



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX57/21

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 May 2021

CASA EX57/21 — Standard Take-off Minima (Regional Express Pty Ltd) Exemption 2021

1 Name

This instrument is *CASA EX57/21 — Standard Take-off Minima (Regional Express Pty Ltd) Exemption 2021*.

2 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 operation, low-visibility take-off, pilot in command* and *runway visual range*.

In this instrument:

ATC means air traffic control.

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.

runway visibility or *RV* means the visibility along a runway as assessed by a person appointed by the aerodrome operator.

RVR means runway visual range.

TDZ means the touchdown zone.

3 Application

This instrument applies in relation to Regional Express Pty Ltd (the *exempted operator*), ARN 752788, if:

- (a) the exempted operator conducts a flight from an aerodrome in any of the following kinds of aircraft (the *aircraft*): B737, SAAB 340; and
- (b) ATC at the aerodrome has informed the pilot in command of the aircraft that LVP are in force.

4 Exemptions

- (1) The exempted operator is exempt from compliance with subregulation 257 (3) of CAR in relation to the flight.
- (2) The pilot in command of the aircraft is exempt from compliance with subregulation 257 (3) of CAR in relation to the flight.

5 Conditions

- (1) It is a condition of the exemption in subsection 4 (1) that the exempted operator ensures compliance with the requirements mentioned in subsection (3) and Schedule 3.
- (2) It is a condition of the exemption in subsection 4 (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.

6 Repeal

This instrument is repealed at the end of 30 April 2024.

Schedule 1 Operating minima for LVO

Low-visibility take-off minimum

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 RV or RVR for the take-off is less than the meteorological minimum mentioned 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 minimum

Aircraft (Column 1)	Take-off minima (Column 2)	Condition (Column 3)
B737, SAAB 340	350 m	RV assessments may be used only if RVR is not available. For 350 m or greater RV TDZ, the pilot in command must act as the approved observer for the TDZ.

Schedule 2 Requirements for LVO

Operating minimum and procedures

If a flight of the kind mentioned in section 3 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.

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.
-