I, WARREN CRAIG MARTIN, Acting 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
Acting Executive Manager, Regulatory Services & Surveillance
28 June 2019

CASA EX62/19 — Standard Take-off Minima (Virgin Australia Regional Airlines) Exemption 2019

1 Name
This instrument is CASA EX62/19 — Standard Take-off Minima (Virgin Australia Regional Airlines) Exemption 2019.

2 Repeal of instrument CASA EX80/17
Instrument CASA EX80/17, Exemption — from standard take-off minima (Virgin Australia Regional Airlines), is repealed.

3 Definitions
Note In this instrument certain terms and expressions have the same meaning as they have in the Act and the Regulations. These include: aerodrome, air traffic control, low-visibility operation, low-visibility take-off, national aviation authority, 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.
NAA means national aviation authority.
RV means the visibility along a runway as assessed by a person appointed by the aerodrome operator.
RVR means runway visual range.
4 Application
This instrument applies in relation to Virgin Australia Regional Airlines Pty Ltd (the exempted operator), ARN 075986, if:
(a) the exempted operator conducts a flight from an aerodrome in any of the following kinds of aircraft (the aircraft): A320, FK100; 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) and in Schedule 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 2022.

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 the minimum is calculated using the method mentioned for the minimum in column 3 of the Table.

Table 1: Low-visibility take-off minima

<table>
<thead>
<tr>
<th>Aircraft M/M (column 1)</th>
<th>Take-off minimum (column 2)</th>
<th>Method (column 3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A320; FK100</td>
<td>400 m</td>
<td>RV</td>
</tr>
<tr>
<td>A320; FK100</td>
<td>300 m</td>
<td>RVR</td>
</tr>
</tbody>
</table>
Schedule 2 Requirements for LVO

Operating minimum and procedures

1 If a flight of the kind mentioned in section 4 is conducted in a foreign country, the requirements for LVO for the flight are the most restrictive of the following:
   (a) the requirements for LVO, for the flight, under the civil aviation legislation;
   (b) the requirements for LVO, for the flight, of the foreign country.

2 Before the exempted operator first conducts LVO at a particular place outside Australia, the exempted operator must provide CASA with a copy of the relevant foreign NAA’s approval.

Schedule 3 Amendment of LVO procedures

Amendment of LVO procedures

1 The exempted operator 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) the exempted operator’s detailed assessment of the likely effects of the proposed amendment on the safety of the exempted operator’s LVO if the proposed amendment is adopted.

2 The exempted operator must ensure that a proposed amendment to the LVO procedures only takes effect if it:
   (a) does not reduce the operating minima below those mentioned in Schedule 1; and
   (b) does not have the effect of increasing the safety risk of the exempted operator’s LVO procedures; and
   (c) has been agreed to by CASA, in writing.