

**CIVIL AVIATION AUTHORITY
REPUBLIC OF MOLDOVA**

Approved by
Director CAA RM

_____ I. ARMAŞ

“ _____ ” _____ 2014



**Procedure Manual
“Minimum Navigation Performance
Specification Operational Approval”**



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Procedure Manual – Minimum Navigation Performance Specified (MNPS) Approval

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Taken action	Function	Name / Surname	Date	Signature
Approved by:	Director of Civil Aviation Authority Republic of Moldova	Iurie ARMAȘ		
Advised by:	Vice director Flight Safety Control and Oversight	Nicolae BUZU		
	Head of Legal, Rulemaking and Human Resources Division	Sergiu MÂRZAC		
	Head of Flight Operation Division	Igor RUSANOVSKI		
	Main Specialist, Inspector, Flight Operation Division	Victor LICIMAN		
	Head of Airworthiness Division	Sergiu DARIE		
	Head of Quality Control Division	Igor BARBĂ		
Elaborated by:	Manager of Developing Procedures, Flight Operation Division	Vasile NICHITA		



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Chapter 1 OVERVIEW

1. Purpose

This procedure material is intended for CAA RM inspectors as well as for operators of Republic of Moldova registered aircraft, planning to operate in the Minimum Navigation Performance Specification (MNPS) airspace over the North Atlantic. Republic of Moldova Operators, and aircraft, intending to utilize the North Atlantic Region (NAT Region) MNPS airspace, are required to be approved by CAA RM for MNPS operations.

This publication provides information on MNPS requirements, the approvals process, as well as operational and training requirements. This publication also provides methods acceptable to CAA RM for showing compliance with EASA requirements and ICAO standards.

The Procedure Manual is formed from 5 main chapters:

Chapter 1 – Provides the purpose, applicability and general background of the present manual;

Chapter 2 – Provides general provisions for the MNPS operational approval;

Chapter 3 – In this chapter are mentioned Airworthiness requirements and guidance material related to MNPS approval process;

Chapter 4 – In this chapter are mentioned Flight Operations requirements and guidance material related to MNPS approval process;

Chapter 5 – Provides operators, and inspectors with technical instructions on the process to be followed in order to obtain a MNPS operational approval.

2. Applicability

All Republic of Moldova registered aircraft planning to operate within the North Atlantic (NAT) Region MNPS Airspace, shall be required to obtain an approval from CAA RM before the commencement of operations. Due to implementation of Reduced Vertical Separation Airspace (RVSM) within MNPS airspace, operators will be required to obtain a RVSM approval as well. Refer to Acceptable means of RVSM certification, for guidance and requirements. Operations Specifications (OPS Specs) and a letter of approval will cover MNPS authorization and is valid until revoked by CAA RM.

3. Background

The basic system used for traffic flow in the North Atlantic became so congested during the 1970s that a more stringent system was designed to alleviate the problem. This newer system included Minimum Navigation Performance Specifications (MNPS), the North Atlantic Organized Track System (OTS), and the North Atlantic Track Structure (NATS). Two traffic flows were developed; a westbound flow departing Europe in the morning and an eastbound flow departing North America in the evening. The effect of these flows has been to concentrate most of the traffic uni-directionally, peak westbound traffic operating between 1130 UTC and 1900 UTC and peak eastbound traffic between 0100 UTC and 0800 UTC.



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Chapter 1 Overview

The concept of MNPS has been accepted and will be further adopted on a world-wide basis by ICAO and regional authorities. The objective of MNPS remains to ensure a safe aircraft operation and to derive maximum economic benefit from the improved accuracy of navigation as demonstrated by technological advances. The concept of MNPS will gradually be expanded to other areas such as the Oceanic airspace in the Pacific, and the recent European B-RNAV area is a similar concept. An implicit condition of MNPS is that all operators must maintain the specified operating standards and be aware of the inherent obligations of the MNPS requirements.

4. NAT MNPS Defined Area

MNPS vertical dimension airspace is that portion of the North Atlantic airspace between FL285 and FL420. The MNPS lateral dimensions are between the latitudes 27° N to the North Pole. MNPS airspace is bounded in the east by the eastern boundaries of Oceanic Control Areas (OCA) Santa Maria, Shanwick, Reykjavik, and in the west by the western boundary of OCA's Reykjavik, Gander Oceanic and New York Oceanic excluding the area west of 60° W and south of 38°30' N.



Chapter 2 GENERAL PROVISION FOR MNPS OPERATIONAL APPROVAL

The MNPS concept requires that the aircraft meets certain airworthiness certification standards, including the necessary navigation system performance and functionality, to be eligible for application and that the operator has operational approval from CAA before the system can be used. A MNPS operational approval is an approval that authorizes an operator to carry out defined MNPS operations with specific aircraft in designated airspace. The operational approval for an operator may be issued when the operator has demonstrated to the CAA of the State of Registry/State of the Operator that the specific aircraft are in compliance with the relevant airworthiness standard and that the continued airworthiness and flight operations requirements are satisfied.

- a) The airworthiness element ensures that the aircraft meets the aircraft eligibility and safety requirements for the functions and performance defined in the navigation specifications (or other referenced certification standards) and the installation meets the relevant airworthiness standards, e.g. **EASA CS-25** and the applicable AC/AMC. The AC/AMC may also include other non-navigation equipment required to conduct the operation such as communications and surveillance equipment.
- b) The continued airworthiness element of the operational approval is not directly addressed in the MNPS Manual since it is inherent in the aircraft airworthiness approval through the airworthiness requirements, **EASA CS-25**, but the operator is expected to be able to demonstrate that the navigation system will be maintained compliant with the type design. For navigation system installations there are few specific continued airworthiness requirements other than database and configuration management, systems modifications and software revisions, but the element is included for completeness and consistency with other CNS/ATM operational approvals, e.g. RVSM.
- c) The flight operations element considers the operator's infrastructure for conducting MNPS operations and flight crew operating procedures, training and competency demonstrations. This element also considers the operator's MEL, operations manual, checklists, instrument flight procedure approval processes, navigation database validation procedures, dispatch procedures, etc.

A better illustration of the above explained, is depicted in Figure 2.1 below.



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Chapter 2 General Provision for MNPS Operational Approval

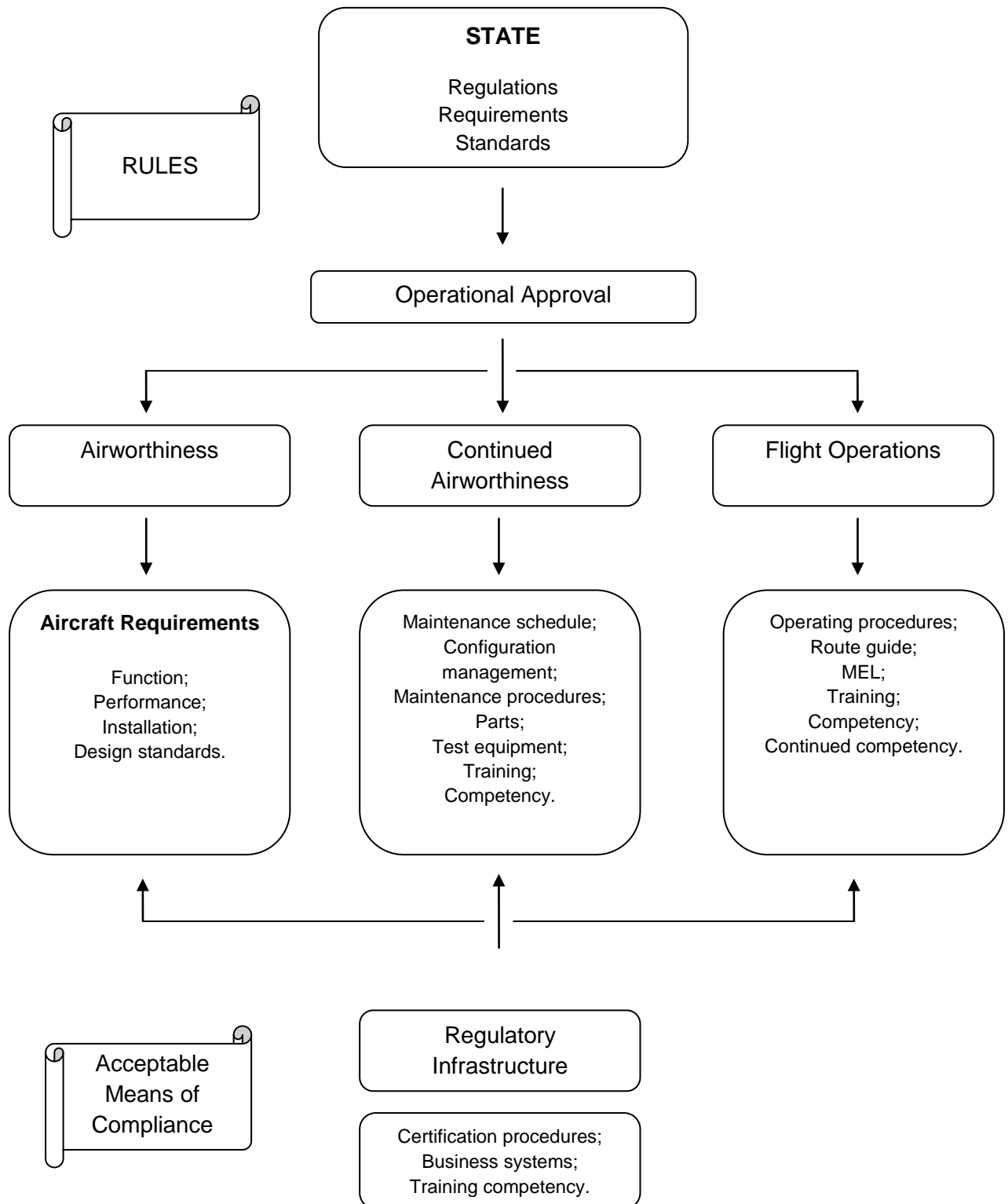


Figure 2.1: Overview of operational approval responsibilities



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There may be up to three different States and regulatory agencies involved in operational approval:

- a) *State of Design/Manufacture.* The organization which has designed the aircraft applies for a type certificate (TC) from the State of Design. The State of Design also approves the master minimum equipment list (MMEL), the mandatory maintenance tasks and intervals, and the aircraft flight manual (AFM) and its amendments, which determine the MNPS capabilities and limitations of the aircraft. A State of Design, which may be different from the State which issued the original TC, may issue a design change approval for an aircraft as a supplemental type certificate (STC).
- b) *State of Registry (CAA RM in this case, if aircraft is registered in Republic of Moldova).* The State of Registry is the State in which the aircraft is registered. The State of Registry is responsible for the airworthiness of the aircraft. It approves the aircraft maintenance programme, in accordance with its regulations, and issues the certificate of airworthiness. It also approves aircraft repairs and modifications (as stand-alone modifications or as STCs). For general aviation, the State of Registry approves the minimum equipment list (MEL) and the conduct of specified MNPS operations.
- c) *State of the Operator (CAA RM in this case, if the operator is registered in Republic of Moldova and has an Air Operator Certificate/Authorisation issued by CAA RM).* The State of the Operator (which may be different from the State of Registry for commercial air transport operations) accepts the aircraft maintenance programme and approves the MEL, the flight crew training programmes and the conduct of specified MNPS operations, in accordance with its regulations.

CAA will not re-approve technical data approved by another State; re-approving already approved technical data effectively transfers the regulatory responsibility for that data to the State re-approving the data with respect to aircraft registered under its jurisdiction. Where a CAA wishes to use technical data approved by another State, the CAA will review the data, determine that the data are acceptable for use in Republic of Moldova and formally accept the data; in this way, the regulatory responsibility remains with the State that originally approved the data.

Operational approval is the responsibility of the CAA of the Republic of Moldova for commercial air transport operations and the State of Registry is responsible for general aviation operations.

The following factors can influence a CAA RM decision to require a formal operational approval process and specific documentation of approval:

- a) the degree of linkage to the basis for aircraft/avionics certification, i.e. whether the aircraft, including its navigation system, has an airworthiness approval covering the type of envisaged MNPS operations;
- b) the complexity of the MNPS operation and the level of associated challenges to operators and regulators;



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- c) the maturity of the related operational concept and systems and, specifically, whether the issues are well understood and relatively stable;
- d) the risk associated with improper conduct of operations and operator-specific safety expectations, as well as those of third parties in the air and on the ground;
- e) the availability of appropriate training, and checking standards and procedures for the respective MNPS operations (mainly for pilots but also for maintenance and dispatcher personnel, as appropriate); and
- f) the promulgation of information from holders of TCs to air operators (e.g. MMEL and training requirements) throughout the life cycle of the aircraft.

CAA decisions in this area will be based upon balancing the efficient use of available regulatory resources to ensure proper initial operator compliance and to promote ongoing operational safety, while also enabling the use of new technologies and operations in the interest of enhanced safety and efficiency.



Chapter 3 AIRWORTHINESS APPROVAL

I. General Guidance

The first step in assessing an application for MNPS approval is to establish that the aircraft and its systems are suitable for the specific operation.

There are some aircraft whose TC, STC and associated documentation (AFM) do not include references to MNPS.

However, a lack of specific airworthiness certification does not necessarily mean a lack of MNPS capability. If the aircraft is suitably equipped, it will be necessary to demonstrate this and that the aircraft is capable of MNPS operation. It is not meant to imply that additional certification is required to obtain approval, although it is important that appropriate OEM input is obtained to support any claims of capability that are not part of the existing certification.

The aircraft eligibility assessment process needs to consider the capability, functionality and performance characteristics of the navigation and other relevant flight systems against the requirements of the MNPS operation. In some cases operational mitigations and alternative means of meeting the MNPS requirements may need to be considered. Considerable additional evaluation may be necessary before an aircraft is determined to be eligible for the issue of an approval.

Operating mitigations are normally required to address deficiencies in the required aircraft qualification to undertake a particular operational procedure. These deficiencies could be items related to aircraft performance or information displays or availability.

Operators should discuss the proposed changes and mitigations with CAA as early as possible.

In order to develop possible operational mitigations operators should assess the:

- a) qualification standard and fully understand the associated shortfall in the qualification of the navigation specification;
- b) procedures that have been established by the CAA with respect to the area of operation. This review should identify the complexity of the proposed operation and the hazards associated with that operation.

Following the identification of the above, operators should review their operational procedures and identify possible changes or additional procedures/requirements that could mitigate the identified deficiencies and hazards. The proposed changes should be presented to their regulatory authority for authorization/approval.

The operator should ensure that subsequent operations are conducted in accordance with any restriction or limitation specified by the CAA.

A number of manufacturers have obtained, or are in the process of obtaining, airworthiness certification for MNPS operations (the AFM may include a statement of MNPS capability). In such cases the aircraft eligibility assessment can be greatly simplified.



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In order to enable MNPS approval, a number of OEMs provide additional information to support claims of MNPS compliance and capability. Such supporting documentation may or may not be approved or endorsed by the State of Manufacture, and it may be necessary to contact the relevant authority to validate the manufacturer's claims.

Where there is insufficient evidence of airworthiness certification, the aircraft capability assessment must include an evaluation of the navigation functionality as well as control, display and alerting functions. Area navigation systems that were designed and installed before MNPS implementation may not meet the minimum requirements, and avionics upgrades may be necessary.

II. Aircraft eligibility

An aircraft is eligible for a particular MNPS application provided there is clear statement in:

- a) the TC; or
- b) the STC; or
- c) the associated documentation — AFM or equivalent document; or
- d) a compliance statement from the manufacturer, which has been approved by the State of Design and accepted by the State of Registry or the State of the Operator (CAA RM), if different.

The operator must have a configuration list detailing the pertinent hardware and software components and equipment used for the MNPS operation.

The TC is the approved standard for the production of a specified type/series of aircraft. The aircraft specification for that type/series, as part of the TC, will generally include a navigation standard. The aircraft documentation for that type/series will define the system use, operational limitations, equipment fitted and the maintenance practices and procedures. No changes (modifications) are permitted to an aircraft unless the CAA of the State of Registry either approves such changes through a modification approval process or STC, or accepts technical data defining a design change that has been approved by another State.

An alternate method of achieving the airworthiness approval of the aircraft for MNPS operations is for the aircraft to be modified in accordance with approved data (e.g. STC, minor modification etc.).

One means of modifying an aircraft is the approved service bulletin (SB) issued by the aircraft manufacturer. The SB is a document approved by the State of Design to enable changes to the specified aircraft type, and the modification then becomes part of the type design of the aircraft. Its applicability will normally be restricted by airframe serial number. The SB describes the intention of the change and the work to be done to the aircraft. Any deviations from the SB require a design change approval; any deviations not approved will invalidate the SB approval. The State of Registry accepts the application of an SB and changes to the maintenance programme, while the CAA RM accepts changes to the maintenance programme and approves changes to the MEL, training programmes and operations specifications. An OEM SB may be obtained for current-production or out-of-production aircraft.



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For recently manufactured aircraft, where the MNPS capability is approved under the TC, there may be a statement in the AFM limitations section identifying the operations for which the aircraft is approved. There is also usually a statement that the stated approval does not itself constitute an approval for an operator to conduct those operations.

In many cases for legacy aircraft, while the aircraft is capable of meeting all the airworthiness requirements of a MNPS navigation specification, there may be no clear statement in the applicable TC or STC or associated documents (AFM or equivalent document). In such cases, the aircraft manufacturer may elect to issue an SB with an appropriate AFM update or instead may publish a compliance statement in the form of a letter, for simple changes, or a detailed aircraft-type-specific document for more complex changes. The State of Registry may determine that an AFM change is not required if it accepts the OEM documentation. **Table 2.1** below lists the possible scenarios facing an operator who wishes to obtain approval for a MNPS application, together with the appropriate courses of action.

Scenario	Aircraft certification status	Actions by the operator
1.	Aircraft designed and type-certificated for MNPS application. Documented in the AFM, TC or STC.	No action required; aircraft eligible for MNPS application.
2.	Aircraft equipped for MNPS application but not certified. No statement in the AFM. SB available from the aircraft manufacturer.	Obtain the SB (and associated amendment pages to the AFM) from the aircraft manufacturer.
3.	Aircraft equipped for MNPS application. No statement in the AFM. SB not available. Statement of compliance available from the aircraft manufacturer.	Establish if the statement of compliance is acceptable to the regulatory authority of the State of Registry of the aircraft.
4.	Aircraft equipped for MNPS application. No statement in the AFM. SB not available. Statement of compliance from the aircraft manufacturer not available.	Develop a detailed submission to the State of Registry showing how the existing aircraft equipment meets the MNPS application requirements. OEM support should be solicited where possible.
5.	Aircraft not equipped for MNPS application.	Modify aircraft in accordance with the aircraft manufacturer's SB or develop a major modification in conjunction with an approved design organization in order to obtain an approval from the State of Registry (STC).

Table 2.1: Approval scenarios



III. MNPS Airspace Accuracy Requirements

1. Navigation

Aircraft conducting flights within the volume of airspace specified shall have a navigation performance capability such that:

- (a) The standard deviation of later track errors shall be less than 6.3 NM (11.7 km).
- (b) The proportion of the total flight time spent by aircraft between 30 NM (55.6 km) or more off the cleared track shall be less than 5.3×10^{-4} which is approximately equivalent one hour per 2000 flight hours.
- (c) The portion of the total flight time spent by aircraft between 50 and 70 NM (93 and 130 km) off the cleared track shall be less than one hour per 8000 flight hours.
- (d) Such navigation performance capability shall be verified by the State of Registry or the State of the aircraft operator or State of manufacture.

2. Altimetry

In the airspace mentioned at point 5 from present publication, the separation requirements are 1000 ft (305 meters) vertical to FL 285. Between FL 290 to FL 420, RVSM airspace is in force and the RVSM altimetry and level keeping accuracy requirements apply.

3. Equipment

- (a) For unrestricted operation in MNPS airspace an aircraft should be equipped with two independent LRNS's.
- (b) An LRNS may be one of the following:
 - (1) one inertial navigation system (INS);
 - (2) one global navigation satellite system (GNSS); or
 - (3) one navigation system using the inputs from one or more inertial reference system (IRS) or any other sensor system complying with the MNPS requirement.
- (c) In case of the GNSS is used as a stand-alone system for LRNS, an integrity check should be carried out.
- (d) For operation in MNPS airspace along notified special routes the aeroplane should be equipped with one LRNS.

IV. Airworthiness documentation

- (a) *Airworthiness Documents.* Documentation such as the Aircraft Flight Manual (or supplement) should be available to show that the aircraft has been approved either for MNPS or to RNP 12,6 by the appropriate airworthiness authorities (State of Manufacture).



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- (b) *Description of Aircraft Equipment.* A description of the aircraft navigation equipment appropriate to operations in an MNPS environment. Acceptable aircraft navigation equipment;
- (c) *Maintenance.* At the time application is made for operational approval, the Operator should submit a maintenance program for approval.
- (d) *Master Minimum Equipment List.* Shall be presented for acceptance.



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Chapter 4 FLIGHT OPERATIONS APPROVAL

I. Standard Operating Procedure

Standard operating procedures (SOPs) must be developed to cover both normal and non-normal (contingency) procedures for the systems used in the MNPS operation. Where possible, the practices and procedures should follow those laid down by the manufacturer and the air navigation service provider (ANSP) in MNPS airspace. The SOPs must be adequately documented in the OM.

1. Flight Preparation Instruction.

The following subjects and procedures shall be described, as a minimum:

1.1 Flight Planning.

For MNPS-operations, instruction must be provided to the flight crew to review and verify the aircraft technical status reflected in the Techlog, to consult the airplanes Hold Item List (HIL), to verify the airplane dispatch status using the Minimum Equipment List (MEL) concerning MNPS-operations. Dual Long Range Navigation System (LRNS) and RNP 10 or RNP 4 capability is required.

1.2 Flight-Documentation:

- a) *Operational Flight Plan.* The OFP shall be declared as “Master Document” listing sequentially all the waypoints defining the route, as well as the track and distance between each waypoint.
- b) *Plotting Chart.* The use of a Plotting-Chart in a suitable size and scale shall be described in order to facilitate visual presentation of the intended route and for the conduct of navigation cross-checking procedures.
- c) *NAT-Track-Document.* The NAT-Track-Documents shall be described, in order to explain the procedures applicable within the Organized-Track-System (OTS).

1.3 Flight-Deck-Preparation:

- a) *Navigation System Alignment.* Procedures for alignment of the inertial navigation systems must be described in detail, including Position Initialization Procedures and the use of a Satellite Navigation Availability Program. It shall be emphasized that alignment must be completed, the equipment shall be set to NAV-Mode and Ground Speed Zero indication shall be verified prior to the first movement of the aircraft.
- b) *LRNS functionality verification.* Check of the functionality and accuracy of 2 Long Range Navigation Systems (2 LRNS), including the indication of the aircraft position relative to the desired track : 1 LRNS = 1 INS/IRS, or 1 GNSS, or 1 NAV-System using one or more IRS or any other position sensor complying with MNPS-requirements.



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- c) *Loading of Waypoints.* Manual entry of waypoint data into the navigation system must be coordinated by two persons, working in sequence and independently. One pilot should key in and insert the data, and subsequently the other pilot should recall it and confirm it against source information. It is not sufficient for one crew member just to observe or assist another crew member inserting the data. The pilot responsible for the verification should work from the CDU-Display to the “Master Document” rather than in the opposite direction in order to lessen the risk of “seeing what is expected to be seen” rather than to see what is actually displayed.
After the verification of a waypoint, an appropriate symbol should then be adopted on the Master Document to indicate the status of each waypoint.
- d) *Checking of Flight Plan Data in the FMS.* Completeness of the inserted flight plan and compatibility with the “Master Document” shall be verified and calculated outputs from the system shall be reasonable and adequate.
- e) *Checking of Long Range Communication Equipment (HF-Systems).* Functionality-check shall be defined (interval) and described clearly.
- f) *UTC-Check and synchronization of the aircraft’s Masterclock.* The Masterclock of the aircraft must be synchronized with the correct Time (UTC) in order to provide accurate time reference to the system for the calculation of accurate time-estimates at specific waypoints.

1.4 Procedures related to RVSM requirements applicable in NAT MNPS Airspace.

- a) Instruction shall be provided for a comparison check between the indication of the two primary altimeters to be within a tolerance of +/- 75 ft for MNPS-RVSM-Operation.
- b) *MNPS/RVSM-Equipment:* It must be mentioned clearly, that the following equipment must be checked “operational” prior entering MNPS-RVSM-Airspace:
- 1) Two independent altitude measurement systems;
 - 2) One altitude alerting system;
 - 3) One automatic altitude control system;
 - 4) One altitude reporting SSR-Transponder, coupled to that altitude measuring system, that is in operation for altitude keeping.

2. In-Flight Procedures

Detailed provisions and procedures shall be established and described, covering the following:

2.1 MNPS-Procedures

- a) *Navigation-Procedures before entering MNPS-Airspace:*

Ground Nav-Aids should be used to verify performance of the LRNS to identify possible Map-shifts or other discrepancies within the FMS-Navigation Data. In spite of all modern technology and even if the FMS is using GPS-Sensors, it is still worthwhile



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to carry out a reasonableness check of the FMS/GPS position, using VOR/DME bearings and distances.

A compass heading cross-check should be made and recorded to determine the most accurate heading source.

b) Oceanic Clearance / Re-clearance procedures:

Two flight crew members shall listen to and record any clearance obtained from ATC in order to verify correct reception. If any doubt occurs, clarification shall be obtained from ATC without delay.

If any re-clearance is obtained when temporarily only one pilot is on the flight deck, no change in flight profile, mach number or routing should be executed, nor should the Navigation- or Flight Management System be updated, until the second pilot has returned to the flight deck and a proper cross-checking and verification process can be undertaken.

c) Clearance- and Flight plan verification procedures:

Verification of received ATC-clearance shall be crosschecked from the recorded data to the Master Document, not in opposite direction, in order to lessen the risk of “seeing what is expected to be seen” rather than to see what was actually received and recorded.

Same technique shall be used when checking the waypoints displayed on CDU-Data against the Master Document.

After the verification, extraction and verification of flight plan information including tracks and distance between every cleared waypoint shall take place in a coordinated crew procedure involving both pilots.

d) SSR-Transponder operation

SSR-Transponder-code issued from controlling ATC must be retained for the first 30 minutes within the MNPS-Airspace, then Transponder code “2000” shall be entered, since the original domestic code might not be recognized by the subsequent Domestic Radar Service when exiting from oceanic airspace. Caution shall be exercised when selecting codes not to inadvertently cycle through any special code (7500, 7600, 7700) and thereby possibly initiate the launching of an interception. ACAS/TCAS- Operation is granted all the times.

e) Waypoint crossing procedure

Just prior the waypoint, distance and track to the next waypoint shall be verified. When crossing the waypoint, it shall be verified that the new TO-Waypoint becomes active and the aircraft in turning in the correct direction onto a reasonable heading onto the predefined track. A time-check shall be started for the position-plotting, later on, in approximately 10 minutes time.

f) Position reporting procedure (Doc 4444)

Example:

ACFT: “Shanwick, MasterAirlines123 calling on 8841, position..... “

OCC: “Master Airlines123 from Shanwick oceanic, go ahead”

ACFT: “Master Airlines 123, position ETIKI at 1345, FL340 Estimating 45N020W at 1422 46N030W Next ...”

g) Position plotting procedure



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The procedure on the preparation of a visual presentation of the intended route shall be described, which otherwise is defined only in terms of geographical coordinates. As the flight progresses in oceanic airspace, at regular intervals, actual Aircraft-Position shall be taken out of the Navigation-System and then Latitude- and Longitude Coordinates shall be plotted onto the chart. When the aircraft position falls precisely on the recorded route-track, it is confirmed that the flight is following the cleared route, the navigation-crosscheck is successful. Otherwise, investigation shall be conducted for the offset position of the flight and the deviation may be corrected at an early stage after the error has occurred.

h) Turnover Briefing for a relief crew or a relief crewmember

A brief description of a Turnover Briefing shall be provided, applicable for flights requiring crew augmentation. Its content shall particularly address critical information such as Oceanic Clearances, re-routings, conditional re-clearances, changes in mach-number and/or flight-level.

i) Step-Climbs

The procedure applicable for Step-Climbs shall be described, as most NAT flights are of strategic nature whereby flights are allocated a conflict-free route and profile from coast-out to landfall. Such strategic clearances normally specify a single flight level for the entire crossing, without considering the basic circumstance of increasing optimum flight levels with decreasing aircraft weight. In the description of the procedure, it shall be emphasized that “leaving” the old and “reaching” the new flight level shall always be reported to ATC.

j) Special In flight Procedures (SLOP)

A description of the lateral offset procedure shall be provided, as the distribution of aircrafts laterally adds an additional safety margin and reduces the collision-risk. It shall be emphasized that aircrafts require an automatic offset programming capability, where the lateral offset of 1 or 2 Nautical miles to the right of centerline can be programmed. Pilots may apply an offset procedure outbound at the oceanic entry point and must return to centerline prior to the oceanic exit point. An authorization from ATC is not required. Voice Position Reports shall be based on the waypoints of the current ATC clearance and not on the offset positions.

Aircraft without an automatic offset programming capability have to fly on the centerline!

3. Contingency Procedures

When the flight is exposed to any situation that implies a degradation of MNPS/RVSM-Capability, specific procedure to be applied by the flight crew shall be described, such as :

3.1 One LRNS-System fails before Take-off:

- a) Delaying departure until repair is completed.
- b) Re planning of the flight below or outside MNPS-Airspace.
- c) Planning of a special route known as the “Blue Spruce Routes”.

3.2 One LRNS-System fails before the OCA Boundary is reached:

- a) Landing at a suitable aerodrome or returning to aerodrome of origin, without crossing the MNPS-Airspace boundary.
- b) Diversion via a “Blue Spruce Route”.



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- c) Obtaining a re-clearance to fly below or outside MNPS-Airspace.

3.3 *One System fails after the OCA Boundary has been crossed:*

- a) Prevailing circumstances shall be assessed such as performance of remaining system, remaining portion of the flight within MNPS-Airspace etc.
- b) Preparation of a proposal to ATC with respect to the prevailing circumstances.
- c) Advise and consult with ATC as to the most suitable action.
- d) Obtain appropriate re-clearance prior to any deviation from the last acknowledged Oceanic Clearance.

3.4 *Remaining System fails after entering MNPS-Airspace:*

- a) Immediately advice ATC.
- b) Make best use of procedures specified above relating in attempting visual flight conditions and establishing contact on VHF with adjacent aircraft for useful information.
- c) Keep a special look-out for possible conflicting aircraft, and make maximum use of exterior lightning.
- d) Obtain appropriate re-clearance prior to any deviation from the last acknowledged Oceanic Clearance.

If no instructions are received from ATC within reasonable time, consideration to climb or descend by 500 ft, broadcasting the action on 121.5 MHz and advise ATC as soon as possible.

4. Special Procedures for In-Flight Contingencies

When the flight is exposed to any in-flight situation that implies a deviation from a cleared route or flight profile, defined concepts and specific procedures to be followed and applied by the flight crew shall be described, such as :

<u>Deviation implied by Aircraft Performance problems due to:</u> (Permanent situation)	<u>Deviation implied due to Weather :</u> (Temporary situation)
a) Engine failure or shutdown	a) Storm-cells (CB)
b) Pressurization-System failure or degradation	b) Turbulences

Basic-Concept: Deviation on revised clearance:

- 1) Revised Clearance from ATC shall be obtained, using the distress (MAYDAY) signal or urgency (PANPAN) signal as appropriate.
- 2) Deviation according ATC clearance shall be executed.

...when a revised clearance cannot be obtained in due time, then the appropriate contingency-concept shall be followed:

4.1 *Contingency-Concept for a permanent situation (Diversion):*

Deviation away from OTS-System onto an offset route with 15 NM separations, vertically separated by 500 ft for flights at or below FL410 (or by 1000 ft for flights above FL410):

- 1) Use maximum aircraft lightning.
- 2) Apply good look-out and use maximum information displayed on TCAS.
- 3) Broadcast at regular intervals: Call-Sign, Position, Flight-level, Intentions and Action on guard-frequency 121.500 MHz and air-to-air frequency 123.450 MHz.



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- 4) Deviation Procedure:
- Turn heading at least 45° to left or right whenever feasible. Direction of turn should be determined by evaluating the position of the aircraft relative to the OTS-System, other traffic in the vicinity, direction to en-route alternate airports, levels allocated on adjacent routes...etc.
 - Climb or descend to an operationally feasible level that is differing by 500 ft (<FL410) or 1000 ft (>FL410) from the actual flight level within MNPS Airspace.
 - Within the OTS-System, a parallel route with a 15 NM offset shall be flown in the direction, depending on the decision of the crew either to continue the NAT-crossing or not. On random routes, the diversion route can be flown direct to the diversion aerodrome.

4.2 Contingency-Concept for a temporary situation (Weather-Deviations):

Deviation away from OTS-System, vertically separated by 300 ft..

- 1) Use maximum aircraft lightning.
- 2) Apply good look-out and use maximum information displayed on TCAS.
- 3) Broadcast at regular intervals: Call-Sign, Position, Flight-level, Intentions and Action on guard-frequency 121.500 MHz and air-to-air frequency 123.450 MHz .
- 4) Deviation Procedure:
 - Deviates laterally as operationally required and maintain assigned flight level for deviations within a range of 10 NM from the originally assigned track.
 - When deviation of more than 10 NM is required, when the aircraft is approximately 10 NM from track, a level change shall be initiated by 300 ft .
 - Level Change that shall be executed is depending on the route centerline of the assigned track:

Assigned Route centre line track	Deviation > 10 NM	Level change
EAST (000°– 179°magnetic)	LEFT	DESCEND 300 ft
	RIGHT	CLIMB 300 ft
WEST (180°– 359°magnetic)	LEFT	CLIMB 300 ft
	RIGHT	DESCEND 300 ft

- When returning to originally assigned track, regain the last assigned flight level, when the aircraft is within approximately 10 NM of the originally assigned track.

5. Post Flight Procedures

With respect to MNPS-Operations, the following shall be stated, as a minimum:

- Any malfunction affecting the MNPS-capability of the airplane shall be recorded in detail in the Tech-log-System.

Parameters out of the Navigation System that are indicators for a proper behavior of the system, should be listed and should contain :

- a) Position-Drift of each IRS.
- b) Residual Ground Speed of each IRS.



II. REPORTING OF OCCURENCES

1. **For route deviations during MNPS-Operations**, at least the following shall be stated to be reported:

- a) Total Track Error of 25 NM or more;
- b) Circumstances and contributory factors ;
- c) Deviation from assigned altitude of ± 300 ft ;
- d) The loss of MNPS / RVSM-capability;
- e) The application of any contingency procedure.

2. **Reporting Procedure**

The reporting procedure, that is applicable after any violation in regard to MNPS-Operating rules, shall be described in detail, containing at least the following:

- a) who has to file the report, (Commander);
- b) who is receiving the report, (Manager Flight Operations / Flight Safety Officer,);
- c) that 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;
- d) that the occurrence report form has to be used for the report
- e) where the corresponding form can be found within the organization.



III. AEROPLANE-TYPE SPECIFIC PROCEDURES

1. Limitations

The following shall be stated, as a minimum:

- a) The Operation Specification “**MNPS**” shall be listed together with all other operations specifications applicable for the Aeroplane-Type concerned;
- b) RNAV 10 (RNP10) or RNP 4 capability shall be listed.

2. Normal Procedures

2.1 Flight Deck Preparation. The procedure shall be described, covering the following as a minimum:

- a) *Navigation System Alignment.* Procedures for alignment of the inertial navigation systems must be described in detail, including Position Initialization Procedures and the use of a Satellite Navigation Availability Program. It shall be emphasized that alignment must be completed, the equipment shall be set to NAV-Mode and Ground Speed Zero indication shall be verified prior to the first movement of the aircraft.
- b) *LRNS functionality verification.* Check of the functionality and accuracy of 2 Long Range Navigation Systems (2 LRNS), including the indication of the aircraft position relative to the desired track :
1 LRNS = 1 INS/IRS, or 1 GNSS, or 1 NAV-System using one or more IRS or any other position sensor complying with MNPS-requirements.
- c) *Loading of Waypoints.* Manual entry of waypoint data into the navigation system must be coordinated by two persons, working in sequence and independently. One should key in and insert the data, and subsequently the other should recall it and confirm it against source information. It is not sufficient for one crew member just to observe or assist another crew member inserting the data. The pilot responsible for the verification should work from the CDU-Display towards the “Master Document” rather than in the opposite direction in order to lessen the risk of “seeing what is expected to be seen” rather than to see what is actually displayed.
After the verification of a waypoint, an appropriate symbol should then be adopted on the “Master Document” to indicate the status of each waypoint.
- d) *Checking of Flight Plan Data.* Completeness of the inserted flightplan and compatibility with the “Master Document” shall be verified and calculated outputs from the system shall be reasonable and adequate.
- e) *Checking of Long Range Communication Equipment (HF-Systems).* Functionality-check shall be defined (interval) and described clearly.
- f) *UTC-Check and synchronization of the aircraft’s Masterclock.* The Masterclock of the aircraft must be synchronized with correct UTC-Time in order to provide accurate time



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reference to the system for the calculation of accurate time-estimates at specific waypoints.

- g) *MNPS/RVSM-Equipment-Check.* The external inspection procedure shall contain all relevant equipment such as all static-ports, especially the condition of the fuselage skin around the static-ports.

The cockpit preparation shall include a primary altimeter-crosscheck to be within a tolerance of +/- 75ft (Indication versus Airport Elevation, when QNH is the reference). The equipment relevant for RVSM-Operations must be checked operational.

The Tech-log-System shall be reviewed concerning the operational MNPS-status and RVSM-capability of the aeroplane.

- h) *Altimeter Setting Procedures.* The procedure for altimeter-setting and -checking shall be described in detail, covering all relevant aspects regarding crew-coordination and crew-communication (call-outs).

The procedure for the transition out of a climb or descent into a straight level-flight shall be described, covering the relevant aspects in regard to the monitoring of correct operation of the altitude-alerting system and the automatic altitude-control system.

The procedure to perform primary altimeter crosschecks and respective recording.

The use of the autopilot-system in relation to the respective altitude-transmitting transponder.

3. Abnormal / Emergency Procedures

3.1 Navigation System Deficiencies:

- 1) A description of the procedure shall be provided on how a degradation in Navigation Performance is recognized. Guidance and instruction shall be given on what constitutes a faulty system.
- 2) The methods for determination of a faulty NAV-System shall be described.
- 3) Instructions and guidance shall be provided for the case that the faulty system cannot be clearly identified.

3.2 Position Sensor Deficiencies:

- 1) A description should be provided on how an Inertial System Failure can be detected.
- 2) Instructions shall be provided for a Satellite System Failure.
- 3) Procedures for the case of a Satellite Fault Detection Outage shall be described.

4. Minimum Equipment List (MEL)

The minimum equipment list shall be amended in order to comply with the requirement for MNPS-Operations in respect to the capability and redundancy of the whole navigation system.



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IV. REGIONAL PROCEDURES

The regional operational procedures including normal-and contingency procedures must be integrated in the Operations Manual Part C, covering the operator`s whole area of operation as specified on the AOC. The following shall be stated, as a minimum:

- Europe (EUR);
- North Atlantic (NAT);
- Western Atlantic Route System (WATRS);
- Northern Canadian Airspace (NAM);
- Domestic United States (D-RVSM);
- Pacific Region (ASIA /PAC);
- Middle East (MID).



V. TRAINING

1. Theoretical instruction for initial training means: classroom instruction and/ or CBT. The following items shall be covered:
 - The minimum equipment requirements for MNPS operations - Specific Minimum Equipment List (MEL) content;
 - Aeroplane Automation Systems;
 - Airframe operation restrictions, characteristics of aeroplane altitude capture systems;
 - Use and limitations in terms of accuracy of standby altimeters contingencies; application of static source error correction-/ position error correction-tables;
 - Visual perception of other traffic;
 - Basic-Concept for Normal Procedures in MNPS-Airspace;
 - Flight-Planning;
 - Pre-Flight Procedures;
 - In-Flight Procedures: - Prior to entry into MNPS- Airspace, - within MNPS-Airspace, - TCAS / ACAS operating characteristics within MNPS-Airspace;
 - Concepts for MNPS-Contingency procedures;
 - ATC phraseology applicable for MNPS-operations. Emphasis shall be laid on re-enforcement of understanding, compliance and query in case of uncertainties;
 - Specific Regional Operational Procedures and Contingency Procedures in accordance with the Area of Operation, e.g.: Europe (EUR), North Atlantic (NAT) Western Atlantic Route System (WATRS), Northern Canadian Airspace (NAM), Domestic United States (D-RVSM), Pacific Region (ASIA /PAC), Middle East (MID).
 - Post-Flight Procedures;
 - Entries in Technical Log Systems;

Ground Training and Checking shall cover theoretical and practical parts of the subject (Classroom), Practical Training and Checking shall be performed in an FSTD and/or aeroplane.

2. Means of Training and Checking:

- 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. Questionnaire shall comprise questions distributed appropriately across the main subjects of the syllabus.
- The candidate has to pass the knowledge assessment before being entitled to undergo further practical training and checking in the aeroplane or FSTD.



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- During the Operator Proficiency Check, the candidate has to demonstrate adequate knowledge regarding operation in MNPS-Airspace.

Flight Crew has to demonstrate their competence in carrying out normal operations within MNPS-Airspace. Therefore, as MNPS- operation is an integral part of standard operating procedures, proficiency and knowledge shall also be assessed during the line check.



Chapter 5 APPROVAL PROCESS

1. Introduction

This Approval Process was developed to provide operators, and inspectors with guidance on the process to be followed in order to obtain MNPS approval. It should be used as an aid for the approval process but frequent reference to the ICAO NAT 007 Manual.

2. Purpose

- a. To give operators and inspectors information on the main MNPS reference documents.
- b. To provide tables showing the contents of the application form, process approval form - divided into 5 definitive phases with the associated reference paragraphs, the place in the application of the operator where relevant MNPS elements are mentioned and columns for inspector comments and follow-up on the status of various elements of MNPS.

3. Actions to be taken by the Operator and Inspector

The Certification Commission, project manager and the operational approval team need considerable latitude in taking decisions and making recommendations during the approval process. The ultimate recommendation by the project manager and decision by the CAA Certification Commission regarding operational approval should be based on the determination of whether or not the applicant:

- a) meets the requirements of regulations;
- b) is adequately equipped; and
- c) is capable of conducting the proposed operation in a safe and efficient manner.

The complexity of the approval process is based on the inspector's assessment of the applicant's proposed operation. For simple approvals, some steps can be condensed or eliminated. Some applicants may lack a basic understanding of what is required for approval. Other applicants may propose a complex operation but be well prepared and knowledgeable. Because of the variety of proposed operations and differences in applicant knowledge, the process must be thorough enough and flexible enough to apply to all possibilities.

The approval process should consist of the following phases:

Step 1 — Pre-application phase. The operator initiates the approval by reviewing the requirements; establishing that the aircraft, the operating procedures, the maintenance procedures and the training meet the requirements; and complete MNPS Approval Process where necessary. At this stage, a pre-application meeting with the CAA Certification Commission will be appointed. If the application is complex, the operator may need to obtain advice and assistance from OEM's or other design organizations, training establishments, data providers, etc.



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Phase/ Step	Action by Operator	Action by CAA/Inspectors
I	Pre-application phase	
1.	Establish the need for the authorization.	
2.	Review the AFM, AFM supplement, TC data sheet, other appropriate documents (e.g. STCs, SBs, SLs) to determine aircraft eligibility. If necessary contact the aircraft and/or avionics OEM to confirm eligibility.	
3.	Make an initial inquiry to CAA RM.	
4.		CAA Certification Commission will analyze the inquiry and appoint a pre-application meeting . The operator will be informed by a response letter or by phone.
5.		<p>During the pre-application meeting will be reviewed:</p> <ul style="list-style-type: none"> • national regulations, directives and advisory materials and provide guidance concerning personnel, equipment and technical data requirements and an explanation of the approval process.; • basic events of the MNPS approval process described in relevant Approval process form of this manual, in order to provide an overview of the approval process events.; • guidance on how the Approval process form shall be completed; • form and contents of the application; • documents required to support the application;



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		<ul style="list-style-type: none"> • target date for the application submission; • requirement for flight validation (if necessary).
6.	The operator uses Approval process form as a guide to collect the documents of the MNPS application.	
7.	The operator inserts, where necessary, in the Approval process form references, showing in what part of its documents are the MNPS elements located.	
8.	Ensure that amendments to manuals, programmes and other relevant documents are complete.	

Step 2 — Formal application phase. The operator submits to the CAA a formal, written application for AOC variation, a completed MNPS Approval Process Form and the attachments documents as completed by himself in the Section 2, point “c”. CAA appoints a project manager and/or approval team (either for the specific approval or for MNPS approvals generally). A Formal Application Meeting will be appointed at which the operator will be official informed either the application was accepted or rejected.

Phase/ Step	Action by Operator	Action by CAA/Inspectors
II	Formal application phase	
9.	Submit the application at least 30 working days prior to start-up of the planned operations. The application shall include, at least: <ul style="list-style-type: none"> • AOC variation application form (RAC-AOC Annex 2); • Completed MNPS Approval Process Form; • Application attachments (documents/manuals as mentioned in the Approval process 	



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	form, section 2, d)	
10.		CAA appoints approval team, which consists of at least: <ul style="list-style-type: none"> • One Flight Operation Inspector; and • One Airworthiness Inspector.
11.		Approval team briefly reviews the application and appoints a formal application meeting .
12.		At Formal Application Meeting the applicant will be informed if the application form is accepted or rejected. In case that is accepted and has some minor deficiency, the operator will be also informed to correct them.
13.		If there are major deficiencies, or some documents are missing, the application will be rejected and the operator will be required to review and to prepare in such a way as to conform to national rules. The operator will be required to make a formal application one more time (see point 6. from present table). The pre-application meeting may be avoided. Note: <i>The approval/assessment time of 30 days commence from the moment in which the application was accepted.</i>

Step 3 — Document evaluation phase. The CAA project manager and/or approval team evaluates the formal, written application for approval to determine if all the requirements are being met. If the proposed application is complex, the project manager and/or approval team may need to obtain advice and assistance from other organizations such as regional agencies or experts in other States.

Phase/ Step	Action by Operator	Action by CAA/Inspectors
III	Document evaluation	
14.		<u>Airworthiness doc. evaluation</u>



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		AW Inspector initiate detailed examination of airworthiness presented documents (Section 3a, of MNPS Approval Process Form) as prescribed in Chapter 4 of present manual.
15.		AW inspector records his/her findings for each relevant paragraph in the Approval Process Form indicating compliance, non-compliance and remarks if necessary corrective action.
16.		AW inspector informs the operator as soon as possible when a corrective action is required with an official letter.
17.	The operator provides the inspector with the revised material when so requested.	
18.		When the operator fully meets airworthiness requirements, AW inspector writes a declaration to FOI or Project manager that, the applicant aircraft is eligible for that type of operations. Otherwise he/she will repeat the step 15. of present table.
19.		Flight operations doc. evaluation
		FOI initiate detailed examination of flight operation documents (Section 3b, of PBN Approval Process Form) as prescribed in Chapter 5 of present manual.
20.		FOI records his/her findings for each relevant paragraph in the Approval Process Form indicating compliance, non-compliance and remarks if necessary corrective action.
21.		FOI informs the operator as soon as possible when a corrective action is required with an official letter.



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22.	The operator provides the inspector with the revised material when so requested.	
23.		When the operator fully meets ops requirements, the Inspection and demonstration will commence. Otherwise FOI will repeat the step 20. of present table.

Step 4 — Demonstration and inspection phase. During a formal inspection by the project manager and/or approval team, the operator demonstrates how the requirements are being met.

Phase/ Step	Action by Operator	Action by CAA/Inspectors
IV	Inspection and demonstration phase	
24.	Provide training to flight crews, flight dispatchers and maintenance personnel according to proposed dates from section 4 of MNPS Approval Process Form. If required, conduct a validation flight.	Performs the required inspections (section 4 of MNPS Approval Process Form). If required, participate in the validation flight.
25.		Records his/her findings for each relevant item indicating compliance, non-compliance and remarks if necessary corrective action.
26.		Informs the operator as soon as possible when a corrective action is required with an official letter.
27.	The operator provides the inspector with the corrective action plan (Form 200) when so requested.	

Step 5 — Approval phase. Following a successful formal inspection by the CAA, approval is given via:

- a) an amendment to the OM; and
- b) an Ops Spec associated with the AOC.



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Phase/ Step	Action by Operator	Action by CAA/Inspectors
IV	Inspection and demonstration phase	
V	Certification phase	
28.		<p>Project manager gather all the documents mentioned in the section 5, a, from PBN Approval Process Form:</p> <ul style="list-style-type: none"> • AOC variation application form; • MNPS approval process form; • Corrective action plans (form 200); • AW compliance declaration; • Any other if deem necessary.
29.		Project manager make an official report and with the attached documents from step 28. send them to Certification Commission.
30.		Certification Commission analyze the approval outcomes decide, either to issue a AOC OPSPEC amendment or not.
31.		Certification Commission presents their decision to Director CAA.
32.		If the decision is negative, the operator will be informed with an official letter indicating the reasons.
33.		If the decision is positive, the Director of CAA signs the AOC OPSPEC amendment.
34.		AOC OPSPEC amendment will be send to the operator.



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Note : *The approval procedure described above consists of a simplified process of the certification guidance contained in Part III of the Manual of Procedures for Operations Inspection, Certification and Continued Surveillance (Doc 8335).*



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ANNEX 1 - MNPS Approval Process Form

When the approval process form has been accepted by CAA RM, It becomes the official schedule which will be used during the approval process

NOTE: Applicants are strongly advised to read the “Procedure Manual – MNPS Approval”, especially Chapter 7, before completing the form. Please complete the form in BLOCK CAPITALS using black or dark blue ink.
Please note that a **minimum** of 30 working days will normally be required to check the information given below from the accepted date of application (Section 2, point e) – if data is missing or omitted the process may take **considerably** longer.

General Information (Section to be completed by the applicant)							
Operator Name							
<input type="checkbox"/>	• Application for MNPS Operations Approval		• Intended Date of Operations				
<input type="checkbox"/>	Initial AOC Certification	<input type="checkbox"/>	AOC Variation	<input type="checkbox"/>	MNPS Initial Request	<input type="checkbox"/>	MNPS Additional Request
• Operator Contact Details		Name	Phone No.	E-mail			

Fleet Details (Section to be completed by the applicant)					
No.	Aircraft type	Aircraft series	Registration	Serial number	List Relevant Make and Model of Related Navigation Equipment

1	Phase one: Pre-application	Date	Remarks
<i>(columns to be completed by the applicant)</i>			
a	Applicant making an initial inquiry by letter, phone or fax to CAA RM, and appoints a pre-application meeting		
b	Initial Contact (pre-application meeting) CAA Certification Commission provide the applicant with:		
(1)	Information regarding applicable regulations and means of compliance		
(2)	Guidance related to the application, application attachments and the approval process		
i	For AOC initial certification. It will be part of certification process meetings		
ii	For AOC variation. a meeting with the applicant representative will be set		
(3)	The Approval Process Form and the items which are necessary to be completed		



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2	Phase two: Formal application	Date	Inspectors notes	
			YES	NO
a	Applicant making a formal application to CAA RM		<input type="checkbox"/>	<input type="checkbox"/>
b	AOC Initial certification/variation/renewal application form		<input type="checkbox"/>	<input type="checkbox"/>
c	MNPS Approval Process Form		<input type="checkbox"/>	<input type="checkbox"/>
d	MNPS Application Attachments		<input type="checkbox"/>	<input type="checkbox"/>

		Indication of inclusion by the operator <i>(column to be completed by applicant)</i>	Inspectors notes	
			YES	NO
(1)	Airworthiness documents showing aircraft eligibility for RNAV 1 and RNAV 2.		<input type="checkbox"/>	<input type="checkbox"/>
(a)	AFM, AFM revision, AFM supplement, or Type certificate data sheet (TCDS) showing that the aircraft navigation system is eligible for MNPS. or		<input type="checkbox"/>	<input type="checkbox"/>
(b)	Manufacturer statement.- Aircraft with a manufacturer statement documenting compliance with MNPS requirements ICAO NAT 007, EC 965/2012 SPA.MNPS or equivalent.		<input type="checkbox"/>	<input type="checkbox"/>
(2)	Aircraft modified to meet MNPS standards. Documentation on aircraft inspection and/or modification, if applicable. Maintenance records documenting the installation or modification of aircraft systems		<input type="checkbox"/>	<input type="checkbox"/>
(3)	Maintenance program		<input type="checkbox"/>	<input type="checkbox"/>
(a)	For aircraft with established maintenance procedures for MNPS systems, the list of references of the document or program		<input type="checkbox"/>	<input type="checkbox"/>
(b)	For recently installed MNPS systems, the maintenance procedures for review.		<input type="checkbox"/>	<input type="checkbox"/>
(4)	Minimum equipment list (MEL) if applicable showing provisions for MNPS.		<input type="checkbox"/>	<input type="checkbox"/>
(5)	Navigation database. Details of the validation program and procedures.		<input type="checkbox"/>	<input type="checkbox"/>
(6)	Training. Training program for flight crews, flight dispatchers, and maintenance personnel as applicable.		<input type="checkbox"/>	<input type="checkbox"/>
(7)	Operating policies and procedures including relevant section of Operations Manuals and checklists attached to the application, applicable to MNPS		<input type="checkbox"/>	<input type="checkbox"/>



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When the approval process form has been accepted by CAA RM, It becomes the official schedule which will be used during the approval process

e	Head of Flight Operation Division & Head of Airworthiness Division appoints approval team which consists of: <i>(to be completed only by CAA)</i>					
(1)	PBN approval team members name:					
(a)		Flight Operation Inspector – Project manager				
(b)		Flight Operations Inspector – MNPS specialist (if necessary)				
(c)		Airworthiness inspector				
(2)	Approval team review of the applicant MNPS approval process form					
(3)	Approval team appoints a date for formal application meeting and inform the applicant and Certification Commission					
f	Formal application meeting <i>(to be completed only by CAA)</i>					
(1)	Objective. the reception of MNPS approval application attachments, review the approval process and establish a common understanding on the future procedure for the approval process					
(2)	Attendees:					
(a)	Certification team					
(b)	Applicant post holders (Flight operations, Crew training & Maintenance system) or their permanent approval representative					
(3)	The formal application, application attachments and approval process form are:					
(a)	<input type="checkbox"/>	Accepted	<input type="checkbox"/>	Rejected	Date	
(b)	Team Leader name:		Signature :			



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3	Phase three: Documents Evaluation	JAR-OPS / ICAO NAT 007/ EASA OPS	Operator Documents Reference <i>(column to be completed by the applicant)</i>	AW Inspector notes <i>(column to be completed by the AW inspector)</i>		
3a	Airworthiness Division Documents Evaluation			Compliance	Non-compl.	Remarks
a	Airworthiness documents showing aircraft eligibility for MNPS. Aircraft Flight Manual (or supplement) should be available to show that the aircraft has been approved either for MNPS or RNP by the appropriate airworthiness authorities (State of Manufacture)	JAR-OPS 1.870 (a), (b) SPA.MNPS.105 (a)		<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
b	Aircraft equipment and system requirements (as applicable)	JAR-OPS 1.870 AMC1 SPA.MNPS.105		<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(1)	Consists of two fully serviceable Long Range Navigation Systems (LRNs), which consist of either:	JAR-OPS 1.870 / Nat 007 Ch. 1.3, 1.4, 1.5, 1.6 / AMC1 SPA.MNPS.105		<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(a)	Two Inertial Navigation Systems, or			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(b)	Two Flight Management Systems (FMS) with two Inertial Reference Systems (IRS), or			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(c)	Two approved Global Positioning Systems (GPS), or			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(d)	One INS and one FMS/IRS, or			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(e)	One INS and one approved GPS, or			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(f)	One FMS/IRS and one approved GPS			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(2)	Must be capable of providing a continuous indication to the flight crew of the aircraft position relative to track, and				<input type="checkbox"/> C	<input type="checkbox"/> NC
(3)	Should be coupled to the automatic pilot			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
c	Maintenance program. Document navigation database maintenance practices.	JAR-OPS 1.875		<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____



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d	Remark No.	worthiness Inspector Remarks <i>(section to be completed by AW Inspector)</i>
(a)	R # _____	
(b)	R # _____	
(c)	R # _____	
(d)	R # _____	
(e)	R # _____	
(f)	R # _____	
(g)	R # _____	
(h)	R # _____	
(i)	R # _____	
(j)	R # _____	
(k)	R # _____	
(l)	R # _____	
(m)	R # _____	
(n)	R # _____	
(o)	R # _____	
(p)	R # _____	
(q)	R # _____	
(r)	R # _____	
(s)	R # _____	
(t)	R # _____	
(u)	R # _____	
(v)	R # _____	

e	Airworthiness Division letter declaring that, the applicant <u>meets</u> or <u>does not</u> , airworthiness requirements for MNPS approval <i>(section to be completed by AW Inspector)</i>					
(a)	AW Inspector name:		Signature :		Date:	



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3	Phase three: Documents Evaluation <i>(continue)</i>	JAR-OPS / ICAO NAT 007/ EASA OPS	Operator Documents Reference <i>(column to be completed by the applicant)</i>	OPS Inspector notes <i>(column to be completed by the OPS inspector)</i>		
3b	Flight Operation Division Documents Evaluation			Compliance	Non-compl.	Remarks
a	Operating Procedures and Policies for MNPS Operations	/Nat 007/ SPA.MNPS.105		<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(1)	Flight Preparation Instruction	Nat 007 Ch. 8.3		<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(a)	Flight Planning			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(b)	Flight-Documentation			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(c)	Flight-Deck-Preparation			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(e)	Procedures related to RVSM requirements applicable in NAT MNPS Airspace			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(2)	In-Flight Procedures	Nat 007 Ch. 8.4		<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(a)	Navigation-Procedures before entering MNPS-Airspace			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(b)	Oceanic Clearance / Re-clearance procedures			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(c)	Clearance- and Flight plan verification procedures			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(d)	SSR-Transponder operation			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(e)	Waypoint crossing procedure			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(f)	Position reporting procedure			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(g)	Position plotting procedure			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(h)	Turnover Briefing for a relief crew or a relief crewmember			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(i)	Step-Climbs			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(f)	Special In flight Procedures (SLOP)		<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____	



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3	Phase three: Documents Evaluation <i>(continue)</i>	JAR-OPS / ICAO NAT 007/ EASA OPS	Operator Documents Reference <i>(column to be completed by the applicant)</i>	Inspector Remarks <i>(column to be completed by the OPS inspector)</i>		
3b	Flight Operation Division Documents Evaluation <i>(continue)</i>			Compliance	Non-compl.	Remarks
(3)	Contingency Procedures	Nat 007 Ch. 12		<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(a)	One LRNS-System fails before Take-off			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(b)	One LRNS-System fails before the OCA Boundary is reached			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(c)	One System fails after the OCA Boundary has been crossed			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(d)	Remaining System fails after entering MNPS-Airspace			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(4)	Special Procedures for In-Flight Contingencies	Nat 007 Ch. 13		<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(a)	Contingency-Concept for a permanent situation (Diversion)			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(b)	Contingency-Concept for a temporary situation (Weather-Deviations)			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(5)	Post Flight Procedures	Nat 007 Ch. 8.6		<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
e	REPORTING OF OCCURENCES	Nat 007 Ch. 11		<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(1)	For route deviations during MNPS-Operations			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(2)	Reporting Procedure			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
f	AEROPLANE-TYPE SPECIFIC PROCEDURES	SPA.MNPS.105		<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(1)	Limitations			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(2)	Normal Procedures and Flight Deck Preparation			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(3)	Abnormal / Emergency Procedures			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(a)	Navigation System Deficiencies			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(b)	Position Sensor Deficiencies			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(4)	Minimum Equipment List (MEL)			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____



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3	Phase three: Documents Evaluation <i>(continue)</i>	JAR-OPS / ICAO NAT 007/ EASA OPS	Operator Documents Reference <i>(column to be completed by the applicant)</i>	Inspector Remarks <i>(column to be completed by the OPS inspector)</i>		
3b	Flight Operation Division Documents Evaluation <i>(continue)</i>			Compliance	Non-compl.	Remarks
g	MONITORING and REPORTING OF OCCURENCES	Nat 007 Ch. 11		<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(1)	For route deviations during MNPS-Operations			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(2)	Reporting Procedure			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(3)	Navigation Accuracy Records			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
h	Training program	SPA.MNPS.105 (c)		<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(1)	Flight crews			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(a)	Training syllabus			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(b)	Means of Training and Checking			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____
(2)	Flight dispatchers			<input type="checkbox"/> C	<input type="checkbox"/> NC	R #_____



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e	Remark No.	Flight Operation Inspector Remarks (section to be completed by OPS Inspector)
(a)	R # _____	
(b)	R # _____	
(c)	R # _____	
(d)	R # _____	
(e)	R # _____	
(f)	R # _____	
(g)	R # _____	
(h)	R # _____	
(i)	R # _____	
(j)	R # _____	
(k)	R # _____	
(l)	R # _____	
(m)	R # _____	
(n)	R # _____	
(o)	R # _____	
(p)	R # _____	
(q)	R # _____	
(r)	R # _____	
(s)	R # _____	
(t)	R # _____	

f	Flight Operation Division letter to the applicant, declaring that, the applicant meets or does not , airworthiness and operational requirements for MNPS approval (section to be completed by OPS Inspector)			
(a)	OPS Inspector name:		Signature :	Date:
(b)	Date of receiving corrective actions:			



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4	Phase four: Demonstration and inspection	Proposed date <i>(column to be completed by the applicant)</i>	Accomplished date <i>(column to be completed by the OPS Inspector)</i>	Remarks <i>(column to be completed by the OPS Inspector)</i>
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a	Flight Operation Division			
(1)	Flight crew training program inspection			
(2)	Flight crew qualification and training records inspection			
(3)	Aircraft dispatcher training program inspection			
(4)	Aircraft dispatcher qualification and training records inspection			
(5)	Release of Flight/Dispatch Inspection			
(6)	Validation flight (if necessary)			

b	Airworthiness Division			
(1)	Refer to Airworthiness team member			

c	Operator's Declaration <i>(Section to be completed by the applicant)</i>			
The undersigned certify that statements and answers provided in this approval process form and attachments are complete and true to the best of my knowledge and agree that they are to be considered as part of the basis for issuance of MNPS approval in accordance with JAR OPS 1 and ICAO Doc. NAT 007				
	Title	Name Surname	Signature	Date
	Flight Operations Post Holder			
	Crew Training Post Holder			
	Maintenance System Post Holder			
	Accountable Manager			



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d	Flight Operation Division letter to the applicant, declaring that, the applicant meets and complies or does not , airworthiness and operational requirements for MNPS approval (section to be completed by OPS Inspector)				
(a)	OPS Inspector name:		Signature :		Date:
(b)	Date of receiving corrective actions plan :				

FOR CAA RM USE ONLY

5 Phase five: CAA RM Approval

a	MNPS Approval Report Contents	
(1)	AOC Variation application form	<input type="checkbox"/>
(2)	MNPS approval process form	<input type="checkbox"/>
(3)	Airworthiness Division letter declaring that, the applicant <u>meets</u> airworthiness requirements for MNPS approval	<input type="checkbox"/>
(4)	Flight Operation Division letter declaring that, the applicant <u>meets and complies</u> with operational and airworthiness requirements for MNPS approval	<input type="checkbox"/>
(5)	Official report regarding AOC modification	<input type="checkbox"/>

	Director CAA RM signing	Date
(1)	Amendment of the OPS SPECS for MNPS approval	



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