

Operators of foreign registered aircraft: ADS-B and implementation of RNP 1 and RNP 2

This guidance information is for operators of foreign registered aircraft on the new requirements for Automatic Dependent Surveillance-Broadcast (ADS-B) installation and Required Navigation Performance (RNP) 1 and 2 Navigation Specifications (Nav Spec).

Key dates

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Date	Details
12 December 2015	Permissions issued under Form 208 were cancelled.
26 May 2016	An Australian AIP amendment will be published detailing the decommissioning of ground based navigation aids along with changes to the flight planning codes for particular Nav Specs.
2 February 2017	The final ADS-B mandate comes into effect, when all aircraft operating in Australian airspace under IFR must be equipped with approved ADS-B equipment.

End
January
2018

Expiry of exemption for equivalent RNP 1 and RNP 2 Nav Spec.

Can foreign registered aircraft without ADS-B operate into, within, and out of Australian airspace?

Non-ADS-B equipped instrument flight rules (IFR) aircraft can use a temporary authorization-instrument [CASA 05/16](#) which enables air traffic control to manage non-ADS-B equipped aircraft, on an as required basis.

The authorization expires at the end of 1 February 2017.

Aircraft intending to be operated in ADS-B mandated airspace in accordance with authorization CASA 05/16, are not required to apply to CASA for the authorization.

Operators of non-ADS-B equipped aircraft must:

- be equipped with a secondary surveillance radar (SSR) transponder, in areas where there is SSR surveillance coverage or in oceanic control areas
- note that the authorization does not apply to areas where there is ADS-B coverage only
- not automatically expect to be granted clearance by ATC to enter ADS-B mandated airspace
- flight plan outside of the ADS-B mandated airspace
- carry sufficient fuel to fly in accordance with the flight plan outside of the ADS-B mandated airspace, as ATC clearance for direct routing, through ADS-B mandated airspace or above FL290, cannot be guaranteed.

Note: The Airspace designated as the “Perth quadrant” is available for foreign registered aircraft not fitted with ADS-B.

Operators that propose to flight plan and conduct a one-off flight or frequent flights **in** ADS-B mandated airspace using non-ADS-B equipped IFR aircraft should apply separately to CASA for consideration of an individual exemption in accordance with CASR Part 11.

Operators applying for an individual exemption should note:

- there is no guarantee that the exemption application will be successful
- CASA Part 11 requires an exemption application be submitted to CASA at least 3 months prior to the date of the intended flight/s
- applicants for Non-Schedule permissions will, in most cases, not be able to meet the 3 month application lead time and as such will need to operate in accordance with the CASA 05/16 authorization
- all applications for individual exemptions must be accompanied by a safety case
- each exemption application will be assessed individually, on its own merits.

Operators of foreign registered aircraft must also be aware that Permissions issued under Form 208 were cancelled on 12 December 2015. Operation of flights in accordance with those Permissions is no longer permitted.

Foreign registered aircraft engaged in Private operations must comply with the requirements of [CASA Direction 61/14](#).

What happens when the temporary authorization expires at the end of 1 February 2017?

The final ADS-B mandate comes into effect on 2 February 2017, when all aircraft operating in Australian airspace under IFR must be equipped with approved ADS-B equipment.

Can an operator of a foreign registered aircraft operate into, within and out of Australian Airspace without RNP 1 and RNP 2 navigation specifications?

Yes, some foreign operators may not be able to obtain RNP 1 and/or RNP 2 Navigation Specification (Nav Spec) from their National Aviation Authority (NAA) because:

1. The aircraft operator does not have RNP 1 and/or RNP 2 Nav Spec on their Operations Specification (Ops Spec) or
2. The NAA does not have rules that enable them to issue RNP 1 and/or RNP 2 Nav Spec.

Since RNP 2 is a relatively new Nav Spec, Australia, under the provisions of an Exemption (EX06/16), CASA has approved operators with an acceptable means of compliance (AMC) for equivalent Nav Spec's. Such operators may operate aircraft on Australian continental RNP 2 routes and RNP 1 procedures with RNAV 1 & RNAV 2 Nav Specs using GNSS, or an acceptable equivalent Nav Spec.

Prior to exercising the privileges of the CASA exemption operators must complete and submit:

1. [Form 0667](#) to [International Operations](#), along with a copy of the Ops Spec; and
2. Acknowledgment of advising their NAA of operations on Australian RNP 2 Continental routes and/or RNP 1 procedures in accordance with the Nav Spec's on the NAA approved Ops Spec.

Aircraft that do not meet the equivalent RNP 1 and RNP 2 Nav Spec requirements on Form 0667 can continue operations into Australian airspace, in accordance with the "General guidance on the GNSS mandate, decommissioning of NAVAIDs and implementation of RNP 1 and RNP 2" (page 4 clause 15), with the Nav Spec's on their Ops Spec.

In this case operators of foreign registered aircraft will Flight Plan and navigate in accordance with the Nav Specs on their Ops Spec. Airservices Australia will provide the applicable separation and strategic traffic management based on the aircraft capabilities and crew qualifications indicated in the ATS Flight Plan.

The operator must continue to Flight Plan in accordance with the ICAO flight planning requirements and any special flight planning requirements in ENR Section 1:10 "Flight Planning" of the Australian AIP, annotating in Field 10 and Field 18 of the ATS Flight Plan, details of the applicable equipment and Nav Spec capability of the aircraft, for which the crew are qualified to use.

The operator of an aircraft in accordance with Exemption EX 06/16 must ensure that the flight plan for each operation includes the following details in item 18 of the flight plan: RMK/CASA RNP AMC.

An Australian AIP amendment will be published on 26 May 2016 with changes to the flight planning codes for particular Nav Specs.

For more information refer to the [Navigation for communication, navigation systems and air traffic management](#) page.

Does a foreign registered aircraft need to comply with GNSS CAO 20.18 mandate?

No, the GNSS equipment mandates that became effective on 4 February 2016 are applicable to Australian registered aircraft only - operators of foreign registered aircraft are not required to comply with the GNSS requirements of CAO 20.18.

Further information

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