



Australian Government
Civil Aviation Safety Authority

Instrument number CASA EX53/25

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 Adrian Slootjes]

Adrian Slootjes

National Manager, Air Navigation, Airspace & Aerodromes
Air Navigation, Transformation & Risk Division

30 May 2025

**CASA EX53/25 – Terminal Instrument Flight Procedure Design
(Airservices Australia – Shellharbour and near Williamtown Airspace)
Exemption 2025**

Contents

	Page
Division 1 — Preliminary	2
1 Name.....	2
2 Repeal of instruments CASA EX48/22 and CASA EX107/23	2
3 Definitions	2
4 Application.....	3
Division 2 — Overlapping procedures at Shellharbour	4
5 Shellharbour exemptions — AA.....	4
6 Shellharbour exemption — chief designer.....	4
7 Shellharbour design to be marked with caution — condition	4
Division 3 — Airspace buffers and prohibited or restricted areas: AA TIFPs and Williamtown airspace	5
8 Williamtown airspace exemptions — AA	5
9 Williamtown airspace exemptions — chief designer.....	5
10 Information for approach charts — condition.....	5
Division 4 — General conditions and repeal	6
11 Condition — compliance with directions	6
12 Condition — transfer of maintenance responsibility for TIFP.....	6
13 Repeal of this instrument	6

Division 1 — Preliminary

1 Name

This instrument is *CASA EX53/25 – Terminal Instrument Flight Procedure Design (Airservices Australia – Shellharbour and near Williamtown Airspace) Exemption 2025*.

2 Repeal of instruments CASA EX48/22 and CASA EX107/23

The following instruments are repealed:

- (a) instrument *CASA EX48/22 – Flight Procedure Design (Overlapping Terminal Instrument Flight Procedures at Nowra and Shellharbour – Airservices Australia) Exemption 2022*;
- (b) instrument *CASA EX107/23 – Terminal Instrument Flight Procedure Design (Williamtown – Airservices Australia) Exemption 2023*.

3 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:

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.

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

NOWRA APP HRS means approach control hours at Nowra aerodrome.

Nowra procedure means a TIFP published as:

- (a) Nowra (YSNW) ILS-Z or LOC-Z RWY 21; or
- (b) Nowra (YSNW) NDB RWY 21; or
- (c) Nowra (YSNW) RNP RWY 21; or
- (d) Nowra (YSNW) ILS-Y or LOC-Y RWY 21.

overlapping procedures standards means the standards mentioned in paragraph 8.1.1.3 of the Part 173 Manual of Standards.

Part 173 Manual of Standards means the document mentioned in the definition of **Manual of Standards** in regulation 173.010 of CASR, as that document is in force from time to time.

Shellharbour Airport procedure means a TIFP published as Shellharbour Airport (YSHL) RNP RWY 34.

TIFP means terminal instrument flight procedure.

Williamtown airspace procedure means a TIFP published as:

- (a) Newcastle Westpac Base (YXFV) RNP 110; or
- (b) Taree (YTRE) RNP RWY 04; or
- (c) Scone (YSCO) RNP RWY 29.

4 Application

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

Division 2 — Overlapping procedures at Shellharbour

5 Shellharbour exemptions — AA

- (1) AA is exempt from compliance with paragraph 173.085(1)(b) of CASR, to the extent that the Shellharbour Airport procedure does not comply with the overlapping procedures standards due to the design and publication of a Nowra procedure.
- (2) AA is exempt from compliance with subregulation 173.100(1) of CASR, to the extent that the subregulation requires AA to ensure that the certificate by AA's chief designer for the Shellharbour Airport procedure is to the effect that the procedure is designed and validated in accordance with the overlapping procedures standards.
- (3) The exemptions are subject to the conditions mentioned in sections 7, 11 and 12.

6 Shellharbour exemption — chief designer

The chief designer for AA is exempt from compliance with paragraph 173.180(d) of CASR to the extent that the paragraph requires that the chief designer is responsible to AA for issuing a certificate to the effect that the Shellharbour Airport procedure is designed and validated in accordance with the overlapping procedures standards.

7 Shellharbour design to be marked with caution — condition

For the purposes of regulation 11.205 of CASR, AA must ensure that design work in relation to the Shellharbour Airport procedure is carried out so that the design is clearly marked with the phrases "Caution: procedure is overlaid by procedures at YSNW. Aircraft separation is not assured after NOWRA APP HRS."

Note AA is also subject to the conditions in sections 11 and 12 in relation to the Shellharbour airport procedure.

Division 3 — Airspace buffers and prohibited or restricted areas: AA TIFPs and Williamtown airspace

8 Williamtown airspace exemptions — AA

- (1) AA is exempt from compliance with paragraph 173.085(1)(b) of CASR, to the extent that the paragraph requires AA to ensure that a Williamtown airspace procedure mentioned in column 1 of an item of the table is to the effect that the procedure is designed in accordance with a standard set out in a provision mentioned in column 2 of the item for the procedure.

Williamtown airspace procedures — buffers and prohibited and restricted areas		
Item	Column 1 Procedure	Column 2 Provision of the Part 173 Manual of Standards
1	Newcastle Westpac Base (YXFV) RNP 110	Paragraph 8.1.1.4(a)(i)(B) Paragraph 8.1.1.4(b) Paragraph 8.1.1.4(c)(i)(A) or (B)
2	Taree (YTRE) RNP RWY 04	Paragraph 8.1.1.5(a)
3	Scone (YSCO) RNP RWY 29	Paragraph 8.1.1.5(a)

- (2) AA is exempt from compliance with subregulation 173.100(1) of CASR, to the extent the subregulation requires AA to ensure that the certificate by AA's chief designer for a Williamtown airspace procedure mentioned in column 1 of an item of the table is to the effect that the procedure is designed and validated in accordance with a standard set out in a provision mentioned in column 2 of the item for the procedure.
- (3) The exemptions are subject to the conditions mentioned in sections 10, 11 and 12.

9 Williamtown airspace exemptions — chief designer

The chief designer for AA is exempt from compliance with paragraph 173.180(d) of CASR, to the extent that the paragraph requires that the chief designer is responsible to AA for issuing a certificate to the effect that a Williamtown airspace procedure mentioned in column 1 of an item of the table in section 8 is designed and validated in accordance with a provision mentioned in column 2 of the item for the procedure.

10 Information for approach charts — condition

For the purposes of regulation 11.205 of CASR, AA must depict information relating to the proximity of controlled airspace and restricted areas (as applicable) relating to Williamtown aerodrome on the approach chart for a Williamtown airspace procedure.

Note AA is also subject to the conditions in sections 11 and 12 in relation to a Williamtown airspace procedure.

Division 4 — General conditions and repeal

11 Condition — compliance with directions

For the purposes of regulation 11.205 of CASR, AA must comply with any written direction given by CASA for the purpose of ensuring compliance with this instrument.

12 Condition — transfer of maintenance responsibility for TIFP

For the purposes of regulation 11.205 of CASR, AA must not transfer responsibility for the Shellharbour procedure, or a Williamtown airspace procedure, except with CASA's prior written approval.

13 Repeal of this instrument

This instrument is repealed at the end of 31 October 2026.
