



Australian Government
Civil Aviation Safety Authority

Instrument number CASA EX56/20

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

23 April 2020

CASA EX56/20 — Standard Take-off and Landing Minima (Federal Express) Exemption 2020

1 Name

This instrument is *CASA EX56/20 — Standard Take-off and Landing Minima (Federal Express) Exemption 2020*.

2 Repeal of instrument CASA EX56/18

CASA EX56/18 — Standard Take-off and Landing Minima (Federal Express) Exemption 2018 is repealed.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, FAA, low-visibility approach, low-visibility operation, low-visibility take-off, pilot in command* and *runway visual range*.

In this instrument:

AH means alert height.

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.

RVR means runway visual range.

SA CAT II means Special Authorisation CAT II.

4 Application

This instrument applies in relation to Federal Express Corporation of United States of America, ARN 503113 (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*): B767-300F, B777-F, MD-11; 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).
- (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 March 2023.

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 any other requirements mentioned in column 3 of the Table have been met.

Table 1: Low-visibility take-off minima

Aircraft M/M (column 1)	Meteorological minimum (column 2)	Other requirements (column 3)
B767-300F, B777-F, MD-11	150 m	Nil
	75 m	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 and AH mentioned in column 4 of the Table for the low-visibility approach operation; and
 - (c) must not begin the final approach segment of a CAT IIIA or CAT IIIB low-visibility approach operation mentioned in column 2 of the Table unless the special operational equipment mentioned in column 5 of the Table for the low-visibility approach operation is installed in the aircraft and is operational; and
 - (d) must use any special operational equipment, and apply any limitations, mentioned in column 5 of the Table for the low-visibility approach operation.

Table 2: Approach minima and requirements

Aircraft M/M (column 1)	Low-visibility approach operation (column 2)	RVR minimum (column 3)	DH or AH (column 4)	Special operational equipment and limitations (column 5)
B767-300F, B777-F, MD-11	SA CAT II	350 m	DH 100 ft	Nil
	CAT II	300 m	DH 100 ft	Nil
	CAT IIIA	175 m	DH 50 ft	Ground speed indicating system
	CAT IIIB	75 m	AH 50 ft	Ground speed indicating system

Schedule 2 Requirements for LVO

Operating minimum 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 FAA 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 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.