



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX69/25

I, ADRIAN PAUL SLOOTJES, National Manager, Air Navigation, Airspace & Aerodromes, Air Navigation, Transformation & Risk Division, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

[Signed A. Slootjes]

Adrian Slootjes

National Manager, Air Navigation, Airspace & Aerodromes
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5 August 2025

CASA EX69/25 – Terminal Instrument Flight Procedure Design (AA – Cairns Departure Procedures) Exemption 2025

1 Name

This instrument is *CASA EX69/25 – Terminal Instrument Flight Procedure Design (AA – Cairns Departure Procedures) Exemption 2025*.

2 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 **AA** and **terminal instrument flight procedure**.

In this instrument:

Cairns procedure means a TIFP published as:

- (a) Cairns TWO Departure (RADAR) RWY 15; or
- (b) Cairns RWY 15 AKROM ONE; or
- (c) Cairns RWY 15 NONUM ONE.

certified designer has the meaning given by regulation 173.015 of CASR.

chief designer, for AA, means the person appointed as chief designer for AA under Division 173.B.3 of CASR.

DER means departure end of runway.

design work, in relation to a TIFP, has the meaning given by regulation 173.010 of CASR.

ICAO Doc. 8168 (PANS-OPS) has the meaning given by regulation 173.010 of CASR.

PANS-OPS departure standard means a standard set out in any of the following paragraphs in Volume II, Part I, Section 3 of ICAO Doc. 8168 (PANS-OPS):

- (a) paragraph 2.3.1.2 in Chapter 2;
- (b) paragraphs 3.3.1.2 and 3.3.2.4 in Chapter 3.

TIFP means terminal instrument flight procedure.

3 Application

This instrument applies in relation to AA, ARN 202210, in its capacity as the certified designer for a Cairns procedure.

4 Departure procedures at Cairns — exemptions

- (1) AA is exempt from compliance with paragraph 173.085(1)(a) of CASR, to the extent that:
 - (a) paragraph 173.085(1)(a) requires AA to ensure that a Cairns procedure is designed in accordance with a PANS-OPS departure standard; and
 - (b) the PANS-OPS departure standard requires a minimum turn height of 120 m (or 394 ft) above the elevation of the departure end of the runway.
- (2) AA is exempt from subregulation 173.100(1) of CASR, to the extent that:
 - (a) subregulation 173.100(1) requires AA to ensure that the certificate by AA's chief designer for a Cairns procedure is to the effect that the procedure is designed and validated in accordance with a PANS-OPS departure standard; and
 - (b) the Cairns procedure does not meet the requirement of the PANS-OPS departure standard mentioned in paragraph (1)(b).
- (3) The chief designer for AA is exempt from compliance with paragraph 173.180(d) of CASR, to the extent that:
 - (b) paragraph 173.180(d) requires that the chief designer is responsible to AA for issuing a certificate to the effect that a Cairns procedure is designed and validated in accordance with a PANS-OPS departure standard; and
 - (b) the Cairns procedure does not meet the requirement of the PANS-OPS departure standard mentioned in paragraph (1)(b).
- (4) The exemptions in subsections (1) and (2) are subject to the conditions mentioned in section 5.

5 Conditions

- (1) AA must ensure that design work in relation to the TIFP published as Cairns TWO Departure (RADAR) RWY 15 is carried out so that the design is clearly marked with the phrases "Warning RWY 15: do not delay turn to assigned heading beyond DER due to high terrain south-east of airport."
- (2) AA must ensure that design work in relation to a TIFP published as Cairns RWY 15 AKROM ONE or Cairns RWY 15 NONUM ONE is carried out so that the design is clearly marked with the phrases "Warning RWY 15: do not delay turn to 030° beyond DER due to high terrain south-east of airport."

6 Repeal

This instrument is repealed at the end of 31 July 2028.