

Performance Based Navigation Endorsement: IR Holders (including guidance for IMC and IR(R) Holders)

CAP 2138

A large, abstract graphic composed of overlapping blue and purple shapes, primarily a large circle with a square cutout, occupying the bottom two-thirds of the page.

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Revision history

Revision

Date

Initial issue

April 2021

Chapter 1

Background

Regulation (EU) 2016/539 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 allowed a phased implementation period for all IR holders to have Performance Based Navigation (PBN) privileges embedded within their IRs from the 25 August 2020.

This was extended due to the COVID pandemic by ORS4 number 1419 until the 25 April 2021.

Chapter 2

Purpose

The purpose of this CAP is to provide guidance to all IR holders, ATOs and Examiners on the requirements from 26 April 2021 regarding PBN privileges.

The procedures described within apply to UK licence holders only.

Chapter 3

Scope

From 26 April 2021 PBN privileges shall be required for every Instrument Rating (IR) Skill Test or proficiency check.

A successfully flown RNP approach in Section 4 or 5 of the IR Skill Test is always required for the initial issue of an Instrument Rating (Aeroplanes & Helicopters), whether carried out in an aircraft or subsequently in an FSTD.

When a skill test (new type or ATPL issue) or proficiency check is carried out in either an aircraft or FSTD, and an RNP approach is not practicable or possible for one of the reasons listed below, the test/check must be completed by flying a 2D approach operation using a ground-based aid (VOR, NDB or Localiser, with or without DME) and a 3D approach operation (ILS). If successful, the PBN privileges of the IR will be restricted and exclude the ability to fly RNP approaches. (see Chapter 5 - Derogation).

Circumstances in which an RNP approach might not be practicable or possible in an aircraft or FSTD are:

- Aircraft/FSTD not approved for RNP approaches
- Onboard equipment unserviceability – Aircraft/FSTD
- RAIM outage or similar affecting planned destination - Aircraft
- ATC contingency preventing planned approach from being flown – Aircraft
- Non-availability of an RNP approach within a reasonable distance of departure airfield – Aircraft

Notes:

1. If two approaches using ground-based aids are flown in an aircraft, and the candidate fails one of them, the retest must be carried out in an aircraft. An RNP approach flown in an FSTD cannot be counted for the purpose of a retest.
2. In all cases, if an IR skill test/check with two approaches using ground-based aids is undertaken in an aircraft, the test/check, including any retest(s), must be completed and passed before the RNP approach assessment may be carried out in an FSTD.
3. If a RNP approach is conducted in a FSTD during an initial IRT then this must be conducted by an Instrument Rating Examiner (IRE). and may be arranged directly between the ATO, applicant and IRE (who need not be the same examiner who conducted the skill test in the aircraft) without application or notification to Flight Test Bookings. Likewise, any fee required by the IRE for conducting this assessment is a matter for direct arrangement between the examiner and applicant.

Chapter 4

Administration

As PBN privileges are required for every IR from the 26 April 2021, Examiners are no longer required to annotate the licence with '/PBN' which was a temporary measure due to the implementation of the PBN endorsement having a phased timeline.

The CAA will also no longer annotate the Remarks column with 'PBN' in Section XII of the licence on all issued and re-issued licences from 26 April 2021.

Chapter 5

Derogation

Examiner

In the event that a successful proficiency check for either revalidation or renewal does not include a RNP approach then the examiner is to enter a Certificate of Revalidation as normal in the applicant's licence (provided that, in the case of a renewal, the IR is included in Part XII of the licence) and also endorse the section within the relevant Examiners report form declaring that:

I confirm that this proficiency check did not include an RNP APCH and that the applicant has been advised that:

- the PBN privileges of their IR does not include an RNP APCH, and that
- this restriction can be lifted upon completing a proficiency check which includes an RNP APCH.

IR Holder

If a skill test (new type or ATPL issue) or proficiency check does not include a RNP approach, then the IR holder's PBN privileges are restricted and do not allow the IR holder to conduct a RNP approach.

The restriction can be lifted when the IR holder subsequently completes a proficiency check that includes an RNP approach exercise.

It is the IR holder's responsibility to ensure that they do not operate outside of the privileges of their licence and ratings.

Lifting of the Restriction

The restriction described in Chapter 3 can be removed at any time if the applicant passes an RNP approach (2D or 3D) flown to DA/MDA (and subsequently to missed approach or landing) with an examiner in an aircraft or FSTD. Both examiner and FSTD must be appropriately qualified if using a FSTD for this purpose.

If the RNP approach operation is successful, no licence entry is required, and the validity period of the IR remains unchanged. If the RNP approach is failed, the privileges of the IR are unaffected and the 'no RNP approaches' restriction remains. In either event the examiner must complete and endorse a CAA test report form, copies of which must be sent to the CAA and handed to the applicant.

Chapter 6

Re-issuing licences for renewal

When applying for a renewal of a type that has been previously moved to the back of the licence, the applicant must ensure that the following additional PBN paperwork is included in their application:

Either:

- Course Completion Certificate for renewal training showing inclusion of PBN from a UK Approved Training Organisation (ATO) - ***please ensure that your ATO is approved to conduct PBN training.***

Or

- PBN Self-declaration Form – refer to Appendix 1,

And

- An appropriately endorsed Examiners report form, by a PBN-qualified (UK) Part-FCL examiner.

Note:

The Self-Declaration Form can also be used by military pilots making applications under the Military Accreditation Scheme subject to their PBN experience being gained on a suitably equipped aircraft.

Additional requirement for Pilots who have been PBN assessed by a non-UK EASA examiner until 31 December 2022

As well as an appropriately completed Examiners report form, the applicant should include documentation to show that the non-UK examiner's NAA has authorised their examiner to conduct PBN checks.

This document could be a certified copy of their licence, examiners authorisation or a separate authorisation depending how their particular NAA has implemented [EU Regulation 2016/539](#).

Chapter 7

Cross crediting for PBN

Flight training and theoretical knowledge can be cross credited, but a proficiency check is still required.

Chapter 8

IMC / IR(Restricted) Rating

The above administrative process change does not affect holders of an IMC / IR (R) Rating. However, the CAA strongly recommends that IMC / IR (R) holders seek appropriate PBN training prior to attempting a RNP approach.

Appendix 1: PBN Self-Declaration Form

Performance Based Navigation (PBN) - declaration form regarding PBN Instrument privileges and areas of knowledge.

Please complete the form in BLOCK CAPITALS using black or dark blue ink

| 1. Personnel Details (fill in details or tick appropriate boxes) To be completed by the applicant | |
|--|--|
| CAA Personal reference number | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| Surname | Forename(s) |
| Title | Date of birth (dd/mm/yyyy) |
| Permanent address | |
| | Postcode |
| Address for correspondence (if different from above) | |
| | |
| Telephone Number | Email address |

| 2. Declaration by the pilot To be completed by the applicant | |
|--|---|
| I hereby declare that I meet the requirements laid down in Article 4a of Commission Regulation (EU) No. 1178/2011 regarding PBN privileges by: | |
| <input type="checkbox"/> | Having completed a theoretical knowledge and flight training course in PBN at an ATO with a copy of the Course Completion Certificate attached to this document. |
| OR | |
| <input type="checkbox"/> | Previous training and/or familiarity with PBN operations through either: |
| <input type="checkbox"/> | Flying for an operator with RNP approach approval, or; |
| <input type="checkbox"/> | Previous familiarity with RNAV and RNP approach operations. |
| AND | |
| <input type="checkbox"/> | A successfully completed skill test or proficiency check where I have demonstrated competence in PBN operations in accordance with appendix 7 or 9 to Annex I (Part-FCL). |

| 3. Declaration by the pilot To be completed by the applicant |
|--|
| <p>I declare that the information provided by me on this form is correct.</p> <p>Name: Signature: Date:</p> |
| <p>It is an offence under the UK Air Navigation Order to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission, or other document. This offence is punishable on summary conviction by a fine and on conviction on indictment with an unlimited fine or up to two years imprisonment or both.</p> |

| 4. Declaration of the examiner regarding PBN checking privileges To be completed by the examiner |
|---|
| <p>I hereby declare that I as examiner have performed a proficiency check or skill test which included PBN operations with a minimum of one approach, as well as:</p> <p>Previous training and/or familiarity with PBN operations through either:</p> <p><input type="checkbox"/> Having completed a theoretical knowledge and flight training course in PBN at an ATO with a copy of the Course Completion Certificate attached to this document.</p> <p>OR</p> <p><input type="checkbox"/> Flying for an AOC holder with previous RNP approach approval, or;</p> <p><input type="checkbox"/> Previous familiarity with RNAV and RNP approach operations.</p> <p>For Proficiency Checks only, I have endorsed the Certificate of Revalidation in the applicants licence with PBN privileges.</p> |

| 5. Declaration by the examiner To be completed by the examiner |
|--|
| <p>I declare that the information provided by me on this form is correct.</p> <p>Name: CAA Personal reference number <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/></p> <p>Signature: Date:</p> |
| <p>It is an offence under the UK Air Navigation Order to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission, or other document. This offence is punishable on summary conviction by a fine and on conviction on indictment with an unlimited fine or up to two years imprisonment or both.</p> |