

# PBN Regulation Next Steps

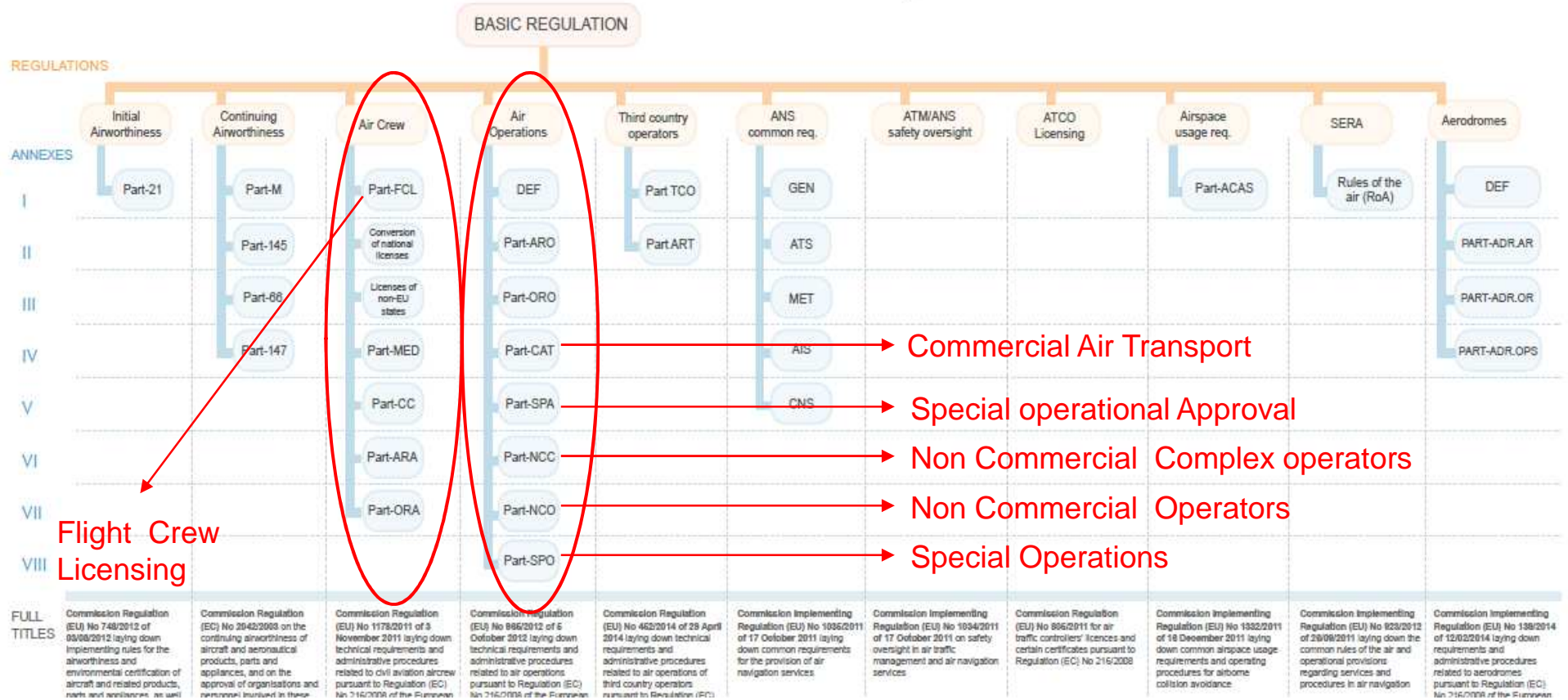


# EASA regulations structure

## Regulations Structure

Each Part to each implementing regulation has its own Acceptable Means of Compliance and Guidance Material (AMC/GM). These AMC and GM are amended along with the amendments of the regulations. These AMC/GM are so-called 'soft law' (non-binding rules), and put down in form of EASA Decisions. A comprehensive explanation on AMC in form of questions and answers can be found on the FAQ section of the EASA website.

Furthermore, Certification Specifications are also related to the implementing regulations, respectively their parts. Like AMC/GM they are put down as Decisions and are non-binding.



Flight Crew Licensing

Commercial Air Transport

Special operational Approval

Non Commercial Complex operators

Non Commercial Operators

Special Operations



## EASA Regulation and PBN : Next steps (2016)

RMT 256&257 issued **NPA 2013-25**

Most of the PBN nav spec would not require an operational specific approval.

- **AIR OPERATIONS** is modified to take PBN into account in :
  - Operational Procedures (OP)
    - Part CAT.OP, Part NCC/OP, Part NCO.OP Part SPO.OP
  - Instrument Data and Equipment (IDE)
    - Part CAT.IDE, NCC.IDE, NCO.IDE, SPO.IDE
  - Part SPA (Specific Operational Approval) is modified to keep only “complexe PBN operations”
    - RNP AR APCH
    - RNP 0.3 for helicopter operation
- **AMC 20-xx** related to PBN are suppressed:
  - Airworthiness part is inserted in CS-ACNS
  - Ops part is inserted in AMC’s of AIR OPS - Part OP and Part IDE

## EASA Regulation and PBN : Next steps (2016)

- **Aircrew regulation** is amended to include particular aspects related to Flight Crew Licensing (FCL) concerning pilot training and periodic checking for Performance-based Navigation (PBN).
- **Transition period :**
- 2 years after the application of the new regulation IFR pilot shall have satisfied
  - a skills test for the issue of an IR
  - or a proficiency check for the revalidation or renewal of an IR
- In addition IFR pilot shall provide evidence of
  - successful completion of a course of theoretical knowledge
  - And either:
    - provide evidence of training in RNP APCH operations
    - provide evidence of six RNP APCH operations conducted as pilot-in-command
    - complete training in PBN operations as determined by the examiner, including at least one additional RNP APCH operation.

## Annexe 6 and PBN next step

- Annexe 6 will also be modified:

### Chapter 7.2 Navigation Equipment addresses PBN

#### 1. Operator's responsibility :

- A/C capability
- MEL
- A/C is operated in accordance with PBN Navigation specifications

#### 2. Authority responsibility : check that operator has established and documented procedures

- Safety risk analysis
- Normal / abnormal procedures
- Crew's training

Only Complex PBN operations would require specific operational approval