Instrument number CASA 105/15

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

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

Gerard J. Campbell
Executive Manager
Operations Division

20 July 2015

Instructions — V.F.R. flights conducted by CGG Aviation (Australia) Pty Ltd

1 Duration

This instrument:

(a) commences on the day after registration; and

(b) expires at the end of August 2016, as if it had been repealed by another instrument.

2 Application

This instrument applies to V.F.R. flights conducted in aircraft operated by CGG Aviation (Australia) Pty Ltd, Aviation Reference Number 511067 (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 in 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 minute intervals (GPS position as indicated by the fitted GPS) with time recorded.

 8 If there is a failure of the fitted GPS or a RAIM warning, the pilot in command must ensure that the aircraft is tracked to the operating base using dead reckoning (***DR***) 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 adjacent to the spotting area.

 10 The pilot in command must ensure that on task fuel reserve of 50 minutes is maintained to allow the aircraft to, in a worst case scenario, track directly to the coast and, upon reaching the coast line, visually navigate to the nearest suitable aerodrome, whilst maintaining the operator’s 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 aerodrome by at least 1 of the following:

(a) DR navigation;

(b) a radio navigation aid.