



Australian Government
Civil Aviation Safety Authority

Instrument number CASA EX142/21

I, DANIEL BERNARD O’HAGAN, Manager, Legislative Drafting, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

[Signed D.B. O’Hagan]

Danny O’Hagan
Manager, Legislative Drafting

25 November 2021

CASA EX142/21 — Standard Take-off and Landing Minima (British Airways) Exemption 2021

1 Name

This instrument is *CASA EX142/21 — Standard Take-off and Landing Minima (British Airways) Exemption 2021*.

2 Duration

This instrument:

- (a) commences on 1 December 2021; and
- (b) is repealed at the end of 30 November 2024.

Note Approval to conduct a low-visibility operation under this instrument may cease at an earlier date in accordance with subregulation 202.416C (3) of CASR. See the *Civil Aviation Legislation Amendment (Flight Operations—Consequential Amendments and Transitional Provisions) Regulations 2021*.

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.

Head Up Display or **HUD** 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.

PVD means para-visual display.

RVR means runway visual range.

4 Application

This instrument applies in relation to British Airways PLC of Harmondsworth, United Kingdom (the *exempted operator*), ARN 503070, if:

- (a) the exempted operator conducts a flight to or from an aerodrome in any of the following kinds of aircraft (the *aircraft*): A380-800; B747-400; B777-200; B777-300ER; B787-800; B787-900; 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 257 (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 257 (4) of CAR in relation to the flight.

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.

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:
 - (a) if the reported RVR for the take-off is less than the meteorological minimum mentioned in column 2 of the Table; and
 - (b) unless the aircraft meets the HUD or PVD requirements (if any) mentioned in column 2 of the Table.

Table 1: Low-visibility take-off minima

Item	Aircraft M/M (column 1)	Meteorological minimum and HUD or PVD requirements (column 2)
1	A380-800; B747-400; B777-200; B777-300ER; B787-800; B787-900	125 m
2	B747-400; B777-200; B777-300ER	75 m with PVD
3	B787-800; B787-900	75 m with HUD

Low-visibility approach minima

- 2 An aircraft of a kind mentioned in column 1 of Table 2, when conducting a low-visibility approach operation mentioned in column 2 of the Table for the purpose of landing the aircraft:
 - (a) has the RVR meteorological minimum mentioned in column 3 of the Table for the low-visibility approach operation; and
 - (b) must apply the DH mentioned in column 4 of the Table for the low-visibility approach operation.

Table 2: Approach minima and requirements

Item	Aircraft M/M (column 1)	Low-visibility approach operation (column 2)	RVR minimum (column 3)	DH (column 4)
1	A380-800; B747-400; B777-200; B777-300ER; B787-800; B787-900	CAT II	300 m	100 ft
		CAT IIIA	200 m	50 ft
2	B747-400	CAT IIIB	75 m	20 ft
3	A380-800; B777-200; B777-300ER; B787-800; B787-900	CAT IIIB	75 m	15 ft
4	A380-800; B747-400; B777-200; B777-300ER; B787-800; B787-900	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 the Civil Aviation Authority of the United Kingdom 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 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 minimum.
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