



AUTORIDADE NACIONAL DA AVIAÇÃO CIVIL
Departamento De Operações
REQUERIMENTO PBN SEM APROVAÇÃO REQUERIDA
REGULAMENTO (UE) 965/2012

OPERADOR: <i>Operator</i>				COA: <i>AOC</i>	PT- /
Aprovação Inicial <input type="checkbox"/> <i>Initial Approval</i>		Alteração <input type="checkbox"/> <i>Change</i>		Declaração / <i>Data/Date:</i>	
Âmbitos <i>Scopes</i>		<input type="checkbox"/> CAT / <input type="checkbox"/> NCC / <input type="checkbox"/> SPO / <input type="checkbox"/> ORO.AOC.125			
AERONAVE <i>Aircraft</i>	Marca: <i>Maker:</i>				
	Modelo: <i>Model</i>				
	Reg.(s): <i>Registr.:</i>				
	S/N (s):				
Manual de Operações, EDIÇÃO <i>Operations manual , Edition/Issue</i>		<input type="checkbox"/> :	REVISÃO <i>Revision</i>	<input type="checkbox"/> :	
Min. Equip. List - MEL, EDIÇÃO <i>Min. Equip. List - MEL Edition/Issue</i>		<input type="checkbox"/> :	REVISÃO <i>Revision</i>	<input type="checkbox"/> :	
List of attached documentation to be used as reference (R):					
1. 2. 3. 4. 5. 6.					

This form can be filled in on screen (preferred method) then printed, signed and submitted as instructed. Alternatively, print, then complete in BLOCK CAPITALS using black or dark blue ink.

*The operator, mentioned below, in order to substantiate what he requires, through the **ANAC DOC 218** accompanying this form, declares that he is aware that it is an offence under the Portuguese law to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, license, approval, permission or other document. This offence is punishable on summary conviction by a fine.*

1. Type of Application- must be completed for any application to be processed.

a) Please confirm:	
As an Operator, is this an 'Initial' Application	YES <input type="checkbox"/> / NO <input type="checkbox"/>
It is an extension to existing authorization and fleet.	YES <input type="checkbox"/> / NO <input type="checkbox"/>
It is an authorization extension to another fleet.	YES <input type="checkbox"/> / NO <input type="checkbox"/>



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2. Aircraft suitability:

The following documents are considered acceptable sources of information (in one of them is sufficient) (GM2 CAT.IDE.A.345) (GM2 CAT.IDE.H.345) (GM1 NCC.IDE.A.250) (GM1 NCC.IDE.H.250) (GM1 SPO.IDE.A.220) (GM1 SPO.IDE.H.220)	Document Reference (R)	YES	NO	PARTIAL
(1) AFM, Supplements thereto, and documents directly referenced in the AFM;		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(2) FCOM or similar document;		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(3) Service Bulletin or Service Letter issued by the TC - Type Certificate holder or STC - Supplemental TC holder;		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(4) approved design data or data issued in support of a design change approval;		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(5) any other formal document issued by the TC or STC holders stating compliance with PBN specifications, AMC, Advisory Circulars (AC) or similar documents issued by the State of Design; and		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(6) written evidence obtained from the State of Design (CAA).		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. Statement of Requirements

If a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for mentioned RNP/RNAV operations Requirement based on GM2 CAT.IDE.A.345. Please verify applicability for other applicable GM listed	Document Reference (R)	YES	NO	PARTIAL
RNAV 5 (i) B-RNAV; (ii) RNAV 1; (iii) RNP APCH; (iv) RNP 4; (v) A-RNP; (vi) AMC 20-4; (vii) JAA TEMPORARY GUIDANCE MATERIAL, LEAFLET NO. 2 (TGL 2); (viii) JAA AMJ 20X2; (ix) FAA AC 20-130A for en route operations; (x) FAA AC 20-138 for en route operations; and (xi) FAA AC 90-96.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RNAV 1/RNAV 2 (i) RNAV 1; (ii) PRNAV; (iii) US RNAV type A; (iv) FAA AC 20-138 for the appropriate navigation specification; (v) FAA AC 90-100A; (vi) JAA TEMPORARY GUIDANCE MATERIAL, LEAFLET NO. 10 Rev1 (TGL 10); (vii) FAA AC 90-100. <u>NOTE: However, if position determination is exclusively computed based on VOR-DME, the aircraft is not eligible for RNAV 1/RNAV 2 operations. Only for P-RNAV</u>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RNP 1/RNP 2 continental (i) A-RNP; (ii) FAA AC 20-138 for the appropriate navigation specification; and (iii) FAA AC 90-105. <u>NOTE: Alternatively, if a statement of compliance with any of the following specifications or standards is found in the acceptable documentation as listed above and position determination is primarily based on GNSS, the</u>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



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aircraft is eligible for RNP 1/RNP 2 continental operations. However, in these cases, loss of GNSS implies loss of RNP 1/RNP 2 capability. (i) JAA TEMPORARY GUIDANCE MATERIAL, LEAFLET NO. 10 (TGL 10) (any revision); (ii) FAA AC 90-100.		
RNP APCH — LNAV minima (i) A-RNP; (ii) AMC 20-27; (iii) AMC 20-28; (iv) FAA AC 20-138 for the appropriate navigation specification; and (v) FAA AC 90-105 for the appropriate navigation specification. Alternatively, if a statement of compliance with RNP 0.3 GNSS approaches in accordance with any of the following specifications or standards is found in the acceptable documentation as listed above, the aircraft is eligible for RNP APCH — LNAV operations. Any limitation such as 'within the US National Airspace' may be ignored since RNP APCH procedures are assumed to meet the same ICAO criteria around the world. (i) JAA TEMPORARY GUIDANCE MATERIAL, LEAFLET NO. 3 (TGL 3); (ii) AMC 20-4; (iii) FAA AC 20-130A; and (iv) FAA AC 20-138.		<input type="checkbox"/> / <input type="checkbox"/> / <input type="checkbox"/>
RNP APCH — LNAV/VNAV minima (i) A-RNP; (ii) AMC 20-27 with Baro VNAV; (iii) AMC 20-28; (iv) FAA AC 20-138; and (v) FAA AC 90-105 for the appropriate navigation specification. Alternatively, if a statement of compliance with FAA AC 20-129 is found in the acceptable documentation as listed above, and the aircraft complies with the requirements and limitations of EASA SIB 2014-041 , the aircraft is eligible for RNP APCH — LNAV/VNAV operations. Any limitation such as 'within the US National Airspace' may be ignored since RNP APCH procedures are assumed to meet the same ICAO criteria around the world..		<input type="checkbox"/> / <input type="checkbox"/> / <input type="checkbox"/>
RNP APCH — LPV minima (i) AMC 20-28; (ii) FAA AC 20-138 for the appropriate navigation specification; and (iii) FAA AC 90-107. For aircraft that have a TAWS Class A installed and do not provide Mode-5 protection on an LPV approach, the DH is limited to 250 ft.		<input type="checkbox"/> / <input type="checkbox"/> / <input type="checkbox"/>
RNAV 10 (i) RNP 10; (ii) FAA AC 20-138 for the appropriate navigation specification; (iii) AMC 20-12; (iv) FAA Order 8400.12 (or later revision); and (v) FAA AC 90-105.		<input type="checkbox"/> / <input type="checkbox"/> / <input type="checkbox"/>
RNP 4 (i) FAA AC 20-138B or later, for the appropriate navigation specification; (ii) FAA Order 8400.33; and (iii) FAA AC 90-105 for the appropriate navigation specification.		<input type="checkbox"/> / <input type="checkbox"/> / <input type="checkbox"/>
RNP 2 oceanic If a statement of compliance with FAA AC 90-105 for the appropriate navigation specification is found in the acceptable documentation as listed above, the aircraft is eligible for RNP 2 oceanic operations. If the aircraft has been assessed eligible for RNP 4 , the aircraft is eligible for RNP 2 oceanic .		<input type="checkbox"/> / <input type="checkbox"/> / <input type="checkbox"/>
RF in terminal operations (used in RNP 1 and in the initial segment of the RNP APCH) (i) If a statement of demonstrated capability to perform an RF leg, certified in accordance with any of the following specifications or standards, is found in the acceptable documentation as listed above, the aircraft is eligible for RF in terminal operations:		<input type="checkbox"/> / <input type="checkbox"/> / <input type="checkbox"/>



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(A) AMC 20-26; and (B) FAA AC 20-138B or later. (ii) If there is a reference to RF and a reference to compliance with AC 90-105, then the aircraft is eligible for such operations.		
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4. Statement of Operational Requirements

Please refer to the full text of applicable AMC for full compliance verification	OM Reference (R)	YES	NO	PARTIAL
PBN OPERATIONS AMC1 CAT.OP.MPA.126 / AMC1 NCC.OP.116 / AMC1 SPO.OP.116 For operations where a navigation specification for performance-based navigation (PBN) has been prescribed and no specific approval is required in accordance with SPA.PBN.100, the operator should: (a) establish operating procedures specifying: (1) normal, abnormal and contingency procedures; (2) electronic navigation database management ; and (3) relevant entries in the minimum equipment list (MEL) ; (b) specify the flight crew qualification and proficiency constraints and ensure that the training programme for relevant personnel is consistent with the intended operation;		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MONITORING AND VERIFICATION AMC2 CAT.OP.MPA.126 / AMC2 NCC.OP.116 / AMC2 SPO.OP.116 (a) Preflight and general considerations (b) Departure (c) Arrival and approach (d) Altimetry settings for RNP APCH operations using Baro VNAV (e) Sensor and lateral navigation accuracy selection		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MANAGEMENT OF THE NAVIGATION DATABASE AMC3 CAT.OP.MPA.126 / AMC3 NCC.OP.116 / AMC3 SPO.OP.116		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DISPLAYS AND AUTOMATION AMC4 CAT.OP.MPA.126 / AMC4 NCC.OP.116 / AMC4 SPO.OP.116		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VECTERING AND POSITIONING AMC5 CAT.OP.MPA.126 / AMC5 NCC.OP.116 / AMC5 SPO.OP.116		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ALERTING AND ABORT AMC6 CAT.OP.MPA.126 / AMC6 NCC.OP.116 / AMC6 SPO.OP.116		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CONTINGENCY PROCEDURES AMC7 CAT.OP.MPA.126 / AMC7 NCC.OP.116 / AMC1 SPO.OP.116		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RNAV 10 AMC8 NCC.OP.116 / AMC8 SPO.OP.116		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Summary.

i) Do the Operations Manuals include all above listed elements to support such operations?	YES <input type="checkbox"/> / NO <input type="checkbox"/>
ii) Does the Operator's MEL embody all operational procedures and processes for downgrade of PBN operations due to system failures within such critical systems?	YES <input type="checkbox"/> / NO <input type="checkbox"/>
iii) Has PBN training, both initial and recurrent, for flight crew been incorporated in Training practices? If Yes, provide details:	YES <input type="checkbox"/> / NO <input type="checkbox"/>



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6. Technical Declaration

I hereby declare that to the best of my knowledge the particulars entered on this application are accurate and a true statement of all the aircraft on this maintenance programme and compliant with the terms and conditions of the Basic Regulation (EU) No 2018/1139, including its Implementing Rules, as amended.

I further declare that I hold all the necessary aircraft data and airworthiness records to enable confirmation that the aircraft is PBN compliant.

I understand that the ANAC may conduct sample checks upon aircraft, the location of the maintenance and aircraft records.

Name of person holding technical responsibility: _____

Person holding technical responsibility: **Operator AIRWORTHINESS MANAGER**

Signature of Airworthiness Manager (person technically responsible):

*I hereby declare that to the best of my knowledge, the particulars entered on this application related to “**Flight Operations Elements**” are accurate and compliant with the terms and conditions of the Basic Regulation (EU) No 2018/1139, including its Implementing Rules, as amended.*

Name of person holding Flight Operations responsibility as FOM: _____

Signature of FOM (person holding Flight Operations responsibility):

Date: _____

Please note that a minimum of 30 working days will normally be required to check and confirm the information given above - If data is missing or omitted, the process may take considerably longer.