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| **Applicability:**  | MNPS Operations in accordance with Instruction 08DSV2015 on Approval to Conduct Operations within NAT MNPS Airspace, CV-CAR 8 , ICAO Doc 007 , Doc 7030/4 (NAT/RAC). |
| **Completion of form**:  | Please complete those fields that are relevant to your aircraft and operations. Each relevant box should be completed with a tick (v) or a (x). Items marked with an asterisk (\*) to be completed only for first aircraft of each aircraft type / model in operator’s fleet. Where form must be completed by referring to a document of applicant’s documentation of system, add manual reference chapter and sub-chapter. Please ensure all applicable areas are completed. |
| **Application** | Accuracy of information provided. All information will be used to assess MNPS compliance. An incomplete, poorly prepared or inaccurate application may: * Result in rejection of the application
* Result in delays
* Add to the cost of the assessment
* Result in a refusal to issue the approval

*Note: It is an offence to make a false declaration in this form.*Applications for MNPS approval shall be made using AAC Form FS.DSV.44. Submit the form and application package required by 08DSV2015 to:**AGÊNCIA DE AVIAÇÃO CIVIL (AAC)**Av. Cidade de Lisboa, Nº 34 – VárzeaC.P. 371 – Praia, Cabo Verde |

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| **1. GENERAL** |
| **General Information** |
| 1. Applicant:
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| 1. Contact person:
 |  Phone:  | Email: |
| 1. Aircraft Registration:
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| 1. Aircraft Manufacturer:
 |
| 1. Aircraft Type Designation / Model Designation:
 |
| 1. Serial No.:
 |  |
| **Scope of Application** | Yes | No |
| 1. Application for NAT-MNPS approval?
 | [ ]  | [ ]  |
| 1. Initial request for MNPS approval for aircraft type referenced in 1.5?
 | [ ]  | [ ]  |

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| **2. AIRWORTHINESS** |
| **Type Design Approval for referenced Aircraft Type Designation** |
| 1. The MNPS type design approval is reflected in:

□ AFM □ AFM Supplements □Type Certification Data Sheet□ Supplemental Type Certificate □ other: |
| 1. Aircraft Flight Manual (AFM) or AFM Supplement refers to what airworthiness approval basis for MNPS navigation system installation:

Specifiy what airworthiness approval (e.g FAA TSO, order, AC, JAA-JTSO, etc):…………………………….……………. |
| 1. Is aeroplane position automatically determined from independent (stand-alone) GPS systems?
 | Yes | No |
| [ ]  | [ ]  |
| 1. Is aeroplane position automatically determined from FMS / Multi sensor navigation systems integrating GPS?
 | [ ]  | [ ]  |
| 1. Is a single navigation system installed?
 | [ ]  | [ ]  |
| 1. Are dual navigation systems installed?
 | [ ]  | [ ]  |
| 1. Is a single long-range navigation systems installed?
 | [ ]  | [ ]  |
| 1. Are dual independent long-range navigation systems installed?
 | [ ]  | [ ]  |
| 1. Are triple independent long-range navigation systems installed?
 | [ ]  | [ ]  |
| 1. Other: If “yes” specify:…………………….
 | [ ]  | [ ]  |
| 1. Unless otherwise specified in the AFM (Supplement) INS/IRS system installations which do not have automatic navigation updating of INS/IRS position are limited to a maximum 6.2-hour time limit for operation in designated RNAV airspace. Limitation applicable?

If "yes" state limit in hours: | [ ]  | [ ]  |
| 1. If GPS serves as only one of the two required LRNSs, then it must be approved in accordance with FAA TSO-C129 as Class A1, A2, B1, B2, C1 or C2, or with equivalent national or JAA documentation.
 | [ ]  | [ ]  |
| 1. If operations are based on stand-alone GPS navigation equipment, availability of GPS integrity should be confirmed and obtained from an approved dispatch fault detection and exclusion (FDE) availability prediction program.

Satellite Fault Detection an Exclusion (FDE) capability? | [ ]  | [ ]  |
| **Navigation System Eligibility for referenced Aircraft Serial Number** |
| 1. Navigation system manufacturer/model installed (e.g Flight Management System (FMS):
 |
| Make:Make:Make: | Model: Model: Model:  | TSO-TSO-TSO- |
| 1. The approval of the MNPS systems installation is based on:

□ Type design □ FAA STC □ STC □ Service Bulletin□ JAA STC □ Major Modification □ other: |
| **Maintenance Program (\*)** | Yes | No |
| 1. The applicant should have an established Maintenance Program that contains all MNPS related maintenance requirements prescribed by manufactured or design organization. MNPS Maintenance program established?
 | [ ]  | [ ]  |
| **Minimum Equipment List (\*)** |  |  |
| 1. The applicant should revised parts of Minimum Equipment List(MEL) to reflect system requirements (e.g. redundancy levels) appropriate to the intended MNPS operations? Minimum Equipment List revised?
 | [ ]  | [ ]  |
| **Maintenance Training (\*)** |  |  |
| 1. The Applicant should revise Maintenance Training program (training of applicant’s maintenance management staff, training of contractor’s maintenance personnel, initial training, recurrent training, training syllabi, etc.) and provide training to the maintenance personnel involved on MNPS operations.
 | [ ]  | [ ]  |

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| **3. OPERATION** |
| **Operations Manual** | Yes | No |
| 1. Does the Operation Manual mention the MNPS in the introduction paragraph of the Operations Manual Part A ?
 | [ ]  | [ ]  |
| 1. Does the Operation Manual describes the required qualification/competence for flight crew members?
 | [ ]  | [ ]  |
| **Operating Practices and Procedures** (\*) |  |
| The applicant must institute MNPS Operating Practices andProcedures. These practices and procedures should cover the following subjects: | *To be completed by applicant*MNPS Operating Practices and Procedures are described in (add manual reference, chapter and sub-chapter): |
| 1. Flight planning procedures for operations in MNPS airspace (MNPS approval of aircraft, reported and forecast weather, use of minimum equipment list (MEL), airframe or operating restrictions, description of flight charts, etc.)
 |  |
| 1. Pre-flight procedures for each flight in MNPS airspace (review of technical log, external inspection, functional check of altitude measurement and control systems, etc.).
 |  |
| * 1. Procedures for alignment of the inertial navigation systems must be described in detail, including Position Initialization Procedures and the use of a Satellite Navigation Availability Program.
 |  |
| * 1. Procedure to check of the functionality and accuracy of 2 Long Range Navigation Systems (2 LRNS)
 |  |
| * 1. Procedure for way point loading (Co-ordination of two persons)
 |  |
| * 1. Procedure for checking the Flight Plan Data in the FMS
 |  |
| * 1. Procedure for checking the Long Range Communication Equipment (HF-ystems/SAT Comm)
 |  |
| * 1. UTC-Check and synchronisation of the aircraft`s Master clock in order to provide accurate time reference to the system for the calculation of accurate time-estimates at specific waypoints
 |  |
| 1. In-Flight procedures (cross checking procedures to identify navigation errors, use of INS/IRS navigation systems without automatic radio navigation updating, use of GPS, minimum navigation and communication systems when entering RNAV area, alternate routings, position check before entering RNAV area, etc.).
 |  |
| * 1. Ground Nav-Aids should be used to verify performance of the LRNS to identify possible Map-shifts. A compass heading cross-check should be made recorded to determine the most accurate heading source.
 |  |
| * 1. Oceanic Clearance: Two flight crew members shall listen to and record any clearance obtained from ATC in order to verify correct reception
 |  |
| * 1. Verification of received ATC-clearance shall be crosschecked from the recorded data to the Flight plan as inserted in the FMS.
 |  |
| * 1. Crossing of way-points within MNPS airspace
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| * 1. Distance and track to the next waypoint shall be verified. When crossing the waypoint, it shall be verified that the new TO-Waypoint becomes active and the aircraft in turning in the correct direction.
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| 1. Procedures with respect to flight crew response to abnormal situations (response to non-normal events, notification of ATC of navigation equipment problems, contingency procedures, selection of other navigation aids in case of loss of MNPS capability, etc.).
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| 1. Post-flight procedures (technical log entries, defects description, reporting of altitude deviations and altimetry system errors, etc. affecting MNPS –capability: e.g Position-Drift of each IRS, Residual Ground Speed of each IRS, Loss of RAIM)
2. ).
 |  |
| 1. Procedures to report within 72 hours after the occurrence, containing an initial analysis of causal factors and measurement taken to prevent repeat occurrence. (reporting events: total track Error of 25 NM or more, deviation from assigned altitude of ± 300 ft, loss of MNPS/RVSM-capability, the application of any contingency procedure)
 |  |
| **Flight Crew Training and Qualification** (\*) |
| The applicant is required to establish the following (covering subjects under 3.1 to 3.10): | *To be completed by applicant*Description in (add manual reference, chapter and subchapter): |
| 1. Flight crew and Flight dispatcher qualification requirements.
 |  |
| 1. Description of initial and recurrent training, checking-and training-syllabi.
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| **4. APPLICATION PACKAGE** |  |
| **Documentation to be submitted to the CCAA** | Submitted? |
| Yes | No |
| 1. Compliance statement which shows how the criteria of 08DSV2015 have been satisfied (\*).
 | [ ]  | [ ]  |
| 1. Sections of the AFM or AFM Supplements that document MNPS airworthiness approval
 | [ ]  | [ ]  |
| 1. Flight crew MNPS training programmes and syllabi for initial and recurrent training (\*).
 | [ ]  | [ ]  |
| 1. Flight crew MNPS training programmes and syllabi for initial and recurrent training (\*).
 | [ ]  | [ ]  |
| 1. Operation manuals and checklists that include MNPS operating practices and procedures (OM-A, OMB, OM-D, AOM, FCOM, Route Manuals, stand-alone MNPS manual, etc.) (\*).
 | [ ]  | [ ]  |
| 1. Minimum Equipment List (MEL) that include items pertinent to MNPS operations (\*).
 | [ ]  | [ ]  |
| 1. Maintenance program, practices & procedures or revision thereof that include items pertinent to MNPS equipment (\*).
 | [ ]  | [ ]  |
| 1. Service Bulletin, Supplemental Type Certificate (STC) or Major Modification Approval Documentation, if approval based on documents as detailed in 2.15 above (except if based on approved type design).
 | [ ]  | [ ]  |

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| **5. APPLICANT’S STATEMENT** |
| The undersigned certifies the above information to be correct and true and that aircraft system installation, continuing airworthiness of systems, minimum equipment for dispatch, operating procedures and flight crew training comply with the requirements of CV-CAR and instruction 08DSV2015No. 6. |
| **Name of Post Holder Maintenance:** | **Signature:** | **Date:** |
| **Name of Post Holder Operations:** | **Signature:** | **Date:** |
| **Name of Post Holder Training:** | **Signature:** | **Date:** |

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| **FOR OFFICIAL USE ONLY** |
| **Subject** | **Responsible** | **Date** | **SRS Nº** | **Signature** |
| 1. AAC Form FS.DSV.44 and package checked for completeness.
 | FOI |  |  |  |
| 1. Airworthiness Approval granted (Appendix to Certificate of Airworthiness).
 | AWI |  |  |  |
| 1. Operational Approval granted (AOC, Operations Specification and Letter of Authorisation).
 | FOI |  |  |  |
| ***Withdrawal of MNPS Approval:****Reason:*Notification to NAT Central Monitoring Agency (CMA) by:*Name: Date: Signature:* |