



# Australian Government

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## Civil Aviation Safety Authority

Instrument number CASA EX114/19

I, WARREN CRAIG MARTIN, Acting Executive Manager, Regulatory Services & Surveillance, a delegate of CASA, make this instrument under subregulations 11.160 (1) and 11.205 (1) of the *Civil Aviation Safety Regulations 1998*.

**[Signed C. Martin]**

Craig Martin

Acting Executive Manager, Regulatory Services & Surveillance

24 October 2019

### **CASA EX114/19 — Standard Take-off and Landing Minima (Air Canada) Exemption 2019**

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#### **1 Name**

This instrument is *CASA EX114/19 — Standard Take-off and Landing Minima (Air Canada) Exemption 2019*.

#### **2 Repeal of CASA EX182/16**

Instrument number CASA EX182/16, *Exemption — from standard take-off and landing minima (Air Canada)*, is repealed.

#### **3 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: **aerodrome**, **air traffic control**, **low-visibility approach**, **low-visibility operation**, **low-visibility take-off**, **pilot in command** 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.

**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.

#### 4 Application

This instrument applies in relation to Air Canada of Ontario, Canada, ARN 044078 (the *exempted operator*), if:

- (a) the exempted operator conducts a flight to or from an aerodrome in any of the following kinds of aircraft (the *aircraft*): B777-200LR, B777-300ER, B787-8, B787-9; 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 subregulations 257 (3) and (4) of CAR in relation to the flight.
- (2) The pilot in command of the aircraft is exempt from compliance with subregulations 257 (3) and (4) of CAR.

#### 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).
- (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 of this instrument

This instrument is repealed at the end of 30 September 2022.

### Schedule 1 Operating minima for LVO

#### Low-visibility take-off minimum

- 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**

<b>Aircraft M/M (column 1)</b>	<b>Meteorological minimum (column 2)</b>
B777-200LR, B777-300ER, B787-8, B787-9	175 m

#### Low-visibility approach 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:
  - (a) has the RVR meteorological minimum in column 3 of the Table for the approach operation; and
  - (b) must apply the DH mentioned in column 4 of the Table for the approach operation.

**Table 2: Approach minima and requirements**

<b>Aircraft M/M (column 1)</b>	<b>Approach operation (column 2)</b>	<b>RVR minima (column 3)</b>	<b>DH (column 4)</b>
B777-200LR, B777-300ER, B787-8, B787-9	CAT II	350 m	100 ft DH
	CAT IIIA	175 m	No DH
	CAT IIIA	175 m	50 ft DH
	CAT IIIB	75 m	No DH

## **Schedule 2 Requirements for LVO**

### **Operating minima and procedures**

- 1 The requirements for conducting LVO are the most restrictive of the requirements in the following:
  - (a) this instrument;
  - (b) the LVO authorisation issued to the exempted operator by Transport Canada 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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