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AIC
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AIR NAVIGATION PROCEDURES

Period of validity: de 18 JUL 2019 a PERM.

1 PRELIMINARY ARRANGEMENTS

1.1 PURPOSE

This Aeronautical Information Circular (AIC) aims at showing the information concerning the air navigation procedures, published by DECEA.

1.2 SCOPE

This AIC applies to all those who make use of the air navigation procedures published by DECEA, while on duty.

2 CONCEPTS AND ABBREVIATIONS

2.1 CONCEPTS

2.1.1 ALTIMETER SETTING

The barometric pressure reading from a determined point on ground (station or aerodrome), referenced to mean sea level, reported in hectopascal; when set to an onboard altimeter, it will show the altitude above ground at a given aerodrome.

2.1.2 RUNWAY VISUAL RANGE

The range over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.

2.1.3 ALTITUDE

The vertical distance of a level, a point or an object considered as a point, measured from mean sea level.

2.1.4 DECISION ALTITUDE

A specified altitude in the precision approach or in an approach procedure with vertical guidance (APV) at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

NOTE: The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path.

2.1.5 PROCEDURE ALTITUDE

A specified altitude flown operationally at or above the minimum altitude and established to accommodate a stabilized descent at a prescribed descent gradient in the intermediate/final approach segment.

2.1.6 TRANSITION ALTITUDE

The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.

2.1.7 MINIMUM DESCENT ALTITUDE

A specified altitude in a non precision approach or circling approach below which descent must not be made without the required visual reference.

2.1.8 MINIMUM SECTOR ALTITUDE

The lowest altitude which may be used which will provide a minimum clearance of 300 m (1 000 ft) above all objects located in an area contained within a sector of a circle of 46 km (25 NM) radius centered on a radio aid to navigation or on a point for the RNAV procedures.

2.1.9 HEIGHT

The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.

2.1.10 OBSTACLE CLEARANCE HEIGHT (OCH)

The lowest height above the elevation of the relevant runway threshold or the aerodrome elevation as applicable used in establishing compliance with appropriate obstacle clearance criteria.

2.1.11 TERMINAL ARRIVAL ALTITUDE

The lowest altitude that will provide a minimum clearance of 300 m (1 000 ft) above all objects located in an arc of a circle defined by a 46 km (25 NM) radius centred on the initial approach fix (IAF), or where there is no IAF on the intermediate fix (IF).

2.1.12 MISSED APPROACH

The instrument approach procedure to be followed if the approach and landing cannot be continued with visual reference.

2.1.13 DME ARC

It is a technique that allows a pilot to fly a curved course a fixed distance from a given point (navigation system), referring to a radio telemetric equipment.

2.1.14 AREA NAVIGATION

A method of navigation which permits aircraft operation on any desired flight path within the coverage of the station-referenced navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

NOTA: . Area navigation includes performance-based Navigation - PBN as well as RNAV operations that are not established in the PBN definition.

2.1.15 PERFORMANCE BASED NAVIGATION

PBN specifies performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace. Performance requirements are expressed defined in navigation specifications in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular Airspace Concept.

2.1.16 TRANSITION LEVEL

The lowest flight level available for use above the transition altitude.

2.1.17 MINIMUM HOLDING LEVEL

The aircraft is not allowed to maintain the holding procedure below the minimum holding level established in function of topographical or operational factors.

2.1.18 PRECISION APPROACH PROCEDURE

An instrument approach procedure using azimuth and glide path data, furnished by ILS or PAR.

2.1.19 INSTRUMENT APPROACH PROCEDURE

A series of predetermined maneuvers by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply.

2.1.20 APPROACH PROCEDURE WITH VERTICAL GUIDANCE

An instrument procedure which utilizes lateral and vertical guidance but does not meet the requirements established for precision approach operations.

2.1.21 REVERSAL PROCEDURE

A procedure designed to enable aircraft to reverse direction during the initial approach segment of an instrument approach procedure. The sequence may include procedure turns or base turns.

2.1.22 RACETRACK PROCEDURE

A procedure designed to enable the aircraft to reduce altitude during the initial approach segment and/or establish the aircraft inbound when the entry into a reversal procedure is not practical.

2.1.23 HOLDING PROCEDURE

A predetermined maneuver which keeps an aircraft within a specified airspace while awaiting further clearance.

2.1.24 RADIAL

A magnetic bearing extending from a VOR.

2.1.25 FINAL APPROACH SEGMENT

That segment of an instrument approach procedure in which alignment and descent for landing are accomplished.

2.1.26 INITIAL APPROACH SEGMENT

That segment of an instrument approach procedure between the initial approach fix and the intermediate fix or, where applicable, the final approach fix or point.

2.1.27 INTERMEDIATE APPROACH SEGMENT

That segment of an instrument approach procedure between either the intermediate fix and the final approach fix, or between the end of a reversal, racetrack or dead reckoning track procedure and the final approach fix, as appropriate.

2.1.28 GLIDE PATH

A descent profile determined for vertical guidance during a final approach.

2.1.29 VISIBILITY

The ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day and prominent lighted objects by night.

2.1.30 VERTICAL PATH ANGLE

Angle of the published final approach descent in baro-VNAV procedures.

2.2 ABBREVIATIONS

AD	-	Aerodrome.
ALS	-	Approach lighting system.
ALT	-	Altitude.
APCH	-	Approach.
APV	-	Approach Procedure with Vertical Guidance.
BARO/VNAV	-	Barometric vertical navigation.
ARP	-	Aerodrome reference point.
CAMR	-	Radar Minimum Altitude Chart.
CAT	-	Category.
COORD	-	Coordinates.
DA	-	Decision altitude.
DER	-	Departure end of the runway.
DH	-	Decision height.
ELEV	-	Elevation.
FAF	-	Final approach fix.
FAP	-	Final approach point.
FIR	-	Flight Information Region.
FPL	-	Flight Level.
FPM	-	Feet per minute.
FT	-	Feet.
GND	-	Ground.
GP	-	Glide path.
GNSS	-	Global navigation satellite system.
GPS	-	Global Position System.
HDG	-	Heading.
IAC	-	Instrument approach chart.
IAF	-	Initial approach fix.
IAS	-	Indicated airspeed.
ICAO	-	International Civil Aviation Organization.
IF	-	Intermediate approach fix.
IFR	-	Instrument flight rules.
ILS	-	Instrument landing system.
IM	-	Inner marker.
IMC	-	Instrument meteorological conditions.
INOP	-	Inoperative.
KT	-	Knots.
LLZ	-	Localizer.
LNAV	-	Lateral navigation.
MAPT	-	Missed approach point.
MDA/H	-	Minimum Descent Altitude / Height.
MM	-	Middle marker.
MOC	-	Minimum Obstacle Clearance.
MSA	-	Minimum Sector Altitude.
MSL	-	Mean Sea Level.
NA	-	Not Authorized.
NDB	-	Non-directional radio beacon.

NIL	-	None or I have nothing to send.
NM	-	Nautical miles.
NPA	-	Non-Precision approach.
OBST	-	Obstacle.
OCA/H	-	Obstacle Clearance Altitude / Height.
OM	-	Outer Marker.
PBN	-	Performance Based Navigation.
PinS	-	Point in Space.
RA	-	Radioaltimeter.
RDH	-	Reference Datum Height.
RDL	-	Radial.
RMK	-	Remark.
RNAV	-	Area Navigation.
RNP	-	Required Navigation Performance.
RVR	-	Runway Visual Range.
RWY	-	Runway.
SDF	-	Step Down Fix.
SID	-	Standard Instrument Departure.
STAR	-	Standard Instrument Arrival.
TA	-	Transition Altitude.
TAA	-	Terminal Arrival Altitude.
TAS	-	True Airspeed.
THR	-	Threshold.
TP	-	Turning Point.
TWY	-	Taxiway.
VFR	-	Visual Flight Rules.
VIS	-	Visibility.
VNAV	-	Vertical Navigation.
VPA	-	Vertical Path Angle.
WP	-	Waypoint.

3 GENERAL GUIDELINES

3.1 In 26 June 1961, the Council of ICAO approved the first Edition of the Doc. 8168 – The Procedures for Air Navigation Services – Aircraft Operation (PANS-OPS), containing the first criteria for elaborating the air navigation procedures.

3.2 The division of the PANS-OPS into the two volumes was accomplished in 1979 as a result of an extensive amendment to the obstacle clearance criteria and the construction of approach-to-land procedures.

3.3 So two volumes were presented. The first one, known as Flight Procedures describes operational procedures recommended for the guidance of flight operations personnel and flight crew. It also outlines the various parameters on which the criteria in Volume II are based so as to illustrate the need to adhere strictly to the published procedures in order to achieve and maintain an acceptable level of safety in operations.

3.4 The Volume II known as Construction of Visual and Instrument Flight Procedures is intended for the guidance of procedures specialists and describes the essential areas and obstacle clearance requirements for the achievement of safe, regular instrument flight operations. It provides the basic guidelines to States, and those operators and organizations producing instrument flight charts that will result in uniform practices at all aerodromes where instrument flight procedures are carried out.

3.5 The design of procedures in accordance with PANS-OPS criteria assumes normal operations. It is the responsibility of the operator to provide contingency procedures.

4 GENERALITY

4.1 CATEGORIES OF AIRCRAFT

Aircraft categories will be referred to throughout this document by their letter designations as follows, according to the Indicated Airspeed (IAS) when crossing the threshold (Vat):

Category	Vat
A	Less than 91 kt;
B	91 kt or more but less than 120 kt;
C	121 kt or more but less than 140 kt;
D	141 kt or more but less than 165 kt; and
E	More than 166 kt.

NOTE: The stall speed method of calculating aircraft category does not apply to helicopters. Where helicopters are operated as aeroplanes, the procedure may be classified as Category A. However, specific procedures may be developed for helicopters and these shall be clearly designated “H”.

4.2 SPEEDS

The following speeds (IAS – Kt), included in the table, are considered for the air navigation procedures:

Category	Initial Approach	Final Approach	Circling	Missed Approach		Take off Turning
				Intermediate	Final	
A	90/150(110*)	70/100	100	100	110	120
B	120/180(140*)	85/130	135	130	150	165
C	160/240	115/160	180	160	240	265
D	185/250	130/185	205	185	265	290
E	185/250	155/230	240	230	275	300
H	70/120**	60/90***	N/A	90	90	90
CAT H (PinS)***	70/120	60/90	N/A	70 or 90	70 or 90	N/A

*Maximum speed for reversal (base turn and procedure turn) and racetrack.
** Maximum speed for reversal and racetrack procedures. 100Kt up to 6000 ft (inclusive) and 110 Kt above 6000ft.
*** Point-in-space procedures (PinS) based on basic GNSS may be designed using maximum speeds of 120Kt for initial and intermediate segments and 90 Kt on final and missed approach segments, or 90 Kt for initial and intermediate segments and 70 Kt on final and missed approach segments based on operational need.

4.3 PROCEDURE ALTITUDE

The aviation industry has identified that the majority of large aircraft accidents occur lined up within 10 NM of the last runway threshold.

To support the Controlled Flight In to Terrain (CFIT) prevention initiatives, instrument approach charts shall not only provide minimum descent altitude to ensure appropriate obstacle clearance criteria but also procedure altitude that is a specified altitude established to accommodate a stabilized descent at a prescribed descent gradient.

4.4 DESCENT GRADIENT

One procedure is elaborated in order to allow a distance enough to easy the approach of the aircraft during the various phases of flight until the landing.

The descent gradients specified for the final approach segment are the following:

CATEGORY OF AIRCRAFT	OPTIMUM	MAXIMUM
A - B	318 ft/NM; 5,24%; or 3,0º.	395 ft/NM; 6,5%; or 3,7º.
C – D - E		370 ft/NM; 6,1%; or 3,5º.

4.5 MINIMUM DESCENT ALTITUDES

The new Instrument approach charts, to be published as of 2009 by DECEA, establish the Obstacle Clearance Height (OCH), defined according to the standards prescribed in ICAO DOC 8168 Vol. II. Such height serves as factor for the operator/explorer to calculate the MDA or DA, in particular, using the Convention on International Civil Aviation (CACI) Annex 6 – Operation of Aircraft.

NOTE: The current instrument approach charts do not establish OCH, only the MDA or DA, that are considered for a particular approach as the lowest altitude that will be considered by the operator/explorer.

4.6 AERODROME OPERATING MINIMA

The aerodrome operating minima, published by DECEA, define the limits of usability of an aerodrome and are expressed as follows:

a) for take-off, regarding RVR and/or visibility and, when necessary, in case of cloud cover conditions;

b) for landing, in 2-D instrument approach operations, regarding visibility and/or RVR, MDA/H and, when necessary, cloud cover conditions;

c) for landing, in 3-D instrument approach operations, regarding visibility and/or RVR and DA/H, as appropriate for the type and/or category of operation.

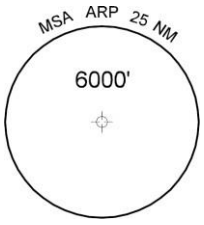
The responsibility for determine the aerodrome operating minima is the aircraft operator/explorer that must observe the prescribed on the CACI Annex 6 and the specific regulation of the ANAC (Civil Aviation National Agency). The minima determined by the aircraft operator must not be lower that those published by DECEA on the aeronautical charts and in the AIP, PART 3 – AERODROME (AD), AD 1. AERODROMES/HELIPORTS – INTRODUCTION, item 1.1.4 – AERODROME OPERATING MINIMA.

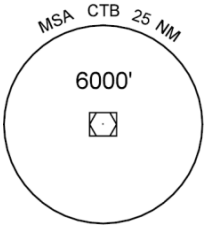
4.7 MINIMUM SECTOR ALTITUDE (MSA) AND TERMINAL ARRIVAL ALTITUDE (TAA)

Minimum Sector Altitudes(MSA) or Terminal arrival altitudes (TAA) are established for each aerodrome and provide at least information on the minima altitude within a 25 NM of the navigation aid, initial approach fix (IAF) or intermediate fix (IF) or the Aerodrome Reference Point (ARP) associated with the IFR procedure for that aerodrome.

4.7.1 MSA

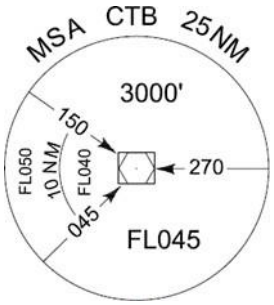
The MSA distances are based on a defined point at the IFR procedure (navigation aid or Fix).





NOTE: For the STAR and SID that are RNAV only (GNSS), the MSA is marked at the ARP of the main aerodrome.

The MSA may be divided into sectors and sub sectors, defined by headings and/or distances, in order to guarantee the best configuration in function of the characteristics of the local relief and minimum separation required, as the following example:

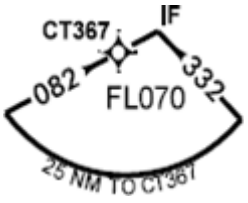


NOTE: The lowest altitude may be applied to the indicated heading at the divisions of the MSA sectors

The information concerning the sub sectors must be disregard if the DME of the basic aid of the procedure is out of order. So the highest altitude within the corresponding sector must be utilized.

4.7.2 TAA

The TAA distances refer to the appropriate waypoint initial approach fix (IAF). When there is no waypoint at the initial segment, the distance will refer to the intermediate waypoint that will be identified by the letters "IF".



NOTE: As the MSA and the TAA represent minima altitudes there is no need to underline the altitude /FL represented by them.

5 AIR NAVIGATION PROCEDURES

5.1 STAR

5.1.1 GENERAL INFORMATION

Procedure that provides transitions from the enroute phase to the approach phase, joining a specified significant point to a point where the approach procedure begins.

Due to congestion of airspace information within large metropolitan areas, complete off airway information is not always show on such charts.

Only arrival procedures that furnish operational return will be established, considering the air traffic flow.

One function is to reduce the need of radar vectoring, allowing a single arrival procedure to attend one or more aerodromes within a terminal control area.

Entry points can be achieved in a number of ways, by reference to a ground navigation aid (VOR, NDB, DME), RADAR information or by area navigation (RNAV), depending on the coverage.

5.2 DEPARTURE PROCEDURES

5.2.1 GENERAL INFORMATION

The instrument departure procedures normally begin at the end of a runway and end at a specified significant point, usually a designated ATS route, where the en-route phase of flight can be commenced.

They must be available to all aerodromes where the instrument operations may occur.

The operational conditions defined in a departure procedure must guarantee the minima separation of obstacles and the arrival and departure air traffic within an aerodrome.

5.2.2 BEGINNING OF PROCEDURE

The departure procedure begins at the departure end of the runway (DER), which is the end of the area declared suitable for take-off. Since the point of take-off will vary, the departure procedure assumes that the aircraft will not turn:

a) before reaching 400 ft above the altitude of the aerodrome;

b) before 600 meters from the take-off threshold.

NOTE: However, in some cases turns may only be initiated after the opposite take-off threshold and this information will be noted on the departure chart (SID).

5.2.3 END OF PROCEDURE

The departure procedure ends at the point where the aircraft intercepts the segment to the en route phase.

Only when submitted by one of the following situations, the aircraft may leave the departure procedure:

a) under meteorological situation for visual flight, when the pilot requests the climb, using its own separation;

b) when the aircraft is above the minimum altitude prescribed on the published CAMR ATCSMAC (or MSA, according to the case); or

c) the aircraft is above the minimum FIR altitude when the SID does not attend one airway.

5.2.4 MINIMUM CLIMB GRADIENT

It is the gradient that the aircraft must maintain to obtain the minimum obstacle clearance during the departure procedure.

Unless otherwise specified, departure procedures assume a 3.3 per cent minimum climb gradient.

NOTE: When a gradient other than 3.3 per cent is used, this is indicated on the chart.

5.2.5 STRAIGHT DEPARTURE

A straight departure is one in which the initial departure track is within 15° of the alignment of the runway centre line.

5.2.6 TURNING DEPARTURE

When a departure route requires a turn of more than 15°, it is called a turning departure. Turns may occur at determined altitude and/or position.

5.2.7 RNAV (GNSS) DEPARTURES

During execution of SID RNAV (GNSS) procedures, it is not allowed to:

a) manually create waypoints, not foreseen in the database, by inserting geographical coordinates or by any other means.

b) modify the type of waypoint, from “fly-over” to “fly-by” and vice versa.

The pilots must check the data presented on the equipment display, after loading them into the active flight plan, before executing the procedure, in order to ensure the correction and coherence of the route authorized by the ATC and subsequent modifications that might be implemented, as well as its coherence with the routes published by DECEA.

The SID RNAV (GNSS) charts must include information referring to the departure segment trajectories, as well as other types of information, in order to enable the appropriate procedure coding by the database provider.

5.3 INSTRUMENT APPROACH PROCEDURES

5.3.1 GENERAL INFORMATION

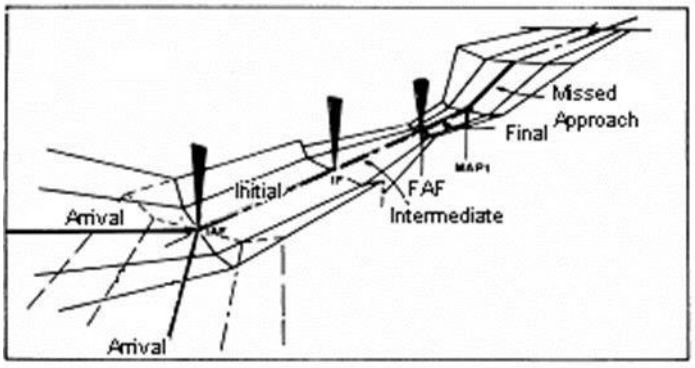
There are two types of instrument approaches: straight-in and circling

a) straight-in: a straight-in approach is considered acceptable if the angle between the final approach track and the runway centre line is 30° or less.

b) circling: A circling approach will be specified in those cases where terrain or other constraints cause the final approach track alignment or descent gradient to fall outside the criteria for a straight-in approach. The final approach track of a circling approach procedure is in most cases aligned to pass over some portion of the usable landing surface of the aerodrome.

An instrument approach procedure may have up to five separate segments:

- Arrival;
- Initial;
- Intermediate;
- Final; and;
- Missed Approach.



The fixes used to define the segments are the following:

a) Initial Approach Fix (IAF);

b) Intermediate Approach Fix (IF);

c) Final Approach Fix (FAF); and;

d) Missed Approach Fix (MAPt).

The approach segments of a procedure begin and end at designated fixes. However, under some circumstances certain of the segments may begin at specified points where no fixes are available.

Usually the positive course guidance (navigation support) for all approach phases must be prescribed with the needed coverage of the respective navigation aid.

The terminal RADAR may be used to place the aircraft within any approach segment before the final approach fix (FAF). If an en-route RADAR is being used to furnish RADAR service within the TMA, the aircraft may be placed up to the intermediate approach fix (IF).

5.3.2 INITIAL SEGMENT

It starts at an IAF and ends at an IF, or at the end of the reversal (base or procedure) or racetrack.

5.3.2.1 Racetrack

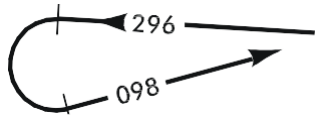
It starts at the outbound heading or from abeam of the initial approach fix and ends at the final approach point.

5.3.2.2 Reversal

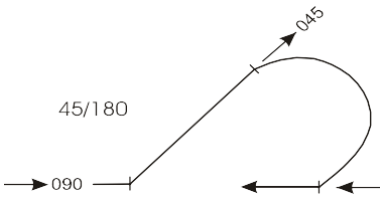
There are the following maneuvers related to the reversal procedure:

a) 45º/180º Procedure Turn, consisting of an aircraft that starts a 45 DEG turn and, then, a 180 degrees turn in the opposite direction to intercept the inbound track.; and

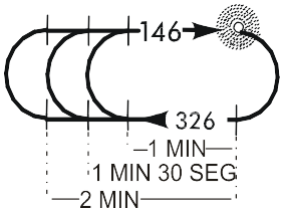
b) Base turn consisting of a turn to intercept the inbound track.



Base Turn



Procedure Turn



Racetrack

5.3.2.3 DME ARC

Initial approach segment defined by a DME distance that begins at a fix and ends at the point where the aircraft intercepts the intermediate or final approach course.

Guidance radials indicate the point where the aircraft must begin the turn to intercept the approach course.

The minimum altitude prescribed for the DME arc must be maintained until the aircraft intercepts the approach heading.

5.3.3 INTERMEDIATE APPROACH SEGMENT

That segment of an instrument approach procedure between:

a) either the intermediate fix (IF),

b) between the end of a reversal, racetrack or

c) dead reckoning track procedure and the final approach fix or point, as appropriate.

The intermediate approach segment ends at the final approach fix (FAF). At this segment, the speed and configuration of the aircraft must be adjusted to the final approach.

NOTE: There is no intermediate segment at the procedures with no FAF.

5.3.4 FINAL APPROACH SEGMENT

It is a segment of an instrument approach procedure in which alignment and descent for landing are accomplished. The final segment begins at the final approach fix (FAF) or at the final approach point (FAP) and ends at the missed approach point (MAPT). The final

approach segment is generally aligned with the runway and positive guidance of the course will be provided along all its extension.

5.3.4.1 Non-precision Procedure

The final approach segment presents the lateral positive course guidance only. Eg: VOR, NDB, RNAV (GNSS), LLZ.

5.3.4.2 Approach Procedure with Vertical Guidance

An instrument procedure which utilizes lateral and vertical guidance but does not meet the requirements established for precision approach and landing operations. Eg: Baro-VNAV.

5.3.4.3 Precision approach (PA) procedure.

An instrument approach procedure using precision lateral and vertical guidance with minima as determined by the category of operation. Eg.ILS, PAR.

5.3.5 MISSED APPROACH SEGMENT

The procedure to be followed if the approach cannot be continued. It is initiated at the MAPt and extends to the point at which a new approach, holding or return to en-route flight is initiated.

The minimum climb gradient is 2,5% (150ft/NM), greater gradients will be published when the clearance of obstacles is necessary. For such cases, they will be published in the Instrument Approach Chart.

5.3.6 APPROACH WITH BAROMETRIC VERTICAL GUIDANCE (APV BARO-VNAV)

The barometric vertical navigation system (Baro-VNAV) provides vertical guidance to the pilot, based on the specified vertical trajectory angle (VPA), which is generally 3º. The vertical guidance, computer-calculated, is based on the barometric altitude and specifies the angle of the vertical trajectory from the beginning of the glideslope (FAP) to the reference datum height (RDH).

The Baro-VNAV procedures are classified as approach procedures with vertical guidance (APV). These procedures are based on the GNSS for lateral navigation (LNAV) and on baro-altimetric data as guidance for vertical navigation (VNAV).

NOTE 1: The operating minima applicable to the APV/Baro-VNAV procedures are identified by the abbreviation “LNAV/VNAV”.

NOTE 2: The operating minima applicable to the RNAV procedures, lateral navigation based on the GNSS, are identified by the abbreviation “LNAV”.

The pilots are responsible to check the minimum temperature to execute an APV/Baro-VNAV procedure.

The APV/Baro-VNAV procedures must be executed only in case a local source for altimeter setting is available and the aircraft altimeter is correctly adjusted.

The temperature limits, required for the Baro-VNAV operation, shall be published on the APV/Baro-VNAV approach procedure chart.

5.3.7 ILS APPROACH WITH RNAV TRANSITION

In these procedures, the aircraft uses RNAV (GNSS) navigation until the beginning of the precision segment (glideslope interception), when transition to ILS approach procedure takes place. In case of missed approach, the aircraft must return to the RNAV (GNSS) navigation.

Only ILS procedures with RNAV transition will be published:

a) for ILS Category I; and

b) foreseeing the use of a full (ILS) system.

6 FINAL ARRANGEMENTS

6.1 This AIC shall enter into force on 18 JUL. 2019, repealing, on this date, AIC A06/19 published on 23 MAY 2019.

6.2 Cases not provided for in this AIC shall be settled by the Head of DECEA's Operations Subdepartment.