



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX142/19

I, WILLIAM ANDREW TOOTELL, Acting Executive Manager, Regulatory Services & Surveillance, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

[Signed W. Tootell]

William Tootell

Acting Executive Manager, Regulatory Services & Surveillance

19 December 2019

CASA EX142/19 — Standard Take-Off and Landing Minima (Brenzil) Exemption 2019

1 Name

This instrument is *CASA EX142/19 — Standard Take-off and Landing Minima (Brenzil) Exemption 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: *aerodrome*, *air traffic control*, *low-visibility approach*, *low-visibility operation*, *low-visibility take-off*, *national aviation authority*, *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.

HUD, or *head-up display*, means a display system that presents flight information into a pilot's forward external field of view.

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.

NAA means national aviation authority.

PF means pilot flying.

RVR means runway visual range.

SA CAT I means Special Authorisation CAT I.

3 Application

This instrument applies in relation to Brenzil Pty Ltd, ARN 599634 (the *exempted operator*), if:

- (a) the exempted operator conducts a flight to or from an aerodrome in the following kind of aircraft (the *aircraft*): Falcon 7X; and
- (b) ATC at the aerodrome has informed the pilot in command of the aircraft that LVP are in force; and
- (c) the LVO is being conducted by the exempted operator in accordance with the LVO procedures approved by CASA on 15 October 2019, or as amended in accordance with Schedule 2.

4 Exemption

- (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 in relation to the flight.

5 Conditions

- (1) It is a condition of the exemption in subsection 4 (1) that the exempted operator ensures compliance with the requirements mentioned in subsection (3) and in Schedule 3.
- (2) 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.

6 Repeal

This instrument is repealed at the end of 30 November 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:
 - (a) if the reported RVR for the take-off is less than the meteorological minimum in column 2 of the Table; and
 - (b) unless the condition mentioned in column 3 of the Table is met.

Table 1: Low-visibility take-off minimum

Aircraft M/M (column 1)	Meteorological minimum (column 2)	Condition (column 3)
Falcon 7X	150 m	RVR required

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; and
 - (c) must meet the conditions mentioned in column 5 of the Table.

Table 2: Low-visibility approach minima and requirements

Aircraft M/M (column 1)	Low-visibility approach operation (column 2)	RVR minimum (column 3)	DH (column 4)	Conditions (column 5)
Falcon 7X	SA CAT I	450 m	150 ft DH	PF to conduct approach with HUD RVR required
	CAT II	350 m	100 ft DH	RVR required

Schedule 2 Requirements for LVO

Operating minima and procedures

- 1 The exempted operator's operating minima and procedures for conducting LVO must be in accordance with:
 - (a) the exempted operator's operations manual, including the exempted operator's LVO procedures; and
 - (b) this instrument; and
 - (c) if the LVO is conducted outside Australia — an authorisation granted by the relevant foreign NAA, but to the extent of any inconsistency between the minima approved by this instrument and the minima approved by the relevant foreign NAA, the more restrictive minima will prevail.
- 2 For paragraph 1 (c), the exempted operator must provide CASA with a copy of the relevant foreign NAA's approval before conducting LVO in accordance with that approval.

Approach ban

- 3 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 landing;
 - (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.

Schedule 3 Amendment of LVO procedures

- 1 The exempted operator must not amend its LVO procedures in its operations manual without first notifying CASA, in writing, of:
 - (a) details of the proposed amendment; and
 - (b) the exempted operator's detailed assessment of the likely effects of the proposed amendment on the safety of the exempted operator's LVO if the proposed amendment is adopted.
 - 2 The exempted operator must ensure that a proposed amendment to the LVO procedures only takes effect if it:
 - (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 exempted operator's LVO procedures; and
 - (c) has been agreed to by CASA, in writing.
 - 3 If requested by CASA, in writing, the exempted operator must make an amendment to its LVO procedures.
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