



Issued: 16 June 2017

Implementation of Performance Based Navigation – Guidance for all Operators, Approved Training Organisations and Examiners

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any ‘in-house’ or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	All Aircraft Operators, Air Operator Certificate (AOC) Holders and Police AOC (PAOC) Holders and all Approved Training Organisations (ATO)
Licensed/Unlicensed Personnel:	All Senior Examiners (SE), Type Rating Examiners (TRE), Synthetic Flight Examiners (SFE), Instrument Rating Examiners (IRE) and Class Rating Examiners (CRE)

1 Introduction

1.1 This Information Notice gives further information on the implementation of Commission Regulation (EU) No. 539/2016 Performance Based Navigation (PBN) that amends Commission Regulation (EU) No. 1178/2011 (the Aircrew Regulation).

2 Scope

2.1 The new PBN regulations will require the following:

- From 25 August 2018 pilots may only fly in accordance with PBN routes and procedures after they have been granted PBN privileges as an endorsement to their Instrument Rating;
- All pilots will need to have PBN privileges within their Instrument Rating (IR) or Enroute Instrument Rating (EIR) after 25 August 2020.

3 Applicability for Approved Training Organisations

- 3.1 All Approved Training Organisations (ATO) conducting training for the addition of PBN privileges before 25 August 2020 must ensure that the training satisfies the flight and theoretical knowledge requirements stated in the Regulations.
- ATOs must submit their application and amended ATO Manual(s) including their proposed training syllabus for approval before they conduct the training. See section 7.
- 3.2 As reference material, the ATO should refer to EASA Learning Objectives (AMC7 FCL.615(b)). Also, ICAO Doc 9613 provides additional guidance for pilot knowledge and training.
- 3.3 All ATOs conducting training for the IR¹ or the EIR must ensure that the IR training courses they offer are compliant with the requirements of Annex I (Part-FCL) if the courses are due to complete on or after 25 August 2020.
- 3.4 The Head of Training (HT) at the ATO is responsible for ensuring that all their instructors are trained and hold the PBN endorsement on their licenses before they provide PBN instruction.
- 3.5 A Course Completion Certificate that confirms the pilot has received the required technical knowledge and flight training, as applicable, must be presented to the examiner before the Skills Test or proficiency check is undertaken.
- 3.6 The UK CAA will issue further information on the impact of the PBN regulations on the Instrument Meteorological Conditions Rating (IMC)/Instrument Rating (Restricted)(IR(R)) and update Standards Document 25 later in the year.

4 Applicability for Examiners

- 4.1 Examiners: The Aircrew Regulation requires National Aviation Authorities to ensure that there are sufficient and appropriately qualified examiners to support their flight crew population. To enable the initial assessments of competence to be conducted for the PBN endorsement, the UK CAA will issue some examiners with Special Conditions. The Special Conditions will be issued providing both the following conditions are met:
- Senior Examiner (SE) certification is held or a Type Rating Examiner (TRE) or Synthetic Flight Examiner (SFE) or an Instrument Rating Examiners (IRE) Certification has been held for at least 3 years; or a Class Rating Examiner (CRE) Certification has been held for at least 3 years and who satisfy FCL.1005.CRE (b)(2)&(3).
 - The examiner shows evidence of the required competence either through training or from familiarity² with PBN operations including the theoretical knowledge requirements of Commission Regulation (EU) No. 539/2016.
- 4.2 The HT must ensure that both (a) and (b) above are satisfied before they send their recommendations to the CAA via e-mail to apply@caa.co.uk.

The email should include the examiner's full name and licence number, together with a copy of their licence. Any SE(s) recommended should be additionally highlighted in the e-mail.

- The subject title of the email should be: ATO EXAMINER PBN
- The HT will then be advised which Examiners have been accepted by the UK CAA, together with further instructions

¹ The CAA considers this to mean any approved course which includes the IR, including integrated, modular and type or class rating courses

² The CAA considers this to mean evidence showing PBN routes and procedures conducted regularly during the last three years.

- 4.3 The UK CAA will be holding seminars for all IREs. Further details will be advised, but the UK CAA expects that these seminars will be arranged for September/October 2017.
- 4.4 The UK CAA will be issuing further information for Flight Examiners (FE) and Flight Instructor Examiners (FIE) later in the year.
- 4.5 The UK CAA will update the relevant forms to take into account the above changes. The Flight Examiners handbook and Standards Documents will also be updated.

5 Applicability for Air Operator Certificates

- 5.1 All AOC holders should ensure that pilots joining them have received the appropriate PBN training and checking in accordance with their specific operations.
- 5.2 All AOC holders who conduct PBN operations should ensure that their Recurrent Training Syllabus includes a check of competency during the Operators Proficiency Check (OPC). Refer AMC1 ORO.FC.230(b)(1).
- 5.3 Operators must make sure that all training is conducted at an ATO that holds appropriate approval for PBN training. The UK CAA is determining how pilot competency can be trained and assessed on aircraft not equipped to conduct PBN operations. Further information will follow later in the year.

6 Administration

- 6.1 The UK CAA will be using the pilot's licence and a central database to record a successful demonstration of competency.
- 6.2 For the purposes of revalidating, or renewing a rating that is still shown in Section XII on the licence when a proficiency check has been successfully completed, the examiner must sign the pilot's licence with PBN endorsement in the following format:

Examples: Type - Aeroplane B737IR/LV/PBN

 Type - Helicopter S76 MP IR PBN

 Class - IR SPA ME PBN

- 6.3 The appropriate Examiner Report Form, together with the **SRG1100** form when relevant, must be clearly marked in Section 2 with the following:
'Instrument Rating Includes PBN Endorsement'

7 Queries and Applications

- 7.1 AOC holders should address any queries to their Flight Operations Inspector (FOI/FO(T)I)
- 7.2 ATO holders should address any queries to their Licensing Standards Inspector (LSI)
- 7.3 Applications from ATOs should be sent to:
Applications and Certifications, Shared Service Centre - E-mail: apply@caa.co.uk

8 Cancellation

- 8.1 This Information Notice will remain in force until 31 August 2021.