Warsaw, May 20018

**Guidance for pilots on implementation of Performance Based Navigation (PBN) in Poland**

Following European Commission Regulation (EU) No. 2016/539 from 6th of April 2016, amending European Commission Regulation (EU) No. 1178/2011 in reference to training, examining and checking flight crew members in PBN operations, all pilots operating IFR flights according to PBN after **25th of August 2018** shall receive PBN privileges as an “endorsement” to their Instrument Rating (IR). In Poland, until 25th of August 2020, a temporary PBN inlet shall be issued to a license.

Between 25th of August 2018 and 25th of August 2020, pilots with IR ratings and without PBN privileges (i.e. who do not hold temporary PBN inlets) may still operate IFR flights on routes and approaches that do not require PBN privileges; revalidation of their Instrument Rating may be completed based on ongoing procedures. Before the exam, the CAA’s Examiner and the Candidate shall agree on what scope of the exam (IR) shall be carried out – with or without PBN.

Passing exams with PBN elements and receiving temporary PBN inlet would be available starting from 25th of August 2018.

On 25th of 2020 all temporary PBN inlets will lose their validity and so will Instrument Rating without PBN privileges. That means Instrument Rating endorsed in licenses after 25th of August 2020 will confirm Instrument Rating with PBN privileges to operate on routes or procedures that require use of RNAV systems that meet PBN specifications.

**Pilots with Instrument Rating and experience in PBN operations**

Pilots with Instrument Rating and with experience in PBN operations may confirm their competence according to PBN navigation procedures during IR Proficiency Check or Skill Test carried out by examiner holding a suitable Examiner Certificate issued by the Polish Civil Aviation Authority, without undertaking theoretical knowledge and practical training.

In order to receive a temporary PBN inlet, before PC/ST exams all pilots shall receive from their employing companies (Operators) a declaration confirming (certificate) that they are familiar with PBN operations including theoretical knowledge.

The Candidate shall make available to examiner a certificate of competence according to PBN navigation procedures in order to be accepted for the assessment featuring PBN elements. It is Candidate’s responsibility to verify whether an examiner is authorized to conduct PBN checks. Examining PBN elements and issuing PBN inlets will be available staring from June 2018.

A suitable exam report, consisting of PBN elements (<http://ulc.gov.pl/pl/personel-lotniczy/komisja-egzaminacyjna/wzory-protokolow/4204-03-1-fcl-atpl-a-licencja-pilota-liniowego-samolotowego-z-pbn>) shall be sent to the CAA, while an examiner shall endorse a license with an IR validity date and sign a temporary PBN inlet. Instrument Rating with PBN and the temporary PBN inlet will be revalidated for a period of one year. In this case, the PBN inlet shall remain its validity until 25th of August 2020, and the IR validity after 25th of August 2019, will not have to be restricted until the day of 25th August 2020.

All pilots with Instrument Rating to whom a temporary PBN inlet has been issued are required to revalidate their PBN qualifications during all subsequent Instrument Rating checks.

The Polish CAA did not adopt a procedure of adding PBN privileges into licenses. Instead, a temporary PBN inlet has been adopted (please visit <http://ulc.gov.pl/en/aviation-personnel/aviation-examination-commission/non-polish-examiner> for a Temporary PBN inlet).

In case of multi crew aircraft a revalidation section of the license shall be endorsed with Type **/ IR** (as printed in the license) and no PBN shall be added, for example:

* B737 300-900/IR
* CL30/IR

A revalidation section of the inlet (*Type of exam*) shall be endorsed with Type / **IR / PBN,** for example:

* B737 300-900/IR/PBN
* CL30/IR/PBN

and the *PBN expiry date* should be the same as the rating expiry date.

**Pilots with Instrument Rating and without experience in PBN operations**

Pilots with Instrument Rating and without experience in PBN operations will have opportunity to undertake training in a form of a “bridge” training program at a certified ATO that holds an approval to conduct instrument training with a syllabus including PBN elements.

A certificate from the aforementioned training shall be issued by ATO HT as a confirmation that the trainee has been familiarized with PBN operations and is approved to take Instrument Rating check with PBN elements. It is the trainee’s responsibility to verify whether an examiner is authorized to conduct PBN checks.

A suitable exam report, featuring PBN elements (<http://ulc.gov.pl/pl/personel-lotniczy/komisja-egzaminacyjna/wzory-protokolow/4205-04-2-fcl-sep-mep-ir-tr-uprawnienie-na-typ-klase-samolotu-z-zaloga-jednoosobowa-z-pbn> ) shall be sent to the Authority while an examiner shall endorse a license with an IR validity date and sign off a temporary PBN inlet. Instrument Rating with PBN and the temporary PBN inlet will be revalidated for a period of one year. In this case, the PBN inlet shall remain its validity until 25th of August 2020 and IR validity (after 25th of August 2019) will not have to be restricted until 25th of August 2020.

All pilots with Instrument Rating to whom a temporary PBN inlet has been issued are required to revalidate their PBN qualifications during all subsequent Instrument Rating checks.

The Polish CAA did not adopt a procedure of signing PBN endorsement into licenses. Instead, a temporary PBN inlet has been adopted (please visit <http://ulc.gov.pl/en/aviation-personnel/aviation-examination-commission/non-polish-examiner> for a Temporary PBN inlet).

A revalidation section of the license shall be endorsed with a rating as printed in the license and no PBN shall be added, for example:

* IR/SE
* IR/ME

A revalidation section of the inlet (*Type of exam*) shall be endorsed with a rating**/PBN,** for example:

* IR/SE/PBN
* IR/ME/PBN

and the *PBN expiry date* should be the same as the rating expiry date.

**Pilots without Instrument Rating**

Training for Instrument Rating without PBN will, theoretically, be available until 25th of August 2020. In practice, however, only until the latest possible date to physically allow the training to be finished before 25th of August 2020.

Nevertheless, the Application for license with Instrument Rating without PBN shall reach the Authority before 25th of August 2020, otherwise Instrument Rating shall not be added (endorsed) to the license.

All pilots who have finished their training for Instrument Rating without PBN will be allowed to operate IFR en-route and IFR approaches that do not require PBN until 25th of August 2020, and the IR revalidation without PBN will be possible on ongoing procedures.

Pilots (with no IR) are advised to start training for Instrument Rating at an ATO that has updated their syllabus to include the PBN elements or an ATO certified to train for integrated ATPL(A) with the PBN elements.

In a transition period, i.e. until 25th of August 2020 a suitable exam report (containing PBN elements) shall be sent to the Authority while an examiner shall endorse a license with an IR validity date and sign off a temporary PBN inlet.

IR with PBN and the temporary PBN inlet will be revalidated for a year. In this case, the PBN inlet shall remain its validity until 25th ofAugust 2020 and IR validity (after 25th of August 2019) will not have to be restricted until 25th of August 2020.

All pilots with Instrument Rating to whom a temporary PBN inlet has been issued are required to revalidate their PBN qualifications during all subsequent Instrument Rating checks.