



CAMEROON CIVIL AVIATION AUTHORITY – DIRECTION OF AVIATION SAFETY		
MANUAL	REF	DSA.AOC.MAN.002
PERFORMANCE BASED NAVIGATION OPERATIONAL APPROVAL HANDBOOK	ED	01 DU 01/11/2014
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PART 2 PBN OPERATIONAL APPROVALS

Chapter 1 Overview

1.1 General

In this Part guidance is provided to assist CCAA inspectors in the evaluation of an application for PBN Operational Approval for each of the PBN Manual Navigation Specifications.

The PBN Manual contains a statement of the operational requirements for each type of operation, and while it is necessary that the Operational Approval evaluation determines that the proposed operation meets the minimum requirements, it is also necessary that an assessment is made of the operator's capability to meet the operational intent of the particular navigation specification.

It should be noted that each of the PBN Manual navigation specifications has a history of its own and the minimum requirements have originated over differing time frames and in some cases geographical operating requirements. In the development of the PBN manual it has not been possible to correlate all requirements of the individual navigation specifications and some inconsistencies may be noted between specifications.

Operations approval inspectors who have a good understanding of the underlying principles, intent and application appropriate to each of the navigation specifications should be able to manage any such limitation in the PBN Manual without difficulty.

1.2 Responsibility for Operational Approval Evaluation

Overall responsibility for the evaluation of an operational approval application will be assigned to an Operations Inspector (OI), who is (where possible) experienced and trained in PBN operations. The assigned inspector should have access to other specialist expertise where required.

It should be recognised that PBN is an operational concept and the primary task is to determine that the applicant's operating practices, procedures and training are adequate. Although some evaluation of aircraft eligibility and airworthiness is required during the operational approval process, PBN operational approval is not primarily an airworthiness task.

In some cases, particularly where documentation is available to demonstrate the aircraft eligibility, the OI may be satisfied that any airworthiness issues are addressed and assistance from airworthiness experts may not be necessary. However in most cases issues of configuration control, ongoing maintenance,



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minimum equipment lists, training of maintenance personnel etc., should be assessed by qualified airworthiness inspectors in consultation with the OI.

1.3 Issue of Approval

The approval will consist of the issue of an operations specification (OPSPEC) or a letter of approval.

OPSPECS should be annotated as shown in the table below to show the individual PBN operational approvals granted. The remarks as noted should also be included on the OPSEC to assist in identifying existing approvals which are equivalent to PBN navigation specifications. For example, it should be noted (as shown) that an RNAV 5 approval is applicable in B-RNAV airspace. This will assist regulators to recognise and accept OPSECS issued in accordance with PBN navigation specifications and help to avoid misunderstandings as the transition is made to the global adoption of PBN.



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OPERATIONS SPECIFICATIONS (subject to the approved conditions in the Operations Manual)				
Issuing Authority Contact Details.				
Telephone: _____ ; Fax: _____ ; E-mail: _____				
AOC#:		Operator Name:		Date:
		Trading Name		Signature:
Aircraft Model:				
Types of operation: Commercial air transportation <input type="checkbox"/> Passengers; <input type="checkbox"/> Cargo; <input type="checkbox"/>				
Other:.....				
Area of operation:				
Special Limitations:				
Special Authorizations:	Yes	No	Specific Approvals	Remarks
Dangerous Goods	<input type="checkbox"/>	<input type="checkbox"/>		
Low Visibility Operations				
Approach and Landing	<input type="checkbox"/>	<input type="checkbox"/>	CAT RVR: m DH: ft	
Take-off	<input type="checkbox"/>	<input type="checkbox"/>	RVR: m	
RVSM <input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>		
ETOPS <input type="checkbox"/> N/A	<input type="checkbox"/>	<input type="checkbox"/>	Maximum Diversion Time: minutes	
Navigation Specifications for PBN Operations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	RNP 10 RNAV 5 RNAV 1 and RNAV 2 RNP 4 Basic RNP 1 RNP APCH [LNAV, LNAV/VNAV, LPV, LP] ¹ RNP AR APCH	Also valid for B-RNAV routes Also valid for P-RNAV routes ¹ List approach types approved. RNP APCH [LNAV] also valid for approach procedures designated as RNAV (GNSS)
Continuing Airworthiness				
Others	<input type="checkbox"/>	<input type="checkbox"/>		