



# Australian Government

---

## Civil Aviation Safety Authority

Instrument number CASA EX93/20

I, ANDREW MELVIN SPARROW, Branch Manager, Air Navigation, Airspace & Aerodromes, National Operations & Standards Division, a delegate of CASA, make this instrument under regulations 11.160, 11.205 and 11.245 of the *Civil Aviation Safety Regulations 1998*.

**[Signed A. Sparrow]**

Andrew Sparrow

Branch Manager, Air Navigation, Airspace & Aerodromes  
National Operations & Standards Division

18 June 2020

### **CASA EX93/20 — Airborne Radar Approach Procedure Design Standards (Boeing Digital Solutions) Instrument 2020**

---

#### **1 Name**

This instrument is *CASA EX93/20 — Airborne Radar Approach Procedure Design Standards (Boeing Digital Solutions) Instrument 2020*.

#### **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: ***terminal instrument flight procedure***.

In this instrument:

***ARA procedure*** means a TIFP that is classified, under paragraph 6.1.1.1 of the Manual of Standards, as a “Helicopter (Off-shore) — Airborne Radar” type of TIFP.

***ATP*** has the meaning given by paragraph 8.6.1 of the Manual of Standards.

***Boeing*** means Boeing Digital Solutions, Inc., ARN 782069, in its capacity as a certified designer.

***Boeing ARA TIFP*** means a TIFP designed by Boeing in accordance with the Boeing Digital Solutions design criteria.

***Boeing Digital Solutions design criteria*** means the design criteria mentioned in *Boeing Jeppesen Aerospace Optimization Exposition, Version P*, dated 29 May 2020, as existing at the time this instrument commences.

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

***design work*** has the meaning given by regulation 173.010 of CASR.

***flight validation*** has the same meaning as in Chapter 7 of the Manual of Standards.

*low terrain* has the meaning given by paragraph 8.6.1 of the Manual of Standards.

*Manual of Standards* has the meaning given by regulation 173.010 of CASR. *specified area*, in relation to a Boeing ARA TIFP, means an area, in the vicinity of the TIFP, that has been identified by Boeing as requiring monitoring for obstacles.

*TIFP* means a terminal instrument flight procedure.

*VF* has the meaning given by paragraph 8.6.1 of the Manual of Standards.

### **3 Exemption**

- (1) This section applies to Boeing in relation to its design work on an ARA procedure.
- (2) Boeing is exempt from compliance with regulation 173.085 of CASR to the extent that the regulation requires Boeing to ensure that the ARA procedure is designed in accordance with Section 8.6 of the Manual of Standards.
- (3) The exemption is subject to the conditions in section 4.

### **4 Conditions**

- (1) Boeing must design the ARA procedure in accordance with the Boeing Digital Solutions design criteria.
- (2) Boeing must:
  - (a) have an agreement or arrangement with a helicopter operator that proposes to follow the ARA procedure, in relation to the design of the procedure; and
  - (b) design the procedure in consultation with the helicopter operator; and
  - (c) design the procedure so that it is consistent with the operational procedures of the helicopter operator.
- (3) Boeing must design the ARA procedure so that the VF of the ARA procedure is over water.
- (4) Boeing must not design the ARA procedure if the distance between the ATP and VF of the procedure would be more than the distance between the ATP of the procedure and any land in any direction.
- (5) For an ARA procedure that overlaps land, other than low terrain, Boeing must:
  - (a) apply to CASA for flight validation of the design of the procedure in accordance with paragraph 6.1.2 of the Manual of Standards, as if the procedure was not an ARA procedure; and
  - (b) before it gives the ARA procedure to a helicopter operator to follow, receive, from CASA, either:
    - (i) the completed flight validation report for the flight validation mentioned in paragraph (a); or
    - (ii) a written notice stating that a flight validation is not required for the procedure.

### **5 Directions**

- (1) Boeing must give CASA 30 days' prior written notice of an amendment to the Boeing Digital Solutions design criteria, unless the amendment is only of an editorial or clerical nature, and does not affect technical or procedural matters.

*Note 1* Under Australian law, this instrument cannot apply the requirements of the Boeing Digital Solutions design criteria as amended from time to time. This instrument applies the requirements of the version of the Boeing Digital Solutions design criteria mentioned in section 2. Any amendment that changes the substance of those requirements will necessitate a reissue of this instrument.

*Note 2* Regulation 173.375 of CASR empowers CASA to direct a certified designer to amend its operations manual in the interests of the safety of air navigation.

- (2) Boeing must clearly mark each Boeing ARA TIFP with the words “FOR CASA-APPROVED OPERATORS ONLY”.
- (3) Subsection (4) applies to a Boeing ARA TIFP if:
  - (a) the TIFP overlaps land; or
  - (b) Boeing has identified an off-shore obstacle in a specified area of the TIFP.
- (4) Boeing must establish, and maintain, obstacle monitoring procedures, to monitor for changes in the obstacle environment in a specified area of the TIFP, with a helicopter operator that is approved by CASA, in writing, to follow the TIFP.
- (5) Boeing must, within 7 days of giving a new, or amended, Boeing ARA TIFP to a helicopter operator to follow, give a copy of the new, or amended, TIFP to CASA.

*Note* Under subregulation 178 (7) of CAR, the Boeing ARA TIFP will not become an authorised instrument approach procedure until it is given to CASA under Part 173 of CASR.

- (6) Boeing must not transfer its responsibility for maintaining a Boeing ARA TIFP.
- (7) Boeing must ensure that its operations manual includes:
  - (a) copies of the following:
    - (i) this instrument;
    - (ii) the Boeing Digital Solutions design criteria; and
  - (b) a description of the processes and documents used to present to its operational staff the relevant standards, rules, procedures and drafting conventions contained in the Boeing Digital Solutions design criteria.

## **6 Repeal**

This instrument is repealed at the end of 31 May 2023.

*Note* For regulation 11.250 of CASR, the directions in section 5 cease to be in force at the end of 31 May 2023.

---