

Issued: 3 September 2014

Navigation Operational Approvals: Transfer of Approval Certificate Text into Operations Manuals

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	All Aeroplane AOC Holders and GA Pilots
Licensed/Unlicensed Personnel:	Not primarily affected

1 Introduction

- 1.1 As part of the transition from EU-OPS to EASA Ops (Part-CAT and Part-SPA), most approvals previously granted through the issue of separate CAA 'Green Paper' certificates are now to be granted via the compendium Operations Approval. This affects Reduced Vertical Separation Minima (RVSM), Minimum Navigation Performance Specification (MNPS) and Required Navigation Performance 10 (RNP10) approvals. These approvals will continue to be referenced in the Operations Specification.
- 1.2 As a consequence of this administrative change introduced by the CAA, Air Operator Certificate (AOC) holders are required to amend their operations manual to incorporate the conditions contained within the approvals that are currently included in the separate CAA certificates.
- 1.3 This Information Notice provides guidance on the required amendments to the operations manuals which need to be brought to the attention of all aeroplane AOC holders.
- 1.4 Completed operations manual amendments should be submitted for approval via the normal Notice of Proposed Amendment (NPA) process. When the amendments have been approved by the Flight Operations Inspector and a revised Operations Approval granted, the individual approvals will no longer be required and can be destroyed.

2 Operations Manual Amendments

- 2.1 Certain sections of the current separate approval certificates need to be identified and transferred from the approval certificate into the appropriate sections of the operations manual, as indicated below.

Note: RVSM, MNPS and RNP10 procedures for non-commercial operators will continue to require a separate approval document until Part-NCC and Part-SPO are applicable.

3 North Atlantic (NAT) MNPS Airspace

3.1 General

- 3.1.1 The following material (currently recorded on the separate CAA approval certificate) needs to be inserted into the operations manual, Part C alongside other North Atlantic / MNPS oceanic procedures to identify the Long Range Navigation System (LRNS) requirements for each of the different route structures within MNPS airspace.

3.2 MNPS Navigation Systems

- 3.2.1 In NAT MNPS airspace, two categories of navigation system are used:

- **Short Range Navigation Aids** consisting of Automatic Direction Finding (ADF), VHF Omnidirectional Range (VOR) and Distance Measuring Equipment (DME).
- **LRNS** consisting of a Flight Management System (FMS) utilising position information from one or more Inertial Reference System (IRS) and/or one or more Global Positioning System (GPS).

- 3.2.2 The following navigation system installations are required for operations in the associated MNPS airspace listed below:

a) **Short Range Navigation Systems**

- i) Flesland – Myggenes – Ingo – Keflavik (G3) and return.
- ii) Sumburgh – Myggenes (G11) and return.

b) **1 x LRNS**

In addition to the above routes:

- i) Stornoway / Benbecula – 60°N 010°W – 61°N 012°34'W – Aldan – Keflavik and return.
- ii) Stornoway / Benbecula – 61°N 010°W – Aldan – Keflavik and return.
- iii) Machrihanish / Belfast / Glasgow / Shannon – 57°N 010°W - 60°N 015°W – 61°N 016°30'W – Breki – Keflavik and return.
- iv) Keflavik – Gimli – Kulusuk - Sondre Stromfjord – Frobay and return.
- v) Keflavik – Embla – 63°N 030°W – 61°N 040°W – Prins Christian Sund and return.
- vi) Prins Christian Sund – 59°N 050°W – Prawn – Nain and return.
- vii) Prins Christian Sund – 59°N 050°W – Porgy – Hopedale and return.
- viii) Prins Christian Sund – 58°N 050°W – Loach – Goose and return.
- ix) Funchal / Porto Santo – Santa Maria / Ponta Delgada and return.
- x) Lisbon / Porto / Faro – Santa Maria / Ponta Delgada / Lajes and return.
- xi) All routes that lie within MNPS Airspace to the South of 51°N and East of 009°01'W.