Instrument number CASA 192/13

I, gerard john campbell, Executive Manager, Operations Division, a delegate of CASA, make this instrument under subregulation 99AA (5) of the Civil Aviation Regulations 1988.

**[Signed G.J. Campbell]**

Gerard J. Campbell  
Executive Manager  
Operations Division

30 August 2013

Direction — parallel runway operations at Sydney (Kingsford Smith) Airport

1 Duration

This instrument:

(a) commences on the day of registration; and

(b) expires at the end of July 2016, as if it had been repealed by another instrument.

2 Application

This instrument applies to the conduct of parallel runway operations at Sydney (Kingsford Smith) Airport (***KSA***), using the instrument landing system (***ILS***) with the precision runway monitor (***PRM***).

3 Direction

(1) Subject to subsection (2), the pilot in command of an aircraft must not undertake an ILS PRM approach unless he or she complies with the training requirements mentioned in:

(a) for an aircraft operating under an Australian AOC or another Australian aircraft — Schedule 1;or

(b) for an aircraft operating under a foreign aircraft AOC or another foreign registered aircraft — Schedule 2.

(2) If a pilot in command does not meet the applicable requirements set out in subsection (1), he or she must notify Air Traffic Control to that effect:

(a) on approach to KSA, when not less than 120 nautical miles from KSA; or

(b) when departing from an aerodrome within 120 nautical miles of KSA with KSA as the next destination — on departure.

Schedule 1 Training requirements for the pilot in command of an aircraft operating under an Australian AOC or another Australian aircraft

1 A pilot in command of an aircraft must not undertake an ILS PRM approach in I.M.C. into KSA unless he or she has satisfactorily completed an approved training course which includes the following requirements:

(a) studying the operational documents relevant to ILS PRM approach procedures;

(b) viewing the video, titled *ILS PRM Approaches — A Pilot’s Approach*, as produced by Airservices Australia from time to time;

(c) an examination designed to demonstrate that the pilot has become thoroughly familiar with the ILS PRM approach procedures (including breakout procedures and phraseology).

2 In the case of a pilot in command of an aircraft engaged in regular public transport or charter operations by an operator, the approved training course, including the examination, must have been conducted by:

(a) the operator’s approved training and checking organisation (***CAR 217 organisation***); or

(b) the operator’s chief pilot where the operator is not required to have a CAR 217 organisation.

3 In any other case:

(a) the approved training course, including the examination, must have been conducted by:

(i) a person or organisation approved by CASA; or

(ii) an appropriately qualified instructor in a flying training school which is approved to conduct instrument training; and

(b) at the satisfactory completion of the approved training course, the pilot must obtain a log book endorsement.

Schedule 2 Training requirements for the pilot in command of an aircraft operating under a foreign aircraft AOC or another foreign registered aircraft

1 The pilot in command of an aircraft engaged in any operations by the holder of a foreign aircraft AOC or the operator of another foreign registered aircraft (the ***foreign operator***) must have satisfactorily undertaken and completed:

(a) a training course approved by CASA; or

(b) a training course that satisfies the requirements of clause 3.

2 For the purposes of this Schedule, ***training course approved by CASA*** means a training course in ILS PRM approach procedures in relation to which CASA receives and accepts in writing the following documents:

(a) a statement by the foreign operator that the training course is conducted by that operator’s approved training facility using appropriate training personnel;

(b) a statement by the authority which issued the foreign operator’s AOC that that operator has an approved training facility using appropriate training personnel;

(c) a copy of the training course syllabus issued by the foreign operator’s approved training facility;

(d) details of the system and procedure as in force from time to time by which the foreign operator records and informs CASA of a pilot’s successful completion of the training course.

3 For the purposes of paragraph 1 (b), a training course satisfies the requirements of this clause if it is one in relation to which CASA receives and accepts in writing the following documents:

(a) a statement by the foreign operator that the training course in ILS PRM approach procedures with a flight simulator or a synthetic trainer is used to support the operator’s operations;

(b) a copy of the syllabus for that training course;

(c) details of the system and procedure as in force from time to time by which the foreign operator records and informs CASA of a pilot’s successful completion of the training referred to in paragraph (a).