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TRANSITION TO SATELLITE TECHNOLOGY FOR NAVIGATION AND SURVEILLANCE

1. INTRODUCTION

1.1 In March 2009 CASA published a notice of final rule making (NFRM) regarding the transition to satellite technology for navigation and surveillance. The changes involve amendments to CAOs and CAR 209. Full information may be located at:

http://www.casa.gov.au/scripts/nc.dll?WCMS:standard::pc=PC_93242

1.2 The amendments to the regulatory and supporting documentation are as follows:

- Amendment schedule to CAO 20.18;
- Amendment schedule to CAO 82.1;
- Amendment schedule to CAO 82.3;
- Amendment schedule to CAO 82.5; and
- Instrument of direction under Subregulation 209 (1) of CAR (1988).

Note: CAO 20.18 contains the relevant rules and technical standards and is applicable to Australian registered aircraft. The Amendments to CAOs 82.1, 82.3 and 82.5 are for extending applicability to all foreign registered aircraft operating charter flights, aerial work, or Regular Public Transport operations at or above FL290 in Australian territory. The Instrument of direction under Subregulation 209 (1) of the CAR (1988) is to extend applicability to foreign registered aircraft undertaking private operations above FL290 in Australian territory.

1.3 Technical standards for ADS-B and GNSS avionics equipment presently exist in CAO 20.18 Appendix XI and in Advisory Circular (AC) 21-45. Appendix D to AC 21-45 contains a listing of currently approved equipment configurations for ADS-B and the GNSS position source equipment.

1.4 The current rules, in effect since 2007, require that ADS-B transmissions must be deactivated if the ADS-B equipment does not comply with an approved equipment configuration. This applies in all Australian airspace at all levels.

1.5 The regulatory changes effectively establish mandatory aircraft fitment of GNSS and ADS-B avionics equipment for the operation of any aircraft in airspace at or above FL290 after the compliance date of 12 December 2013.

1.6 The aircraft affected by this rule will be all those Australian and foreign registered aircraft that intend to operate in Australian territorial airspace at or above FL290. Class A (controlled) airspace generally extends across Australia above FL245 and up to FL600.

1.7 The rules also include provisions whereby:

- aircraft may undertake test flights for proving of newly installed ADS-B equipment; and
- CASA may permit flights by unequipped aircraft into airspace at or above FL290 if prior application is made. Such permission may be granted where safety requirements and air traffic management are not jeopardised.

1.8 Until the 12th December 2013, carriage of ADS-B equipment remains voluntary and the ANSP's (Airservices Australia) present mixed mode of ATC separation, with some aircraft equipped and some not equipped, will remain.

2. OPERATIONS FROM 12 DECEMBER 2013

2.1 After the date of the mandate, aircraft must comply with the ADS-B regulatory standards in the above Civil Aviation Orders. This means that after 12 December 2013, if an aircraft operates at or above FL290, it must carry serviceable ADS-B transmitting equipment that complies with an approved equipment configuration, unless specific approval of an exemption is granted.

2.2 Aircraft not in compliance with these regulations, even if an exemption is granted, will not be able to participate in an ADS-B separation service and as such may be denied a clearance to operate at or above FL290. Operations by non-compliant aircraft at or above FL290 will be at the discretion of Airservices Australia at the time the aircraft enters Australian territorial airspace and will be dependent upon traffic management considerations at the time.

2.3 For safety of flight in Australia, CASA may consider placing operational limitations on the AOC of a non-compliant aircraft operator until such time as it complies with the ADS-B standards.

3. CANCELLATION

3.1 This AIC self-cancels at 1312111600UTC. Note – expect future publication of associated rules within AIP.

4. DISTRIBUTION

4.1 By Airservices Australia website only.
