



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX151/18

I, PETER MICHAEL WHITE, Executive Manager, Regulatory Services & Surveillance, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

[Signed P. White]

Peter White

Executive Manager, Regulatory Services & Surveillance

26 October 2018

CASA EX151/18 – GNSS requirements (Pacific Air Express – B757) Exemption 2018

1 Name

This instrument is *CASA EX151/18 – GNSS requirements (Pacific Air Express – B757) Exemption 2018*.

2 Definitions

In this instrument:

CAO 20.18 means *Civil Aviation Order 20.18 (Aircraft equipment — basic operational requirements) Instrument 2014*, as in force from time to time.

non-compliant aircraft means the Boeing 757-225 aircraft, serial number 22611, registered on the day this instrument is signed as VH-PQA.

oceanic control area means an area of airspace designated as an “oceanic control area” in the Aeronautical Information Publications, as in force on the day this instrument is signed.

PBN Manual means ICAO Doc 9613, *Performance-based Navigation Manual*, 4th Edition, 2013.

3 Exemptions

- (1) Pacific Air Express Flight Operations Pty Ltd, ARN 1028452 (the **exempted operator**) is exempt from compliance with paragraphs 9D.5 and 9D.8 of CAO 20.18 in relation to the operation of the non-compliant aircraft.
- (2) The exempted operator is exempt from compliance with regulation 207 of CAR to the extent that the regulation requires the exempted operator to comply with paragraphs 9D.5 and 9D.8 of CAO 20.18 in relation to the operation of the non-compliant aircraft.
- (3) The exemptions are subject to the conditions stated in section 4.

4 Conditions

- (1) In relation to each operation of the non-compliant aircraft in airspace that is not an oceanic control area, the exempted operator must ensure that:
 - (a) the aircraft is operated in accordance with the requirements for the RNAV 2 navigation specification mentioned in the PBN Manual; and
 - (b) the flight plan for the operation indicates that the aircraft is RNAV 2 capable.
- (2) In relation to each operation of the non-compliant aircraft in an oceanic control area, the exempted operator must ensure that:
 - (a) the aircraft is operated in accordance with the requirements for the RNAV 10 navigation specification mentioned in the PBN Manual; and
 - (b) the flight plan for the operation indicates that the aircraft is RNAV 10 capable.
- (3) In relation to each operation of the non-compliant aircraft, the exempted operator must:
 - (a) identify any navigation aids that are necessary to achieve the accuracy required for the intended route or procedure for the operation (a *critical navigation aid*); and
 - (b) if a critical navigation aid is not available for the operation:
 - (i) reschedule the operation to a time when the critical navigation aid is available; or
 - (ii) use an alternative route or procedure for the operation that does not require the use of the critical navigation aid.
- (4) The exempted operator must include a copy of this instrument in the operator's operations manual.

5 Repeal

This instrument is repealed at the end of 30 April 2019.
