

- (5) monitoring and incident reporting;
- (6) electronic navigation data management.

#### SUBPART C

### **OPERATIONS WITH SPECIFIED MINIMUM NAVIGATION PERFORMANCE (MNPS)**

#### **SPA.MNPS.100 MNPS operations**

Aircraft shall only be operated in designated minimum navigation performance specifications (MNPS) airspace in accordance with regional supplementary procedures, where minimum navigation performance specifications are established, if the operator has been granted an approval by the competent authority to conduct such operations.

#### **SPA.MNPS.105 MNPS operational approval**

To obtain an MNPS operational approval from the competent authority, the operator shall provide evidence that:

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

#### SUBPART D

### **OPERATIONS IN AIRSPACE WITH REDUCED VERTICAL SEPARATION MINIMA (RVSM)**

#### **SPA.RVSM.100 RVSM operations**

Aircraft shall only be operated in designated airspace where a reduced vertical separation minimum of 300 m (1 000 ft) applies between flight level (FL) 290 and FL 410, inclusive, if the operator has been granted an approval by the competent authority to conduct such operations.

#### **SPA.RVSM.105 RVSM operational approval**

To obtain an RVSM operational approval from the competent authority, the operator shall provide evidence that:

- (a) the RVSM airworthiness approval has been obtained;
- (b) procedures for monitoring and reporting height-keeping errors have been established;
- (c) a training programme for the flight crew members involved in these operations has been established;
- (d) operating procedures have been established specifying:
  - (1) the equipment to be carried, including its operating limitations and appropriate entries in the MEL;
  - (2) flight crew composition and experience requirements;
  - (3) flight planning;
  - (4) pre-flight procedures;
  - (5) procedures prior to RVSM airspace entry;
  - (6) in-flight procedures;
  - (7) post-flight procedures;
  - (8) incident reporting;

(9) specific regional operating procedures.

#### **SPA.RVSM.110 RVSM equipment requirements**

Aircraft used for operations in RVSM airspace shall be equipped with:

- (a) two independent altitude measurement systems;
- (b) an altitude alerting system;
- (c) an automatic altitude control system;
- (d) a secondary surveillance radar (SSR) transponder with altitude reporting system that can be connected to the altitude measurement system in use for altitude control.

#### **SPA.RVSM.115 RVSM height-keeping errors**

- (a) The operator shall report recorded or communicated occurrences of height-keeping errors caused by malfunction of aircraft equipment or of operational nature, equal to or greater than:
  - (1) a total vertical error (TVE) of  $\pm 90$  m ( $\pm 300$  ft);
  - (2) an altimetry system error (ASE) of  $\pm 75$  m ( $\pm 245$  ft); and
  - (3) an assigned altitude deviation (AAD) of  $\pm 90$  m ( $\pm 300$  ft).
- (b) Reports of such occurrences shall be sent to the competent authority within 72 hours. Reports shall include an initial analysis of causal factors and measures taken to prevent repeat occurrences.
- (c) When height-keeping errors are recorded or received, the operator shall take immediate action to rectify the conditions that caused the errors and provide follow-up reports, if requested by the competent authority.

#### SUBPART E

#### **LOW VISIBILITY OPERATIONS (LVO)**

##### **SPA.LVO.100 Low visibility operations**

The operator shall only conduct the following low visibility operations (LVO) when approved by the competent authority:

- (a) low visibility take-off (LVTO) operation;
- (b) lower than standard category I (LTS CAT I) operation;
- (c) standard category II (CAT II) operation;
- (d) other than standard category II (OTS CAT II) operation;
- (e) standard category III (CAT III) operation;
- (f) approach operation utilising enhanced vision systems (EVS) for which an operational credit is applied to reduce the runway visual range (RVR) minima by no more than one third of the published RVR.

##### **SPA.LVO.105 LVO approval**

To obtain an LVO approval from the competent authority, the operator shall demonstrate compliance with the requirements of this Subpart.

##### **SPA.LVO.110 General operating requirements**

- (a) The operator shall only conduct LTS CAT I operations if:
  - (1) each aircraft concerned is certified for operations to conduct CAT II operations; and
  - (2) the approach is flown:
    - (i) auto-coupled to an auto-land that needs to be approved for CAT IIIA operations; or
    - (ii) using an approved head-up display landing system (HUDLS) to at least 150 ft above the threshold.
- (b) The operator shall only conduct CAT II, OTS CAT II or CAT III operations if:
  - (1) each aircraft concerned is certified for operations with a decision height (DH) below 200 ft, or no DH, and equipped in accordance with the applicable airworthiness requirements;
  - (2) a system for recording approach and/or automatic landing success and failure is established and maintained to monitor the overall safety of the operation;