM):		- 4		Yes No		
		P	art 1	Airworthi	ness		
SPA.MNPS.105	MNPS operat	tional appr	oval				
To obtain an MI	NPS operatio	nal approva	I from	the competent	t authority, the o	perator s	hall
provide evidend	e that:						
(a) the navigation		t moots the	roquii	red performanc			
,					specific aircraf	h Arren o	
RNAV 1;	Juler approv	ais neid by	the a	Yes		ı type:	
RNP 4;				Yes	<u>=</u>		
RNAV 10 (RNP10)				Yes	<u>==</u>		
RNP 1/RNP 2				Yes			
RNP APCH — LNAV				Yes	<u></u>		
RNP APCH — LNAV	//VNAV minima Yes 🗌						
RNP APCH — LPV m							
RVSM	2 oceanic Yes □ M Yes □						
IV 51-1				165			
		5 AF	M or A	FM Supplemen	t		
Aeroplane Fligl	ht Manual (o					orthiness	annroval
for navigation s	-	-	picin	chtj shows the	ionowing an w	oi tillicss	approvar
FAA AC 20-130A		Yes 🗌	No [FAA TSO-C1	1.6	Yes 🗌	No □
FAA AC 20-130A		<u>===</u>	No [FAA TSO-C1		Yes	No No
		<u></u>	<u></u>				
FAA AC 25-4		<u></u>	No _	JAA JTSO-2C		Yes _	No 🗌
FAA AC 90-45A	Yes No JAA JTSO-2C129a Yes No J						
FAA AC 25-15	Yes No JAA GEN TGL No. 10 Yes No J						
RNP10 (RNAV 1		<u>===</u>	No _	JAA AMJ 20X		Yes _	No 🗌
FAA Notice 8110	0.60		No L	FAA AC 90-9		Yes L	No 📙
FAA TSO-C115		Yes 📙	No L	FAA Order 8	3400.12A	Yes _	No 📙
FAA TSO-C145		Yes 🔛	No L	MNPS		Yes _	No 📙
		Yes 🗌	No 🗌	RNP4		Yes _	No 🗌
Other Yes No (If Yes refer below)							
6. LATERAL CERTIFICATION - Long Range Navigation System							
Manufacturer			Мо		g :		
Туре				tware status			
P/N	<u> </u>		TSO				
	endent LRNS	installed ·	One	<u></u>	Two 🗌	Three	
Number of independent LRNS installed : One							
Navigation Data Base Provider:							
	22						
i							

	7. Aircrai	ft eligibility for MNPS shown in :			
AFM					
Type design (TCDS)					
STC					
Service Bulletin					
Major Modification					
Compliance statement from					
the Manufacturer					
Other					
		O I DNC C' C'-			
-) Ili		8. LRNS configuration	T		
		y determined from VOR/DME sensors?	Yes	No	= -
		y determined from DME/DME sensors?	Yes [No) Ш
		y determined from INS/IRS systems wit	n Yes [□ No	
		radio based navigation equipment?			
		ally determined from INS/IRS system			
	updating ir	om suitable radio based navigatio	n Yes [No) Ш
equipment?	1-16		. T 1		
		ne limitation regarding RNP10 accuaracy	············	S:	••
		ly determined from independent (stand	Yes [□ No	
alone) GPS systems?					
		lly determined from FMS / Multi-senso	r Yes [□ No	
navigation systems i			V [
g) Indication of Estima			Yes [No	
h) Aircraft Master Clock	k could be rese	et and adjusted only in pre-flight?	Yes [No) [
The I DNC ' leaves	C 1	9.Accuracy provided			
The LRNS provides acc					
		nt for the standard deviation of lateral	rack erro	rs to be	less
	vely equates to	an RNP value of 12.6 nm)			
Refer to	41 G D 1				
		ion relative to desired track -Auto pil	ot	1	
l liach I RNS muct he cai					
		iding to the flight crew a continuous	Yes \square	No	
indication of the aircraft	position relati	ve to desired track.	Yes	No	
indication of the aircraft It is highly desirable that	position relati the navigation	ve to desired track. n system employed for the provision of	Yes Yes	No No	
indication of the aircraft	position relati the navigationable of being co	ve to desired track. n system employed for the provision of oupled to the autopilot.			
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the loss of fault detection; and									
the loss of navigation function.									
Operator response:									
		12 Cor	nmunia	ration /Cu	rveillance e	auinman	te		
Extended overv								long rang	πο.
communication (
operational.	(LINGS) EC	quipine	111 (111	voice / D	ata Lilik, SA	I COM, 3E	LCAL etc., is in	stalleu al	Iu
operational:		Yes	No	No inst.	Mode	ol	Туре	TSO	
LRCS (HF) installe	d			()	Mode	,1	Турс	150	
VHF installed?	<u></u>		H	() ()					
SELCAL				()					
SATCOM		H	H	()					
CPDLC				()					
Other				()					
RCP in compliar	aco with			()					
RCP240	ice with								
NOI 2 TO		<u>.i</u>	<u> </u>			<u>i</u> .	<u>i</u>		
Aircraft Transp	onder								
Aircraft is equip		1:					Yes 🗆	No 🏻	
Mode S (ELS):	pou mu	• •					Yes \Box	No 2	
Mode S (EHS):							Yes ¬	No 2	
ADS-B (in):							Yes 🗆	No 2	
ADS-B (in/out)	•						Yes 🗆	No 2	
Surveillance RS		nliant v	vith RS	P 180)·			Yes 🗆	No 2	
Surveillance RS	i is comp	Jiiaiic v			tem installe	d	103 🗆	110 🖽	
Manufacturer			11.77	Model		·u			
Туре				P/N					
TSO				1 / 14					
Operator respon	1601								
Refer to	136.								
Rejer to				15. ELT i	nctalled				
Manufacturer				P/N	iistaiicu				
Type				TSO					
No installed				One		Two			
·	1001			One		1 W U			
Operator respon	ise:								
Refer to 16. MEL									
The applicant he	a norrino	nolorron	t nonta			viatom no	auiromanta anno	onniata f	- N
The applicant ha		reievan	t parts	or the ME	L to reflect s	system red	quirements appr	opriate it)I
MNPS operations			a?				Vac 🗆	No 🗆	
MEL covers MNI							Yes 🔲	No 📙	
(appropriate sec		IEL SNO	uia be s	ubmitteaj					
Operator respon	ise:								
Refer to									
			Pai	rt 2 0	perations	S			
SPA.MNPS.100 N	MNPS ope	eration	S						
Aircraft shall only be									j
with regional supplementary procedures, where minimum navigation performance specifications are established, if the									
operator has been granted an approval by the competent authority to conduct such operations. GM1 SPA.MNPS.100 MNPS operations									
MNPS and the procedures governing their application are published in the Regional Supplementary Procedures, ICAO Doc									
7030, as well as in national AIPs.									
17 Pagional Supplementary Procedures, ICAO Pag 7020									
17. Regional Supplementary Procedures, ICAO Doc 7030, Applicant has to submit the latest Pagional Supplementary Procedures ICAO Doc 7020 for the									
Applicant has to submit the latest Regional Supplementary Procedures, ICAO Doc 7030 for the									
requested MNPS area of operation					771				
18. Operations	Manual						168		<u>ن</u>
		al mar	tion the	MNDC :	the introduce	tion naves	ranh of the One	ations	
Does the Operati	ion manu	ai inen	non tne	iming in	me mtroauc	uon parag	grapii or the Oper	ations	

		S 🗆	No □
Does the Operation Manual describes the required qualification/competence for members?	flight c	rew	
	Ye	s 🗆	No □
Note: Checking of practical MNPS-application during OPC shall be performed by a TRE Checking of practical MNPS-operation during initial and/or regular Line Checks shall be conducted by a Training Captain (TC) or TRE.			
19.Flight Planning			
 Instruction must be provided to flight crew to review and verify the aircra reflected in the Techlog to verify aircraft dispatch status 	ft tech	nical	status
1 D control (distribution)	Ye	S 🗆	No □
b. Description of flight charts used	Ye	s 🗆	No □
20. Flight deck preparation			
Procedures for alignment of the inertial navigation systems must be described in d			ing
Position Initialization Procedures and the use of a Satellite Navigation Availability	Progra Yes		No =
Procedure to check of the functionality and accuracy of 2 Long Range Navigation Sy			No 🗆
Frocedure to check of the functionality and accuracy of 2 Long Kange Navigation 5	Yes	-	No 🗆
Procedure for way point loading (Co-ordination of two persons)	103		110 🗆
Troccaure for way point rouning (or oraniament of two persons)	Yes		No □
Procedure for checking the Flight Plan Data in the FMS			
	Yes		No \Box
Procedure for checking the Long Range Communication Equipment (HF-Systems/	SAT Co	omm)	
	Yes		No □
UTC-Check and synchronisation of the aircraft's Masterclock in order to provide ac			
reference to the system for the calculation of accurate time-estimates at specific wa	aypoin Yes		No □
21. In Flight Procedures <u>before entering MNPS-Airspace</u>	163		NU 🗆
Ground Nav-Aids should be used to verify performance of the LRNS to identify pos.			
	sible M	[ap-s]	hifts
A compass heading cross-check should be made an recorded to determine the mos			
	t accui	ate h	eading
A compass heading cross-check should be made an recorded to determine the mos source		ate h	
A compass heading cross-check should be made an recorded to determine the mos	t accui	ate h	eading
A compass heading cross-check should be made an recorded to determine the mos source Oceanic Clearance: Two flight crew members shall listen to and record any clearance obtained from A'	t accui	rate h	eading No
A compass heading cross-check should be made an recorded to determine the mos source Oceanic Clearance:	t accui Yes TC in o	rate h	eading No □ to
A compass heading cross-check should be made an recorded to determine the mos source Oceanic Clearance: Two flight crew members shall listen to and record any clearance obtained from A verify correct reception	Yes TC in o	rder	No to
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A compass heading cross-check should be made an recorded to determine the mos source Oceanic Clearance: Two flight crew members shall listen to and record any clearance obtained from A verify correct reception	Yes TC in o Yes ta to th	rder	No No No No Shape of the state of th
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A compass heading cross-check should be made an recorded to determine the mos source Oceanic Clearance: Two flight crew members shall listen to and record any clearance obtained from A verify correct reception Verification of received ATC-clearance shall be crosschecked from the recorded da plan as inserted in the FMS	Yes TC in o Yes ta to th	rder	No No No No Shape of the state of th
A compass heading cross-check should be made an recorded to determine the mos source Oceanic Clearance: Two flight crew members shall listen to and record any clearance obtained from A verify correct reception Verification of received ATC-clearance shall be crosschecked from the recorded da plan as inserted in the FMS Crossing of way-points within MNPS airspace Distance and track to the next waypoint shall be verified. When crossing the waypo	Yes TC in o Yes ta to th Yes Oint, it	rder ne Flig	No No Bht No No Bht No Bho Bho Bho Bho Bho Bho Bho Bh
A compass heading cross-check should be made an recorded to determine the mos source Oceanic Clearance: Two flight crew members shall listen to and record any clearance obtained from A verify correct reception Verification of received ATC-clearance shall be crosschecked from the recorded da plan as inserted in the FMS Crossing of way-points within MNPS airspace	Yes TC in o Yes ta to th Yes Oint, it e corre	rder ne Flig	No No Sht No No Sht No Control Cont
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Total Track Error of 25 NM or more • Deviation from assigned altitude of ± 300 ft
• The loss of MNPS / RVSM-capability
• The application of any contingency procedure
Yes No
The report has to be filed within 72 hours after the occurrence, containing an initial analysis of causal
factors and measurement taken to prevent repeat occurrence.
Yes 🗆 No 🗆
24.Training (the following Items at least shall be covered):
The NAT-Track-Documents shall be described, in order to explain the procedures applicable within
the Organized-Track-System (OTS).
Basic-Concept for Normal Procedures in MNPS-Airspace
The minimum equipment requirements for MNPS- operations (MEL)
Flight-Planning Particle Part
Pre-Flight Procedures
Procedures established and described in the event that a Single-LRNS condition occurs before Take-off
Methods described covering the handling of a Single-LRNS condition before the OCA Boundary is
reached
In-Flight Procedures prior to entry into MNPS- Airspace and within MNPS-Airspace
ATC phraseology applicable for MNPS-operations
Procedures to be followed and applied by the flight crew such as : <u>Deviation implied by Aircraft</u>
Performance problems due to:
a) Engine failure
b) Pressurization-System failure
c) Weather conditions
Methods describing the detection of failures in Navigation Systems relevant for MNPS- operations
Methods describing the evaluation of a faulty Navigation-Systems and actions defined if the faulty
Navigation-System cannot be determined by the crew
Post-Flight Procedures
Entries in Technical Log Systems
Theoretical knowledge will be checked by means of a written test or by any other suitable method
where the quality of the transferred knowledge can be traced and recorded.
Ground Training shall cover theoretical and practical parts of the subject .
Practical Training and Pilot Assessment shall be performed in an FSTD and/or aeroplane.
Is a sector included in the line flying under supervision module, where MNPS-Operation can be
applied.
applical
Syllabus of the Training must be contained in the operators OM-D
For all the above subjects Yes \square No \square
,
25. Supporting documents to be submitted
For all of the above Paragraphs 3-24 supporting documentation should be submitted with the
current application.
Applicant statement
I hereby declare that all documentation and information submitted have been verified and found in
compliance with Regulation (EC) No 965/2012, its Implementing Rules and all other applicable
requirements/procedures.
Continuing Airworthiness Manager
(Signature)
Flight Operation Manager
(name)
(name) (Signature)

Date

Training Manager	
(name)	(Signature)
Date	