



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX122/23

I, ADRIAN PAUL SLOOTJES, Branch Manager, Air Navigation, Airspace & Aerodromes, National Operations & Standards Division, a delegate of CASA, make this instrument under regulations 11.160, 11.205 and 173.375 of the *Civil Aviation Safety Regulations 1998*.

[Signed Adrian Sloodjes]

Adrian Sloodjes

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

13 December 2023

CASA EX122/23 — Terminal Instrument Flight Procedure Design Standards (GE Flight Efficiency Services, LLC) Instrument 2023

1 Name

This instrument is *CASA EX122/23 — Terminal Instrument Flight Procedure Design Standards (GE Flight Efficiency Services, LLC) Instrument 2023*.

2 Duration

This instrument

- (a) commences on 15 December 2023; and
- (b) is repealed at the end of 25 September 2026.

3 Repeal of instrument number CASA EX13/23

CASA EX13/23 — Applicable Instrument Flight Procedure Design Standards (GE Digital International) Instrument 2023 is repealed.

4 Definitions

In this instrument:

chief designer has the meaning given by regulation 173.010 of CASR.

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

GE Flight Efficiency Services means GE Flight Efficiency Services, LLC, ARN 1236199, of 10801-2 North MoPac Expressway, Suite 140, Austin, TX, 78759, United States of America.

GE Flight Efficiency Services design criteria means the design criteria mentioned in:

- (a) the document titled *GE Flight Efficiency Services, LLC Design Criteria Manual*, Volume A4A, Issue 7, Revision 0, as existing at the time this instrument commences; and
- (b) the document titled *GE Flight Efficiency Services, LLC DCM Regulatory Supplement – CASA*, Volume A4B.02, Issue 9, Revision 0, containing the Multi-variant Design Specification, as existing at the time this instrument commences.

GE Flight Efficiency Services design criteria TIFP means an RNP AR APCH designed by GE Flight Efficiency Services in accordance with the GE Flight Efficiency Services design criteria.

ICAO Doc 9905 has the same meaning as in subparagraph 1.1.1.2(b)(iii) of the Manual of Standards.

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

Note Regulation 173.010 of CASR defines **ICAO Doc. 8168 (PANS-OPS)** as Doc.8168-OPS/611 Volume II (Procedures for Air Navigation Services – Construction of Visual and Instrument Flight Procedures) approved and published by decision of the Council of the International Civil Aviation Organisation, as in force from time to time.

Manual of Standards has the meaning given by regulation 173.010 of CASR.

Note Regulation 173.010 of CASR defines **Manual of Standards** as the document called *Manual of Standards (MOS) Part 173 – Standards Applicable to the Provision of Instrument Flight Procedure Design*, published by CASA, as in force from time to time.

operations manual has the meaning given by regulation 173.010 of CASR.

qualified designer has the meaning given by subregulation 173.090(4) of CASR.

Note Section 6 includes an exemption against compliance with subparagraph 173.090(4)(b)(i) of CASR.

RNP AR APCH means the type of TIFP known as *Required Navigation Performance Authorization Required Approach*.

TIFP means a terminal instrument flight procedure.

5 Exemptions — RNP AR APCH designed to ICAO standards

In relation to design work on an RNP AR APCH conducted by GE Flight Efficiency Services in accordance with ICAO Doc. 8168 (PANS-OPS), the Manual of Standards and ICAO Doc 9905, GE Flight Efficiency Services is exempt from compliance with the following provisions of CASR:

- (a) subparagraph 173.125(b)(ii), to the extent that the subparagraph requires GE Flight Efficiency Services to ensure that a person appointed by it as chief designer for its organisation meets the qualification standards stated in paragraphs 3.1.2.1(c) and 3.1.2.2(b) of the Manual of Standards;
- (b) subparagraph 173.125(b)(ii), to the extent that the subparagraph requires GE Flight Efficiency Services to ensure that a person employed by it as a qualified designer meets the qualification standard stated in paragraph 3.1.3.1(a) of the Manual of Standards;
- (c) subregulation 173.165(2), to the extent that the subregulation requires GE Flight Efficiency Services to comply with paragraphs 3.1.2.1(c) and

3.1.2.2(b) of the Manual of Standards in relation to its appointment of a person as chief designer for its organisation.

Note The GE Flight Efficiency Services' operations manual includes a training program in relation to certain design criteria mentioned in ICAO Doc. 8168 (PANS-OPS), which is required to be completed by a person employed by it as a qualified designer, or the chief designer for its organisation.

6 Exemptions — GE Flight Efficiency Services design criteria TIFP

- (1) In relation to design work on a GE Flight Efficiency Services design criteria TIFP, GE Flight Efficiency Services is exempt from compliance with a provision of CASR mentioned in column 1 of the Table in Schedule 1, to the extent mentioned for the provision in column 2 of the Table.
- (2) The exemptions are subject to the conditions stated in section 7.

7 Conditions — GE Flight Efficiency Services design criteria TIFP

- (1) GE Flight Efficiency Services must give written notice to CASA at least 14 days before making an amendment to a document mentioned in the definition of ***GE Flight Efficiency Services design criteria*** in section 4, unless the amendment is only of an editorial or clerical nature and does not affect technical or procedural matters.

Note As this instrument is not a legislative instrument, it cannot apply the requirements of the document, as amended from time to time. Rather, this instrument applies the requirements of the document, as existing at the time this instrument commences. Any amendment that changes the substance of the requirements will require a reissue of this instrument before the amendment can take effect.

- (2) GE Flight Efficiency Services must provide the document titled *GE Flight Efficiency Services, LLC Operational Guidance for GE RNP AR Procedures*, Volume C3B, Issue 3 Revision 0, as existing at the time this instrument commences, to each operator licensed by GE Flight Efficiency Services to fly a GE Flight Efficiency Services design criteria TIFP.
- (3) GE Flight Efficiency Services must comply with the requirements stated in regulation 173.150 of CASR in relation to the GE Flight Efficiency Services design criteria, as if the criteria were specified in paragraph 4.1.1.1 of the Manual of Standards for the purposes of subregulation 173.150(1) of CASR.
- (4) GE Flight Efficiency Services must not transfer its responsibility for maintaining a GE Flight Efficiency Services design criteria TIFP, under regulation 173.215 of CASR, unless CASA has granted the transferee exemptions from compliance with provisions of CASR on similar terms to section 6, effective from the day of the transfer.

8 Direction — operations manual

For subregulation 173.375(1) of CASR, CASA directs GE Flight Efficiency Services to ensure that its operations manual includes:

- (a) copies of the following:
 - (i) this instrument;
 - (ii) any directions under regulation 11.245 of CASR given to GE Flight Efficiency Services in relation to its design work;
 - (iii) the GE Flight Efficiency Services design criteria; and

- (b) a description of the processes and documents used to present to GE Flight Efficiency Services' personnel the standards, rules, procedures and drafting conventions mentioned in the GE Flight Efficiency Services design criteria.

9 Transitional provision — GE Digital International, LLC TIFPs

- (1) This section applies in relation to a TIFP designed by GE Digital International, LLC, ARN 782924 in accordance with *CASA EX13/23 — Applicable Instrument Flight Procedure Design Standards (GE Digital International) Instrument 2023 (CASA EX13/23)*, the maintenance of which was transferred by GE Digital International LLC to GE Flight Efficiency Services, under regulation 173.215 of CASR, immediately before the commencement of this instrument.
- (2) The TIFP is taken to be an authorised instrument approach procedure or authorised instrument departure procedure, as applicable, despite the repeal of CASA EX13/23 in section 3.

Schedule 1 GE Flight Efficiency Services design criteria TIFP

Item	Provision (Column 1)	Extent (Column 2)
1	Subregulation 173.075(1)	The standard stated in paragraph 2.1.1.1(m) of the Manual of Standards, except to the extent that the standard is in relation to the Manual of Standards.
2	Paragraph 173.085(1)(a)	The standards stated in ICAO Doc. 8168 (PANS-OPS), other than those incorporated by reference in the GE Flight Efficiency Services design criteria.
3	Paragraph 173.085(1)(b) and subregulation 173.085(2)	The standards stated in the following provisions of the Manual of Standards: (a) paragraphs 1.1.1.2, 1.1.2 and 1.1.5; (b) chapter 8, other than paragraphs 8.1.1.3, 8.1.1.4, 8.1.1.5, 8.1.1.6 and 8.1.5, and section 8.9.
4	Subparagraph 173.090(4)(b)(i)	All
5	Subparagraph 173.125(b)(ii)	The requirement about training in accordance with the standards stated in the

Item	Provision (Column 1)	Extent (Column 2)
		following provisions of the Manual of Standards: (a) paragraph 3.1.2.1(c); (b) paragraph 3.1.2.2(b); (c) paragraph 3.1.3.1(a).
6	Subregulation 173.165(2)	The standards stated in paragraphs 3.1.2.1(c) and 3.1.2.2(b) of the Manual of Standards.