CIVIL AVIATION AUTHORITY
OF NEW ZEALAND
Te Mana Rererangi Tūmatanui o Aotearoa

Notice of Requirement

NTC 91.263

A-RNP Navigation Specification

Revision 1
5 April 2025

Preliminary

The Director of Civil Aviation issues the following requirements ("the requirements"), conditions and restrictions relating to the use of the Advanced RNP (A-RNP) Navigation Specification under section 64(5) of the Civil Aviation Act 2023 and Civil Aviation Rule 91.263(a).

Purpose

The purpose of this notice is to specify the requirements for A-RNP operations, determined by the Director under rule 91.263, regarding:

i. the application of the A-RNP operations;

ii. the navigation functionalities the aircraft systems must have;

iii. requirements for system redundancy, including requirements for conventional navigation equipment;

iv. continuing airworthiness requirements;

v. operator procedures;

vi. the operational and training requirements placed on flight crew members; and

vii. approval by the Director for the A-RNP operations.

Rule 91.263(b) requires compliance with the requirements in this Notice to ensure the safe operation of aircraft using A-RNP procedures.

General

Civil Aviation Authority (CAA) notices contain approvals and requirements including the detail about the approvals, standards, conditions, procedures and technical specifications that have been approved or determined by the Director under the Civil Aviation Rules. These details must be complied with by parties to whom it applies. They apply in particular circumstances to particular aviation document holders as specified in the notice.

CAA notices are issued under Civil Aviation Rules in accordance with section 64(5) of the Civil Aviation Act 2023. This section permits the Minister of Transport or the Governor-General to specify any terms and conditions within the rules:

- To require or provide for a matter to be determined, undertaken or approved by the CAA, the Director, or another person; or
- to empower the CAA, Director, or any another person to impose requirements or conditions as to the performance of any activity, including (but not limited to) any procedures to be followed.

Notices support a performance-based approach to regulation, and improve the flexibility and responsiveness of the Civil Aviation Rules. They may be used where performance-based regulation is the appropriate way to achieve the desired regulatory outcome, for example, in circumstances where new technological changes or challenges require more flexibility than prescribing requirements in the rules (and rulemaking may get quickly out-dated), or where there is a need to respond to safety issues which the rules do not adequately deal with.

The requirements stated in this notice are mandatory and must be complied with.

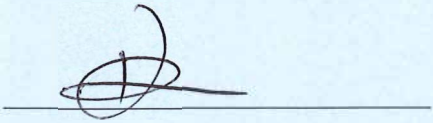
Related Rules

Civil Aviation Rules 91.261, 91.263, 91.263B and 91.263C

Effective Date

This notice comes into effect on 5 April 2025 and replaces the Notice dated 21 December 2022.

Issue of CAA Notice



13.1.25

Signed by
Director of Civil Aviation

Date

Revision History

Version	Amendment	Effective date
Revision 1	Original version	5 April 2025

A-RNP Navigation Specification

1. Application

These requirements apply to:

(1) every operator of an aircraft operating under instrument flight rules using an A-RNP navigational procedure or route (A-RNP operations);

(2) every operator wishing to access the existing navigation specifications and capabilities listed in tables 1 and 2, based on a single assessment and approval; and

(3) every operation that requires a lateral navigation accuracy (TSE) within the applicable accuracy, to be achieved at least 95% of the flight time by the population of aircraft operating within the airspace, route or procedure.

Table 1: Navigation specifications addressed by A-RNP

Approval	*Routes and procedures access*
A-RNP	RNAV 5
	RNAV 1
	RNAV 2
	RNP 2
	RNP 1
	RNP APCH (lateral)
Note: A-RNP approval gives access to routes and procedures listed; however having obtained these approvals individually does not equate to an A-RNP approval and does not give access to A-RNP published routes and / or procedures	

Table 2: Additional Capabilities included with A-RNP

Description	*A-RNP Inclusion*
RF	Included
Note: Additional Capabilities (i.e. baro-VNAV) are optional to A-RNP and may not be present with the aircraft A-RNP documented capability.	

2. Operational Approval Requirements

(a) Description of aircraft equipment:

(1) The operator must ensure that relevant documentation acceptable to the Director is available to establish that the aircraft is equipped with an RNP system with a demonstrated A-RNP capability, including any limitations of functionality and performance.

(2) The operator must have a configuration list and, if necessary, an MEL detailing the required aircraft equipment for A-RNP operations.

(b) Training documentation:

(1) An air operator certificated under Part 119 must have a training programme addressing the operational practices, procedures and training phases related to A-RNP operations.

(2) A private operator under Part 91 must be familiar with the practices and operating procedures referred to in clauses 4 and 5 of this notice.

(c) Operations manuals and checklists:

(1) An air operator certificated under Part 119 must ensure that its operations manuals and checklists address information or guidance on operational procedures referred to in clause 4 of this notice.

(2) The operator must ensure that appropriate manuals contain navigation operating instructions and contingency procedures, where specified.

(3) The operator must submit their manuals and checklists to the Director for review as part of the application process.

(d) MEL considerations:

(1) Operators must adjust the MEL or equivalent, to allow for A-RNP operations and specify the required dispatch conditions.

(2) Any MEL revisions necessary to address A-RNP operations must be approved by the Director.

(e) Continuing airworthiness:

An air operator certificated under Part 119 must submit to the Director -

(1) the continuing airworthiness instructions applicable to the aircraft's configuration and the aircraft's qualification for A-RNP navigation procedure or route; and

(2) their maintenance programme, including a reliability programme for monitoring the equipment.

3. Aircraft Requirements

(a) The operator must ensure that aircraft eligible for A-RNP operations meet all of the following requirements:

On-board Performance Monitoring and Alerting:

(1) Accuracy:

During operations in airspace or on routes designated as RNP –

(i) the lateral TSE must be within the applicable accuracy (±0.3 NM to ±2.0 NM) for at least 95 % of the total flight time;

(ii) the along-track error must also be within ±1 the applicable accuracy for at least 95 % of the total flight time; and

(iii) to satisfy the accuracy requirement, the 95 % FTE must not exceed one half of the applicable accuracy except for a navigation accuracy of 0.3 NM where the FTE is allocated to be 0.25 NM.

(2) Integrity:

The aircraft navigation equipment must be designed and installed to ensure that the probability of the loss of function occurring is less than 1×10^{-5} per hour.

(3) Continuity:

Loss of function is a minor failure condition if the operator can revert to a different navigation system and proceed to a suitable airport.

(4) On-board performance and monitoring:

The RNP system, or the RNP system and pilot in combination, must provide an alert if the accuracy requirement is not met, or if the probability that the lateral TSE exceeds the accuracy value is greater than 1×10^{-5}.

(5) Signal-In-Space:

For GNSS RNP system architectures, the aircraft navigation equipment must provide an alert if the probability of signal-in-space errors causing a lateral position error greater than 2 times the applicable accuracy (2 × RNP) exceeds 1×10^{-7} per hour.

(b) The operator must ensure that the following requirements for specific navigation systems are met:

(1) GNSS:

(i) The sensor must comply with the standard specified in FAA AC 20-138() or FAA AC 20-130A, or an equivalent standard acceptable to the Director.

(ii) For systems that comply with FAA AC 20-138() or an equivalent standard acceptable to the Director, the following sensor accuracies can be used in the total system accuracy analysis without additional substantiation -

(A) GNSS sensor accuracy is better than 36 metres (95%);

(B) augmented GNSS (GBAS or SBAS) sensor accuracy is better than 2 metres (95%); and

(C) in the event of a latent GNSS satellite failure and marginal GNSS satellite geometry, the probability the TSE remains within the procedure design obstacle clearance volume must be greater than 95%.

(2) IRS:

(i) An IRS must satisfy the criteria of US 14 CFR Part 121 Appendix G, or an equivalent standard acceptable to the Director.

(ii) The requirement for a 2 NM per hour drift rate of 95% for flights up to 10 hours as specified in Part 121 Appendix G may not apply to an RNP system after loss of position updating.

(iii) Systems that have demonstrated compliance with US 14 CFR Part 121 Appendix G or an equivalent standard acceptable to the Director, is assumed to have an initial drift rate of 8 NM/hour for the first 30 minutes (95 minutes) without further substantiation.

(iv) Aircraft manufacturers and applicants may demonstrate improved inertial performance in accordance with the methods specified in Appendix 1 or 2 of FAA Order 8400.12A or an equivalent standard acceptable to the Director.

(3) DME:

(i) For RNP procedures and routes, the RNP system must not use DME updating unless authorised by the relevant State.

(ii) The manufacturer must identify any operating constraints to ensure that an aircraft complies with the restriction referred to in paragraph (i).

(iii) If the aircraft equipment capability does not provide a direct means of inhibiting DME updating, a procedural means for the flight crew members to inhibit DME updating or executing a missed approach if reverting to DME updating suffices.

(4) VHF VOR:

(i) For RNP procedures, the RNAV system must not use VOR updating.

(ii) The manufacturer must identify any operating constraints to ensure that an aircraft complies with the restriction referred to in paragraph (i).

(5) Multi-sensor systems:

There must be automatic reversion to an alternate RNAV sensor if the primary RNAV sensor fails. Automatic reversion from one multi-sensor system to another multi-sensor system is not required.

(c) The operator must ensure that the following functional requirements are met:

(1) Displays – Guidance, situation and status:

(i) Continuous display of deviation:

(A) The navigation system must provide the capability to continuously display to the pilot flying, on the primary flight instruments for navigation of the aircraft,

the aircraft position relative to the RNP defined path.

(B) For operations where the required minimum flight crew members are 2 pilots, the means for the pilot not flying to verify the desired path and the aircraft position relative to the path must also be provided.

(C) The display must allow the pilot to readily distinguish whether the cross-track deviation exceeds the navigation accuracy or a smaller value.

(D) The numeric display of deviation on a map display with an appropriately scaled deviation indicator is generally considered acceptable for monitoring deviation.

(E) Moving map displays without an appropriately scaled deviation indicator may be acceptable depending on the task, flight crew members' workload, display characteristics, flight crew members' procedures and training.

(ii) Identification of the active (To) waypoint:

The navigation system must provide a display identifying the active waypoint either in the pilot's primary optimum field of view, or on a readily accessible and visible display to the flight crew members.

(iii) Display of distance and bearing:

The navigation system must provide a display of distance and bearing to the active (To) waypoint in the pilot's primary optimum field of view. Where not viable, a readily accessible page on a control

display unit, readily visible to the flight crew members, may display the data.

(iv) Display of groundspeed and time:

The navigation system must provide the display of groundspeed and time to the active (To) waypoint in the pilot's primary optimum field of view. Where not viable, a readily accessible page on a control display unit, readily visible to the flight crew members, may display the data.

(v) Desired track display:

The navigation system must have the capability to continuously display to the pilot flying the aircraft desired track. This display must be on the primary flight instruments for navigation of the aircraft.

(vi) Display of aircraft track:

The navigation system must provide a display of the actual aircraft track, or track angle error, either in the pilot's primary optimum field of view, or on a readily accessible and visible display to the flight crew members.

(vii) Failure annunciation:

The aircraft must provide a means to annunciate failures of any aircraft component of the RNP system, including navigation sensors. The annunciation must be visible to the pilot and located in the primary optimum field of view.

(viii) Slaved course selector:

The navigation system must provide a course selector automatically slaved to the RNP computed path.

(ix) Display of distance to go:

The navigation system must provide the ability to display distance to go to any waypoint selected by the flight crew members.

(x) Display of distance between flight plan waypoints:

The navigation system must provide the ability to display the distance between flight plan waypoints.

(xi) Display of deviation:

The navigation system must provide a numeric display of the lateral deviation with a resolution of 0.1 NM or less.

(xii) Display of active sensors:

(A) The aircraft must display the current navigation sensors in use, in the primary optimum field of view, if possible.

(B) If the display is not provided in the primary optimum field of view, flight crew members' procedures may mitigate the need for this display if the workload does not exceed the flight crew members limitations.

(2) Path definition and flight planning:

(i) Maintaining tracks and leg transitions:

The aircraft must have the capability to execute leg transitions and maintain tracks consistent with the following ARINC 424 path terminators:

(A) IF:

(B) CF:

(C) DF:

(D) TF:

(E) RF:

(F) CA:

(G) course from an FA:

(H) VA:

(I) course from an FM:

(J) VM:

(K) VI:

(L) HM.

Where approval is sought for FRT in association with this navigation specification, the RNP system must have the capability to create FRTs between route segments, based upon the data contained in the aircraft navigation system database.

(ii) Leg transition:

(A) The aircraft must have the capability to execute fly-by and fly-over fixes.

(B) For fly-by turns, the navigation system must limit the path definition within the theoretical transition area defined in EUROCAE ED-75B/ RTCA DO-236B, or an equivalent standard acceptable to the Director.

(C) The fly-over turn is not compatible with RNP flight tracks and must only be used when there is no requirement for repeatable paths.

(D) Where approval is sought for FRTs, the aircraft must have the capability to execute the function in accordance with the FRT navigation specification notice.

(iii) Intercepts:

(A) The RNP system must provide the ability to intercept the final approach at or before the FAF.

(B) The functional capability must provide the pilot with the ability to re-join the published final approach track following a period when the aircraft has been flown manually, or in AFCS heading mode, following ATC vectors to support final approach sequencing.

(C) The implementation method and visual information (MCDU and primary displays (map display/EHSI)) must be sufficient to enable the correct re-acquisition of the track with a minimum of manual intervention on the MCDU.

(iv) Holding:

(A) Holding procedure is required at defined holding points on entry to terminal airspace or may be required by ATC at any point.

(B) A hold is to be defined by a point, the turn direction, an inbound track and an outbound distance, which may be extracted from the database for published holds or may be manually entered for ad hoc ATC holds.

(C) The system with the minimum of crew members' intervention must be capable of initiating, maintaining and discontinuing holding procedures at any point and at all altitudes.

(v) Parallel offset:

(A) Parallel offsets provide a capability to fly offset from the parent track, as defined by the series of waypoints.

(B) The turn defined for the parent track, fly-by or FRT, must be applied in the offset track.

(C) Parallel offsets are applicable only for en-route segments and are not foreseen to be applied on SIDs, STARs or approach procedures.

(D) The activation of an offset must be clearly displayed to the flight crew members and the cross-track deviation indication during the operation of the offset will be to the offset track.

(vi) Offset execution:

(A) The system must be capable of flying tracks offset by up to 20 NM from the parent track.

(B) The presence of an offset must be continuously indicated.

(C) Tracks offset from the parent track must be continued for all ATS route segments and turns until either:

(D) removed by the flight crew member; or

(E) automatically cancelled following:

i. amendment of the active flight plan by executing a "Direct-To";

ii. commencement of a terminal procedure;

iii. where a course change exceeds 90°, the RNP system may terminate the offset at the fix where the course change occurs. The offset may also be terminated if the route segment ends at a hold fix.

(F) The flight crew members must be given advance notice of the cancellation referred to in paragraph (e).

(G) The cross-track offset distance must be manually entered into the RNP system to a resolution of 1 NM or better.

(H) Where parallel offsets are applied, the lateral track-keeping requirement of RNP must be maintained referenced to the offset track.

(I) Where FRTs are applied, the offset track must be flown with the same turn radius as the parent track.

(vii) Entry and recovery from offsets:

Transitions to and from the offset track must maintain an intercept angle of between 30° and 45°.

(viii) Capacity for a "direct-to" function:

The navigation system must have a "direct-to" function the flight crew members can activate at any time. This function must be available to any fix. The navigation system must be capable of generating a geodesic path to the designated "To" fix without "S-turning" and without undue delay.

(ix) Altitudes and/or speeds associated with published terminal procedures:

Altitudes and/or speeds associated with published terminal procedures must be extracted from the navigation database.

(x) Capability to load procedures from the navigation database:

The navigation system must have the capability to load the entire procedures to be flown into the RNP system from the on-board navigation database, including the approach, vertical angle, the missed approach, and the approach transitions for the selected airport and runway.

(xi) Means to retrieve and display navigation data:

The navigation system must provide the ability for the flight crew members to verify the procedure to be flown through review of the data stored in the on-board navigation database, including the ability to review the data for individual waypoints and for NAVAIDs.

(xii) Magnetic variation:

For paths defined by a course such as CF and FA path terminators, the navigation system must use the appropriate magnetic variation value in the navigation database.

(xiii) Changes in navigation accuracy:

(A) The RNP system must automatically retrieve and set the navigation accuracy for each leg segment of a route or procedure from the onboard navigation database.

(B) When a change occurs to a smaller navigation accuracy, the change must be complete by the first fix defining the leg with the smaller navigation accuracy requirement.

(C) The timing of the change referred to in paragraph (B) must consider any latency in alerting from the RNP system. When the RNP system cannot automatically set the navigation accuracy for each leg segment, any operational procedures necessary to accomplish this must be identified.

(D) If the navigation accuracy for the RNP system has been set manually by the flight crew members and following an RNP system change to the navigation accuracy required, the RNP system must provide an alert to the flight crew members.

(xiv) Automatic leg sequencing:

The navigation system must provide the capability to automatically sequence to the next leg and display the sequencing to the flight crew members in a readily visible manner.

(3) System:

(i) Design assurance:

The system design assurance must be consistent with at least a major failure condition such as 1×10^{-5} /FH for the display of misleading lateral or vertical guidance in RNP applications.

(ii) Navigation database:

(A) The aircraft navigation system must use an on-board navigation database, containing current navigation data officially promulgated for civil aviation, which may be updated in accordance with the AIRAC cycle; and allow retrieval and loading of procedures into the RNP system.

(B) The stored resolution of the data must be sufficient to achieve negligible PDE.

(C) The on-board navigation database must be protected against flight crew members modifying the stored data.

(D) When a procedure is loaded from the database, the RNP system must fly the procedure as published, and does not preclude the flight crew members from having the means to modify a procedure or route already loaded into the RNP system.

(E) The procedures stored in the navigation database must not be modified and must remain intact within the navigation database for future use and reference.

(F) The aircraft must provide a means to display the validity period for the on-board navigation database to the flight crew members.

(G) The equipment must not permit the flight crew members to either manually or automatically select a route that is not supported.

(H) For the purposes of paragraph (G), **a route is not supported** if it incorporates an FRT and the equipment does not provide FRT capability. The RNP system is to restrict pilot access to routes requiring FRTs if the equipment can support the route, but the aircraft is not otherwise equipped.

(d) The operator must ensure that the following requirements regarding optional capability are met:

(1) RNP Scalability:

(i) When provided, the RNP system must be capable of manual or automatic entry and display of navigation accuracy requirements in tenths of NM between 0.3 and 1.0 NM.

(ii) The RNP system must provide lateral deviation displays and alerting appropriate to the selected navigation accuracy and application.

4. Operating Procedures

(a) Pre-flight planning:

(1) Operators and pilots intending to conduct RNP operations requiring A-RNP capability must indicate the appropriate application in the flight plan.

(2) The operator must –

(i) ensure that the on-board navigation data is current and include appropriate procedures;

(ii) ensure that the NAVAID infrastructure required for the intended routes is available, including any non-RNAV contingencies, be confirmed for the period of intended operations using all available information;

(iii) ensure that the GNSS integrity such as RAIM or SBAS signal is to be determined as appropriate; and

(3) for aircraft navigating with SBAS receivers, check appropriate GPS RAIM availability in areas where the SBAS signal is unavailable.

(b) ABAS availability:

Operators relying on GNSS must have the means to predict the availability of GNSS fault detection such as ABAS RAIM to support operations along the A-RNP route and/or procedure.

(c) Augmented GNSS availability (SBAS):

Operators using SBAS augmentation must determine the availability of SBAS service and plan accordingly.

(d) General operating procedures:

(1) The pilot must comply with any instructions or procedures identified by the manufacturer as necessary to comply with the performance requirements in this notice.

(2) Operators and pilots must not request or file A-RNP procedures unless they satisfy the requirements of this notice.

(3) If an aircraft that does not meet the requirements of this notice receives a clearance from ATC to conduct an A-RNP procedure, the pilot-in-command must advise ATC that they are unable to accept the clearance and must request alternate instructions.

(4) At system initialisation, pilots must –

(i) confirm that the aircraft position has been entered correctly;

(ii) verify proper entry of their ATC assigned route upon initial clearance and any subsequent change of route;

(iii) ensure that the waypoint sequence depicted by their navigation system matches the route depicted on the appropriate charts and their assigned route.

(5) Pilots must not -

(i) fly an RNP SID or STAR unless it is retrievable by procedure name from the on-board navigation database and conforms to the charted procedure;

(ii) manually enter or create new waypoints, by manually entering latitude and longitude or rho/theta values; or

(iii) change any SID or STAR database waypoint type from a fly-by to a fly-over or vice versa.

(6) Pilots may monitor navigation reasonableness, by cross-checking with conventional NAVAIDS, and any loss of RNP capability must be reported to ATC.

(7) While operating on RNP routes, SIDs, STARs or approaches, pilots are to use flight director and/or autopilot in lateral navigation mode, if available.

(8) Flight crew members are to be aware of possible lateral deviations when using raw path steering data or navigation map displays for lateral guidance instead of flight director.

(9) When the dispatch of a flight into RNP operations is predicated on use of the autopilot/flight director at the destination and/or alternate, the dispatcher or flight crew member must determine that the autopilot/flight director is installed and operational.

(e) Manual entry of RNP:

If the navigation system does not automatically retrieve and set the navigation accuracy from the on-board navigation database for each leg segment of a route or procedure, the flight crew members' operating procedures must ensure the smallest navigation accuracy for the route or procedure is manually entered into the RNP system.

(f) Pilot requirements specific to certain phases of flight:

(1) SID specific requirements:

(i) Before commencing take-off, the pilot must verify that the aircraft's RNP system is available, operating correctly, and that the correct airport and runaway data are loaded.

(ii) Before flight, pilots must verify their aircraft navigation system is operating correctly and the correct runway and departure procedure, including any applicable en-route transition, are entered and properly depicted.

(iii) Pilots who are assigned an RNP departure procedure and subsequently receive a change of runway,

procedure or transition must verify that the appropriate changes are entered and available for navigation before take-off.

(iv) Pilots are to complete a final check of proper runway entry and correct route depiction, immediately before take-off.

(v) Pilots must be able to use RNP equipment to follow flight guidance for lateral navigation, such as lateral navigation not later than 500 ft above airport elevation.

(vi) Pilots must use an authorised method such as lateral deviation indicator or navigation map display/flight director/autopilot to achieve an appropriate level of performance for A-RNP operations.

(vii) When using GNSS, pilots must ensure that the signal is acquired before the take-off roll commences.

(viii) For aircraft using TSO-C129a avionics, pilots must ensure that the departure airport is loaded into the flight plan in order to achieve the appropriate navigation system monitoring and sensitivity.

(ix) For aircraft using TSO-C145()/C146() avionics, if the departure begins at a runway waypoint, then the departure airport does not need to be in the flight plan to obtain appropriate monitoring and sensitivity.

(2) STAR specific requirements:

(i) Before the arrival phase, the pilot must verify that the correct terminal route has been loaded.

(ii) The pilot must check the active flight plan by comparing the charts with the map display if applicable, and the MCDU, including confirmation of the waypoint sequence, reasonableness of track angles and distances, any altitude or speed

constraints, and where possible, which waypoints are fly-by and which are fly-over.

(iii) If required by a route, pilots must check to confirm that updating will exclude a particular NAVAID.

(iv) Pilots must ensure that a route is not used if doubt exists as to the validity of the route in the navigation database.

(v) Pilots must not create new waypoints by manual entry into the RNP system which would invalidate the route.

(vi) Where the contingency procedure requires reversion to a conventional arrival route, pilots must complete the necessary preparations before commencing the RNP procedure.

(vii) Procedure modifications in the terminal area may take the form of radar headings or "direct to" clearances and the pilot must be capable of reacting in a timely fashion, which may include the insertion of tactical waypoints loaded from the database.

(viii) Pilots must not manually enter or modify the loaded route using temporary waypoints or fixes not provided in the database.

(ix) Pilots must verify their aircraft navigation system is operating correctly, and the correct arrival procedure and runway including any applicable transition are entered and properly depicted.

(x) Pilots must observe any published altitude and speed constraints.

5. Pilot knowledge and training

(a) Pilots must be trained and have appropriate knowledge of the topics specific to A-RNP operations as contained in AC 91-21, and AC61-17 if applicable, including the limits of their navigation capabilities, the effects of updating, and contingency procedures where specified.

(b) Pilots must be appropriately licensed, rated and endorsed on A-RNP operations, including knowledge of specific organisational standard operating procedures, if applicable.

6. Navigation database

(a) The operator must ensure that the navigation database complies with RTCA DO 200A/EUROCAE document ED 76, Standards for Processing Aeronautical Data, or an equivalent standard acceptable to the Director.

(b) The operator must –

(i) report any discrepancies that invalidate a SID or STAR to the navigation database supplier;

(ii) prohibit pilots from using the affected SID or STAR if instructed by the operator; and

(iii) conduct periodic checks of the operational navigation databases to ensure that existing quality system requirements are met.

7. Operator to comply with requirements, certain operator be certificated and approved by Director for A-RNP operations

An operator must not carry out A-RNP operations unless –

(a) the operator complies with all the applicable requirements of this notice; and

(b) for operations conducted under Part 119 or 129, the operator is certificated and approved by the Director to carry out the A-RNP operations.