



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX101/11

I, JOHN FRANCIS McCORMICK, Director of Aviation Safety, on behalf of CASA, make this instrument under regulation 11.160 of the *Civil Aviation Safety Regulations 1998*.

[Signed John F. McCormick]

John F. McCormick
Director of Aviation Safety

1 September 2011

Exemption — from standard take-off minima

1 Duration

This instrument:

- (a) commences on 1 September 2011; and
- (b) stops having effect at the end of 31 August 2014.

2 Definitions

In this instrument:

aircraft means a B777-232ER or B777-232LR type aeroplane.

ATC means air traffic control.

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

controlling zone means any runway zone where the RVR or RV reading represents the minima for the runway zone.

low visibility operation or **LVO** means:

- (a) a landing with less than CAT I minima; or
- (b) a take-off with less than 550 metres RV or RVR.

Note The instrument is for low visibility take-offs only, but the LVO concept also includes low visibility landings.

operator means Delta Air Lines Inc. of Delaware Newcastle, United States of America, Aviation Reference Number 594069, under Air Operator's Certificate for the time being numbered 1-AXGP4-01.

runway zone means the touch down 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.

RVR means runway visual range and is measured by instrument and reported by ATC.

3 Application

This instrument applies only to an aircraft operated by the operator in an LVO take-off at the 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 is exempt from compliance with regulation 257 of the *Civil Aviation Regulations 1988 (CAR 1988)* in relation to the standard take-off 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 requirement 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, installed and in operation, the following are the take-off minima that may be used by the aircraft mentioned:

Take-off minima

Type of aerodrome and aircraft	Runway zone RVR and RV (in metres)		
	TDZ	MID	END
ATC aerodromes B777	350	350	Advisory

- 2 The aircraft operation must observe the following requirements:

Visibility measurements

- (a) for a take-off with visibility of at least 350 metres, visibility must be measured by:
 - (i) RVR or RV for each applicable zone; or
 - (ii) RV for each applicable zone, other than the TDZ, provided the pilot makes the assessment for the TDZ;

Controlling zones

- (b) for controlling zones:
 - (i) any zone reading shown in the above table must act as the controlling minima for the zone; and

- (ii) if 2 zone readings are required and a MID zone RVR or RV in accordance with paragraph 2 (a) above is not available, the END zone RVR or RV may be substituted provided it is at least 350 metres;

Runway lighting and markings

- (c) for runway lighting and markings for take-off with minima at 350 metres or greater:
 - (i) the runway must have either centreline lighting or centreline markings; and
 - (ii) the runway edge lighting must be spaced at not greater than 60 metres for all low visibility operations.

Schedule 2 Conditions

Operational restrictions

The maximum cross-wind component for an aircraft conducting an LVO under this exemption is 15 knots.
