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
5 July 2017

Exemption — from standard take-off minima (Virgin Australia Regional Airlines)

1 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: 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.

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.

NAA means national aviation authority.

runway visibility or RV means the visibility along a runway as assessed by a person appointed by the aerodrome operator.

RVR means runway visual range.

2 Application

This instrument applies in relation to Virgin Australia Regional Airlines Pty Ltd, ARN 075986 (VARA), if:

(a) VARA conducts a flight from an aerodrome in any of the following kinds of aircraft (the aircraft): FK100 and A320; and

(b) ATC at the aerodrome has informed the pilot in command of the aircraft that LVP are in force.
3 Exemptions
(1) For regulation 11.160 of CASR, VARA is exempt from compliance with subregulation 257 (3) 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 subregulation 257 (3) of CAR in relation to the flight.
(3) The exemptions are subject to the conditions mentioned in section 5.

4 Conditions
(1) For regulation 11.205 of CASR, it is a condition of the exemption in subsection 4 (1) that VARA 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.

5 Repeal
This instrument is repealed at the end of 30 June 2019.

Schedule 1 Operating minima for LVO

Low-visibility take-off minima
1 An aircraft mentioned in column 1 of Table 1 has the low-visibility take-off minima approved in column 2 of Table 1 for the aircraft, subject to any conditions mentioned in column 3 of Table 1.

Table 1: Low-visibility take-off minima

<table>
<thead>
<tr>
<th>Aircraft M/M (Column 1)</th>
<th>Take-off minima (Column 2)</th>
<th>Conditions (Column 3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FK100, A320</td>
<td>400 m</td>
<td>Minima applies if only RV assessments are available</td>
</tr>
<tr>
<td>FK100, A320</td>
<td>300 m</td>
<td>RVR required</td>
</tr>
</tbody>
</table>

Schedule 2 Requirements for LVO

Operating minima and procedures
1 The requirements for conducting LVO are the most restrictive requirements of the following:
   (a) the requirements applying to VARA’s personnel under subregulation 215 (9) of CAR, as that subregulation has effect from time to time;
   (b) this instrument;
   (c) if the LVO is conducted outside Australia — the requirements of an authorisation granted by the relevant foreign NAA.
2 Before VARA first conducts LVO at a particular place outside Australia, the 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 VARA 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) VARA’s detailed assessment of the likely effects of the proposed amendment on the safety of VARA’s LVO.

2 VARA must ensure that a proposed amendment to the LVO procedures only takes effect if the proposed 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.