



# Australian Government

## Civil Aviation Safety Authority

Instrument number CASA EX18/20

I, WARREN CRAIG MARTIN, Executive Manager, Regulatory Services & Surveillance, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

A handwritten signature in black ink, appearing to read 'C. Martin'.

Craig Martin  
Executive Manager, Regulatory Services & Surveillance

28 February 2020

### **CASA EX18/20 — Standard Take-off Minima (Air Japan) Exemption 2020**

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#### **1 Name**

This instrument is *CASA EX18/20 — Standard Take-off Minima (Air Japan) Exemption 2020*.

#### **2 Duration**

This instrument:

- (a) commences on 1 March 2020; and
- (b) is repealed at the end of 28 February 2023.

#### **3 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*, *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.

*MM* means the particular make and model of an aircraft.

*RVR* means runway visual range.

#### **4 Application**

This instrument applies in relation to Air Japan Co., Ltd of Japan (the *exempted operator*), ARN 1077434, if:

- (a) the exempted operator conducts a flight from an aerodrome in any of the following kinds of aircraft (the *aircraft*): B787-8, B787-9; and
- (b) ATC at the aerodrome has informed the pilot in command of the aircraft that LVP are in force.

## 5 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.

## 6 Conditions

- (1) It is a condition of the exemption in subsection 5 (1) that the exempted operator ensures compliance with the requirements mentioned in subsection (3).
- (2) It is a condition of the exemption in subsection 5 (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.

### 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 if the reported RVR for the take-off is less than the meteorological minimum mentioned in column 2 of the Table.

**Table 1: Low-visibility take-off minimum**

<b>Aircraft M/M (column 1)</b>	<b>Meteorological minimum (column 2)</b>
B787-8, B787-9	200 m

### Schedule 2 Requirements for LVO

#### Operating minimum and procedures

The requirements for conducting LVO are the most restrictive of the requirements in the following:

- (a) this instrument;
- (b) the LVO authorisation issued to the exempted operator by the Air Transport Safety Unit, Japan Civil Aviation Bureau and the terms and conditions for LVO associated with that authorisation.