



Australian Government
Civil Aviation Safety Authority

I, WILLIAM BRUCE BYRON, Director of Aviation Safety, on behalf of CASA, make this instrument under regulation 207 of the *Civil Aviation Regulations 1988*.

[Signed Bruce Byron]

Bruce Byron
Director of Aviation Safety and
Chief Executive Officer

6 June 2007

Civil Aviation Order 20.18 Amendment Order (No. 1) 2007

1 Name of instrument

This instrument is the *Civil Aviation Order 20.18 Amendment Order (No. 1) 2007*.

2 Commencement

This instrument commences on the day after it is registered.

3 Amendment of Civil Aviation Order 20.18

Schedule 1 amends Civil Aviation Order 20.18.

Schedule 1 Amendment

[1] After subsection 9A

insert

9B Directions relating to carriage and use of automatic dependent surveillance – broadcast equipment

9B.1 In this subsection and Appendix XI:

ADS-B means automatic dependent surveillance – broadcast.

aircraft address means a unique 24-bit aircraft address code assigned to an aircraft in accordance with Annex 10 to the Chicago Convention.

approved equipment configuration means the requirements:

(a) set out in Appendix XI; or

- (b) approved in writing by CASA and published from time to time in an Advisory Circular.

Note Equipment configurations approved by CASA are published in Appendix D of Advisory Circular 21-45.

- 9B.2 ADS-B transmitting equipment carried by an aircraft for operational use in Australia must comply with an approved equipment configuration.
- 9B.3 If ADS-B transmitting equipment carried by an aircraft does not comply with an approved equipment configuration, it must be deactivated before flight in Australia.
- 9B.4 ADS-B transmitting equipment carried by an aircraft for operational use in Australia must transmit:
 - (a) a flight identification that corresponds exactly to the aircraft identification mentioned on the flight notification filed with ATS for the flight; or
 - (b) if no flight notification is filed for the flight — a flight identification that is:
 - (i) for an aircraft registered on the Australian Civil Aircraft Register and operating wholly within Australian territory — the aircraft's registration mark; or
 - (ii) for an Australian aircraft registered by a recreational aircraft administrative organisation — in accordance with the organisation's operations manual; or
 - (iii) in any other case — the aircraft's nationality or common mark and registration mark without any hyphen included; or
 - (c) another flight identification directed or approved by ATC.

[2] After Appendix X

insert

Appendix XI ADS-B transmitting equipment

- 1 ADS-B transmitting equipment must meet:
 - (a) TSO-C166 as in force on 20 September 2004; or
 - (b) TSO-C166a as in force on 21 December 2006; or
 - (c) ATSO-C1004 as in force on 2 October 2003; or
 - (d) ATSO-C1005 as in force on 22 December 2004; or
 - (e) another standard acceptable to CASA.
- 2 On and after 28 June 2012, the geographical position transmitted by the equipment must be determined by:
 - (a) a GNSS receiver that meets TSO-C145a or TSO-C146a as in force on 19 September 2002; or
 - (b) another system acceptable to CASA for this purpose.

- 3 The pressure altitude transmitted by the equipment must be determined by:
 - (a) a barometric encoder that meets:
 - (i) TSO-C88a as in force on 18 August 1983; or
 - (ii) ETSO-C88a as in force on 24 October 2003; or
 - (b) another system acceptable to CASA for this purpose.
- 4 The equipment must:
 - (a) allow the pilot to activate and deactivate it during flight; and
 - (b) transmit the current aircraft address.

Note The requirement in paragraph 4 (a) is met if the equipment has a cockpit control that enables the pilot to turn the ADS-B transmissions on and off.
