

LTO\_OPS\_RNPAPCH\_Approvals\_20181012

12<sup>th</sup> October 2018

To: All Operators of Bermuda registered aircraft seeking RNP APCH approval.

*(Note: this is not applicable to Operators with aircraft on an 83bis transfer agreement.)*

**Clarification of required evidence to be submitted.**

To avoid approval delays and knowing that the aircraft manufacturers produce their AFMs in various formats, the BCAA will need to clearly see statements justifying the aircraft's LNAV and VNAV approach capability before an RNP APCH approval can be issued. These statements may be along the lines of, 'aircraft approved for RNP APCH', or 'LNAV and /or VNAV approved for approach'. Some aircraft may also be approved for Radius to Fix (RF) Legs, which will also need to be stated. Occasionally, RNP 0.3NM may also be mentioned within the AFM, but it is not mandatory.

With regards to SBAS/WAAS approach capability, the AFM will also need to state if the aircraft is LPV and/or LP capable. Operators should also be aware that LPV and LP are quite different and do not necessarily go hand in hand.

If the aircraft's approach capability has been enhanced due to the embodiment of a Service Bulletin(s), then proof of embodiment will also need to be declared.

Yours sincerely,

  


Peter Adhemar  
Director of Operations