I, PETER BEILBY CROMARTY, Executive Manager, Airspace and Aerodrome Regulation Division, a delegate of CASA, make this instrument under regulation 11.160 of the Civil Aviation Safety Regulations 1998 (CASR 1998).

[Signed P.B. Cromarty]
Peter Cromarty
Executive Manager
Airspace and Aerodrome Regulation Division

22 April 2016

Exemption – Airservices Australia – vectoring aircraft below MVA at Melbourne airport

1 Application
This instrument applies to Airservices Australia, Aviation Reference Number 202210, in relation to aircraft carrying out simultaneous go-arounds on RWY 27 and RWY 34 at Melbourne airport at night during land and hold short operations (LAHSO).

2 Definitions
In this Instrument:

ATC has the same meaning as in the Part 172 MOS.

LSALT has the meaning given by Gen 2.2 at page 16 of the Aeronautical Information Publication (AIP) published on 6 March 2016.

MVA has the same meaning as in the Part 172 MOS.


Safe sector, means the airspace volume:
(a) on and in the vicinity of the airport; and
(b) described in ATC instructions; and
(c) that has been assessed for obstacle clearance and found suitable for vectoring the aircraft below the MVA when LAHSO go-arounds are being carried out.

Vectoring has the meaning given by paragraph 1.2.2.1 of the Part 172 MOS.
3 Exemption
Airservices Australia is exempt from compliance with paragraph 172.065 (1) (a) of CASR 1998, to the extent that the paragraph applies to paragraph 10.2.9.1 of the Part 172 MOS.

4 Conditions
The exemption is subject to the following conditions:
(a) Airservices Australia must ensure that ATC, if vectoring the aircraft below the MVA when LAHSO go-arounds are being carried out:
   (i) issues vectors to the aircraft requiring it to turn into the safe sector; and
   (ii) does not issue vectors to the aircraft applicable below 600 feet AMSL; and
   (iii) assigns to the aircraft an altitude at, or above, the LSALT; and
(b) Airservices Australia must monitor the safe sector for new or changed obstacles; and
(c) Airservices Australia must:
   (i) publish in ATC instructions, the location of the safe sector and the requirements, assumptions and limits for vectoring aircraft during the go-arounds (vectoring procedures) for ATC to apply; and
   (ii) include the vectoring procedures in emergency and refresher training, (including simulation training) for ATC.

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This instrument expires at the end of March 2019, as if it had been revoked by another instrument.