

## **Approach Approval Guide - RNP APCH & RNP AR APCH**

**RNP APCH** procedures are coded RNAV(GNSS) and are designed with straight in legs, allowing an operator to conduct operations down to either an LNAV MDA or an LNAV/VNAV DA minima **globally**. From the FAF to the MAPt, the RNP will be equal to or greater than 0.3NM, and the go around may be based upon either an RNP equal to or greater than 1.0NM, or conventional radio aids. Although the approach procedure requires GNSS, the aircraft will require multi-sensory navigational systems with onboard monitoring and alerting. RAIM predictions will be required and the chart may well depict maximum and minimum operating temperature limitations.

This approval also includes SBAS/WAAS/EGNOS type approaches with straight legs, flown down to an LPV DA.

**RNP AR APCH** procedures are coded RNAV(RNP) and due to their construction require additional levels of scrutiny, control and authorisation, and allows an operator to conduct operations down to an LNAV/VNAV DA minima. The procedures may be designed with both straight and Radius-to-Fix (RF) legs. Under BCAA regulations, this type of approval is **not global** and will be very specific to the airport, runway and designated approach as detailed in the Approval. From the FAF to the MAPt, the RNP will be equal to or less than 0.3NM, and the go around may be based upon an RNP equal to or less than 1.0NM, or based upon conventional radio aids. The aircraft must also be capable of capturing the missed approach lateral profile at 50ft. Although the approach procedure is based upon GNSS, the aircraft will require multi-sensory navigational systems with onboard monitoring and alerting, and an ability to inhibit VOR updating. RAIM predictions will be required and the chart will depict maximum and minimum operating temperature limitations.

**Both RNP APCH and RNP AR APCH will require a six-monthly training programme, the details of which are highlighted on the BCAA's AIRS website along with documentation that must be provided with either application.**

Therefore, a specific approval is issued for a published approach to a named Airfield, and is only valid for the approaches named on that Approval. The approval will not include other airfields or approaches that may subsequently be published for the given airfield. As a result, the following must be provided:

- Name of requested Airfield(s)
- Copies of the Jeppesen Charts for each Approach requested
- Training Programme to ensure competence and recency
- Flight Manual extract (or STC) confirming aircraft capability
- A Full Manual Supplement with respect to AR
- MEL extract showing AR supporting Equipment

*Note: The BCAA does not accept the standard outlined in the FAR Part 91 blanket approval for RNP AR APCH.*