I, WARREN CRAIG MARTIN, Acting 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.

[Signed C. Martin]
Craig Martin
Acting Executive Manager, Regulatory Services & Surveillance

20 February 2019

CASA EX21/19 — Standard Take-off and Landing Minima (Cebu Air, Inc) Exemption 2019

1 Name
This instrument is CASA EX21/19 — Standard Take-off and Landing Minima (Cebu Air, Inc) Exemption 2019.

2 Duration
This instrument:
(a) commences on 1 March 2019; and
(b) is repealed at the end of 28 February 2022.

3 Definitions
Note In this instrument, certain terms and expressions have the same meaning as they have in the Act and the Regulations. These include: aerodrome, air traffic control, low-visibility approach, low-visibility operation, low-visibility take-off, pilot in command and runway visual range.

In this instrument:
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.
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 Cebu Pacific Air of Philippines (the *exempted operator*), ARN 819812, if:

- (a) the exempted operator conducts a flight to or from an aerodrome in the following kind of aircraft (the *aircraft*): A330-300; 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 subregulations 257 (3) and (4) of CAR in relation to the flight.
- (2) The pilot in command of the aircraft is exempt from compliance with subregulations 257 (3) and (4) 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**

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 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>A330-300</td>
<td>125 m</td>
</tr>
</tbody>
</table>

**Low-visibility approach minima**

2 An aircraft of a kind mentioned in column 1 of Table 2, when conducting a low-visibility approach operation mentioned in column 2 of the Table for the purpose of landing the aircraft:

- (a) has the RVR meteorological minimum mentioned in column 3 of the Table for the low-visibility approach operation; and
- (b) must apply the DH mentioned in column 4 of the Table for the low-visibility approach operation.
Table 2: Approach minima and requirements

<table>
<thead>
<tr>
<th>Aircraft M/M (column 1)</th>
<th>Low-visibility approach operation (column 2)</th>
<th>RVR minimum (column 3)</th>
<th>DH (column 4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-300</td>
<td>CAT II</td>
<td>300 m</td>
<td>100 ft</td>
</tr>
<tr>
<td></td>
<td>CAT IIIA</td>
<td>175 m</td>
<td>50 ft</td>
</tr>
<tr>
<td></td>
<td>CAT IIIB</td>
<td>125 m</td>
<td>No DH</td>
</tr>
</tbody>
</table>

**Schedule 2 Requirements for LVO**

**Operating minimum 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 exempted operator by the Civil Aviation Authority of the Philippines 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 minimum.