Instrument number CASA EX31/19


[Signed B.V.W. Parker]
Brad Parker
Acting Branch Manager, Air Navigation, Airspace & Aerodromes
National Operations & Standards Division
12 March 2019

CASA EX31/19 — Vectoring Aircraft below Minimum Vector Altitude at Melbourne Airport at Night during LAHSO (Airservices Australia) Exemption 2019

1 Name
This instrument is CASA EX31/19 — Vectoring Aircraft below Minimum Vector Altitude at Melbourne Airport at Night during LAHSO (Airservices Australia) Exemption 2019.

2 Duration
This instrument:
(a) commences on 1 April 2019; and
(b) is repealed at the end of 31 March 2022.

3 Definitions
Note In this instrument, certain terms and expressions have the same meaning as they have in the Act and the Regulations. These include: ATS provider and lowest safe altitude which are defined in the CASR Dictionary.
In this instrument:
AA means Airservices Australia, ARN 202210.
AMSL means above mean sea level.
ATC has the same meaning as in the Part 172 MOS.
LAHSO means land and hold short operations by an aircraft — see subsection 10.13.5 of the Part 172 MOS.
Melbourne Airport means Melbourne aerodrome, certificate number C005.
minimum vector altitude or MVA has the same meaning as in the Part 172 MOS.
**Part 172 MOS** means the *Manual of Standards (MOS) – Part 172*, as in force from time to time.

**safe sector** means the airspace volume:

(a) on and in the vicinity of the airport; and

(b) described 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, in its capacity as an ATS provider, is exempt from compliance with paragraph 172.065 (1) (a) of CASR in relation to aircraft carrying out simultaneous go-arounds on RWY 27 and RWY 34 at Melbourne Airport at night below the MVA during LAHSO, to the extent that paragraph 172.065 (1) (a) requires compliance with subsection 10.2.9.1 of the Part 172 MOS.

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

5 **Conditions**

(1) AA must, if vectoring the aircraft below the MVA at night during LAHSO at Melbourne Airport:

(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 AMSL; 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 the location of the safe sectors and 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 Airport.

(5) AA must publish and implement a procedure to ensure segregation between aircraft during LAHSO at Melbourne Airport.

*Example* A published stagger procedure.

(6) AA must issue an instrument approach procedure to each aircraft conducting LAHSO at Melbourne Airport unless an instrument approach procedure is not available.

(7) If an instrument approach procedure is not available, AA must issue instructions so that the aircraft intercepts final at least 8 NM from the runway threshold.