I, GERARD JOHN CAMPBELL, Safety Assurance Senior Manager, Aviation Group, a delegate of CASA, make this instrument under regulation 11.160 of the Civil Aviation Safety Regulations 1998 (CASR 1998).

[Signed G.J. Campbell]
Gerard J. Campbell
Safety Assurance Senior Manager
Aviation Group
31 August 2016

Exemption — from standard take-off and landing minima (PT Garuda Indonesia)

1 Definitions
In this instrument:

ATC means air traffic control.
CAT means category, and refers to the category of precision approach operations mentioned in this instrument.
DH means decision height.
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.
M/M means the particular make and model of an aircraft.

2 Application
This instrument applies to PT Garuda Indonesia of Indonesia, Aviation Reference Number 503122 (the operator), in respect of an aircraft mentioned in Schedule 1 when:
(a) ATC is in operation at an aerodrome; and
(b) ATC has informed the pilot of the aircraft that LVP are in force.

3 Exemption
The aircraft, when operating at the aerodrome, is exempt from compliance with regulation 257 of the Civil Aviation Regulations 1988 (CAR 1988) in relation to the take-off and landing meteorological minima determined by CASA under subregulation 257 (1) of CAR 1988.

Note Details of the determination are set out in the AIP.
4 **Conditions**
For regulation 11.205 of CASR 1998, the exemption is subject to the following conditions:
(a) the aircraft must comply with the meteorological minima for LVO set out in Schedule 1;
(b) the requirements for LVO mentioned in Schedule 2 must be complied with.

5 **Expiry**
This instrument is repealed at the end of 31 July 2019.

**Schedule 1** Operating minima for LVO

**Low-visibility take-off minima**
1 When taking-off, an aircraft mentioned in column 1 of Table 1 has the meteorological take-off minima in column 2.

<table>
<thead>
<tr>
<th>Aircraft M/M (Column 1)</th>
<th>Take-off minima (Column 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-200, A330-300, B777-300ER</td>
<td>150 m</td>
</tr>
</tbody>
</table>

**Low-visibility approach minima**
2 When conducting the approach operation mentioned in column 1 of Table 2, an aircraft mentioned in column 2 has:
(a) the RVR meteorological minima in column 3; and
(b) the DH minima in column 4.

<table>
<thead>
<tr>
<th>Approach operation (Column 1)</th>
<th>Aircraft M/M (Column 2)</th>
<th>RVR minima (Column 3)</th>
<th>DH minima (Column 4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAT II</td>
<td>A330-200, A330-300, B777-300ER</td>
<td>350 m</td>
<td>100 ft</td>
</tr>
</tbody>
</table>

**Schedule 2** Requirements for LVO

**Operating minima and procedures**
1 The requirements for conducting LVO are the more restrictive requirements of:
(a) the operator’s LVO minima and procedures authorised by the Directorate General of Civil Aviation, Republic of Indonesia; and
(b) this instrument.

**Approach ban**
2 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 ft 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 ft above aerodrome elevation, a controlling zone RVR is reported by ATC as falling below the specified minimum, the pilot in command of the aircraft may continue the approach to the minima.