

CHAPTER 8 FLIGHT PREPARATION (ALTERNATE AERODROMES) REQUIREMENTS

Division 8.1 Purpose and definitions

8.01 Purpose

For subregulation 91.235 (1), this Chapter prescribes requirements relating to flight preparation and alternate aerodromes (the *flight preparation (alternate aerodrome) requirements*).

8.02 Definition of *relevant weather conditions*

- (1) Subject to subsection (2), in this Chapter:
relevant weather conditions means the following weather conditions:
 - (a) for cloud — more than SCT below the alternate minima;
Note For alternate minima see section 8.08.
 - (b) for visibility — either:
 - (i) less than the alternate minima; or
 - (ii) equal to or more than the alternate minima but with a forecast of at least a 30% probability of fog, mist, dust or any other phenomenon restricting visibility below the alternate minima;
 - (c) for wind — a headwind, crosswind or downwind component more than the maximum for the aircraft;
 - (d) a thunderstorm or associated severe turbulence, or a forecast of at least a 30% probability of such an event.
- (2) If flight planning for a flight is based on 1 of the following:
 - (a) a TAF3, where the ETA of the flight is within the first 3 hours of the TAF3 validity period (but not if that ETA falls outside the end time (if any) specified for the TAF3 service);
 - (b) an ICAO landing forecast;then the definition in subsection (1) may be read as if there were no mention of probabilities in subparagraph (1) (b) (ii) and paragraph (1) (d).

8.03 Definition of *relevant IAP*

- (1) In this Chapter:
relevant IAP for an aerodrome outside Australian territory is the IAP that the pilot in command of an aircraft determines has the second lowest minimum altitude of the IAPs that the aircraft is able to conduct at the aerodrome (*conductible IAPs*).
- (2) For subsection (1), in determining which conductible IAP has the second lowest minimum altitude, the pilot in command must comply with the following constraints:
 - (a) the conductible IAPs that may be considered in determining the IAP with the lowest, and hence the second lowest, minimum altitudes must not both require use of the same radio navigation aid;
Note *Radio navigation aid* is a defined term in the CASR Dictionary. An example of this mandatory constraint is an aerodrome that has the following IAPs to a specific runway (from lowest to highest minimum altitude): an ILS with CAT I and CAT II minima that both require the use of a non-associated DME; a VOR that uses the same DME as the ILS; a GNSS with LNAV minima; and an NDB. The CAT II minima cannot be used and, therefore, cannot be the lowest