Instrument number CASA EX116/17

I, ANTHONY ALFRED STANTON, National Operations Manager, Aviation Group, a delegate of CASA, make this instrument under subregulations 11.160 (1) and 11.205 (1) of the Civil Aviation Safety Regulations 1998.

[Signed A.A. Stanton]
Anthony A. Stanton
National Operations Manager
Aviation Group

24 August 2017

Exemption — from standard take-off and landing minima (American Airlines)

1 Repeal of CASA EX161/15
Instrument CASA EX161/15 is repealed.

2 Definitions

Note In this instrument certain terms and expressions have the same meaning as they have in the Civil Aviation Act 1988, CAR and CASR. These include: low-visibility take-off, low-visibility operation and runway visual range.

In this instrument:

ATC means air traffic control.

AH mean alert height.

CAT means category, and refers to the various categories of precision approach operations mentioned in this instrument.

DH means decision height.

HUD, in relation to a requirement for the conduct of a low-visibility take-off, SA CAT I or SA CAT II precision approach operation, means the use of a serviceable Head Up Display.

LVO means low-visibility operation.

LVP means low-visibility procedures applied by ATC at an aerodrome for protecting aircraft operations during conditions of reduced visibility or low cloud.

M/M means the particular make and model of an aircraft.

RVR means runway visual range.

SA CAT I means Special authorisation CAT I.

SA CAT II means Special authorisation CAT II.
3 **Application**

This instrument applies in relation to American Airlines, Inc. of Fort Worth, United States of America, ARN 1001889 (the *operator*), if:

(a) the operator conducts a flight to or from an aerodrome in any of the following kinds of aircraft (the *aircraft*): B777-300ER, B787-8 and B787-9; and

(b) ATC at the aerodrome has informed the pilot in command of the aircraft that LVP are in force.

4 **Exemptions**

(1) The operator is exempt from compliance with subregulations 257 (3) and 257 (4) of CAR.

(2) The pilot in command of the aircraft is exempt from compliance with subregulations 257 (3) and 257 (4) of CAR.

5 **Conditions**

(1) It is a condition of the exemption in subsection 4 (1) that the operator ensures compliance with the requirements mentioned in subsection (3).

(2) It is a condition of the exemption in subsection 4 (2) that the pilot in command of the aircraft ensures compliance with the requirements mentioned in subsection (3).

(3) The requirements are:

(a) the aircraft must comply with the meteorological minima for LVO and associated requirements set out in Schedule 1; and

(b) the requirements for LVO mentioned in Schedule 2.

6 **Repeal of this instrument**

This instrument is repealed at the end of 31 August 2019.

**Schedule 1 Operating minima for LVO**

**Low-visibility take-off minima**

1 An aircraft of a kind mentioned in column 1 of Table 1 must not conduct a low-visibility take-off from the aerodrome:

(a) if the reported RVR for the take-off is less than the meteorological minimum in column 2 of the Table; and

(b) unless any other requirements mentioned in column 3 of the Table for the minimum have been met.

**Table 1: Low-visibility take-off minima**

<table>
<thead>
<tr>
<th>Aircraft M/M (column 1)</th>
<th>Meteorological minima (column 2)</th>
<th>Requirements (column 3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B777-300ER, B787-8, B787-9</td>
<td>150 m</td>
<td>Nil</td>
</tr>
<tr>
<td>B787-8, B787-9</td>
<td>75 m</td>
<td>HUD required</td>
</tr>
</tbody>
</table>
Low-visibility approach minima

2 An aircraft of a kind mentioned in column 1 of Table 2, when conducting the approach operation mentioned in column 2 of the Table:
   (a) has the RVR meteorological minimum in column 3 of the Table for the approach operation; and
   (b) must apply the DH and AH mentioned in column 4 of the Table for the approach operation; and
   (c) must apply any other requirements mentioned in column 5 of the Table for the approach operation.

Table 2: Approach minima and requirements

<table>
<thead>
<tr>
<th>Aircraft M/M (column 1)</th>
<th>Approach operation (column 2)</th>
<th>RVR minimum (column 3)</th>
<th>DH or AH (column 4)</th>
<th>Requirements (column 5)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 B787-8, B787-9</td>
<td>SA CAT I</td>
<td>475 m</td>
<td>DH 150 ft</td>
<td>HUD required</td>
</tr>
<tr>
<td>2 B787-8, B787-9</td>
<td>SA CAT II</td>
<td>350 m</td>
<td>DH 100 ft</td>
<td>HUD required</td>
</tr>
<tr>
<td>3 B777-300ER, B787-8, B787-9</td>
<td>CAT II</td>
<td>300 m</td>
<td>DH 100 ft</td>
<td>Nil</td>
</tr>
<tr>
<td>4 B777-300ER, B787-8, B787-9</td>
<td>CAT IIIA</td>
<td>175 m</td>
<td>DH 50 ft</td>
<td>Nil</td>
</tr>
<tr>
<td>5 B777-300ER, B787-8, B787-9</td>
<td>CAT IIIB</td>
<td>75 m</td>
<td>No DH AH 100 ft</td>
<td>Nil</td>
</tr>
</tbody>
</table>

Schedule 2 Requirements for LVO

Operating minima and procedures

1 The requirements for conducting LVO are the most restrictive of the requirements in the following:
   (a) this instrument;
   (b) the LVO authorisation issued to the operator by the Federal Aviation Administration (FAA) and the terms and conditions for LVO associated with that authorisation.

Approach ban

2 For landings, the following approach ban rules apply:
   (a) when making an approach, the aircraft must not continue beyond 1 000 ft 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 ft 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.