

Naslov: Implementacija PBN-a*Title: PBN Implementation*

Od primalaca se zahtijeva da kopija ove sigurnosne informacije bude proslijeđena svom osoblju kojem ova informacija može biti od koristi.

Na osnovu člana 6 stav 1 tačka 10 Zakona o vazdušnom saobraćaju („Službeni list CG“, br. 30/12 i 30/17), Agencija za civilno vazduhoplovstvo (u daljem tekstu: ACV) donijela je

SIGURNOSNU INFORMACIJU**Broj: 2018/002 Rev.01****Referentni propisi:**

- Zakon o vazdušnom saobraćaju („Službeni list CG“, br. 30/12 i 30/17),
- Pravilnik o posadi vazduhoplova („Službeni list CG“, br. 08/13, 23/14, 27/15 i 15/17), kojim je preuzeta Uredba Evropske komisije (EU) broj 1178/2011 (Uredba o posadi vazduhoplova) i
- Uredba Evropske komisije (EU) broj 2016/539 „Navigacija zasnovana na performansama“ *Performance Based Navigation – PBN*, kojom se mijenja i dopunjava Uredba Evropske komisije (EU) broj 1178/2011

Primjena:

Ova sigurnosna informacija primjenjuje se na odobrene organizacije za obuku, nosioce AOC-a, instruktore, ispitivače i pilote, koji namjeravaju da lete na PBN rutama i prilazima.

Svrha:

Svrha ove sigurnosne informacije je da odobrenim organizacijama za obuku, nosiocima AOC, instruktorima, ispitivačima i pilotima, koji namjeravaju da lete na PBN rutama i prilazima, obezbijedi dodatne informacije o primjeni Uredbe Evropske komisije (EU) broj 2016/539 „Navigacija zasnovana na performansama“ (*Performance*

Recipients are required to ensure that copy of this Safety Information is provided to all members of their staff who may have an interest in the information.

Pursuant to Article 6, paragraph 1, point 10 of the Law on Air Transport (“Official Gazette of Montenegro”, No 30/12 and 30/17), Civil Aviation Agency (hereafter: CAA) hereby issues

SAFETY INFORMATION**Number: 2018/002 Rev.01****Regulation Reference:**

- *Law on Air Transport (“Official Gazette of Montenegro”, No 30/12 and 30/17),*
- *Regulation on air crew (“Official Gazette of Montenegro” No 08/13, 23/14, 27/15 and 15/17), transposing the European Commission Regulation (EU) No 1178/2011 (the Aircrew Regulation) and*
- *European Commission Regulation (EU) No. 2016/539 Performance Based Navigation (PBN), amending the European Commission Regulation (EU) No 1178/2011.*

Application:

This Safety Information is applicable to the Approved Training Organisations, AOC holders, instructors, examiners and pilots, that intend to fly in accordance with PBN routes and approaches.

Purpose:

The purpose of this Safety Information is to provide Approved Training Organisations, AOC holders, instructors, examiners and pilots, that intend to fly in accordance with PBN routes and approaches, with the further information on implementation of European Commission Regulation (EU) No 2016/539 Performance Based Navigation (PBN)

Based Navigation – PBN) koja mijenja Uredbu Evropske komisije (EU) broj 1178/2011 (Uredba o posadi vazduhoplova) a koje su preuzete u pravni sistem Crne Gore Pravilnikom o posadi vazduhoplova („Službeni list CG“, br. 08/13, 23/14, 27/15 i 15/17).

1. Uvod

Ovom sigurnosnom informacijom obezbjeđuju se dodatne informacije o primjeni Uredbe Evropske komisije (EU) broj 2016/539 „Navigacija zasnovana na performansama“ (*Performance Based Navigation – PBN*).

2. Oblasti primjene

Uredbom Evropske komisije (EU) broj 2016/539 „Navigacija zasnovana na performansama“ (PBN) propisano je da:

- poslije 25. avgusta 2018. godine piloti mogu da lete na PBN rutama i prilazima jedino ako su im PBN prava upisana u njihovo ovlašćenje za instrumentalno letenje (IR);
- poslije 25. avgusta 2020. godine svi piloti sa upisanim IR ili ovlašćenjem za instrumentalno letenje na ruti (*Enroute Instrument Rating – EIR*) moraju imati PBN prava.

3. Primjenljivost na letačko osoblje

Svi piloti su odgovorni da se osposobe za obavljanje PBN operacija, sa odgovarajućim nivoom kompetencija, prije početka obavljanja operacija na rutama i prilazima koji zahtijevaju upotrebu RNAV sistema u cilju ispunjavanja PBN navigacionih specifikacija na tim rutama i prilazima.

Da bi stekao pravo letenja u skladu sa PBN rutama i prilazima, pilot mora da ispuni sljedeće uslove:

(1)

- (a) da obavi PBN IR teorijsku i letačku obuku u odobroj organizaciji za obuku (ATO);

ili

- (b) podnese izjavu o usklađenosti, kojom potvrđuje da je ispunio uslove koje ACV smatra ekvivalentnim kompetencijama stečenim kroz teorijsku i letačku obuku

amending the European Commission Regulation (EU) No 1178/2011 (the Aircrew Regulation) transposed into the legal system of Montenegro through Regulation on air crew (“Official Gazette of Montenegro” No 08/13, 23/14, 27/15 and 15/17).

1. Introduction

This Safety Information provides further information on the implementation of European Commission Regulation (EU) No 2016/539 Performance Based Navigation (PBN).

2. Scope

European Commission Regulation (EU) No 2016/539 Performance Based Navigation (PBN) stipulates that:

- *after 25 August 2018 pilots may only fly PBN routes and approaches only if they have been granted PBN privileges as an endorsement to their Instrument Rating (IR);*
- *after 25 August 2020 all pilots with an IR or Enroute Instrument Rating (EIR) will need to have PBN privileges.*

3. Applicability to Air Crew

All pilots are responsible to ensure that they are capable of conducting PBN operations, at an appropriate level of competence, prior to conducting operations on routes or approaches that require use of RNAV systems in order to meet PBN navigation specifications on relevant routes or approaches.

In order to obtain privilege to fly in accordance with PBN routes and approaches, pilot must fulfil the following condition:

(1)

- (a) *to undertake PBN IR theoretical knowledge and flying training at an Approved Training Organisation (ATO);*

or

- (b) *to make a declaration of compliance, confirming that the pilot fulfilled the*

sprovedenu u ATO, u skladu sa tačkom 3.3 ove sigurnosne informacije;

i

- (2) položi PBN procjenu za izdavanje prava za PBN.

Pilot sa ICAO dozvolom izdatom od države trećih zemalja koji želi da stekne PBN prava kroz validaciju ili konverziju dozvole, mora ispuniti navedene uslove iz stava 2 ove tačke.

3.1. Obuka u okviru ATO

Ukoliko pilot obavlja obuku u ATO (odobroj organizaciji za obuku od strane ACV, EASA ili države članice EASA-e), treba da bude siguran da obuka koju sprovodi ATO, ima odobrenje za sprovođenje IR ili EIR obuke i koja je ažurirala svoj program obuke i uključila elemente PBN-a.

Pilot mora imati potvrdu o završenoj obuci koja je izdata od strane ATO-a i kopiju potvrde mora priložiti ispitivaču prije pristupanja polaganju praktičnog ispita ili provjere stručnosti.

3.2 Izjava o usklađenosti

Izjava kojom pilot potvrđuje da je upoznat sa PBN operacijama data je na obrascu iz Priloga 1 ove sigurnosne informacije.

Prije podnošenja izjave o poznavanju PBN operacija, piloti se prethodno moraju dovoljno upoznati sa odgovarajućim oblastima znanja iz Priloga 2 ove sigurnosne informacije.

Popunjen obrazac izjave o usklađenosti kandidat dostavlja ispitivaču tokom pristupanja usmenoj procjeni teorijskog znanja, koja se mora sprovesti prije praktičnog ispita ili provjere stručnosti. Pilotu se preporučuje da sačuva kopiju izjave.

requirements that CAA considers equivalent to the competences acquired through theoretical knowledge and flying training at ATO, in accordance with point 3.3 of this Safety information;

and

- (2) *Pass PBN assessment for issuance of PBN privileges.*

ICAO licence holder issued by third countries wishing to obtain PBN privileges through validation or conversion of licence, has to fulfil the conditions referred to in paragraph 2 of this point.

3.1. Training at ATO

If the pilot undertakes training at an ATO (training organisation approved by either MCAA, EASA or EASA Member State), he/she must ensure that all training undertaken is conducted by ATO approved to conduct IR or EIR instrument training and that ATO has updated its syllabus to include the PBN elements.

The pilot must have the course completion certificate issued by ATO and must provide a copy of the certificate as an evidence to the examiner prior to attempting the Skill Test or Proficiency Check.

3.2 Declaration of compliance

The declaration where the pilot confirms that he/she is familiar with PBN operations is provided at the form referred to in Appendix 1 to this Safety Information.

Before making a declaration of familiarity with PBN operations, the pilots must be sufficiently familiar with appropriate areas of knowledge from Attachment 2 of this Safety Information.

The candidate must present the PBN declaration form to the examiner at the time of oral theoretical knowledge assessment, that must be conducted prior to attempting the skill test or proficiency check. The pilot is recommended to keep a copy of declaration.

3.3 Uslovi koje ACV smatra ekvivalentnim kompetencijama ATO obuke

ACV prihvata, kao ekvivalentnu IR/PBN teorijskoj obuci sprovedenoj u ATO, obuku ili upoznavanje sa PBN operacijama koja obuhvata sve oblasti znanja iz Priloga 2 ove sigurnosne informacije.

ACV prihvata, kao ekvivalentnu IR/PBN praktičnoj obuci sprovedenoj u ATO, obuku ili poznavanje sa PBN operacijama koje uključuju i RNP prilaze. Ukoliko prethodno iskustvo obavljanja PBN operacija ne uključuje RNP prilaze, pilot je dužan da, prije pristupanja praktičnom dijelu PBN procjene, obavi najmanje:

- jedan RNP prilaz sa automatskim upravljanjem; i
- jedan RNP prilaz sa ručnim upravljanjem; i
- jedan RNP prilaz sa uočenom greškom.

ACV procjenjuje način usaglašavanja obuke i procjene na vazduhoplovima koji nijesu opremljeni za izvođenje PBN operacije, o čemu će biti donijeta posebna informacija tokom godine.

3.4 PBN procjena

Certifikat o završenom kursu, ili izjava o usklađenosti kojim se potvrđuje da je pilot dobio odgovarajuća teorijska znanja i obuku u letu, prema potrebi, mora biti priložen ispitivaču prije sprovođenja praktičnog ispita ili provjere stručnosti koji obuhvata elemente PBN operacija.

PBN procjena sprovodi se kao dio praktičnog ispita ili provjere stručnosti i sastoji se iz teorijske i praktične procjene poznavanja PBN operacija.

Izrada sadržaja teorijske procjene je u nadležnosti ispitivača, ali mora obuhvatiti oblasti poznavanja PBN navedenih u prilogu 2 ove sigurnosne informacije.

Teorijska procjena može trajati do 2 sata. Neuspješna teorijska procjena može prouzrokovati neuspješan ili djelimično uspješan praktični ispit ili provjeru stručnosti, prije same provjere u letu ili na simulatoru.

Sadržaj praktičnog ispita ili provjere stručnosti sa poznavanjem PBN operacija obuhvata izvođenje najmanje jednog RNP prilaza. Ukoliko RNP prilaz nije ostvariv na vazduhoplovu, isti se mora sprovesti na adekvatno opremljenom simulatoru.

3.3 The requirements that the CAA considers equivalent to the competences of ATO courses

The CAA considers, as equivalent to theoretical knowledge part of ATO IR/PBN course, training or familiarity with PBN operations which covers all areas of knowledge in Appendix 2 of this Safety Information.

The CAA considers, as equivalent to practical part of ATO IR/PBN course, training or familiarity with PBN operations involving RNP Approaches. If it is not the case, the pilot is obliged to do at least the following before accessing the practical part of the PBN assessment:

- One RNP approach (auto)
- One RNP Approach (manual)
- One RNP approach (error)

The CAA is determining how pilot competency can be trained and assessed on aircraft not equipped to conduct PBN operations, and the separate information will be adopted during the year.

3.4 PBN assessment

A Course Completion Certificate, or Declaration of compliance, that confirms the pilot has received the appropriate theoretical knowledge and flying training, upon need, must be presented to the examiner before the Skills Test or proficiency check is undertaken, which includes PBN operations.

PBN assessment is conducted as a part of skill test or proficiency check and it consists of theoretical and practical assessment of PBN operations.

Development of the content of the theoretical knowledge assessment is at the discretion of the examiner, but it must include the areas of knowledge in Appendix 2 of this Safety Information.

The theoretical knowledge assessment may take up to 2 hours. Failing the theoretical knowledge assessment may mean that the flight test or proficiency check is unsuccessful or partially successful prior to the flight or simulator elements taking place.

The Content of Skill Test or Proficiency check with PBN operations shall cover at least one RNP Approach. Where an RNP Approach is not practicable on the aircraft, it shall

4. Primjenljivost na instruktore

Teorijsku i letačku obuku kandidata za sticanje PBN autorizacije vrši instruktor autorizovan za sprovođenje PBN obuke.

Da bi stekao autorizaciju za sprovođenje PBN obuke, instruktor mora imati pravo letenja u skladu sa PBN rutama i prilazima, u skladu sa tačkom 3 ove sigurnosne informacije.

Autorizacija za sprovođenje PBN obuke upisuje se u knjižicu evidencije naleta pilota.

5. Primjenljivost na ispitivače

Provjeru teorijske, a nakon toga i praktične obučenosti kandidata za sticanje PBN prava, vrši ispitivač autorizovan za sprovođenje PBN provjere.

Da bi stekao autorizaciju za sprovođenje PBN provjere, ispitivač mora imati pravo letenja u skladu sa PBN rutama i prilazima u skladu sa tačkom 3 ove sigurnosne Informacije.

Autorizaciju za sprovođenje PBN provjera izdaje ACV.

Uputstvo o proceduri autorizacije ispitivača, ispitivači mogu pronaći u okviru Dokumenta o informisanju ispitivača (*Examiner Differences Document*).

Ispitivač mora dostaviti ACV-u kopiju izjave kojom potvrđuje da je upoznat sa PBN operacijama i da ima teorijsko znanje. Ispitivač je dužan da sačuva kopiju izjave.

Certifikovani ispitivači mogu pronaći sva uputstva u okviru Dokumenta o informisanju ispitivača.

6. Primjenljivost na odobrene organizacije za obuku

Sve odobrene organizacije za obuku (ATO) koje sprovode obuku za dodavanje PBN prava prije 25. avgusta 2020. godine moraju obezbijediti da obuka ispunjava uslove i zahtjeve za praktično i teorijsko znanje propisane Pravilnikom o posadi vazduhoplova („Službeni list CG“, br. 08/13, 23/14, 27/15 i 15/17).

ATO-i moraju podnijeti zahtjev i izmijenjene priručnike ACV-u na odobravanje, uključujući i njihov predloženi

be performed in an appropriately equipped FSTD.

4. Applicability to instructors

Theoretical knowledge and flying training for issuing PBN authorization shall be conducted by the instructor authorized to conduct PBN training.

In order to obtain authorization for conducting PBN training, the instructor shall have privilege to fly in accordance with PBN routes and approaches, in accordance with point 3 of this Safety Information.

Authorization to conduct PBN training shall be endorsed into pilot log book.

5. Applicability to examiners

Theoretical knowledge assessment and the skill test or proficiency check for issuing PBN privileges, shall be conducted by examiner authorized to conduct PBN check.

In order to obtain authorization to conduct PBN check, examiner shall have privilege to fly in accordance with PBN routes and approaches in accordance with point 3 of this Safety Information.

Authorization to conduct PBN checks shall be issued by CAA.

Examiner should refer to Examiner Differences Document, for guidance on his/her authorisation process.

The Examiner shall provide the CAA with a copy of declaration confirming that the examiner is familiar with PBN operations and that he/she has theoretical knowledge. Examiner shall retain a copy of the declaration.

Certificated examiners should refer also to Examiner Differences Document for further guidance.

6. Applicability for Approved Training Organisations

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 laid down in the Regulation on air crew (“Official Gazette of Montenegro” No 08/13, 23/14, 27/15 and 15/17).

ATO must submit their application and amended ATO Manual(s) to the CAA for approval, including their proposed

program obuke prije početka sprovođenja obuka. Kao referentni materijal, ATO treba da koristi AMC7 FCL.615 (b), kao i ICAO Doc 9613, koji pruža dodatne smjernice za potrebno znanje i obuku pilota.

Svi ATO-i koji sprovode obuku za IR ili EIR moraju obezbijediti da su ponuđeni kursevi koji se završavaju 25. avgusta 2020. godine ili kasnije u skladu sa zahtjevima iz Priloga 1-Part-FCL, Pravilnika o posadi vazduhoplova („Službeni list CG“, br. 08/13, 23/14, 27/15 i 15/17).

Glavni rukovodilac obuke (HT) odgovoran je i dužan da obezbijedi da svi instruktori u ATO budu obučeni i imaju upisana PBN prava, prije početka sprovođenja PBN obuke.

7. Primjenjivost na operatore vazduhoplova

Svi operatori vazduhoplova koji obavljaju PBN operacije treba da obezbijede da svi angažovani piloti imaju odgovarajuću PBN obuku i provjeru u skladu sa specifičnim operacijama koje obavljaju.

Svi operatori vazduhoplova koji obavljaju PBN operacije treba da obezbijede sprovođenje provjere kompetencija tokom provjere stručnosti..

8. Administrativni postupak

8.1 Administrativni postupak ispitivača

Po uspješno završenoj PBN procjeni, ispitivač upisuje PBN pravo u knjižicu evidencije naleta pilota u sljedećem tekstu :

„Type(Class)/IR/PBN“

8.2 Administrativni postupak u ACV

Prilikom podnošenja zahtjeva za izdavanje dozvole, ovlaštenja ili sertifikata, u isto vrijeme sa podnošenjem zahtjeva za sticanje PBN prava, pilot treba da dostavi, uz odgovarajući obrazac (FCL-FRM-001), i obrazac FCL-FRM-001 G, kao i izvještaj ispitivača kojima se potvrđuje da su elementi PBN-a uspješno završeni.

training syllabus before the start of IR/PBN training. As a reference material, the ATO should refer to AMC7 FCL.615(b), as well as to ICAO Doc 9613, which provides additional guidance for pilot knowledge and training.

All ATOs conducting training for the IR or the EIR must ensure that the offered training courses, due to complete on or after 25 August 2020, are in compliance with the requirements referred to in Annex I- Part-FCL to the Regulation on air crew (“Official Gazette of Montenegro” No 08/13, 23/14, 27/15 and 15/17).

The Head of Training (HT) at the ATO is responsible for ensuring that all instructors in ATO are trained and hold the PBN endorsement, before they start providing PBN training.

7. Applicability to aircraft operators

All the aircraft operators conducting PBN operations should ensure that all their engaged pilots have received the appropriate PBN training and check in accordance with the specific operations they conduct.

All the aircraft operators conducting PBN operations should ensure competency checks during the proficiency check.

8. Administrative procedure

8.1 Examiner Administrative procedure

After successful PBN assessment, the examiner shall endorse PBN privilege into pilot log book in the following wording:

„Type(Class)/IR/PBN“

8.2 CAA Administrative procedure

When making an application for any licence, rating or certificate at the same time as applying to obtain a PBN privilege, the pilot shall submit, along with the appropriate form (FCL-FRM-001), also the form FCL-FRM-001 G and Examiner Report indicating that the PBN elements have been completed successfully.

9. Prestanak važenja i stupanje na snagu

Stupanjem na snagu ove sigurnosne informacije, prestaje da važi Sigurnosna informacija 2018/002 Rev.00

Ova sigurnosna informacija stupa na snagu danom donošenja, a primjenjivaće se narednog dana od dana objavljivanja na internet stranici ACV.

Ova sigurnosna informacija ostaje na snazi do 25.08.2020. godine, osim ukoliko se ne povuče.

9. Repeal and entry into Force

Safety Information No 2018/002 Rev. 00 shall cease to have effect when this Safety Information enters into force.

This Safety Information shall enter into force on day of its adoption, and shall apply on the day following its publication on the website of the Civil Aviation Agency.

This Safety Information will remain in force until 25.08.2020 unless it is revoked.


Direktor / Director
Dragan Đurović

Datum / Date


02.11.2018.



Prilog 1

 DECLARATION FORM PBN PRIVILEGES IZJAVA O PBN PRAVIMA		FCL-FRM-001 G
1	Personal Details Lični podaci	<i>to be fulfilled by the candidate</i> popunjava kandidat
Candidate's last Name(s) Prezime kandidata		
Candidate's first name(s) Ime kandidata		
Candidate's Personal Number IMB (broj pasoša) kandidata		
Candidate's date of birth Datum rođenja kandidata		
Candidate's place of birth Mjesto rođenja kandidata		
Candidate's nationality Državljanstvo kandidata		
Candidate's Address Adresa kandidata		
Type of licence held: (if applicable) Tip dozvole koju posjeduje: (ukoliko je primjenjivo)		
Licence number: (if applicable) Broj dozvole: (ukoliko je primjenjivo)		
State of licence issue: (if applicable) Država izdavalac dozvole: (ukoliko je primjenjivo)		
Declaration of compliance according to Article 4a of Commission Regulation (EU) No. 1178/2011 regarding PBN privileges by: / Izjava o usaglasenosti sa zahtjevima iz Člana 4a Pravilnika o posadi vazduhoplova („Službeni list CG“ br. 08/13, 23/14, 27/15 i 15/17) koji se odnose na PBN prava:		
<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		
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 RNP and RNP approach operations. (fill Self-checklist 1 of this Declaration)		
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).		
Self-checklist for previous familiarity with PBN experience / Ček lista samo-provjere prethodnog poznavanja PBN iskustva I have received theoretical and practical instructions and consider myself proficient with normal and abnormal procedures in the following areas (tick ✓ each item as required) / Završio sam teorijsku i praktičnu obuku i smatram da sam stručan u normalnim i vanrednim procedurama u slijedećim oblastima (označiti sa ✓ svaka oblast koja se zahtjeva)		
Area	Theoretical	Practical
PBN limitations		
PBN Departure		
PBN en-route		
PBN arrival		
2D Approach		
3D Approach		
Missed approach according to PBN		
Training received at ATO (if applicable)		
Training received (dd/mm/yyyy) (if applicable)		



		DECLARATION FORM PBN PRIVILEGES IZJAVA O PBN PRAVIMA	FCL-FRM-001 G
Candidate Declaration of compliance according to IZJAVA kandidata o usklađenosti sa zahtjevima		ARA.GEN.315 and AMC1 ARA.GEN.315(a) and (c)	
(a) I am not holding any personal license, certificate, rating, authorization or endorsement with the same scope and in the same category issued in another Member State. (b) I have not applied for any personal license, certificate, rating, authorization or endorsement with the same scope and in the same category in another Member State. (c) I have never held any personal license, certificate, rating, authorization or endorsement with the same scope and in the same category issued in another Member State which was revoked or suspended in any other Member State. I hereby declare that the above details given and on additional pages are true and correct. I am aware of that any incorrect information could disqualify me as an applicant from being granted a personal license, certificate, rating, authorization or endorsement, as well as if was contained in items of Article 268 (Control List of Airworthiness Certificate) No 45/06, 25/07 corrected, 33/13 corrected and 43/18.		(a) Ne posedujem bilo kakvu licencu, sertifikat, odobrenje, autorizaciju ili potpis u istom obimu i istoj kategoriji izdatu u drugoj državi članici. (b) Nisam podnio zahtjev da odobrenje bilo koje licence, sertifikata, odobrenja, autorizacije ili potpisa u istom obimu i istoj kategoriji u drugoj državi članici. (c) Nikada nisam posjedovao licencu, sertifikat, odobrenje, autorizaciju ili potpis u istom obimu i istoj kategoriji u drugoj državi članici koja je povučena ili suspendovana od strane druge države članice. Ovim potvrđujem da su gore navedeni detalji istiniti i tačni. Svjestan sam da bilo koja nepravna informacija može da me diskvalifikuje kao kandidata za odobrenje licence, sertifikata, odobrenja, autorizacije ili potpisa, kao i da sam upoznat sa članom 268 (kontrolni spisak sigurnosnih potvrda) Crne Gore (L. 45/06, 25/07, 33/13, 43/13, 44/13 i 49/18).	
Contact e-mail Kontakt mail adresa			
Contact telephone Kontakt telefonski broj			
Location and date: Mjesto i datum			
Candidate's signature: Potpis kandidata			
2 DECLARATION OF THE EXAMINER IZJAVA ISPITIVAČA		to be fulfilled by the examiner popunjava ispitivač	
regarding PBN checking privileges: / koja se odnosi na prava sprovođenja PBN provjere: 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: / Ovim potvrđujem da sam kao ispitivač sprovodio provjeru stručnosti ili praktični ispit koji je uključio elemente PBN operacija sa najmanje jednim prilazom za slijetanje, kao što slijedi: Previous training and/or familiarity with PBN operations through either: / Prethodna obuka i/ili poznavanje PBN operacija kroz: <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. / Završio teorijski i praktično osposobljavanje u PBN u ATO sa kopijom sertifikata o završenom kursu priloženim uz ovaj dokument OR <input type="checkbox"/> Previous training and/or familiarity with PBN operations through either: / Prethodna obuka i/ili upoznavanje sa PBN operacijama kroz: <input type="checkbox"/> Flying for an operator with RNP approach approval / letjenje za operatera sa odobrenjem za RNP prilazima or <input type="checkbox"/> Previous familiarity with RNAV and RNP approach operations / prethodno poznavanje operacija RNAV i RNP prilaza For Proficiency Checks only, I have endorsed the Certificate of Revalidation in the applicants licence with PBN privileges. / Za provjeru stručnosti, upisan sam podacima u knjizicu evidencije navedene u licencu kandidata sa PBN privilegijama. I declare that the information provided by me on this form is correct. / Potvrđujem se su podaci u ovoj izjavi tačni.			
Date / Datum			
Examiner certificate No / Broj sertifikata ispitivača			
Name and Family Name / Ime i prezime			
Signature / Potpis ispitivača			
Enclosures (please tick the right field) Prilozi (označite odgovarajuća polja)			
<input type="checkbox"/> Evidence of administrative charges paid Dokaz o plaćenju administrativnoj taksi			
<input type="checkbox"/> Evidence of tax receipt paid Dokaz o uplati odgovarajuće naknade			
<input type="checkbox"/> Copies of relevant pages of pilot logbook showing fulfilled of requirements Kopije relevantnih stranica knjizice evidencije navedene koje dokazuju ispunjenje propisanih zahtjeva			
<input type="checkbox"/> Copy of examiner certificate Kopija sertifikata ispitivača			
If applicable Ukoliko je primjenjivo		<input type="checkbox"/> Copy of ATO Certificate Kopija ATO sertifikata <input type="checkbox"/> ATO recommendation ATO preporuka	
<input type="checkbox"/> Other (please note) Ostalo (molimo Vas da navedete)			

Prilog 2

PBN Learning Objectives

Leraning Objective Reference	Subject
062 07 01 00	PBN concept (as described in ICAO doc 9613)
062 07 01 01	PBN principles
	List the factors used to define RNAV or RNP system performance requirements (accuracy, integrity, continuity and functionality)
	Explain the concept of continuity
	Explain the concept of integrity
	State that, unlike conventional navigation, performance-based navigation is not sensor specific.
	Explain the difference between raw data and computed data
062 07 01 02	PBN components
	List the components of PBN as NAVAID infrastructure, navigation specification and navigation application
	Identify the components from an example
062 07 01 03	PBN scope
	State that in oceanic/remote, en-route and terminal phases of flight, PBN is limited to operations with linear lateral performance requirements and time constraints
	State that in the approach phases of flight, PBN accommodates both linear and angular laterally guided operations and explain the difference between the two.
062 07 02 00	Navigation Specifications
062 07 02 01	RNAV and RNP
	State the difference between RNAV and RNP in terms of the requirement for on-board performance monitoring and alerting
062 07 02 02	Navigation functional requirements
	List the basic functional requirements of RNAV and RNP specifications (continuous indication of lateral deviation, distance/bearing to active waypoint, g/s or time to active waypoint, navigation data storage and failure indication)
062 07 02 03	Designation of RNP and RNAV specifications
	Interpret "X" in RNAV X or RNP X as the lateral navigation accuracy (total system error) in nautical miles, which is expected to be achieved at least 95 per cent of the flight time by the population of aircraft operating within the airspace, route or approach.
	State that aircraft approved to the more stringent accuracy requirements may not necessarily meet some of the functional requirements of the navigation specification having a less stringent accuracy requirement.
	State that RNAV10 and RNP4 are used in the oceanic/remote phase of flight
	State that RNAV5 is used in the en route and arrival phase of flight
	State that RNAV2 and RNP2 are also used as navigation specifications
	State that RNP2 is used in the en route, and oceanic/remote phases of flight
	State that RNAV1 and RNP1 are used in the arrival and departure phases of flight
	State that RNP APCH is used in the approach phase of flight
	State that RNP AR APCH is used in the approach phase of flight
	State that RNP 0.3 navigation specification is used in all phases of flight, except for oceanic/remote and final approach, primarily for helicopters
State that RNAV1, RNP1 and RNP 0.3 may also be used in en-route phases of low level IFR helicopter flights	
062 07 03 00	Use of PBN

062 07 03 01	Airspace Planning State that navigation performance is one factor used to determine minimum route spacing
062 07 03 02	Approval State that the airworthiness approval process assures that each item of the area navigation equipment installed is of a type and design appropriate to its intended function and that the installation functions properly under foreseeable operating conditions State that some PBN specifications require operational approval
062 07 03 03	Specific RNAV and RNP system functions Recognise the definition of an RF leg Recognise the definition of a fixed radius transition Recognise the definition of a fly-by turn and a fly-over Recognise the definition of a holding pattern Recognise the definition of an 'ARINC 424 path terminator' Recognise the definition of the following path terminators: IF, TF, CF, DF, FA, CA Recognise the definition of an offset flight path
062 07 03 04	Data processes State that the safety of the application is contingent upon the accuracy, resolution and integrity of the data. State that the accuracy of the data depends upon the processes applied during the data origination.
062 07 04 00	PBN operations
062 07 04 01	PBN principles Recognise the definition of path definition error Recognise the definition of flight technical error Recognise the definition of navigation system error Recognise the definition of total system error
062 07 04 02	On-board performance monitoring and alerting State that on-board performance monitoring and alerting of flight technical error is managed by on-board systems or crew procedures. State that on-board performance monitoring and alerting of navigation system error is a requirement of on-board equipment for RNP. State that on-board performance monitoring and alerting of path definition error are managed by gross reasonableness checks of navigation data.
062 07 04 03	Abnormal situations State that abnormal and contingency procedures are to be used in case of loss of the PBN capability.
062 07 04 04	Database management State that, unless otherwise specified in operations documentation or AMC, the navigational database must be valid for the current AIRAC cycle.
062 07 05 00	Requirements of specific RNAV and RNP specifications
062 07 05 01	RNAV10 State that RNAV 10 requires that aircraft operating in oceanic and remote areas be equipped with at least two independent and serviceable LRNSs comprising an INS, an IRS FMS or a GNSS, State that aircraft incorporating dual inertial navigation systems (INS) or inertial reference units (IRU) have a standard time limitation State that operators may extend their RNAV10 navigation capability time by updating.
062 07 05 02	RNAV5 State that manual data entry is acceptable for RNAV5
062 07 05 03	RNAV1/RNAV2/RNP1/RNP2

	State that pilots must not fly an RNAV/RNP1/2 SID or STAR unless it is retrievable by route name from the on-board navigation database and conforms to the charted route.
	State that the route may subsequently be modified through the insertion (from the database) or deletion of specific waypoints in response to ATC clearances.
	State that the manual entry, or creation of new waypoints by manual entry, of latitude and longitude or place/bearing/distance values is not permitted.
062 07 05 04	RNP4
	State that at least two LRNSs, capable of navigating to RNP4 and listed in the flight manual, must be operational at the entry point of the RNP airspace
062 07 05 05	RNP APCH
	State that pilots must not fly an RNP APCH unless it is retrievable by procedure name from the on-board navigation database and conforms to the charted procedure.
	State that an RNP APCH to LNAV minima is a non-precision instrument approach procedure designed for 2D approach operations
	State that an RNP APCH to LNAV/VNAV minima has lateral guidance based on GNSS and vertical guidance based on either SBAS or BaroVNAV
	State that an RNP APCH to LNAV/VNAV minima may only be conducted with vertical guidance certified for the purpose
	Explain why an RNP APCH to LNAV/VNAV minima based on BaroVNAV may only be conducted when the aerodrome temperature is within a promulgated range
	State that the correct altimeter setting is critical for the safe conduct of an RNP APCH using BaroVNAV
	State that an RNP APCH to LNAV/VNAV minima is a 3D operation
	State that an RNP APCH to LPV minima is a 3D operation
	State that RNP APCH to LPV minima requires a FAS datablock
062 07 05 06	RNP AR APCH
	State that RNP AR APCH requires authorisation
062 07 05 07	A-RNP
	State that Advanced RNP incorporates the navigation specifications RNAV5, RNAV2, RNAV1, RNP2, RNP1 and RNP APCH
	State that Advanced RNP may be associated with other functional elements
062 07 05 08	PBN Point in Space (PinS) Departure
	State that a PinS departure is a departure procedure designed for helicopters only
	State that a PinS departure procedure includes either a "proceed VFR" or a "proceed visually" instruction from landing location to IDF
	Recognise the differences between "proceed VFR" and "proceed visually" instruction.
062 07 05 09	PBN Point in Space (PinS) Approach
	State that a PinS approach is an instrument RNP APCH procedure designed for helicopters only and that may be published with LNAV minima or LPV minima
	State that a PinS approach procedure includes either a "proceed VFR" or a "proceed visually" instruction from the MAPt to a landing location
	Recognise the differences between "proceed VFR" and "proceed visually" instruction.