I, GRAEME MILLS CRAWFORD, Aviation Group Manager, a delegate of CASA, make this instrument under the Civil Aviation Safety Regulations 1998.

[Signed G.M. Crawford]  
Graeme M. Crawford  
Aviation Group Manager  
18 July 2017  

Exemption — from standard take-off and landing minima (Latam Airlines)

1 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: CAR, CASR, low-visibility take-off, low-visibility operation and runway visual range.

In this instrument:
- **AH** means alert height.
- **ATC** means air traffic control.
- **CAT** means category, and refers to the various categories of precision approach operations mentioned in this instrument.
- **DH** means decision height.
- **CAT IIIA FO**, in relation to a kind of approach operation, means a CAT IIIB approach operation conducted using a serviceable fail-operational flight control system.
- **CAT IIIA FP**, in relation to a kind of approach operation, means a CAT IIIA approach operation conducted using a serviceable fail-passive flight control system.
- **CAT IIIB FP**, in relation to a kind of approach operation, means CAT IIIB approach operation conducted using a serviceable fail-passive flight control system.
- **HUD**, in relation to a requirement for the conduct of a low-visibility take-off, means the use of a serviceable Head Up Display.
- **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.
2 Application
This instrument applies, in relation to Latam Airlines Group S.A. dba Lan Airlines of Chile, ARN 203258 (Latam), if:
(a) Latam conducts a flight to or from an aerodrome in any of the following kinds of aircraft (the aircraft): B787-8; and B787-9; and
(b) ATC at the aerodrome has informed the pilot in command of the aircraft that LVP are in force.

3 Exemptions
(1) For regulation 11.160 of CASR, Latam is exempt from compliance with subregulations 257 (3) and 257 (4) of CAR in relation to the flight.
(2) For regulation 11.160 of CASR, the pilot in command of the aircraft is exempt from compliance with subregulations 257 (3) and 257 (4) of CAR in relation to the flight.
(3) The exemptions are subject to the conditions mentioned in section 4.

4 Conditions
(1) For regulation 11.205 of CASR, it is a condition of the exemption in subsection 3 (1) that Latam ensures compliance with the requirements mentioned in subsection (3).
(2) For regulation 11.205 of CASR, it is a condition of the exemption in subsection 3 (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.

5 Repeal
This instrument is repealed at the end 31 July 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:
   (a) if the reported RVR for the take-off is less than the meteorological minimum in column 2 of the Table; and
   (b) unless any other requirements mentioned in column 3 of the Table for the minimum have been met.

Table 1: Low-visibility take-off minimum

<table>
<thead>
<tr>
<th>Aircraft M/M (column 1)</th>
<th>Meteorological minima (column 2)</th>
<th>Requirements (column 3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 B787-8, B787-9</td>
<td>125 m</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>75 m</td>
<td>HUD required</td>
</tr>
</tbody>
</table>
Low-visibility landing 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 for the purpose of landing the aircraft:

(a) has the RVR meteorological minimum in column 3 of the Table for the approach operation; and

(b) must apply the DH and AH requirements 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 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 FP</td>
<td>200 m</td>
<td>50 ft DH</td>
</tr>
<tr>
<td>3</td>
<td>CAT IIIA FO</td>
<td>200 m</td>
<td>0 ft DH 100 ft AH</td>
</tr>
<tr>
<td>4</td>
<td>CAT IIIB FP</td>
<td>175 m</td>
<td>50 ft DH</td>
</tr>
<tr>
<td>5</td>
<td>CAT IIIB</td>
<td>75 m</td>
<td>0 ft DH 100 ft AH</td>
</tr>
</tbody>
</table>

Schedule 2 Requirements for LVO

Operating minima and procedures

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

(a) this instrument;

(b) the LVO authorisation issued to Latam by the Direccion General De Aeronautica Civil, Chile 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 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 landing;

(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 approach may be continued to the minima.