I, GERARD JOHN CAMPBELL, Executive Manager, Operations Division, a delegate of CASA, make this instrument under regulation 11.160 of the Civil Aviation Safety Regulations 1998.

[Signed G.J. Campbell]
Gerard J. Campbell
Executive Manager
Operations Division
28 October 2015

Exemption — from standard take-off and landing minima (All Nippon Airways)

1 Duration
This instrument:
(a) commences on 1 November 2015; and
(b) expires at the end of October 2018, as if it had been revoked by another instrument.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 All Nippon Airways Co Ltd of Tokyo, Japan, Aviation Reference Number 502994 (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, section 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 B767-300, B767-300F, B777-200, B777-300ER, B787-8 and B787-9 aircraft are:
   200 m RVR TDZ and 200 m RVR MID and 200 m RVR END.

4 Take-off minima with TDZ and either MID or END RVR measurements available for B767-300, B767-300F, B777-200, B777-300ER, B787-8 and B787-9 aircraft are:
   300 m RVR TDZ and 300 m RVR MID or, if RVR MID is not available, then 300 m RVR END.

5 Take-off minima with TDZ and either MID or END RV measurements available for B767-300, B767-300F, B777-200, B777-300ER, B787-8 and B787-9 aircraft are:
   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

6 CAT II minima for B767-300, B767-300F, B777-200, B777-300ER, B787-8 and B787-9 aircraft are:
   (a) visibility: 300 m RVR TDZ and 300 m RVR MID or, if RVR MID is not available, then 300 m RVR END; and
   (b) DH: 100 feet.
7 CAT III A minima for B767-300, B767-300F, B777-200, B777-300ER, B787-8 and B787-9 aircraft are:
(a) visibility: 175 m RVR TDZ and 175 m RVR MID or, if RVR MID is not available, then 175 m RVR END; and
(b) DH: 50 feet.
8 CAT III B minima for B767-300, B767-300F, B777-200, B777-300ER, B787-8 and B787-9 aircraft are:
(a) visibility: 75 m RVR TDZ and 75 m RVR MID and 75 m RVR END; and
(b) DH: No DH.

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 TDZ 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:
   (i) the centreline of the approach lights; or
   (ii) the TDZ lights; or
   (iii) the runway centreline lights; or
   (iv) the runway edge lights; or
   (v) a combination of subparagraphs (i), (ii), (iii) and (iv) have been attained and can be maintained.
(c) for CAT III B — 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.

7 For take-offs, the following runway lighting and markings are required:
   (a) with RVR or RV at 350 m or more — high-intensity runway edge lights (HIWL) spaced at not more than 60 m and either runway centreline lighting (RCLL) or runway centreline markings (RCLM) are required; or
   (b) with less than 350 m RVR — HIWL spaced at not more than 60 m, RCLL spaced at not more than 15 m and RCLM are required.

8 The LVO must be conducted in accordance with the approval issued to the operator by the Ministry of Land, Infrastructure, Transport and Tourism of Japan.