



**Australian Government**  
**Civil Aviation Safety Authority**

Instrument number CASA EX177/17

I, JOHN FRANCIS GRIMA, Acting Aviation Group Manager, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

**[Signed J. Grima]**

John Grima  
 Acting Aviation Group Manager

19 December 2017

**CASA EX177/17 — Standard take-off and landing minima (Neos S.p.A) Exemption 2017**

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**1 Name**

This instrument is *CASA EX177/17 — Standard take-off and landing minima (Neos S.p.A) Exemption 2017*.

**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: *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.

*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.

**3 Application**

This instrument applies in relation to Neos S.p.A, ARN 1036627 (the *exempted operator*), if:

- (a) the exempted operator conducts a flight to or from an aerodrome in any of the following kind of aircraft (the *aircraft*): B737-800; and
- (b) ATC at the aerodrome has informed the pilot in command of the aircraft that LVP are in force.

#### **4 Exemptions**

- (1) The exempted 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 in relation to the flight.

#### **5 Conditions**

- (1) It is a condition of the exemption in subsection 4 (1) that the exempted 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**

This instrument is repealed at the end of 31 January 2019.

### **Schedule 1 Operating minima for LVO**

#### **Low-visibility take-off minimum**

- 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 minimum**

<b>Aircraft M/M (column 1)</b>	<b>Meteorological minimum (column 2)</b>
B737-800	125 m

#### **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**

<b>Item</b>	<b>Aircraft M/M (column 1)</b>	<b>Low-visibility approach operation (column 2)</b>	<b>RVR minimum (column 3)</b>	<b>DH (column 4)</b>
1	B737-800	CAT II	300 m	100 ft
2	B737-800	CAT IIIA	200 m	50 ft

## **Schedule 2      Requirements for LVO**

### **Operating minimum 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 exempted operator by the Ente Nazionale per l'Aviazione Civile of Italy 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 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.
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