



Australian Government
Civil Aviation Safety Authority

Instrument number CASA 48/12

I, GREGORY JAMES HOOD, Executive Manager, Operations Division, a delegate of CASA, make this instrument under subregulation 174D(1) of the *Civil Aviation Regulations 1988*.

[Signed Greg Hood]

Greg Hood
Executive Manager
Operations Division

30 January 2012

Instructions — V.F.R. flights conducted by Fugro Airborne Surveys Pty Ltd

1 Duration

This instrument:

- (a) commences on 1 February 2012; and
- (b) stops having effect at the end of 31 January 2015.

2 Application

This instrument applies to V.F.R flights conducted in aircraft operated by Fugro Airborne Surveys Pty Ltd, Aviation Reference Number (ARN) 401318 (the *operator*).

3 Instructions

I issue the instructions in Schedule 1.

Schedule 1—Instructions

- 1 The operator may use GPS navigation equipment on board the aircraft to obtain positive position fixes for the aircraft when conducting V.F.R. flight over the sea below 2 000 ft AMSL.
- 2 The operator must ensure that the aircraft is fitted with a GPS that meets the requirements of:
 - (a) TSO-C129a, TSO-C145a or TSO-C146a; and
 - (b) AC21-36.
- 3 The operator of the aircraft must ensure that the pilot in command is competent with the operation of the fitted GPS.

- 4 A copy of the GPS operations manual must be carried in the aircraft.
 - 5 The pilot in command must maintain a line plot of the aircraft position in relation to suitable aerodromes.
 - 6 The pilot in command must record the aircraft's position at 15 minute intervals (GPS position as indicated by the fitted GPS) with time recorded.
 - 7 The pilot in command must nominate a crew member who will plot the aircraft's position on the applicable line plot at 15 minutes intervals (GPS position as indicated by the fitted GPS) with time recorded.
 - 8 If there is a failure of the fitted GPS or RAIM warning, the pilot in command must ensure that the aircraft is tracked to the operating base using dead reckoning techniques with the assistance of the last known position recorded, the current information derived from the GPS plotter position and a waypoint of the operating base stored with the GPS plotter.
 - 9 The operator and pilot in command must ensure that there are suitable alternate aerodromes other than the operating bases along the coast north of the spotting area.
 - 10 The pilot in command must ensure that on task fuel reserve of 50 minutes is to be maintained to allow the aircraft to, in a worst case scenario, track directly north and upon reaching the coast line visually navigate to the nearest suitable aerodrome whilst maintaining the operators mandated reserve of 60 minutes.
 - 11 If there is a failure of the fitted GPS, the aircraft is to climb immediately to the LSALT (as a minimum) and track to the operating base or suitable alternate by DR navigation and either a radio navigation aid or both.
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