



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX32/21

I, WARREN CRAIG MARTIN, Executive Manager, Regulatory Oversight, 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 Oversight

18 May 2021

CASA EX32/21 — Standard Take-off and Landing Minima (PT Garuda Indonesia) Exemption 2021

1 Name

This instrument is *CASA EX32/21 — Standard Take-off and Landing Minima (PT Garuda Indonesia) Exemption 2021*.

2 Repeal of instrument CASA EX85/19

Instrument *CASA EX85/19 — Standard Take-off and Landing Minima (PT Garuda Indonesia) Exemption 2019* is repealed.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*, *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.

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.

fail-passive, or *FP*, in relation to a flight control system, means a system designed to ensure that there is no significant deviation of aircraft flight path or altitude in the event of a failure of a 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.

4 Application

This instrument applies in relation to PT Garuda Indonesia of Indonesia (the *exempted operator*), ARN 503122, if:

- (a) the exempted operator conducts a flight to or from an aerodrome in the following kinds of aircraft (the *aircraft*): A330-200, A330-300, A330-900, B737-800, B777-300ER; 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 30 April 2024.

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

Aircraft M/M (column 1)	Meteorological minimum (column 2)
A330-200, A330-300, A330-900, B737-800, B777-300ER	150 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; and
 - (c) must apply the AH 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 (column 4)	AH (column 5)
A330-200, A330-300, A330-900, B777-300ER	CAT II	350 m	100 ft	No AH
A330-200, A330-300, A330-900	CAT IIIA	200 m	50 ft	No AH
B777-300ER with FO flight control system	CAT IIIA	200 m	No DH	200 ft
B777-300ER with FP flight control system	CAT IIIA	200 m	50 ft	200 ft

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 the Directorate General of Civil Aviation, Indonesia 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.
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