



Civil Aviation Authority
INFORMATION NOTICE
Number: IN-2017/034



Issued: 18 August 2017

Implementation of Performance Based Navigation – Guidance for Pilots

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:	Not primarily affected
Licensed/Unlicensed Personnel:	All holders of UK-issued National Pilot licences and UK-issued JAR-FCL/Part-FCL Pilot Licences

1 Introduction

- 1.1 This Information Notice gives further information on the implementation of European Commission Regulation (EU) No. 539/2016 Performance Based Navigation (PBN) that amends European Commission Regulation (EU) No. 1178/2011 (the Aircrew Regulation).

2 Scope

- 2.1 The new PBN regulations will require:
- That from **25 August 2018** pilots may only fly in accordance with PBN routes and procedures after they have been granted PBN privileges as an endorsement to their Instrument Rating (IR);
 - All pilots with an IR or Enroute Instrument Rating (EIR) will need to have PBN privileges after the **25 August 2020**.

3 Applicability for Flight Crew

- 3.1 The UK CAA has adopted a PBN declaration process. To obtain a PBN endorsement pilots have two options;
- (1) Undertake PBN IR theoretical knowledge and practical training at an Approved Training Organisation (ATO), which includes passing a theoretical knowledge examination prior to passing a Skill Test or Proficiency Check which includes the

applicable PBN IR elements with an examiner authorised to conduct such test or check; or

- (2) Make a declaration confirming that the pilot is sufficiently familiar with PBN operations, including the theoretical knowledge elements. Also pass an oral theoretical knowledge assessment prior and in addition to, passing a Skill Test or Proficiency Check which includes the applicable PBN IR elements, with an examiner authorised to conduct such test or check.

3.2 A copy of the PBN declaration form is included in [Appendix 1](#) to this IN. This form must be printed and completed by the applicant prior to attempting the oral theoretical knowledge assessment and the Skill Test or Proficiency Check.

3.3 Examiners should refer to [IN 2017/026](#), for guidance on their authorisation process.

4 Undertaking Training at an ATO

4.1 If the pilot attends an ATO, either UK or non-UK approved, the pilot must ensure that all training undertaken is conducted at an ATO that holds an approval to conduct instrument training¹ and has updated their syllabus to include the PBN elements.

4.2 The pilot must retain a copy of the course completion certificate issued by the ATO, along with the PBN declaration form and must provide these as evidence to the examiner prior to attempting the Skill Test or Proficiency Check.

4.3 Copies of these forms, together with the Examiner's Report, must be submitted to the CAA. Examiners must retain a copy and the CAA recommends that the pilot also keeps a copy.

4.4 For non-UK certificated examiners please refer to [IN 2016/003](#) for further guidance.

5 Making a Declaration of PBN Familiarity

5.1 All pilots are reminded of their responsibility to ensure that they are capable of operating at an appropriate level of competence in PBN operations prior to operating on routes or procedures that require use of RNAV systems to meet PBN navigation specifications.

5.2 A list of the areas of knowledge is included in [Appendix 2](#) of this IN. Pilots should ensure they are sufficiently familiar with all of these areas, when making the PBN declaration.

5.3 The pilot must present the PBN declaration form to the examiner at the time of undertaking the oral theoretical knowledge assessment. This must be prior to attempting the skill test or proficiency check. The content of the oral assessment is at the discretion of the examiner but will cover the areas of knowledge in Appendix 2 of this Information Notice.

5.4 The oral assessment may take up to 2 hours. Failing the oral element test may mean that the flight test is failed or partially failed prior to the flight element taking place.

5.5 A copy of the declaration form and the Examiner's Report must be submitted to the UK CAA. Examiners are required to retain a copy and the CAA recommends that the pilot also keeps a copy.

¹ CAA considers this to mean any approved course which includes the IR, including integrated, modular and type or class rating courses.

6 Pilots Currently Undertaking IR Training

- 6.1 For pilots currently enrolled on an integrated or modular course the theoretical knowledge examinations will be revised to include the necessary PBN knowledge. Any candidate having passed examinations including this revised syllabus will not need to complete the course /oral assessment described in this IN.
- 6.2 Please refer to [IN 2017/028](#) for further guidance.

7 Third Country Licence Holders

- 7.1 Holders of ICAO compliant licences issued by third countries wishing to obtain an EASA IR by the existing conversion methods will need to become PBN qualified. The above PBN arrangements therefore apply. However, the licence conversion process will involve an oral element to demonstrate knowledge of the topics set out in Part-FCL. At the discretion of the examiner knowledge of these topics evidenced by a course completion certificate from an ATO may be taken into account.
- 7.2 Please refer to Information Notices [IN 2017/016](#) and [IN 2017/029](#) for further guidance.

8 Administration

- 8.1 A pilot planning to make an application for any licence, rating or certificate at the same time as applying to obtain a PBN endorsement, the appropriate course completion certificate and Examiner Report indicating that the PBN elements have been completed must be submitted along with the appropriate application forms for the licence, rating or certificate being applied for.
- 8.2 If the applicant is not applying for any other licence, rating or certificate, then after the completion of any training, if applicable, or making the declaration and passing the oral assessment and Proficiency Check, the pilot does not need to apply for the issue of the PBN endorsement on to their licence.
- 8.3 On successful completion of the Proficiency Check the examiner must sign the pilot's Certificate of Revalidation within their licence with PBN endorsement in the following format:

Example: B737IR/LV/PBN
 IR SPA ME PBN

- 8.4 The appropriate Examiner Report Form must be clearly marked in Section 2 with the following: 'Instrument Rating Includes PBN Endorsement'
- 8.5 The UK CAA will update the applicable forms taking into account the above changes. The Flight Examiners handbook and Standards Documents will also be updated.

9 UK Instrument Meteorological Conditions (IMC) or Restricted Instrument Rating (IR(R))

- 9.1 The UK CAA will issue further information via Skywise on the impact of the PBN regulations on the IMC/IR(R) Rating and update Standards Document 25, later in the year.

10 Queries and Applications

- 10.1 Pilots should initially address any queries to their chosen ATO or to their operator.

- 10.2 All application forms and the PBN declaration form and Examiner Reports for pilots must be sent to:

Licensing, Shared Service Centre
Civil Aviation Authority
Aviation House, Gatwick Airport South
West Sussex, RH6 0YR
Telephone: 01293 567171
Email: fclweb@caa.co.uk

11 Cancellation

- 11.1 This Information Notice will remain in force until 31 August 2021, unless replaced or removed.