



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX36/25

I, ADRIAN PAUL SLOOTJES, National Manager, Air Navigation, Airspace & Aerodromes, Air Navigation, Transformation and Risk Division, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

[Signed A. Slootjes]

Adrian Slootjes

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CASA EX36/25 — Vectoring Aircraft Below Minimum Vector Altitude at Melbourne Aerodrome at Night During LAHSO (Airservices Australia) Exemption 2025

1 Name

This instrument is *CASA EX36/25 — Vectoring Aircraft Below Minimum Vector Altitude at Melbourne Aerodrome at Night During LAHSO (Airservices Australia) Exemption 2025*.

2 Duration

This instrument:

- (a) commences on 1 April 2025; and
- (b) is repealed at the end of 30 September 2026.

3 Definitions

Note In this instrument, certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988* and the regulations. These include **aerodrome**, **ATS provider** and **lowest safe altitude**.

In this instrument:

AA means Airservices Australia, ARN 202210, in its capacity as an ATS provider.

ATC has the same meaning as in the Part 172 MOS.

controller means an air traffic controller operating within AA who is qualified in accordance with Part 65 of CASR.

LAHSO means land and hold short operations by an aircraft — see subsection 10.13.5 of the Part 172 MOS.

Melbourne aerodrome means Melbourne aerodrome (YMML), CASA.ADCERT.0101.

minimum vector altitude or **MVA** means the lowest altitude a controller may assign to a pilot in accordance with a radar terrain clearance chart.

Part 172 MOS means the document called *Manual of Standards (MOS)* – Part 172, issued by CASA under regulation 172.022 of CASR, as in force from time to time.

safe sector means the airspace volume:

- (a) on and in the vicinity of Melbourne aerodrome; and
- (b) published in ATC instructions; and
- (c) that has been assessed for obstacle clearance and found suitable for vectoring the aircraft below the MVA when LAHSO go-arounds are being carried out.

vectoring has the meaning given by subsection 1.2.2.1 of the Part 172 MOS.

4 Exemption

- (1) AA is, in relation to aircraft carrying out simultaneous go-arounds on RWY 27 and RWY 34 at Melbourne aerodrome at night below the MVA during LAHSO, exempt from compliance with paragraph 172.065(1)(a) of CASR, to the extent that the paragraph requires AA to ensure that, when vectoring, ATC complies with a vertical obstacle clearance standard mentioned in subsection 10.2.9.1 of the Part 172 MOS.

Note Subsection 10.2.9.1 of the Part 172 MOS sets out the minimum vertical clearance that, when vectoring, ATC must provide over any obstacle within one of two specified distances (whichever applies).

- (2) The exemption in subsection (1) is subject to the conditions mentioned in section 5.

5 Conditions

- (1) AA must, if vectoring the aircraft below the MVA at night during LAHSO at Melbourne aerodrome:
 - (a) issue vectors to each aircraft requiring it to turn into a safe sector; and
 - (b) not issue vectors to the aircraft applicable below 600 feet above mean sea level; and
 - (c) assign to the aircraft an altitude at, or above, the lowest safe altitude.
- (2) AA must monitor the safe sectors for new or changed obstacles.
- (3) AA must, in ATC instructions, publish:
 - (a) the location of the safe sectors; and
 - (b) the requirements, assumptions and limits for vectoring aircraft during the go-arounds (**vectoring procedures**) for ATC to apply.
- (4) AA must include the vectoring procedures in emergency and refresher training (including simulation training) for ATC at Melbourne aerodrome.
- (5) AA must publish and implement a procedure to ensure segregation between aircraft during LAHSO at Melbourne aerodrome.

Example A published stagger procedure.

- (6) AA must ensure that a procedure implemented under subsection (5) contains measures in respect of all runways:
 - (a) to resolve conflicts in the event of one or more aircraft going around or rejecting a landing; and

- (b) to reduce the likelihood of participating aircraft infringing the intersection of two runways at the same time, if a landing aircraft fails to hold short.
 - (7) AA must issue a runway-aligned instrument approach procedure to each aircraft conducting LAHSO at Melbourne aerodrome unless an instrument approach procedure is not available.
 - (8) If a runway-aligned instrument approach procedure is not available, AA must issue instructions so that the aircraft intercepts final at least 8 nautical miles from the runway threshold.
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