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Enhancements to Operational Approvals w.e.f. 27th November 2017

Introduction

The Isle of Man Aircraft Registry is committed to appropriately high aviation safety standards underpinned by excellent customer service. The Registry ensures it listens to industry and continually reviews its policies and processes and as a result a number of enhancements to our operational approvals will be introduced on 27th November 2017.

RNP APCH Application Streamlined

As part of the Registry's continuing drive to streamline the approval process for the benefit of our operators, Form 50 (RNP APCH Checklist and Declaration) will be withdrawn from use.

Operators wishing to apply for RNP APCH will now use the standard Form 4 (Initial Operating Approvals). As a result the Registry will no longer require training evidence to be submitted when applying for RNP APCH as Form 4 includes a declaration to be signed by the operator that all crew are appropriately trained.

Introduction of RNP AR APCH (Authorisation Required)

Following a number of requests from operators, the Registry has added RNP AR APCH to its portfolio of operational approvals, subject to applicants meeting the relevant criteria.

RNP AR APCH procedures are certified at various aerodromes around the world where the DA/DH is higher due to obstacles clearance, examples include Seychelles and Kathmandu.

Operators of appropriately certified aircraft who are able to demonstrate the required standards of training, SOPs and navigation data validation/management required to conduct these type of approaches, can apply for approval to conduct specified RNP AR APCH.

Due to the complex nature of this type of approach, operators must read the guidance contained in RP4 (released on 27th November) prior to considering making an application.

MEL Policy Changes

– MEL Amendments

The Registry has conducted a review of their current oversight of MEL approvals and compared them to the best international practice. This identified an opportunity for the Registry to enhance the process and oversight regarding MEL amendments which are not currently required to be submitted to the Registry. Consequently a pragmatic MEL amendment process has been devised which supports the operators' documentation control with minimal additional burden and no additional cost.

From 27th November, all amended MELs must be submitted to the Registry within the standard timeframes (please refer to the new RP4 5.2.2.5).

However, operators may begin using their amended MEL as soon as it has been submitted to the Registry with a completed Form 8a (MEL Amendment Compliance Statement) and the amended MEL will not be re-approved.

Form 8a (MEL Amendment Compliance Statement) provides a simple way to demonstrate to the Registry what has been changed in the MEL and why.

– **Feasibility Trial for Introduction of Rectification Interval Extension (RIE) Programme**

In response to requests from operators, the Registry will begin a feasibility study on the potential introduction of an RIE programme (also known as Item Repair Interval Self Extension Program (IRISEP) for TC MMELs and Continuing Authorization – Single Extension (CASE) for FAA MMELs). Further details will be made available at the conclusion of the evaluation.

Rationalisation of Registry Publications

RP6 (MEL Preparation Guide) and RP35 (Approval and Safe use of EFB) have been amalgamated into RP4 which has been renamed as Guidance to Operators – Operating Approvals and Renewals.

Our intention is to combine all Registry Publications relating to Flight Operations subjects into RP4 so that this becomes a single source document for operators of 'M-' registered aircraft.

All new Forms and Registry Publications will be available to be downloaded from the Aircraft Registry website, www.iomaircraftregistry.com from Monday 27th November.

-----**End**-----

FAQ's

Do I need to submit training evidence for RNP APCH?

No. By signing the Form 4 Declaration, the operator or FOR is confirming that the crew have undertaken the appropriate training.

Do I need to submit any evidence that the aircraft is certified for RNP APCH?

Yes. As with all the other approvals applied for using Form 4, documentary evidence that the aircraft is certified is required.

What is the difference between RNP APCH and RNP 'AR' APCH?

RNP approach (RNP APCH) procedures include existing RNAV (GNSS) approach procedures designed with a straight segment. There are 4 types of RNP APCH: -

- RNP APCH without vertical guidance (down to LNAV or LP minima);
- RNP APCH with barometric vertical guidance (down to LNAV/VNAV minima) – also called APV Baro; and
- RNP APCH with vertical guidance based on SBAS (down to LPV minima) – also called APV SBAS

RNP APCH provides a safer operation to those runways which are not equipped with precision approach systems. Moreover, the provision of vertical guidance on an RNP APCH approach improves safety even further.

RNP AR APCH (previously known as Special Aircraft and Aircrew Authorisation Required) represents the ICAO global standard for developing IAPs to airports where limiting obstacles exist and/or where significant operational efficiencies can be gained. They require additional levels of scrutiny, control and authorisation due to the increased risks and complexities associated with the procedures, to ensure they are sufficiently mitigated through more stringent RNP criteria, advanced aircraft capabilities, increased training and robust procedures.

Cont.

The table below identifies some of the key differences between RNP APCH and RNP AR APCH.

	RNP APCH	RNP AR APCH
RNP Value down to 0.3	✓	✓
RNP Value less than 0.3 (down to 0.1)		✓
Straight segment between FAP and RWY	✓	✓
Curve between FAP and RWY		✓
Minima DA/DH could be as low as 250 ft	✓	✓
Missed approach RNP value less than 1.0 (refer to RP4 PBN Airspace Category Table)		✓

Is the renewal process for RNP AR APCH the same as the other operating approvals?

No. As the initial RNP AR APCH approval requires additional levels of scrutiny, control and authorisation due to the increased risks and complexities of the procedures, renewal applications must be supported by additional documentation, including:

- A copy of the current RNP AR APCH training syllabus;
- Evidence of continued monitoring and validation of RNP AR procedures in the Navigation Database;
- Evidence of continued monitoring and analysis of all RNP AR approaches conducted since the issue of the current approval; and
- Copies of any incident reports and unsatisfactory RNP AR approaches since the issue of the current approval.

Why does the Registry require operators to submit amended MELs?

The change has been brought about to ensure that the Registry meets its obligations to maintain appropriate oversight of the MEL after the initial approval and support operators in maintaining a compliant MEL which is fully tailored to the aircraft.

Over the past 2 years, there appears to be a marked increase in the number of private aircraft being subjected to ramp inspections with associated MEL findings.

The Registry may conduct a sample review of the amended MEL as part of our continuing oversight.

What is a Rectification Interval Extension (RIE) Programme?

An RIE programme allows the operator to extend a rectification interval by the same duration as specified in the MEL. The RIE procedure should only be used when events beyond the control of the operator have precluded rectification, such as a shortage of parts from manufacturers or other unforeseen situations (e.g. inability to obtain equipment necessary for proper troubleshooting and repair).

What other RPs will eventually be merged into RP4?

Our intention is to include RP13 – ELT and PLB Registration, RP39 – All Weather Operations, RP44 – EVS HUD, RP57 – ICAO 3-Letter Designator Application and RP58 – First Aid Kit Guidance.