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.

Craig Martin
Executive Manager, Regulatory Services & Surveillance

28 February 2020

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

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(b) is repealed at the end of 28 February 2023.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.
- **M/M** 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

<table>
<thead>
<tr>
<th>Aircraft M/M (column 1)</th>
<th>Meteorological minimum (column 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B787-8, B787-9</td>
<td>200 m</td>
</tr>
</tbody>
</table>

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.