Instrument number CASA EX72/18

I, CHRISTOPHER PAUL MONAHAN, Acting Executive Manager, National Operations & Standards Division, Aviation Group, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the Civil Aviation Safety Regulations 1998.

[Signed Christopher P. Monahan]
Christopher P. Monahan
Acting Executive Manager, National Operations & Standards Division
Aviation Group

15 June 2018

CASA EX72/18 — DME Longitudinal Separation Standards (Airservices Australia) Exemption 2018

1 Name
This instrument is the CASA EX72/18 — DME Longitudinal Separation Standards (Airservices Australia) Exemption 2018.

2 Repeal of CASA EX150/17
Instrument CASA EX150/17 is repealed.

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, including in Part 172 of CASR. These include: air traffic service, ATS provider and provider's operations manual.
In this instrument:
AA means Airservices Australia, ARN 202210, in its capacity as an ATS provider under Part 172 of CASR.
ATS means air traffic service.
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, 4th 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.

## 4 Application

This instrument applies to AA in respect of its provision of ATS for longitudinal separation to capable aircraft based on distances calculated using GNSS equipment.

*Note* Longitudinal separation standards using GNSS as the primary navigation sensor are set out in the Manual of Air Traffic Services (MATS), which forms part of the AA provider’s operations manual. Regulation 172.080 of CASR requires AA to comply with its provider’s operations manual.

## 5 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 AA’s provider’s 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;

(b) subregulation 172.060 (3) of CASR, to the extent that the subregulation requires AA’s provider’s operations manual to be updated to include the DME longitudinal separation standards;

(c) subregulation 172.065 (1) of CASR, to the extent that the subregulation requires the provision of ATS in accordance with the DME longitudinal separation standards;

(d) regulation 172.080 of CASR, to the extent that the regulation, read with AA’s provider’s operations manual:

   (i) requires ATS to be provided in accordance with the provisions of the provider’s operations manual that incorporates the standards, rules and procedures mentioned in paragraph (a); and

   (ii) requires the provision of ATS in accordance with the DME longitudinal separation standards.

*Note 1* The mandatory content of a provider’s 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.

*Note 2* Subregulation 172.060 of CASR requires an ATS provider to maintain a provider’s operations manual that complies with the standards set out in the MOS.

*Note 3* 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 to the Chicago Convention.

*Note 4* Subregulation 172.080 of CASR requires an ATS provider to ensure that any ATS it provides is provided in accordance with its provider’s operations manual.

## 6 Repeal of this instrument

This instrument is repealed at the end of 31 May 2021.