Instrument number CASA EX182/16

I, GERARD JOHN CAMPBELL, Safety Assurance Senior Manager, Aviation Group, a delegate of CASA, make this instrument under subregulations 11.160 (1) and 11.205 (1) of the Civil Aviation Safety Regulations 1998 (CASR 1998).

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

14 December 2016

Exemption — from standard take-off and landing minima (Air Canada)

1 Repeal
Instrument CASA EX135/14 is repealed.

2 Definitions
In this instrument:
AH means alert height.
ATC means air traffic control.
CAR 1988 means the Civil Aviation Regulations 1988.
CAT means category, and refers to the various categories 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.
RVR means runway visual range.

Note In this instrument certain terms and expressions have the same meaning as they have in the Civil Aviation Act 1988, CAR 1988 and CASR 1998. These include: low-visibility take-off, low-visibility operation and runway visual range.

3 Application
This instrument applies in relation to Air Canada of Ontario, Canada, ARN 044078 (the operator), if:
(a) the operator conducts a flight to or from an aerodrome in any of the following kinds of aircraft (the aircraft): B777-200LR, B777-300ER, B787-8, B787-9; and
(b) ATC at the aerodrome has informed the pilot in command of the aircraft that LVP are in force.

Repealed by CASA EX114/19
4 Exemptions
(1) The operator is exempt from compliance with subregulations 257 (3) and 257 (4) of CAR 1988.
(2) The pilot in command of the aircraft is exempt from compliance with subregulations 257 (3) and 257 (4) of CAR 1988.

5 Conditions
(1) It is a condition of the exemption in subsection 4 (1) that the operator ensures compliance with the requirements mentioned in subsection (3).
(2) It is a condition of the exemption in subsection 4 (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.

6 Expiry
This instrument is repealed at the end of 30 November 2019.

Schedule 1 Operating minima for LVO

Low-visibility take-off minima
1 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 in column 2 of the Table.

Table 1: Low-visibility take-off minima

<table>
<thead>
<tr>
<th>Aircraft M/M (column 1)</th>
<th>Meteorological minima (column 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B777-200LR, B777-300ER, B787-8, B787-9</td>
<td>175 m</td>
</tr>
</tbody>
</table>

Low-visibility approach minima
2 An aircraft of a kind mentioned in column 1 of Table 2, when conducting the approach operation mentioned in column 2 of the Table:
   (a) has the RVR meteorological minimum in column 3 of the Table for the approach operation; and
   (b) must apply the DH or the AH mentioned in column 4 of the Table for the approach operation.

Table 2: Approach minima and requirements

<table>
<thead>
<tr>
<th>Aircraft M/M (column 1)</th>
<th>Approach operation (column 2)</th>
<th>RVR minimum (column 3)</th>
<th>DH or AH (column 4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 B777-200LR, B777-300ER, B787-8, B787-9</td>
<td>CAT II</td>
<td>350 m</td>
<td>100 ft DH</td>
</tr>
<tr>
<td>2</td>
<td>CAT IIIA</td>
<td>175 m</td>
<td>100 ft DH</td>
</tr>
<tr>
<td></td>
<td>CAT IIIA</td>
<td>175 m</td>
<td>100 ft AH</td>
</tr>
<tr>
<td>3</td>
<td>CAT IIIB</td>
<td>150 m</td>
<td>100 ft AH</td>
</tr>
</tbody>
</table>
Schedule 2  Requirements for LVO

Operating minima and procedures

1  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 operator by Transport Canada and the terms and conditions for LVO associated with that authorisation.

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.