

## Tabular comparison of the current requirements and proposed changes within Section 9B of CAO 20.18

Text in black is existing and unchanged wording; text in blue shows new words; struck-through text shows omissions; a blank table cell means no equivalent provision exists or will exist

Existing CAO 2018	Proposed CAO 2018	Explanation/Notes.  NC means 'No change from existing CAO provision'
<b>9B Directions relating to carriage and use of automatic dependent surveillance – broadcast equipment</b>	<b>9B Directions relating to carriage and use of automatic dependent surveillance – broadcast equipment</b>	NC
9B.1 This subsection applies to aircraft engaged in private, aerial work, charter or RPT operations in Australian territory.	9B.1 This subsection applies to aircraft engaged in private, aerial work, charter or RPT operations in Australian territory.	NC
9B.2 In subsections 9B and 9C, and Appendix XI:	9B.2 In subsections 9B, <u>9BA, 9C and 9E, and in Appendices XI, XII, XIII, and XIV:</u>	Definitions apply more widely including new appendices
<p><b>ADS-B</b> means automatic dependent surveillance – broadcast.</p> <p><b>ADS-B test flight</b> means a flight to prove ADS-B transmitting equipment that is newly installed on the aircraft undertaking the flight.</p> <p><b>aircraft address</b> means a unique code of 24 binary bits assigned to an aircraft by:</p> <p>(a) CASA when the aircraft is registered on the Australian Civil Aircraft Register; or</p> <p>(b) the relevant RAAO for the aircraft when the aircraft is placed on its aircraft register.</p>	<p><b>ADS-B</b> means automatic dependent surveillance – broadcast.</p> <p><b>ADS-B test flight</b> means a flight to prove ADS-B transmitting equipment that is newly installed on the aircraft undertaking the flight.</p> <p><b>aircraft address</b> means a unique code of 24 binary bits assigned to an aircraft by:</p> <p>(a) CASA when the aircraft is registered on the Australian Civil Aircraft Register; or</p> <p>(b) the relevant RAAO for the aircraft when the aircraft is placed on its aircraft register.</p>	NC
<p><b>approved equipment configuration</b> means an equipment configuration that:</p> <p>(a) meets the conditions for approval set out in Appendix XI; or</p> <p>(b) is approved in writing by CASA.</p> <p><i>Note</i> Equipment configurations approved by CASA are published in Appendix D of Advisory Circular 21-45.</p>	<p><b>approved equipment configuration</b> <u>for ADS-B transmitting equipment</u> means an equipment configuration that:</p> <p>(a) meets the conditions for approval set out in Appendix XI, <u>XII, XIII or XIV, as applicable under the Application provisions of the Appendix</u>; or</p> <p>(b) is approved in writing by CASA.</p> <p><del><i>Note</i> Equipment configurations approved by CASA are published in Appendix D of Advisory Circular 21-45.</del></p>	<p>Includes the new set of appendices listing VFR ADS-B equipment configuration and application standards</p> <p>Note omitted as irrelevant and inaccurate because CASA has not to date approved and generally will not approve ADS-B equipment especially if manufactured overseas. Therefore the assertion in the note about 'equipment configurations approved by CASA' is inaccurate. The AC instead was merely a list compiled from data obtained from individual applications to Airservices Australia by operators wishing to be included in the ADS-B separation services. This list was not exhaustive and not intended to be subject to further update.</p>
<b>ATC</b> means air traffic control.	<b>ATC</b> means air traffic control.	NC
	<p><u><b>AMSL</b> means above mean sea level.</u></p> <p><u><b>CAP</b> means a CAA Advisory Publication, published by the Civil Aviation Authority of the United Kingdom.</u></p> <p><u><b>CASR</b> means the <i>Civil Aviation Safety Regulations 1998</i>.</u></p>	New
	<p><u><b>certain light sport, experimental and exempted aircraft</b> means any of the following:</u></p> <p><u>(a) a light sport aircraft for which a special certificate of airworthiness has been issued and is in force under regulation 21.186 of CASR;</u></p>	New. This definition identifies the types of aircraft or aircraft operation able to utilise transponder or ADS-B transmitted equipment that is not specifically 'authorised' in accordance with a TSO or ETSA. Specific requirements in this regard are detailed in

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	<p><u>(b) a light sport aircraft for which an experimental certificate has been issued and is in force under paragraph 21.191 (j) or (k) of CASR;</u></p> <p><u>(c) any other aircraft for which an experimental certificate has been issued and is in force under paragraph 21.191 (g) or (h) of CASR;</u></p> <p><u>(d) an aircraft for which an experimental certificate has been issued and is in force under subregulation 21.190 (1) of CASR;</u></p> <p><u>(e) an aircraft that is:</u></p> <p>_____ <u>(i) a power-assisted sailplane, or a powered sailplane, or a sailplane, to which Civil Aviation Order (CAO) 95.4 applies;</u></p> <p>_____ <u>(ii) a glider engaged in charter operations, to which CAO 95.4.1 applies;</u></p> <p>_____ <u>(iii) a hang-glider to which CAO 95.8 applies;</u></p> <p>_____ <u>(iv) a low-momentum ultralight aeroplane to which CAO 95.10 applies;</u></p> <p>_____ <u>(v) a gyroplane having an empty weight not in excess of 250 kg to which CAO 95.12 applies;</u></p> <p>_____ <u>(vi) a 2 place gyroplane, or a single-place gyroplane, certificated as a light sport aircraft to which CAO 95.12.1 applies;</u></p> <p>_____ <u>(vii) a weight shift controlled aeroplane, or a powered parachute, to which CAO 95.32 applies;</u></p> <p>_____ <u>(viii) a manned balloon, or a hot air airship, engaged in private operations, to which CAO 95.54 applies;</u></p> <p>_____ <u>(ix) an ultralight aeroplane to which CAO 95.55 applies.</u></p>	paragraph 9B.12, 9C.11 and clause 4 of Appendix XIII, Part B.
	<p><u><b>Class A TABS</b> means TABS functionality relating to transponder function, altitude source function, and ADS-B OUT function, in accordance with TSO-C199, or a later version as in force from time to time.</u></p> <p><u><b>Class B TABS</b> means TABS functionality relating to position source function, in accordance with TSO-C199, or a later version as in force from time to time.</u></p> <p><u><b>Class B TABS position source device</b> means a device with a Class B TABS functionality.</u></p>	New definitions that underpin the proposed alternate ADS-B standards
<b>EASA</b> means the European Aviation Safety Agency.	<b>EASA</b> means the European Aviation Safety Agency.	NC
<b>EASA AMC 20-24</b> means EASA document AMC 20-24 titled <i>Certification Considerations for Enhanced ATS in Non-Radar Areas using ADS-B Surveillance (ADS-B-NRA) via 1090 MHZ Extended Squitter</i> , dated 2 May 2008.	<b>EASA AMC 20-24</b> means <u>Annex II to ED Decision 2008/004/R EASA document <del>AMC 20-24</del> titled <i>Certification Considerations for Enhanced ATS in Non-Radar Areas using ADS-B Surveillance (ADS-B-NRA) Application via 1090 MHZ Extended Squitter</i>, dated 2 May 2008, as in force on that date.</u>	Editorial – more accurate reflects the actual title of the document.
	<u><b>EASA CS-ACNS</b> means Annex I to ED Decision 2013/031/R titled <i>Certification Specifications and Acceptable Means of Compliance for Airborne Communications, Navigation and Surveillance CS-ACNS</i>, dated 17 December 2013, or a later version as in force from time to time.</u>	New
<p><b>EHS DAPs</b> means enhanced surveillance downlink of aircraft parameters.</p> <p><b>(E)TSO</b> means FAA Technical Standard Order and/or European Technical Standard Order.</p> <p><b>ETSO</b> means European Technical Standard Order of the EASA.</p>	<p><b>EHS DAPs</b> means enhanced surveillance downlink of aircraft parameters.</p> <p><b>(E)TSO</b> means FAA Technical Standard Order and/or European Technical Standard Order.</p> <p><b>ETSO</b> means European Technical Standard Order of the EASA.</p>	NC
<b>FAA</b> means the Federal Aviation Administration of the United States.	<b>FAA</b> means the Federal Aviation Administration of the United States.	NC

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<p><b>FDE</b> means Fault Detection and Exclusion, a feature of a GNSS receiver that excludes faulty satellites from position computation.</p> <p><b>FL 290</b> means flight level 290.</p> <p><i>Note</i> Flight level 290 is defined in subregulation 2 (1) of CAR 1988.</p> <p><b>GNSS</b> means the Global Navigation Satellite System installed in an aircraft to continually compute the position of the aircraft by use of the GPS.</p> <p><b>GPS</b> means the Global Positioning System.</p> <p><b>HPL</b> means the Horizontal Protection Level of the GNSS position of an aircraft as an output of the GNSS receiver or system.</p>	<p><b>FDE</b> means Fault Detection and Exclusion, a feature of a GNSS receiver that excludes faulty satellites from position computation.</p> <p><b>FL 290</b> means flight level 290.</p> <p><i>Note</i> Flight level 290 is defined in subregulation 2 (1) of CAR 1988.</p> <p><b>GNSS</b> means the Global Navigation Satellite System installed in an aircraft to continually compute the position of the aircraft by use of the GPS.</p> <p><b>GPS</b> means the Global Positioning System.</p> <p><b>HPL</b> means the Horizontal Protection Level of the GNSS position of an aircraft as an output of the GNSS receiver or system.</p>	
	<u><b>IFR</b> has the same meaning as I.F.R. and stands for instrument flight rules.</u>	New – Editorial only
	<u><b>integrated TABS device</b> means a device with integrated Class A TABS and Class B TABS functionality.</u>	New –definition that underpins the proposed alternate ADS-B standards
<p><b>Mode A</b> is a transponder function that transmits a 4-digit octal identification code for an aircraft when interrogated by an SSR, the code having been assigned to the aircraft by ATC for the relevant flight sector.</p> <p><b>Mode A code</b> is the 4-digit octal identification code transmitted by a Mode A transponder function.</p> <p><b>Mode C</b> is a transponder function that transmits a 4-digit octal code for an aircraft’s pressure altitude when interrogated by an SSR.</p> <p><b>Mode C code</b> is the 4-digit octal identification code transmitted by a Mode C transponder function.</p> <p><b>Mode S</b> is a monopulse radar interrogation technique that improves the accuracy of the azimuth and range information of an aircraft, and uses a unique aircraft address to selectively call individual aircraft.</p>	<p><b>Mode A</b> is a transponder function that transmits a 4-digit octal identification code for an aircraft when interrogated by an SSR, the code having been assigned to the aircraft by ATC for the relevant flight sector.</p> <p><b>Mode A code</b> is the 4-digit octal identification code transmitted by a Mode A transponder function.</p> <p><b>Mode C</b> is a transponder function that transmits a 4-digit octal code for an aircraft’s pressure altitude when interrogated by an SSR.</p> <p><b>Mode C code</b> is the 4-digit octal identification code transmitted by a Mode C transponder function.</p> <p><b>Mode S</b> is a monopulse radar interrogation technique that improves the accuracy of the azimuth and range information of an aircraft, and uses a unique aircraft address to selectively call individual aircraft.</p>	NC
	<u><b>MTOW</b> means maximum take-off weight.</u>	New – MTOW is referenced for some equipment configurations
<p><b>NAA</b> has the same meaning as in regulation 1.4 of CASR 1998.</p> <p><i>Note</i> “<b>NAA</b>, for a country other than Australia, means:</p> <p>(a) the national airworthiness authority of the country; or</p> <p>(b) EASA, in relation to any function or task that EASA carries out on behalf of the country.”.</p>	<p><b>NAA</b> has the same meaning as in regulation 1.4 of CASR 1998.</p> <p><i>Note</i> “<b>NAA</b>, for a country other than Australia, means:</p> <p>(a) the national airworthiness authority of the country; or</p> <p>(b) EASA, in relation to any function or task that EASA carries out on behalf of the country.”.</p>	NC
	<u><b>NACp</b> means Navigation Accuracy Category for Position as specified in paragraph 2.2.3.2.7.1.3.8 of RTCA/DO-260B, as in force from time to time.</u>	New – NACp will be referenced for some equipment configurations
<b>NIC</b> means Navigation Integrity Category as specified in paragraph 2.2.3.2.7.2.6 of RTCA/DO-260A.	<b>NIC</b> means Navigation Integrity Category as specified in paragraph <u>2.2.3.2.3.3 2.2.3.2.7.2.6</u> of RTCA/DO- <del>260A</del> <b>260B, as in force from time to time.</b>	Standardises the definitions for ADS-B quality indicators, wherever possible, to RTCA/DO-260B
<p><b>NUCp</b> means Navigation Uncertainty Category – Position as specified in paragraph 2.2.8.1.5 of RTCA/DO-260.</p> <p><b>RAAO</b> means a recreational aviation administration organisation that is recognised by CASA.</p> <p><b>RTCA/DO-229D</b> means document RTCA/DO-229D titled <i>Minimum Operational Performance Standards for Global Positioning System/Wide Area Augmentation System Airborne Equipment</i>, dated 13 December 2006, of the RTCA Inc. of Washington D.C. USA (<b>RTCA Inc.</b>).</p>	<p><b>NUCp</b> means Navigation Uncertainty Category – Position as specified in paragraph 2.2.8.1.5 of RTCA/DO-260.</p> <p><b>RAAO</b> means a recreational aviation administration organisation that is recognised by CASA.</p> <p><b>RTCA/DO-229D</b> means document RTCA/DO-229D titled <i>Minimum Operational Performance Standards for Global Positioning System/Wide Area Augmentation System Airborne Equipment</i>, dated 13 December 2006, of the RTCA Inc. of Washington D.C. USA (<b>RTCA Inc.</b>).</p>	NC



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<b>RTCA/DO-260</b> means RTCA Inc. document RTCA/DO-260 titled <i>Minimum Operational Performance Standards for 1090 MHz Automatic Dependent Surveillance – Broadcast</i> , dated 13 September 2000.	<b>RTCA/DO-260</b> means RTCA Inc. document RTCA/DO-260 titled <i>Minimum Operational Performance Standards for 1090 MHz Automatic Dependent Surveillance – Broadcast</i> , dated 13 September 2000.	
<b>RTCA/DO-260A</b> means RTCA Inc. document RTCA/DO-260A titled <i>Minimum Operational Performance Standards for 1090 MHz Automatic Dependent Surveillance – Broadcast (ADS-B) and Traffic Information Services – Broadcast (TIS-B)</i> , dated 10 April 2003.	<b>RTCA/DO-260B</b> means RTCA Inc. document RTCA DO-260B titled <i>Minimum Operational Performance Standards for 1090 MHz Extended Squitter Automatic Dependent Surveillance – Broadcast (ADS-B) and Traffic Information Services – Broadcast (TIS-B)</i> , dated 2 December 2009.	RTCA/DO-260B replaces RTCA/DO-260A as the reference for ADS-B quality indicators, and will be the standard for one of the equipment configurations
<b>SA</b> means Selective Availability, and is a function of the GPS that has the effect of degrading the accuracy of the computed GPS position of a GNSS-equipped aircraft.	<b>SA</b> means Selective Availability, and is a function of the GPS that has the effect of degrading the accuracy of the computed GPS position of a GNSS-equipped aircraft.	NC
	<b>SDA</b> means System Design Assurance as specified in section 2.2.3.2.7.2.4.6 of RTCA/DO-260B. <b>SIL</b> means Source Integrity Level as specified in paragraph 2.2.3.2.7.1.3.10 of RTCA/DO-260B.	New – SDA and SIL will be referenced for some equipment configurations
<b>SSR</b> means a secondary surveillance radar system that is used by ATC to detect an aircraft equipped with a radar transponder. <b>TSO</b> means Technical Standard Order of the FAA.	<b>SSR</b> means a secondary surveillance radar system that is used by ATC to detect an aircraft equipped with a radar transponder. <b>TSO</b> means Technical Standard Order of the FAA.	NC
	<b>VFR</b> has the same meaning as V.F.R. and stands for visual flight rules.	Editorial
9B.3 If an aircraft carries ADS-B transmitting equipment for operational use in Australian territory, the equipment must comply with an approved equipment configuration.	9B.3 <u>Subject to paragraph 9B.12, if an aircraft carries ADS-B transmitting equipment for operational use in Australian territory, the equipment must comply with an approved equipment configuration under Appendix XI, XII, XIII or XIV in accordance with the Application provisions of the Appendix.</u>	1. Enables multiple equipment configurations – depending on flight category and application 2. Enables the 'non-TSO' carve-out arrangements
9B.4 If an aircraft carries serviceable ADS-B transmitting equipment for operational use in Australian territory, the equipment must transmit: (a) a flight identification that corresponds exactly to the aircraft identification mentioned on the flight notification filed with ATC 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 RAAO — in accordance with the organisation's operations manual; or another flight identification directed or approved by ATC.	9B.4 <u>When serviceable ADS-B transmitting equipment is operated in Australian territory, the equipment must transmit:</u> <u>(a) the current aircraft address; and</u> <u>(b) a flight identification that:</u> <u>(i) corresponds exactly to the aircraft identification mentioned on the flight notification filed with ATC for the flight; or</u> <u>(ii) if a flight notification is not filed for the flight — is:</u> <u>(A) for an aircraft registered on the Australian Civil Aircraft Register and operating wholly within Australian territory — the aircraft's registration mark; or</u> <u>(B) for an Australian aircraft registered by a RAAO — in accordance with the organisation's operations manual; or</u> <u>(iii) is directed or approved by ATC.</u>	Incorporates the current aircraft address requirement from original Appendix XI Clause 6 (highlighted). Otherwise no changes to original requirements
9B.5 If an aircraft carries serviceable ADS-B transmitting equipment that complies with an approved equipment configuration, the equipment must be operated continuously during the flight in all airspace at all altitudes unless the pilot is directed or approved otherwise by ATC.	9B.5 <u>If an aircraft in flight carries serviceable ADS-B transmitting equipment, the equipment must be operated:</u> <u>(a) for equipment that complies with an approved equipment configuration set out in Appendix XI — continuously during the flight in all airspace and at all altitudes, unless the pilot is directed or approved otherwise by ATC; and</u> <u>(b) for equipment that complies with the approved equipment configuration set out in Appendix XII, XIII, or XIV — continuously during the flight, within the airspace and within the altitude limits specified for the flight in the applicable Appendix, unless the pilot is directed or approved otherwise by ATC.</u>	1. Provides for different operating requirements (when equipment is to be switched on) for the different equipment configurations.  The requirement in relation to original Appendix XI (IFR standard) remains unchanged.

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<p>9B.6 If an aircraft carries ADS-B transmitting equipment which does not comply with an approved equipment configuration, the aircraft must not fly in Australian territory unless the equipment is:</p> <p>(a) deactivated; or</p> <p>(b) set to transmit only a value of zero for the NUCp or NIC.</p> <p><i>Note</i> It is considered equivalent to deactivation if NUCp or NIC is set to continually transmit only a value of zero.</p>	<p>9B.6 <u>Subject to paragraph 9B.7, if</u> <del>If</del> an aircraft carries ADS-B transmitting equipment which does not comply with an approved equipment configuration, the aircraft must not fly in Australian territory unless the equipment is:</p> <p>(a) deactivated; or</p> <p>(b) set to transmit only a value of zero for the NUCp, <u>NACp, or NIC or SIL.</u></p> <p><i>Note</i> It is considered equivalent to deactivation if NUCp, <u>NACp, or NIC or SIL</u> is set to continually transmit only a value of zero.</p>	<p>Enables other quality indicators being used to indicate that particular ADS-B equipment is not of an approved equipment configuration. This change aligns with international practice as specified in ICAO Regional Supplementary Procedures (Doc 7030)</p>
<p>9B.7 However, the equipment need not be deactivated as mentioned in paragraph 9B.6 if the aircraft is undertaking an ADS-B test flight in V.M.C. in airspace below FL 290.</p>	<p>9B.7 However, the equipment need not be deactivated <del>as mentioned in</del> <u>for</u> paragraph 9B.6 if the aircraft is undertaking an ADS-B test flight in V.M.C. in airspace below FL 290.</p>	<p>Editorial only, no change to standard.</p>
<p>9B.8 <u>On and after 12 December 2013</u>, any aircraft that is operated at or above FL 290 must carry serviceable ADS-B transmitting equipment that complies with an approved equipment configuration by meeting the conditions for approval set out in Appendix XI.</p>	<p>9B.8 <u>Subject to paragraph 9B.9, an aircraft that is operated:</u></p> <p><u>(a) in an IFR operation; or</u></p> <p><u>(b) in any operation at or above FL290;</u></p> <p><u>must carry serviceable ADS-B transmitting equipment that complies with the approved equipment configuration set out in Appendix XI.</u></p>	<p>With the relevant effective dates in the original 9B.8 thru 9B.11 now in the past or expired, 9B.8 replaces these clauses with a single ongoing requirement for certain aircraft or flight operations to operate fit ADS-B equipment.</p>
<p>9B.9 An aircraft:</p> <p>(a) that is manufactured <u>on or after 6 February 2014</u>; and</p> <p>(b) that is operated under the I.F.R.;</p> <p>must carry serviceable ADS-B transmitting equipment that complies with an approved equipment configuration by meeting the conditions for approval set out in Appendix XI.</p>	<p><del>9B.9 An aircraft:</del></p> <p><del>(a) that is manufactured on or after 6 February 2014; and</del></p> <p><del>(b) that is operated under the I.F.R.;</del></p> <p><del>— must carry serviceable ADS-B transmitting equipment that complies with an approved equipment configuration by meeting the conditions for approval set out in Appendix XI.</del></p>	<p>Replaced by new 9B.8</p>
<p>9B.10 <u>On and after 2 February 2017</u>, an aircraft:</p> <p>(a) that is manufactured <u>before 6 February 2014</u>; and</p> <p>(b) that is operated under the I.F.R.;</p> <p>must carry serviceable ADS-B transmitting equipment that complies with an approved equipment configuration by meeting the conditions for approval set out in Appendix XI.</p>	<p><del>9B.10 On and after 2 February 2017, an aircraft:</del></p> <p><del>(a) that is manufactured before 6 February 2014; and</del></p> <p><del>(b) that is operated under the I.F.R.;</del></p> <p><del>— must carry serviceable ADS-B transmitting equipment that complies with an approved equipment configuration by meeting the conditions for approval set out in Appendix XI.</del></p>	<p>Replaced by new 9B.8</p>
<p>9B.11 <u>On and after 4 February 2016</u>, an aircraft that is operated under the I.F.R. in airspace:</p> <p>(a) that is Class A, B, C or E; and</p> <p>(b) that is within the arc of a circle that starts 500 NM true north from Perth aerodrome and finishes 500 NM true east from Perth aerodrome;</p> <p>must carry serviceable ADS-B transmitting equipment that complies with an approved equipment configuration by meeting the conditions for approval set out in Appendix XI.</p>	<p><del>9B.11 On and after 4 February 2016, an aircraft that is operated under the I.F.R. in airspace:</del></p> <p><del>(a) that is Class A, B, C or E; and</del></p> <p><del>(b) that is within the arc of a circle that starts 500 NM true north from Perth aerodrome and finishes 500 NM true east from Perth aerodrome;</del></p> <p><del>— must carry serviceable ADS-B transmitting equipment that complies with an approved equipment configuration by meeting the conditions for approval set out in Appendix XI.</del></p>	<p>Replaced by new 9B.8</p>
	<p>9B.9 If an aircraft is operated in a VFR operation below FL290:</p> <p><u>(a) it may carry serviceable ADS-B transmitting equipment (the <i>equipment</i>); and</u></p> <p><u>(b) if it carries the equipment — the equipment must comply with the approved equipment configuration set out in Appendix XI, XII, XIII or XIV.</u></p>	<p>New – Sets Appendices XI thru XIV as the equipment configuration standards for VFR aircraft operating below FL290, if the owner/operator <u>voluntarily chooses</u> to install ADS-B transmitting equipment.</p>
<p>9B.12 Paragraphs 9B.8 to 9B.11 do not apply to an aircraft if:</p>	<p>9B.12 Paragraphs 9B.8 <del>to 9B.11</del> <u>does</u> not apply to an aircraft if:</p>	<p>1. Consequential changes due to original 9B.9 thru 9B.11 being omitted.</p> <p>2. Omits the somewhat imprecise requirement for a safety case in order for</p>

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<p>(a) the aircraft owner, operator or pilot has written authorisation from CASA, based on a safety case, for the operation of the aircraft without the ADS-B transmitting equipment; or</p> <p>(b) the equipment is unserviceable for a flight, and each of the following applies:</p> <p>(i) the flight takes place within 3 days of the discovery of the unserviceability;</p> <p>(ii) at least 1 of the following applies for the flight:</p> <p>(A) flight with unserviceable equipment has been approved by CASA, in writing, subject to such conditions as CASA specifies;</p> <p>(B) the unserviceability is a permissible unserviceability set out in the minimum equipment list for the aircraft and any applicable conditions under subregulation 37 (2) of CAR 1988 have been complied with;</p> <p>(iii) ATC clears the flight before it commences despite the unserviceability.</p>	<p>(a) the aircraft owner, operator or pilot has written authorisation from CASA, <del>based on a safety case</del>, for the operation of the aircraft without the ADS-B transmitting equipment; or</p> <p>(b) the equipment is unserviceable for a flight, and each of the following applies:</p> <p>(i) the flight takes place within 3 days of the discovery of the unserviceability;</p> <p>(ii) at least 1 of the following applies for the flight:</p> <p>(A) flight with unserviceable equipment has been approved by CASA, in writing, subject to such conditions as CASA specifies;</p> <p>(B) the unserviceability is a permissible unserviceability set out in the minimum equipment list for the aircraft and any applicable conditions under subregulation 37 (2) of CAR 1988 have been complied with;</p> <p>(iii) <u>before it commences</u>, ATC clears the flight <del>before it commences</del> despite the unserviceability.</p>	<p>CASA to consider a request to operate without ADS-B. As the safety authority, CASA always assesses matters for impact on safety. If a case is unclear, CASA would expect an application for any matter to provide safety justification.</p>
	<p><u>9B.11 Unless otherwise approved in writing by CASA, ADS-B transmitting equipment carried on an aircraft must allow the pilot to activate and deactivate transmission during flight.</u></p> <p><i>Note</i> This requirement is met if the ADS-B transmitting equipment has a cockpit control that enables the pilot to turn ADS-B transmissions on and off.</p>	<p>Sets this requirement as broadly covering all ADS-B approved equipment configurations. The original only applied to Appendix XI configurations (see Appendix XI clause 6.</p>
	<p><u>9B.12 A requirement under Appendix XI, XIII, or XIV that an approved equipment configuration for ADS-B transmitting equipment be authorised in accordance with a specific TSO or ETSO does not apply to the ADS-B transmitting equipment carried on an certain light sport, experimental and exempted aircraft provided that:</u></p> <p>(a) <u>the equipment configuration that is carried provides the pilot, other aircraft and ATC with the same transponder and surveillance capability as would be provided if the equipment were expressly authorised in accordance with the specific TSO or ETSO; and</u></p> <p>(b) <u>the pilot or the operator has a statement of conformance (however described) from the equipment manufacturer stating the particular standard or standards of the TSO or ETSO with which the equipment conforms.</u></p>	<p>Establishes in CAO 20.18 the ability for certain light sport, experimental and exempted aircraft (see new definition) to install non-TSOed, but otherwise equivalent ADS-B equipment.</p> <p>This clause reflects a provision already provided in the future Part 91 Manual of Standards (Section 30.88)</p>