



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

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Instrument number CASA EX11/21

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

15 February 2021

**CASA EX11/21 — Standard Take-off and Landing Minima (Qatar Airways) Exemption 2021**

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**1 Name**

This instrument is *CASA EX11/21 — Standard Take-off and Landing Minima (Qatar Airways) Exemption 2021*.

**2 Repeal of Instrument CASA EX156/18**

The instrument, *CASA EX156/18 — Standard Take-off and Landing Minima (Qatar Airways) Exemption 2018*, is repealed.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**, **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.

**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 Qatar Airways (Q.C.S.C.) of Doha, Qatar (the *exempted operator*), ARN 750585, if:

- (a) the exempted operator conducts a flight to or from an aerodrome in any of the following kinds of aircraft (the *aircraft*): A330-200, A330-200F, A330-300, A350-900, A350-1000, A380-800, B747-8F, B777F, B777-200LR, B777-300ER, B787-8, B787-9; 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 January 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**

<b>Aircraft M/M (column 1)</b>	<b>Meteorological minimum (column 2)</b>
A330-200 A330-200F A330-300 A350-900 A350-1000 A380-800	125 m

<b>Aircraft M/M (column 1)</b>	<b>Meteorological minimum (column 2)</b>
B747-8F B777F B777-200LR B777-300ER B787-8 B787-9	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: 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>
A330-200 A330-200F	CAT II	300 m	100 ft
A330-300 A350-900 A350-1000 A380-800	CAT IIIA	200 m	50 ft
B747-8F B777F B777-200LR B777-300ER B787-8 B787-9	CAT IIIB	75 m	No DH

## 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 Qatar Civil Aviation Authority, 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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