



# Australian Government

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## Civil Aviation Safety Authority

Instrument number CASA 467/10

I, GREGORY JAMES HOOD, Executive Manager, CASA Operations Division, a delegate of CASA, make this instrument under regulation 179A of the *Civil Aviation Regulations 1988 (CAR 1988)*.

**[Signed Greg Hood]**

Greg Hood  
Executive Manager  
CASA Operations Division

30 November 2010

### **Instructions — use of RNAV (GNSS) approaches by RNP-capable aircraft**

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#### **1 Duration**

This instrument:

- (a) commences on the day of registration; and
- (b) stops having effect at the end of November 2012.

#### **2 Definitions**

In this instrument:

**AFM** means the aircraft flight manual.

**approved navigation database** means a navigation database on a medium approved by the manufacturer of the aircraft as suitable for use with the aircraft.

**FMS** means the aircraft's flight management system.

**GNSS** means the Global Navigation Satellite System, a satellite navigation system used by a pilot on board an aircraft to determine position from satellite data.

**GPS** means the United States Government satellite navigation system known as the Global Positioning System.

**method of control** means autopilot or flight director.

**operator** means Skytraders Pty Ltd.

**RNAV (GNSS) approach** means an area navigation instrument approach procedure published in the Australian AIP.

**RNP** means the required navigation performance as displayed to the flight crew by the FMS.

**RNP-capable RNAV system** means an area navigation system, fitted to an aircraft, for which the AFM for the aircraft states that it is capable of meeting RNP 0.3 requirements.

**XTK error** means the cross-track difference between the indicated position of the aircraft and the planned position, as displayed to the flight crew by the FMS.

### **3 Application**

This instrument applies to the conduct of RNAV (GNSS) approaches by **Skytraders Pty Ltd**, Aviation Reference Number 414306 using Airbus A319 aircraft with an RNP-capable RNAV system.

### **4 Instructions**

I issue the instructions in Schedule 1.

## **Schedule 1 Instructions**

### **1 Use of RNP capability for RNAV (GNSS) approaches**

Instead of complying with the instructions issued under regulation 179A of CAR 1988 in instrument CASA 366/10, the flight crew of an aircraft operating under the I.F.R. may use an RNP-capable RNAV system in accordance with these instructions as a non-precision approach I.F.R. navigation aid for a published RNAV (GNSS) approach procedure, including a related missed approach procedure.

### **2 Requirements**

- (1) The AFM must contain a statement that the aircraft is capable of meeting the requirements for RNP 0.3.
- (2) The aircraft must be operated in accordance with the manufacturer's instructions.
- (3) RNAV must not be used to satisfy any of the requirements for alternate aerodrome planning.
- (4) RNAV must not be used as a navigation reference for flight below the LSALT/MSA, except in accordance with a published RNAV (GNSS) procedure.

### **3 Procedures**

- (1) Before commencing the approach, the flight crew must ensure that:
  - (a) at least 1 of the aircraft's GPS receivers is operational; and
  - (b) the RNAV (GNSS) approach is loaded from the current approved navigation database; and
  - (c) RNP 0.3 is displayed or selected in the FMS.
- (2) At all times during the approach, the pilot in command must ensure that:
  - (a) the approach is flown using a method of control that, in accordance with the AFM, permits RNP 0.3 operations to be conducted; and
  - (b) the approach is flown in accordance with the current approved navigation database setting out that approach; and
  - (c) an approved method is used to monitor XTK error; and
  - (d) at least 1 pilot monitors the XTK error.

- (3) The pilot in command must ensure that the RNAV (GNSS) approach is discontinued if:
  - (a) the navigation of the aircraft exceeds the manufacturer's stated limits for the RNP 0.3 capability; or
  - (b) an alert is displayed indicating that the navigation system cannot meet the manufacturer's stated limits for the RNP 0.3 capability; or
  - (c) a XTK error alert is annunciated; or
  - (d) the manufacturer does not provide a means of XTK error alerting — the XTK error is 0.2 nm or more.
- (4) For an approach, the selected vertical flight path must be engaged before the aircraft reaches the final approach waypoint.

#### **4 VNAV path assessment**

- (1) For a planned approach, the flight crew may use a vertical navigation path that is derived from the FMS (**VNAV path**) only if the operator has assessed the VNAV path as suitable for the approach.
  - (2) The VNAV path is suitable for the approach if:
    - (a) it is at, or above, the path identified in the published chart for the approach; and
    - (b) the flight crew do not have to intervene by selecting an alternative mode of flight to the VNAV path.
  - (3) Despite the assessment of the VNAV path as suitable, the flight crew must observe vertical limitations in the published chart.
  - (4) The flight crew may alter the speed of the aircraft if it does not affect the VNAV path.
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