



# Australian Government

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## Civil Aviation Safety Authority

Instrument number CASA EX16/20

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

27 February 2020

### **CASA EX16/20 — Standard Take-off and Landing Minima (Jetstar Airways) Exemption 2020**

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#### **1 Name**

This instrument is *CASA EX16/20 — Standard Take-off and Landing Minima (Jetstar Airways) Exemption 2020*.

#### **2 Duration**

This instrument:

- (a) commences on 29 February 2020; and
- (b) is repealed at the end of January 2023.

#### **3 Definitions**

*Note* In this instrument, certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988*, the regulations and the Manuals of Standards. These include: **aerodrome**, **air traffic control**, **low-visibility approach**, **low-visibility operation**, **low-visibility take-off**, **national aviation authority**, **pilot in command**, **runway visibility** 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.

**NAA** means national aviation authority.

**RV** means runway visibility.

**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 Jetstar Airways Pty Limited, ARN 510654 (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*): A320, A321, B787-8; 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.

### 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 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 minima**

Aircraft M/M (column 1)	Meteorological minimum (column 2)	Condition (column 3)
A320, A321, B787-8	350 m	Minima applies if only RV assessments are available
	125 m	RVR required
B787-8	75 m	HUD 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 for the purpose of landing the aircraft:
  - (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 condition mentioned in column 5 of the Table.

**Table 2: Approach minima and requirements**

Aircraft M/M (column 1)	Low-visibility approach operation (column 2)	RVR minimum (column 3)	DH (column 4)	Condition (column 5)
A320, A321, B787-8	SA CAT I	450 m	150 ft DH	
A320	SA CAT II	350 m	100 ft DH	
A321, B787-8	SA CAT II	400 m	100 ft DH	
A320, A321, B787-8	CAT II	300 m	100 ft DH	
	CAT IIIA	175 m	50 ft DH or no DH	If no DH, AH required
	CAT IIIB	75 m	No DH	AH required

## Schedule 2 Requirements for LVO

### Operating minimum and procedures

- 1 The exempted operator's operating minimum 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 minimum approved by this instrument and the minimum approved by the relevant foreign NAA, the more restrictive minimum 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 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 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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