I, GRAEME MILLS CRAWFORD, Aviation Group Manager, a delegate of CASA, make this instrument under the *Civil Aviation Safety Regulations 1998*.

[Signed G.M. Crawford]
Graeme M. Crawford
Aviation Group Manager

10 July 2017

**Exemption — from standard take-off and landing minima (Qantas Airways)**

1 **Duration**

This instrument:

(a) commences on 1 August 2017; and

(b) is repealed at the end of 31 July 2019.

2 **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: *CAR, CASR, low-visibility take-off, low-visibility operation 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.

*HUD* means head up display.

*low-visibility procedures* or *LVP* has the same meaning as in the Manual of Standards (MOS) — Part 139 Aerodromes, as in force from time to time.

*LVO* means low-visibility operation.

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

*runway visibility* or *RV* has the same meaning as in the Manual of Standards (MOS) — Part 139 Aerodromes, as in force from time to time.

*RVR* means runway visual range measured at each of the touchdown, mid and end zones of the runway.
3 Application
This instrument applies in relation to Qantas Airways Limited, ARN 216147 (Qantas), if:
(a) Qantas conducts a flight to or from an aerodrome in any of the following kinds of aircraft (the aircraft): A330, A380, B737-800, B747-400, 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) For regulation 11.160 of CASR, Qantas is exempt from compliance with subregulations 257 (3) and 257 (4) of CAR in relation to the flight.
(2) For regulation 11.160 of CASR, 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.
(3) The exemptions are subject to the conditions mentioned in section 5.

5 Conditions
(1) For regulation 11.205 of CASR, it is a condition of the exemption in subsection 4 (1) that Qantas ensures compliance with the requirements mentioned in subsection (3) and in Schedule 3.
(2) For regulation 11.205 of CASR, 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 in Schedule 1; and
   (b) the requirements for LVO mentioned in Schedule 2.

Schedule 1 Operating minima for LVO

Low-visibility take-off minima
1 An aircraft of a kind mentioned in column 1 of Table 1 has the low-visibility take-off minimum mentioned in column 2 of the Table if:
   (a) the minimum is calculated using the method mentioned for the minimum in column 3 of the Table; and
   (b) any other requirements for the take-off mentioned in column 4 of the Table are met.

Table 1: Low-visibility take-off minima

<table>
<thead>
<tr>
<th>Aircraft M/M (column 1)</th>
<th>Take-off minima (column 2)</th>
<th>Method (column 3)</th>
<th>Other requirements (column 4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 A330, A380, B747-400</td>
<td>125 m</td>
<td>RVR</td>
<td></td>
</tr>
<tr>
<td>2 B737-800, B787-9</td>
<td>125 m</td>
<td>RVR</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>75 m</td>
<td>RVR</td>
<td>HUD required</td>
</tr>
</tbody>
</table>
Low-visibility landing 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 for the purpose of landing the aircraft, has the landing minimum in column 3 of the Table if:
   (a) the minimum is calculated using the method mentioned for the minimum in column 4 of the Table; and
   (b) the DH mentioned in column 5 of the Table for the minimum is applied; and
   (c) the other requirements mentioned in column 6 of the Table for the approach operation and the minimum are met.

Table 2: Approach minima and requirements

<table>
<thead>
<tr>
<th>Aircraft M/M (column 1)</th>
<th>Approach operation (column 2)</th>
<th>Landing minima (column 3)</th>
<th>Method (column 4)</th>
<th>DH for minima (column 5)</th>
<th>Other requirements (column 6)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 A330, A380, B747-400, B787-9</td>
<td>SA CAT I</td>
<td>450 m</td>
<td>RV</td>
<td>150 ft</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>SA CAT II</td>
<td>350 m</td>
<td>RV</td>
<td>100 ft</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>CAT II</td>
<td>300 m</td>
<td>RVR</td>
<td>100 ft</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>CAT IIIA</td>
<td>175 m</td>
<td>RVR</td>
<td>50 ft</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>CAT IIIB</td>
<td>75 m</td>
<td>RVR</td>
<td>No DH</td>
<td></td>
</tr>
<tr>
<td>6 B737-800</td>
<td>SA CAT I</td>
<td>450 m</td>
<td>RV</td>
<td>150 ft</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>SA CAT II</td>
<td>350 m</td>
<td>RV</td>
<td>100 ft</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>CAT II</td>
<td>300 m</td>
<td>RVR</td>
<td>100 ft</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>CAT IIIA</td>
<td>175 m</td>
<td>RVR</td>
<td>50 ft</td>
<td>HUD required</td>
</tr>
</tbody>
</table>

Schedule 2 Requirements for LVO

Operating minima and procedures

1 The requirements for conducting LVO are the most restrictive requirements of the following:
   (a) the requirements applying to Qantas personnel under subregulation 215 (9) of CAR, as that subregulation has effect from time to time;
   (b) this instrument.

2 Before Qantas first conducts LVO at a particular place outside Australia, CASA must be satisfied that the LVO is authorised by the law of the place.

Approach ban

3 For landings, the following approach ban rules apply:
   (a) when making an approach for a low-visibility landing, 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 minima.
Schedule 3  Amendment of LVO procedures

Amendment of LVO procedures

1 Qantas 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) Qantas’s detailed assessment of the likely effects of the proposed amendment on the safety of Qantas’s LVO.

2 Qantas must ensure that a proposed amendment to the LVO procedures only takes effect if the amendment:
   (a) does not reduce the operating minima below that mentioned in Schedule 1; and
   (b) does not have the effect of increasing the safety risk of the LVO procedures; and
   (c) has CASA’s written approval.