



# Australian Government

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## Civil Aviation Safety Authority

Instrument number CASA EX150/17

I, SHANE PATRICK CARMODY, Director of Aviation Safety, on behalf of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

**[Signed S. Carmody]**

Shane Carmody  
Director of Aviation Safety

18 December 2017

### Exemption — GNSS longitudinal separation and DME distances (Airservices Australia)

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#### 1 Definitions

*Note* In this instrument certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988* and the regulations. These include: *air traffic service (ATS)* and *ATS provider*.

In this instrument:

**AA** means Airservices Australia, ARN 202210, in its capacity as an ATS provider under Part 172 of CASR.

**capable aircraft** means an aircraft fitted with an area navigation system that uses GNSS as the primary navigation sensor and meets the requirements of the RNP specification(s) in the ICAO Performance-based Navigation Manual (Doc 9613), Volume II, Part C, 4<sup>th</sup> edition, 2013.

**DME** means distance measuring equipment.

**DME longitudinal separation standards** means the requirements expressed by reference to DME in the following standards in Chapter 10 of the MOS:

- (a) Dep 8;
- (b) D5;
- (c) D6;
- (d) D7;
- (e) D8a;
- (f) D8b;
- (g) D8c.

**GNSS** means global navigation satellite system.

**MOS** means Manual of Standards (MOS) – Part 172, as in force from time to time.

**safety statement** means the *Safety Statement for GNSS in lieu of DME for MATS Separation Standards (DEP 8, D5, D6, D7, D8a, D8b and D8c)*, version 1.0 dated 19 December 2016.

## **2 Application**

This instrument applies to AA in respect of its provision of ATS to capable aircraft in accordance with the DME longitudinal separation standards.

## **3 Exemption**

AA is exempt from compliance with the following provisions:

- (a) subregulation 172.060 (1) of CASR to the extent that the subregulation, read with the MOS, requires the AA operations manual to include a description of the processes and documentation used to present to staff the relevant standards, rules and procedures relating to the DME longitudinal separation standards;

*Note* The mandatory content of an operations manual is set out in subsection 2.1.2 of the MOS, for which paragraph 2.1.2.1 (r) mentions Chapter 10 of the MOS.

- (b) subregulation 172.065 (1) of CASR to the extent that the subregulation requires any ATS provided to be in accordance with the DME longitudinal separation standards;
- (c) regulation 172.080 of CASR to the extent that the regulation requires ATS to be provided in accordance with the provisions of the AA operations manual that incorporates the standards, rules and procedures mentioned in paragraph (a).

*Note 1* Regulation 172.060 of CASR requires an ATS provider to maintain an operations manual that complies with the standards set out in the MOS.

*Note 2* Subregulation 172.065 (1) requires an ATS provider to ensure that any ATS it provides is provided in accordance with the standards set out in the MOS and the standards set out in Annex 11.

*Note 3* Regulation 172.080 of CASR requires an ATS provider to ensure that any ATS it provides is provided in accordance with its operations manual.

## **4 Conditions**

The exemption is subject to the condition that AA must ensure that procedures for the control of longitudinal separation of capable aircraft are in accordance with the *MATS Request for Change* document dated 1 April 2016, as annexed to the safety statement.

## **5 Repeal**

This instrument is repealed at the end of 30 November 2020.

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