



Australian Government
Civil Aviation Safety Authority

Instrument number CASA EX71/14

I, GERARD JOHN CAMPBELL, Executive Manager, Operations Division, a delegate of CASA, make this instrument under regulation 11.160 of the *Civil Aviation Safety Regulations 1998*.

[Signed G.J. Campbell]

Gerard J. Campbell
Executive Manager
Operations Division

25 July 2014

Exemption – from standard take-off and landing minima– Air Canada

1 Definitions

In this instrument:

ATC means air traffic control.

CAT means category, and refers to Category I, Category II or Category III minima.

DH means decision height.

low-visibility operation or *LVO* means:

- (a) a landing with less than CAT I minima; or
- (b) a take-off with less than 550 m RV or RVR.

runway zone means the touchdown zone (*TDZ*), the mid-zone (*MID*) or the end zone (*END*) of a runway.

RV means runway visibility and is assessed by an approved observer and reported by ATC. RV only applies where the visibility is 350 m or more.

RVR means runway visual range and is measured by instrument and reported by ATC.

2 Application

This instrument applies only to aircraft mentioned in Schedule 1 operated by Air Canada of Quebec, Canada, Aviation Reference Number 044078 (the *operator*), in LVO at an aerodrome when both of the following apply:

- (a) ATC is in operation;
- (b) ATC has informed the pilot of the aircraft that low-visibility procedures are in force.

3 Exemption

Each aircraft operated by the operator is exempt from compliance with regulation 257 of the *Civil Aviation Regulations 1988 (CAR 1988)* in relation to the standard take-off and landing minima determined by CASA under subregulation 257 (1) of CAR 1988.

Note Details of the determination are set out in AIP En Route 1.5, section 4.

4 Conditions

The exemption is subject to the following conditions:

- (a) each aircraft must use not less than the aerodrome minima mentioned for it in Schedule 1, in accordance with Schedule 1;
- (b) the requirements mentioned in Schedule 2 must be complied with.

5 Expiry

This instrument expires at the end of June 2017, as if it had been revoked by another instrument.

Schedule 1 Aerodrome minima for LVO

- 1 At aerodromes that have the facilities required to support low-visibility take-offs and CAT II and CAT III landings installed and in operation, the following are the minima that may be used by the aircraft mentioned.
- 2 Within Australia, an aerodrome's runways capable of supporting LVO will be shown in the AIP or by NOTAM.

Take-off minima

- 3 Take-off minima with TDZ, MID and END RVR measurements available for B777-200LR and B777-300ER aircraft that are operated in accordance with Transport Canada, Commercial Air Service Standards 725.34(1):
350 m RVR TDZ and 350 m RVR MID and 350 m RVR END.
- 4 Take-off minima with TDZ, MID and END RVR measurements available for B777-200LR and B777-300ER aircraft that are operated in accordance with Transport Canada, Commercial Air Service Standards 725.34 (2):
175 m RVR TDZ and 175 m RVR MID and 175 m RVR END.

Note Also see Schedule 2, clause 10, for specific runway lighting and marking requirements.

Landing minima

- 5 CAT II minima for B777-200LR and B777-300ER aircraft are:
 - (a) visibility: 350 m RVR TDZ and 175 m RVR MID or, if MID RVR is not available, then 175 m RVR END; and
 - (b) DH: 100 feet.
- 6 CAT IIIA minima for B777-200LR and B777-300ER aircraft are:
 - (a) visibility: 175 m RVR TDZ and 175 m RVR MID or, if RVR MID is not available, then 175 m RVR END; and
 - (b) DH: 30 feet.
- 7 CAT IIIB minima for B777-200LR and B777-300ER aircraft are:
 - (a) visibility: 50 m RVR TDZ and 50 m RVR MID and 50 m RVR END; and
 - (b) DH: 0 feet.

Schedule 2 Requirements for LVO

Approach bans

- 1 For landings, the following approach ban rules apply:
 - (a) when making an approach, the pilot in command of the aircraft must not continue beyond 1 000 feet above aerodrome elevation if a controlling zone RVR is reported by ATC as continually less than the specified minimum for the approach;
 - (b) if, after passing 1 000 feet above aerodrome elevation, a controlling zone RVR is reported by ATC as falling below the specified minimum, the approach may be continued to the minima.

Required visual references

- 2 For CAT II landings, the pilot in command of the aircraft must not continue an approach below the applicable minima unless visual reference is established and maintained with at least:
 - (a) 3 consecutive longitudinally aligned lights, being the centreline of the approach lights, the TDZ lights, or the runway lights; and
 - (b) a lateral element of lighting, being an approach lighting crossbar, landing threshold or a barrette of touchdown lighting.
- 3 For CAT IIIA landings, the pilot in command of the aircraft must not continue an approach below the applicable minima unless visual reference is established and maintained with at least 3 consecutive longitudinally aligned lights, being the centreline of the approach lights, the TDZ lights, or the runway lights.
- 4 for CAT IIIB landings:
 - (a) with a DH — at least 1 centreline light; and
 - (b) with no DH — no visual contact is required.

Operational restrictions

- 5 The LVO must be conducted in accordance with the operator's relevant approval issued by Air Transport Canada.
- 6 The maximum cross-wind component for an aircraft conducting an LVO is:
 - (a) if any RVR is less than 200 m — 10 knots; or
 - (b) otherwise — 15 knots.
- 7 For a CAT II landing, until visual conditions are established, the aircraft must have and use at least a fail-passive automatic landing system.
- 8 For a CAT IIIA landing, the aircraft must have and use at least a fail-passive automatic landing system and an automatic go-around capability.
- 9 For a CAT IIIB landing, the aircraft must have and use a fail-operational automatic landing system with roll-out control guidance and an automatic go-around capability.
- 10 For take-offs, the following runway lighting and markings are required:
 - (a) with RVR or RV at 350 m or more — high-intensity runway edge lights (**HIREL**) spaced at not more than 60 m and either runway centreline lighting (**RCLL**) or runway centreline markings (RCLM) are required; or
 - (b) with less than 350 m RVR — HIREL spaced at not more than 60 m, RCLL spaced at not more than 15 m and RCLM are required.