



Australian Government
Civil Aviation Safety Authority

Instrument number CASA EX117/17

I, ANTHONY ALFRED STANTON, National Operations Manager, Aviation Group, a delegate of CASA, make this instrument under subregulations 11.160 (1) and 11.205 (1) of the *Civil Aviation Safety Regulations 1998*.

[Signed A.A. Stanton]

Anthony A. Stanton
 National Operations Manager
 Aviation Group

24 August 2017

Exemption — from standard take-off and landing minima (Delta Air Lines)

1 Repeal of CASA EX109/14

Instrument CASA EX109/14 is repealed.

2 Definitions

Note In this instrument certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988*, CAR and CASR. These include: *low-visibility take-off*, *low-visibility operation* and *runway visual range*.

In this instrument:

ATC means air traffic control.

AH means alert height

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 Delta Air Lines Inc. of Atlanta GA, United States of America, ARN 594069 (the *operator*), if:

- (a) the operator conducts a flight to or from an aerodrome in any of the following kinds of aircraft (the *aircraft*): B777-200LR; and
- (b) ATC at the aerodrome has informed the pilot in command of the aircraft that LVP are in force.

4 Exemptions

- (1) The operator is exempt from compliance with subregulations 257 (3) and 257 (4) of CAR in relation to the flight.

- (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.
- (3) The exemptions are subject to the conditions mentioned in section 5.

5 Conditions

- (1) It is a condition of the exemption in subsection 4 (1) that the 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 of this instrument

This instrument is repealed at the end of 31 August 2019.

Schedule 1 Operating minima for LVO

Low-visibility take-off minima

- 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 in column 2 of the Table.

Table 1: Low-visibility take-off minimum

Aircraft M/M (column 1)	Meteorological minimum (column 2)
B777-200LR	150 m

Low-visibility approach 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:
 - (a) has the RVR meteorological minimum in column 3 of the Table for the approach operation; and
 - (b) must apply the DH and AH mentioned in column 4 of the Table for the approach operation.

Table 2: Approach minima and requirements

	Aircraft M/M (column 1)	Approach operation (column 2)	RVR minimum (column 3)	DH or AH (column 4)
1	B777-200LR	CAT II	300 m	DH 100 ft
2	B777-200LR	CAT IIIA	175 m	AH 50 ft
3	B777-200LR	CAT IIIB	75 m	AH 50 ft

Schedule 2 Requirements for LVO

Operating minima 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 operator by the Federal Aviation Administration (FAA) 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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