Instrument number CASA EX113/19

I, WARREN CRAIG MARTIN, Acting Executive Manager, Regulatory Services & Surveillance, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the Civil Aviation Safety Regulations 1998.

[Signed C. Martin]
Craig Martin
Acting Executive Manager, Regulatory Services & Surveillance

25 October 2019

CASA EX113/19 — Standard Take-off and Landing Minima (Virgin Australia International Airlines) Exemption 2019

1 Name
This instrument is CASA EX113/19 — Standard Take-off and Landing Minima (Virgin Australia International Airlines) Exemption 2019.

2 Repeal of CASA EX147/18
CASA EX147/18 — Standard Take-off and Landing Minima (Virgin Australia International Airlines) Exemption 2018 is repealed.

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, air traffic control, low-visibility approach, low-visibility take-off, low-visibility operation, pilot in command and runway visual range.

In this instrument:

**ATC** means air traffic control.

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

**DH** means decision height.

**fail-operational**, or **FO**, in relation to a flight control system, means a system capable of completing the specified phases of a flight after passing a designated point, following the failure of any single system component.

**fail-passive**, or **FP**, in relation to a flight control system, means a system designed to ensure that there is no significant deviation of aircraft flight path or attitude following the failure of any single system component.

**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 Category I**, or **SA CAT I**, has the same meaning as in the Manual of Standards (MOS) — Part 139 Aerodromes.

**SA Category II**, or **SA CAT II**, has the same meaning as in the Manual of Standards (MOS) — Part 139 Aerodromes.

4 **Application**

This instrument applies in relation to Virgin Australia International Airlines Pty Ltd (the *exempted operator*), ARN 768593, if:

(a) the exempted operator conducts a flight to or from an aerodrome in any of the following kinds of aircraft (the *aircraft*): A330-200; B777-300ER; B737-700; B737-800; and

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

5 **Exemptions**

(1) The exempted operator is exempt from compliance with subregulations 257 (3) and 257 (4) of CAR in relation to the flight.

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

6 **Conditions**

(1) It is a condition of the exemption in subsection 5 (1) that the exempted operator ensures compliance with the requirements mentioned in subsection (3) and in Schedule 3.

(2) It is a condition of the exemption in subsection 5 (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.

7 **Repeal of this instrument**

This instrument is repealed at the end of 30 September 2022.

**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 if the reported RVR for the take-off is less than the meteorological minimum mentioned in column 2 of the Table.

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

<table>
<thead>
<tr>
<th>Item</th>
<th>Aircraft M/M (column 1)</th>
<th>Meteorological minimum (column 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>B777-300ER</td>
<td>150 m</td>
</tr>
<tr>
<td>2</td>
<td>A330-200; B737-700; B737-800</td>
<td>125 m</td>
</tr>
</tbody>
</table>
Low-visibility approach minima

2 An aircraft of a kind mentioned in column 1 of Table 2, when conducting a low-visibility approach operation mentioned in column 2 of the Table for the purpose of landing the aircraft:

(a) has the RVR meteorological minimum mentioned in column 3 of the Table for the low-visibility approach operation; and

(b) must apply the DH mentioned in column 4 of the Table for the low-visibility approach operation.

Table 2: Approach minima and requirements

<table>
<thead>
<tr>
<th>Item</th>
<th>Aircraft M/M (column 1)</th>
<th>Low-visibility approach operation (column 2)</th>
<th>RVR minimum (column 3)</th>
<th>DH (column 4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>B737-700</td>
<td>CAT II</td>
<td>300 m</td>
<td>100 ft</td>
</tr>
<tr>
<td>2</td>
<td>B737-800 with FP flight control system</td>
<td>SA CAT I</td>
<td>450 m</td>
<td>150 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CAT II</td>
<td>300 m</td>
<td>100 ft</td>
</tr>
<tr>
<td>3</td>
<td>B737-800 with FO flight control system; A330-200</td>
<td>SA CAT I</td>
<td>450 m</td>
<td>150 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CAT II</td>
<td>300 m</td>
<td>100 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SA CAT II</td>
<td>350 m</td>
<td>100 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CAT IIIA</td>
<td>175 m</td>
<td>50 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CAT IIIB</td>
<td>75 m</td>
<td>No DH</td>
</tr>
<tr>
<td>4</td>
<td>B777-300ER</td>
<td>SA CAT I</td>
<td>450 m</td>
<td>150 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CAT II</td>
<td>300 m</td>
<td>100 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SA CAT II</td>
<td>400 m</td>
<td>100 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CAT IIIA</td>
<td>175 m</td>
<td>50 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CAT IIIB</td>
<td>75 m</td>
<td>No DH</td>
</tr>
</tbody>
</table>

Schedule 2 Requirements for LVO

Operating minimum and procedures

1 If a flight of the kind mentioned in section 4 is conducted in a foreign country, the requirements for LVO for the flight are the most restrictive of the following:

(a) the requirements for LVO, for the flight, under the civil aviation legislation;

(b) the requirements for LVO, for the flight, of the foreign country.

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 landing;

(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 minimum.
Schedule 3  Amendment of LVO procedures

Amendment of LVO procedures

1 The exempted operator must not amend the LVO procedures in its operations manual without first notifying CASA, in writing, of:
   (a) details of the proposed amendment; and
   (b) the exempted operator’s detailed assessment of the likely effects of the proposed amendment on the safety of the exempted operator’s LVO if the proposed amendment is adopted.

2 The exempted operator must ensure that a proposed amendment to the LVO procedures only takes effect if it:
   (a) does not reduce the operating minima below those mentioned in Schedule 1; and
   (b) does not have the effect of increasing the safety risk of the exempted operator’s LVO procedures; and
   (c) has been agreed to by CASA, in writing.

3 If requested by CASA, in writing, the exempted operator must make an amendment to its LVO procedures.