



**Australian Government**  
**Civil Aviation Safety Authority**

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Instrument number CASA EX150/20

I, WARREN CRAIG MARTIN, 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 C. Martin]**

Craig Martin

Executive Manager, Regulatory Services & Surveillance

13 November 2020

**CASA EX150/20 — Standard Take-off and Landing Minima (Express Freighters Australia) Exemption 2020**

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**1 Name**

This instrument is *CASA EX150/20 — Standard Take-off and Landing Minima (Express Freighters Australia) Exemption 2020*.

**2 Repeal of instrument CASA EX77/20**

*CASA EX77/20 — Standard Take-off and Landing Minima (Express Freighters Australia) Exemption 2020* is repealed.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, civil aviation legislation, 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.

*fail-operational*, or *FO*, in relation to a flight control system, means a system capable of completing the specified phases of an operation after passing a designated point, following the failure of any single system component.

*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.

*SA CAT I* means Special Authorisation CAT I.

*SA CAT II* means Special Authorisation CAT II.

#### 4 Application

This instrument applies in relation to Express Freighters Australia Pty Limited (the *exempted operator*), ARN 503021, if:

- (a) the exempted operator conducts a flight to or from an aerodrome in any of the following kinds of aircraft (the *aircraft*): A321-231, B737-300, B737-400, B767-300F; 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 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) and in Schedule 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 31 October 2023.

### 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 mentioned 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>
A321-231, B737-300, B737-400, B767-300F	125 m

## 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: Low-visibility approach minima and requirements**

<b>Aircraft M/M (column 1)</b>	<b>Low-visibility approach operation (column 2)</b>	<b>RVR minimum (column 3)</b>	<b>DH (column 4)</b>
B737-300, B737-400	CAT II	300 m	100 ft
A321-231, B767-300F	SA CAT I	450 m	150 ft
	SA CAT II	400 m	100 ft
	CAT II	300 m	100 ft
	CAT IIIA	175 m	50 ft
A321-231 with FO flight control system, B767-300F with FO flight control system	CAT IIIB	75 m	No DH

## Schedule 2 Requirements for LVO

### Operating minimum and procedures

- 1 If a flight of the kind mentioned in section 4 is conducted in a foreign country, the requirements for LVO for the flight are the most restrictive of the following:
  - (a) the requirements for LVO, for the flight, under the civil aviation legislation;
  - (b) the requirements for LVO, for the flight, of the foreign country.

### Approach ban

- 2 For landings, the following approach ban rules apply:
  - (a) when making an approach, the pilot in command of 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 pilot in command of the aircraft may continue the approach to the minimum.

### **Schedule 3      Amendment of LVO procedures**

- 1 The exempted operator must not amend the 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 those 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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