



Australian Government
Civil Aviation Safety Authority

Instrument number CASA EX61/16

I, GERARD JOHN CAMPBELL, Executive Manager, Operations Division, a delegate of CASA, make this instrument under regulation 11.160 of the *Civil Aviation Safety Regulations 1998*.

[Signed G.J. Campbell]

Gerard J. Campbell
 Executive Manager
 Operations Division

12 April 2016

Exemption — from standard take-off and landing minima (Jetconnect Limited)

1 Revocation

Instrument CASA EX52/16 is revoked.

2 Definitions

In this instrument:

AIP means Aeronautical Information Publication.

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.

low-visibility approach means an approach using minima for a runway that are below the category I precision approach minima for the runway published in the AIP.

low-visibility operation or *LVO* means:

- (a) a low-visibility take-off; or
- (b) a low-visibility approach.

low-visibility take-off means a take-off with RV or RVR of less than 550 m.

LVO procedures means the relevant sections and parts of an operator's operations manual that relate to low-visibility operations.

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/R means the particular make, model or registration mark of an aircraft.

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

runway visual range or **RVR** means the range, measured using an electronic instrument, over which the pilot of an aircraft on the centreline of a runway can see the runway surface markings or the lights delineating the runway or identifying its centreline.

3 Application

This instrument applies only to aircraft mentioned in Schedule 1 operated by Jetconnect Limited, of Auckland, New Zealand, Aviation Reference Number 590369 (the *operator*), in LVO at an aerodrome when the following apply:

- (a) ATC is in operation;
- (b) ATC has informed the pilot of the aircraft that LVP are in force.

4 Exemption

Each aircraft operated by the operator is exempt from compliance with regulation 257 of the *Civil Aviation Regulations 1988 (CAR 1988)* in relation to the standard take-off and landing minima determined by CASA under subregulation 257 (1) of CAR 1988.

Note Details of the determination are set out in the AIP.

5 Conditions

The exemption is subject to the following conditions:

- (a) each aircraft must use not less than the operating minima mentioned for it in Schedule 1, subject to the requirements mentioned in Schedule 1 (if any);
- (b) the requirements for LVO mentioned in Schedule 2 must be complied with.

6 Expiry

This instrument expires at the end of March 2019, as if it had been revoked by another instrument.

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 specified in column 3 of Table 1.

Table 1: Low-visibility take-off minima

Aircraft M/M/R (Column 1)	Take-off minima (Column 2)	Conditions (Column 3)
B737-800	150 m	RVR available.

Landing minima

- 2 An aircraft mentioned in column 1 of Table 2 may conduct the low-visibility approach operation mentioned in column 2 of Table 2 for the aircraft, provided the aircraft uses the limits for the approach operation specified in columns 3 and 4 of Table 2.

Table 2: Low-visibility approach minima and requirements

Aircraft M/M/R (Column 1)	Approach operation (Column 2)	RVR (Column 3)	DH (Column 4)
B737-800	CAT II	300 m	100 ft DH

Schedule 2 Requirements for LVO

Operating minima and procedures

- 1 The operator's operating minima and procedures for conducting LVO must be in accordance with the more restrictive requirements of:
 - (a) this instrument; and
 - (b) the LVO authorisation issued to the operator by the Civil Aviation Authority of New Zealand.

Approach ban

- 2 For landings, the following approach ban rules apply:
 - (a) when making an approach, the pilot in command of 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 approach;
 - (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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