



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX82/17

I, GRAEME MILLS CRAWFORD, Aviation Group Manager, a delegate of CASA, make this instrument under subregulations 11.160 (1) and 11.205 (1) of 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 (Express Freighters Australia)

1 Duration

This instrument:

- (a) commences on 1 August 2017; and
- (b) is repealed at the end of 31 July 2020.

2 Definitions

Note In this instrument certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988*, the regulations and the Manuals of Standards. 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.

LVO means low-visibility operation.

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.

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

RVR means runway visual range.

3 Application

This instrument applies in relation to Express Freighters Australia Pty Limited, ARN 503021 (**Express Freighters**), if:

- (a) Express Freighters conducts a flight to or from an aerodrome in any of the following kinds of aircraft (the **aircraft**): B737-300, B737-400, B767-300F; 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, Express Freighters 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 Express Freighters 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 minima mentioned in column 2 of the Table if the minimum is calculated using the method mentioned for the minimum in column 3 of the Table.

Table 1: Low-visibility take-off minima

	Aircraft M/M (column 1)	Take-off minima (column 2)	Method (column 3)
1	B767-300F	150 m	RVR
2	B737-300, B737-400	125 m	RVR

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.

Table 2: Approach minima and requirements

	Aircraft M/M (column 1)	Approach operation (column 2)	Landing minima (column 3)	Method (column 4)	DH (column 5)
1	B767-300F	CAT II	300 m	RVR	100 ft
2		CAT IIIA	175 m	RVR	50 ft
3		CAT IIIB	100 m	RVR	No DH
4	B737-300, B737-400	CAT II	300 m	RVR	100 ft

Schedule 2 Requirements for LVO

Operating minima and procedures

- 1 The requirements for conducting LVO are the more restrictive requirements of the following:
 - (a) the requirements applying to Express Freighters' personnel under subregulation 215 (9) of CAR, as that subregulation has effect from time to time;
 - (b) this instrument.
- 2 Before Express Freighters 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, may continue the approach to the minima.

Schedule 3 Amendment of LVO procedures

Amendment of LVO procedures

- 1 Express Freighters 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) Express Freighters' detailed assessment of the likely effects of the proposed amendment on the safety of Express Freighters' LVO.
- 2 Express Freighters 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.