



Australian Government

Civil Aviation Safety Authority

Advice to National Aviation Authorities (NAA)

No Australian approval for RNAV / RNP 10, RNP 4, RNAV 5, RNAV 1 & 2, RNP 2, RNP 1, RNP APCH

This advice letter is not an approval. The requirements and obligations of operators are contained within the [Civil Aviation Safety Regulations 1998 \(CASR\) \(Australia\)](#); [CASR Part 91](#) and [Part 91 Manual of Standards MOS Part 91 General Operating and Flight Rules](#).

Under Part 91, only operators planning to conduct *RNP AR operations require a specific approval* (see regulation [91.660](#)) and all other navigation specifications (listed below) **do not** require a CASA specific approval:

- RNAV / RNP 10
- RNP 4
- RNAV 5
- RNAV 1 and 2
- RNP 2
- RNP 1
- RNP APCH.

The [Part 91 Manual of Standards](#) itself approves an aircraft for operation under a particular navigation specification if it is approved for the specification by at least one of the following:

- the aircraft flight manual
- a document approved under Part 21 as part of, or based on, an airworthiness assessment
- for a foreign registered aircraft — a document approved in writing by the NAA of the State of registration, or State of the operator of the aircraft.

Additionally, to meet their regulatory requirements operators shall ensure that:

- appropriate maintenance procedures are in place to ensure continued airworthiness of the airborne systems in accordance with the relevant navigation specifications
- where the aircraft is operated in accordance with a minimum equipment list (MEL), the relevant navigation specification capabilities should be included in the MEL
- there is a procedure in place to manage and ensure validity, updating, and continued integrity of the onboard navigation database
- flight crew and other relevant personnel of the operator have been properly trained and have appropriate knowledge of PBN in general and the relevant navigation specification consistent with the intended operation
- there are no unresolved issues relating to the performance of aircraft systems in meeting the relevant navigation specification
- methods to manage abnormal events and associated safety risks have been considered.

In the past, CASA may have issued approvals¹ for navigation capability based on the stated capabilities and standards of installed aircraft equipment. These approvals remain applicable unless they have been revoked or the conditions of the specific approval are no longer valid (e.g. expired or a change of ownership, etc.).

Operators seeking guidance on assessing their aircraft eligibility for PBN specifications can find relevant material in Acceptable Means of Compliance and Guidance Materials (AMC/GM) for the General operating and flight rules Part 91 of CASR, [AMC 91.287 IFR flights](#) and Advisory Circular [AC 91-05 v1.0](#), Performance Based Navigation.

¹ CASA may have listed some or all of RNAV 5; RNAV 1 and RNAV 2; RNP 2; RNP 1; RNP APCH-LNAV; RNP APCH-LP or RNP APCH-LPV in the approving instrument, however subsections 9, 10 and 11 of the repealed [CAO 20.91](#) provided that the operators could be deemed to hold navigation authorisations provided the aircraft meets the equipment and other requirements of those subsections. [CASA EX161/21](#) may provide for continuation of a PBN approval. [CASR 1998 Volume 5, regulation 202.419H](#), may provide for continuation of an RVSM operational approval.