I, GRAEME MILLS CRAWFORD, Aviation Group Manager, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the Civil Aviation Safety Regulations 1998.

[Signed G.M. Crawford]
Graeme M. Crawford
Aviation Group Manager

28 April 2017

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

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: low-visibility take-off, low-visibility operation 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.

2 Application
This instrument applies in relation to Air Caledonie International of Noumea, New Caledonia, ARN 225595 (the operator), if:
(a) the operator conducts a flight to or from an aerodrome in any of the following kinds of aircraft (the aircraft): A320-200, A330-200; and
(b) ATC at the aerodrome has informed the pilot in command of the aircraft that LVP are in force.

3 Exemptions
(1) The operator is exempt from compliance with subregulations 257 (3) and 257 (4) of CAR.
(2) The pilot in command of the aircraft is exempt from compliance with subregulations 257 (3) and 257 (4) of CAR.

(3) The exemptions are subject to the conditions mentioned in section 4.

4 Conditions
The operator and the pilot in command of the aircraft must each ensure that:
(a) the aircraft complies with the meteorological minima for LVO and associated requirements set out in Schedule 1; and
(b) the requirements for LVO mentioned in Schedule 2 are met.

5 Repeal
This instrument is repealed at the end 30 April 2020.

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 minimum

<table>
<thead>
<tr>
<th>Aircraft M/M (column 1)</th>
<th>Meteorological minima (column 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A320-200, A330-200</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 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 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 (column 4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 A320-200, A330-200</td>
<td>CAT II</td>
<td>300 m</td>
<td>100 ft</td>
</tr>
<tr>
<td></td>
<td>CAT IIIA</td>
<td>200 m</td>
<td>50 ft</td>
</tr>
<tr>
<td>2 A330-200</td>
<td>CAT IIIB</td>
<td>100 m</td>
<td>20 ft</td>
</tr>
<tr>
<td>3 A320-200</td>
<td>CAT IIIB</td>
<td>100 m</td>
<td>25 ft</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 requirements for LVO applicable to the operator under the laws of New Caledonia.

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.