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

29 August 2016

**Exemption — from standard take-off minima (Tasman Cargo Airlines Pty Ltd)**

1 **Duration**
   This instrument:
   (a) commences on 1 September 2016; and
   (b) is repealed at the end of 31 July 2019.

2 **Definitions**
   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.
   NAA means the national aviation authority.

3 **Application**
   This instrument applies to Tasman Cargo Airlines Pty Ltd, Aviation Reference Number 543411 (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.

4 **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 meteorological minima determined by CASA under subregulation 257 (1) of CAR 1988.

   *Note* Details of the determination are set out in the AIP.
5 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.

Schedule 1 Operating minima for LVO

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

Table 1: Low-visibility take-off minima

<table>
<thead>
<tr>
<th>Aircraft M/M (Column 1)</th>
<th>Take-off minima (Column 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B757-236</td>
<td>350 m</td>
</tr>
</tbody>
</table>

Schedule 2 Requirements for LVO (paragraph 4 (b))

Operating minima and procedures
1 The requirements for conducting LVO are the more restrictive requirements of:
   (a) the operator’s LVO procedures approved by CASA on 2 August 2016, or as amended in accordance with Schedule 2; and
   (b) this instrument; and
   (c) if the LVO is conducted outside Australia — an authorisation granted by the relevant foreign NAA.
2 For paragraph 1 (c), the operator must provide CASA with a copy of the relevant foreign NAA’s approval before conducting LVO in accordance with that approval.

Amendment of LVO procedures
3 The operator must not amend its LVO procedures without first notifying CASA, in writing, of:
   (a) details of the proposed amendment; and
   (b) the operator’s detailed assessment of the likely effects of the proposed amendment on the safety of the operator’s LVO if the proposed amendment is adopted.
4 The operator must ensure that a proposed amendment to the LVO procedures only takes effect if:
   (a) the proposed amendment does not reduce the operating minima below that mentioned in Schedule 1; and
   (b) the proposed amendment does not have the effect of diminishing, reducing or lowering the quality, standard or requirements of anything in the LVO procedures; and
   (c) the proposed amendment has been agreed to by CASA, in writing.
5 If requested by CASA, in writing, the operator must make an amendment to its LVO procedures.

Note 1 A proposed amendment to the LVO procedures, other than in accordance with clauses 3, 4 and 5, would not be covered by this exemption and could give rise to potential contravention of regulation 257 of CAR 1988.

Note 2 In the interests of aviation safety, CASA will undertake a strict assessment of the matters set out in paragraphs 4 (a) and (b).