



Australian Government
Civil Aviation Safety Authority

Instrument number CASA EX88/17

I, GRAEME MILLS CRAWFORD, Aviation Group Manager, a delegate of CASA, make this instrument under the *Civil Aviation Safety Regulations 1998*.

[Signed G.M. Crawford]

Graeme M. Crawford
 Aviation Group Manager

19 July 2017

Exemption — from standard take-off and landing minima (Scoot Tigerair Pte Ltd)

1 Duration

This instrument:

- (a) commences on 25 July 2017; and
- (b) is repealed at the end of 31 July 2019.

2 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.

DH means decision height.

LVO means low-visibility operation.

low-visibility procedures or **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 Scoot Tigerair Pte Ltd, ARN 1028767 (*Scoot*), if:

- (a) Scoot conducts a flight to or from an aerodrome in any of the following kinds of aircraft (the **aircraft**): B787-8 and B787-9; and

- (b) ATC at the aerodrome has informed the pilot in command of the aircraft that LVP are in force.

4 Exemptions

- (1) For regulation 11.160 of CASR, Scoot is exempt from compliance with subregulations 257 (3) and 257 (4) 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 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) For regulation 11.205 of CASR, it is a condition of the exemption in subsection 4 (1) that Scoot ensures compliance with the requirements mentioned in subsection (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 and associated requirements set out in Schedule 1; and
 - (b) the requirements for LVO mentioned in Schedule 2.

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 minima (column 2)
B787-8, B787-9	200 m

Low-visibility landing 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 requirements 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 (column 4)
1	B787-8, B787-9	CAT II	300 m	100 ft
2		CAT IIIA	200 m	50 ft
3		CAT IIIB	100 m	20 ft

Schedule 2 Requirements for LVO

Operating minima and procedures

- 1 The requirements for conducting LVO are the more restrictive of the requirements in the following:
 - (a) this instrument;
 - (b) the LVO authorisation issued to Scoot by the Civil Aviation Authority of Singapore 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 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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