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Exemption – from standard take-off and landing minima – Royal Brunei Airlines

1 Duration
This instrument:
(a) commences on the day of registration; and
(b) stops having effect at the end of 31 March 2016 as if it had been repealed by another instrument.

2 Definitions
In this instrument:

ATC means Air Traffic Control.

CAT means category, and refers to Category I, Category II or Category III minima.

DH means decision height.

low visibility operation or LVO means:
(a) a landing with less than CAT I minima; or
(b) a take-off with less than 550 m RV or RVR.

runway zone means the touchdown zone (TDZ), the mid-zone (MID) or the end zone (END) of a runway.

RV means runway visibility and is assessed by an approved observer and reported by ATC. RV only applies where the visibility is 350 m or more.

RVR means runway visual range and is measured by instrument and reported by ATC.
3 Application
This instrument applies only to aircraft mentioned in Schedule 1 operated by Royal Brunei Airlines Sdn Bhd of Bandar Seri Begawan, Brunei Darussalam, Aviation Reference Number 503420 (the operator), in LVO at an aerodrome when both of the following apply:
(a) ATC is in operation;
(b) ATC has informed the pilot of the aircraft that low visibility procedures are in force.

4 Exemption
Each aircraft operated by the operator is exempt from compliance with regulation 257 of the Civil Aviation Regulations 1988 (CAR 1988) in relation to the standard take-off and landing minima determined by CASA under subregulation 257 (1) of CAR 1988.

Note Details of the determination are set out in AIP En Route 1.5, sections 4.3 and 4.4.

5 Conditions
The exemption is subject to the following conditions:
(a) each aircraft must use not less than the aerodrome minima mentioned for it in Schedule 1, in accordance with Schedule 1;
(b) the requirements mentioned in Schedule 2 must be complied with.

Schedule 1 Aerodrome minima for LVO

1 At aerodromes that have the facilities required to support low visibility take-offs and CAT II and CAT III landings installed and in operation, the following are the minima that may be used by the aircraft mentioned.

2 Within Australia, an aerodrome’s runways capable of supporting LVO will be shown in the AIP or by NOTAM.

Take-off minima

3 Take-off minima with TDZ, MID and END RVR measurements available for B777-200ER aircraft are:
   125 m RVR TDZ and 125 m RVR MID and 125 m RVR END.

4 Take-off minima with TDZ and either MID or END RVR measurements available for B777-200ER aircraft are:
   (a) 200 m RVR TDZ and 200 m RVR MID or, if MID is not available, then 200 m RVR END; and
   (b) 350 m RV TDZ and 350 m RV MID or, if RV MID is not available, then 350 m RV END. For 350 m or greater RV TDZ, the pilot in command must act as the approved observer for the TDZ.

Note Also see Schedule 2, clause 7, for specific runway lighting and marking requirements.

Landing minima

5 CAT II minima for B777-200ER aircraft are:
   (a) visibility: 300 m RVR TDZ and 125 m RVR MID or, if MID RVR is not available, then 125m RVR END; and
   (b) DH: 100 feet.
6 CAT III A minima for B777-200ER aircraft are:
   (a) visibility: 200 m RVR TDZ and 125 m RVR MID or, if MID RVR is not
       available, then 125 m RVR END; and
   (b) DH: 50 feet.
7 CAT III B minima for B777-200ER aircraft are:
   (a) visibility: 75 m RVR TDZ and 75 m RVR MID and 75 m RVR END; and
   (b) DH: 0 feet.

Schedule 2  Requirements for LVO

Approach bans
1 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 feet above aerodrome elevation if a controlling zone
       RVR is reported by ATC as continually less than the specified minimum
       for the approach;
   (b) if, after passing 1 000 feet above aerodrome elevation, a controlling zone
       RVR is reported by ATC as falling below the specified minimum, the
       approach may be continued to the minima.

Required visual references
2 For landings, the pilot in command of the aircraft must not continue an approach
   below the applicable minima unless visual reference is established and
   maintained in accordance with the following:
   (a) for CAT II — at least:
       (i) 3 consecutive longitudinally aligned lights, being the centreline of
           the approach lights, the touchdown zone lights, or the runway lights; and
       (ii) a lateral element of lighting, being an approach lighting crossbar,
           landing threshold or a barrette of touchdown lighting;
   (b) for CAT III A — at least 3 consecutive longitudinally aligned lights, being
       the centreline of the approach lights, the touchdown zone lights, or the
       runway lights;
   (c) for CAT III B:
       (i) with a DH — at least 1 centreline light; and
       (ii) with no DH — no visual contact is required.

Operational restrictions
3 The maximum cross-wind component for an aircraft conducting an LVO is:
   (a) if any RVR is less than 200 m — 10 knots; or
   (b) otherwise — 15 knots.
4 For a CAT II landing, until visual conditions are established, the aircraft must
   have and use at least a fail-passive automatic landing system.
5 For a CAT III A landing, the aircraft must have and use at least a fail-passive
   automatic landing system and an automatic go-around capability.
6 For a CAT III B landing, the aircraft must have and use a fail-operational
   automatic landing system with roll-out control guidance and an automatic
   go-around capability.
For take-offs, the following runway lighting and markings are required:

(a) with RVR or RV at 350 m or more — runway edge lights spaced at not more than 60 m and either runway centreline lighting (RCLL) or runway centreline markings (RCLM) are required;

(b) with less than 350 m RVR — high-intensity runway edge lights spaced at not more than 60 m, RCLL spaced at not more than 15 m and RCLM are required.

The LVO must be conducted in accordance with the operator’s relevant Department of Civil Aviation, Brunei Darussalam approval.