Instrument number CASA EX72/20

I, WARREN CRAIG MARTIN, 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
Executive Manager, Regulatory Services & Surveillance

5 June 2020

CASA EX72/20 — Standard Take-off Minima (VistaJet) Exemption 2020

1 Name
This instrument is CASA EX72/20 — Standard Take-off Minima (VistaJet) Exemption 2020.

2 Repeal of instrument CASA EX136/18
CASA EX136/18 — Standard Take-off Minima (VistaJet) Exemption 2018 is repealed.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 operation, low-visibility take-off, pilot in command and runway visual range.

In this instrument:
ATC means air traffic control.
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.

4 Application
This instrument applies in relation to VistaJet Limited of Malta (the exempted operator), ARN 815866, if:
(a) the exempted operator conducts a flight from an aerodrome in any of the following kinds of aircraft (the aircraft): BD-700-1A10, BD-700-1A11, BD-700-2A12, CL-600-2B16; 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 subregulation 257 (3) of CAR in relation to the flight.

(2) The pilot in command of the aircraft is exempt from compliance with subregulation 257 (3) 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).

(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**

This instrument is repealed at the end of 31 May 2023.

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**Schedule 1**

**Operating minima for LVO**

**Low-visibility take-off minimum**

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 minimum**

<table>
<thead>
<tr>
<th>Aircraft M/M (column 1)</th>
<th>Meteorological minimum (column 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BD-700-1A10, BD-700-1A11, BD-700-2A12, CL-600-2B16</td>
<td>125 m</td>
</tr>
</tbody>
</table>

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**Schedule 2**

**Requirements for LVO**

**Operating minimum and procedures**

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 exempted operator by the Transport Malta Civil Aviation Directorate and the terms and conditions for LVO associated with that authorisation.