Trafikstyrelsen
Danish Civil Aviation and Railway Authority

Application Form and Compliance Checklist - OPS for NAT HLA (MNPS) Approval

Form 2019-1

Operator name and AOC No:	
Address:	E-mail:
Aircraft reg. and serial No:	Phone no:
The relevant elements defined in the mandatory part of the Operational Suitability Data (OSD) established in accordance with Regulation (EU) No 748/2012 are taken into account.	Attachment No:

Applicant statement: The undersigned hereby certifies that the following information complies with the applicable leagal requirements and the operators Safety- and Compliance policies.

NP Flight OPS:	Signature:	Date:
NP Continued Airworthiness:	Signature:	Date:
NP Crew Training:	Signature:	Date:
Safety Manager:	Signature:	Date:
Compliance Monitor Manager:	Signature:	Date:

Specify the requested Approval

Unrestricted NAT HLA:	**Restricted NAT HLA:**

Information

This combined OPS Application Form and Compliance Checklist has been designed in order to facilitate the operators applying for North Atlantic High Level Airspace NAT HLA (MNPS) approval that applies to operations from FL285 to FL420, both inclusive and refers to the ICAO NAT Doc 007, latest edition.
Operations in the MNPS defined airspace is refering to ICAO Doc 7030, latest edition. For all airspaces consult the relevant AIP. Refer to EASA (EU) BR 2018/1139, EU AIR OPS 965/2012, Part-SPA (SPA.MNPS) and (SPA.RVSM), Part-CAT, (CAT.IDE.A) and relevant AMC and GM, where applicable.
The NAT HLA Approval can only be granted to operators who are already RVSM approved or who are applying concurrently for the RVSM Approval in accordance to EASA (EU) BR 2018/1139, EU AIR OPS 965/2012, Part-SPA.RVSM and AMC and GM as applicable.

ICAO Doc 7030 Regional Supplementary Procedures

The operator shall comprehend to all of the applicable items as referred to in ICAO Doc 7030 for the MNPS airspace not applicable to AT/HLA.

The below chapter structure are based upon ICAO Doc 7030 fifth edition – 2008.

Chapter 1 Flight Rules	Detailed references to the OM:
Chapter 2 Flight Plans	Detailed references to the OM:
Chapter 3 Communications	Detailed references to the OM::
Chapter 4 Navigation	Detailed references to the OM::
Chapter 5 Surveillance	Detailed references to the OM::
Chapter 6 Air Traffic Services	Detailed references to the OM:
Chapter 7 Safety Monitoring	Detailed references to the OM::
Chapter 8 Air Traffic Flow Management	Detailed references to the OM::
Chapter 9 Special Procedures	Detailed references to the OM::
Chapter 10 Phraseology	Detailed references to the OM::
Chapter 11 Search and Rescue	Detailed references to the OM::
Chapter 12 Meteorology	Detailed references to the OM::
Chapter 13 Aeronautical Information Services	Detailed references to the OM::

ICAO Doc 007 North Atlantic Operations and Airspace Manual

The operator shall examine all the applicable parts refered to in the ICAO NAT Doc 007 latest edition

Link ICAO EUR/NAT Regional Documents

Chapter 1 Operational approval and aircraft system requirements for flight in the NAT HLA	Detailed references to the OM:
Chapter 2 The Organised Track System (OTS)	Detailed references to the OM:
Chapter 3 Routes, route structures, and transition areas within or adjacent to the NAT HLA	Detailed references to the OM::
Chapter 4 Flight Planning	Detailed references to the OM::
Chapter 5 Oceanic ATC clearances	Detailed references to the OM::
Chapter 6 Communications and position reporting procedures	Detailed references to the OM::
Chapter 7 Application of MACH number technique	Detailed references to the OM::
Chapter 8 NAT HLA flight operation & navigation procedures	Detailed references to the OM::
Chapter 9 RVSM flight in the NAT HLA	Detailed references to the OM:
Chapter 10 ATS surveillance services in the NAT HLA	Detailed references to the OM::
Chapter 11 Monitoring of aircraft systems and flight crew performance	Detailed references to the OM::
Chapter 12 Procedures in the event of navigation system degradation or failure	Detailed references to the OM::
Chapter 13 Special procedures for in-flight contingencies	Detailed references to the OM::
Chapter 14 Guarding against common errors	Detailed references to the OM::
Chapter 15 The prevention of lateral deviations from track	Detailed references to the OM::
Chapter 16 Guidance for dispatchers	Detailed references to the OM::
Chapter 17 Flight operations below the NAT HLA	Detailed references to the OM::

RNAV 10 (RNP 10) Navigation Specification

Oceanic/Remote, RNAV 10 (designated and authorised as RNP 10)

Acceptable means of compliance for RNAV 10 (RNP 10) are provided in EASA AMC 20-12, "Recognition of FAA order 8400.12a for RNP 10 Operations". Although RNAV 10 airspace is, for historical reasons, also called RNP 10 airspace, there is no requirement for on-board monitoring and alerting systems. RNAV 10 can support 50 NM track spacing. For an aircraft to operate in RNAV 10 (RNP 10) airspace it needs to be fitted with a minimum of two independent long range navigation systems (LRNSs). Each LRNS should in principle have a flight management system (FMS) that utilises positional information from either an approved global navigation satellite system (GNSS) or an approved inertial reference system (IRS) or mixed combination. The mix of sensors (pure GNSS, pure IRS or mixed IRS/GNSS) determines pre-flight and in-flight operation and contingencies in the event of system failure.

RNP 4 Navigation Specification

Oceanic/Remote, RNP 4

Guidance for this RNP standard is provided in ICAO Doc 9613. RNP 4 is the oceanic/remote navigation specification to support 30 NM track spacing with ADS-C and CPDLC required. To meet this more accurate navigation requirement, two independent LRNS are required for which GNSS sensors are mandatory. If GNSS is used as a stand-alone LRNS, an integrity check is foreseen (fault detection and exclusion).Additional aircraft requirements include two long range communication systems (LRCSs) in order to operate in RNP4 designated airspace. The appropriate Aeronautical Information Publication (AIP) should also be consulted to assess coverage of HF and SATCOM. The additional requirements may include use of automatic dependent surveillance (ADS) and/or controller pilot data link communication (CPDLC).

SPA.MNPS.105 MNPS Operational Approval

Please also refer to and fill in the Airworthiness application form

To obtain an MNPS operational approval from the competent authority, the operator shall provide evidence that:	
(a) the navigation equipment meets the required performance;	Detailed references to the OM:
(b) navigation displays, indicators and controls are visible and operable by either pilot seated at his/her duty station;	Detailed references to the OM:
(c) a training programme for the flight crew members involved in these operations has been established;	Detailed references to the OM:
(d) operating procedures have been established specifying: (1) the equipment to be carried, including its operating limitations and appropriate entries in the MEL;	Detailed references to the OM:
(2) flight crew composition and experience requirements;	Detailed references to the OM:
(3) normal procedures;	Detailed references to the OM:
(4) contingency procedures including those specified by the authority responsible for the airspace concerned;	Detailed references to the OM:
(5) monitoring and incident reporting.	Detailed references to the OM:

AMC1 SPA.MNPS.105

LONG RANGE NAVIGATION SYSTEM (LRNS)

(a) For unrestricted operation in MNPS airspace an aircraft should be equipped with two independent LRNSs.	Attachment No:
(b) An LRNS may be one of the following: (1) one inertial navigation system (INS); (2) one global navigation satellite system (GNSS); or (3) one navigation system using the inputs from one or more inertial reference system (IRS) or any other sensor system complying with the MNPS requirement	Attachment No:
(c) In case of the GNSS is used as a stand-alone system for LRNS, an integrity check should be carried out.	Detailed references to the OM, if applicable:
(d) For operation in MNPS airspace along notified special routes the aeroplane should be equipped with one LRNS.	Attachment No:

Long range Navigation/Communication equipment details

Mark where applicable	Number installed
Long Range Navigation System (LRNS) – (state further details below)	
Inertial Reference System (INS)	
Global Navigation Satellite System (GNSS)	
NAV system using inputs from one or more IRS or any other system	
HF Radios	
SATCOM	

Minimum Equipment List (MEL) – reference to MEL where applicable.

MEL/Requirement	Reference(s)	
SPA.MNPS.105 (d)(1)		

Note:

- TS may issue a restricted NAT HLA Approval for aircraft not meeting the LRNS and/or communication requirements. - Operators with one LRNS and/or no HF radio shall be restricted to the applicable Blue Spruce Routes. It is not legal to enter Shanwick Oceanic OCA without HF equipment.
- Operators with one LRNS or two HF radios shall be restricted to the applicable Blue Spruce Routes.
- Aircraft equipped with short range navigation, only equipment that can meet NAT HLA track-keeping criteria can operate G3 and G11 routes, only.