Instrument number CASA EX175/18

I, PETER MICHAEL WHITE, 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 P. White]
Peter White
Executive Manager, Regulatory Services & Surveillance
20 December 2018

CASA EX175/18 — Standard Take-off and Landing Minima (Air New Zealand) Exemption 2018

1 Name
This instrument is CASA EX175/18 — Standard Take-off and Landing Minima (Air New Zealand) Exemption 2018.

2 Repeal of CASA EX43/18
Instrument CASA EX43/18 — Standard Take-off and Landing Minima (Air New Zealand) Exemption 2018 is repealed.

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 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.

Head Up Display or HUD means a display system that presents flight information into a pilot’s forward external field of view.

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.

operating pilot means the pilot who is flying an aircraft.

RVR means runway visual range.
4 Application
This instrument applies in relation to Air New Zealand Limited of Auckland, New Zealand (the *exempted operator*), ARN 500040 if:
(a) the exempted operator conducts a flight to or from an aerodrome in any of the following kinds of aircraft (*the aircraft*): A320-200; A321N; B777-200; B777-300; 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 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 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.

7 Repeal of this instrument
This instrument is repealed at the end of 30 November 2021.

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 mentioned in column 2 of the Table; and
   (b) unless the requirements (if any) mentioned in column 3 of the Table are met.

Table 1: Low-visibility take-off minima

<table>
<thead>
<tr>
<th>Item</th>
<th>Aircraft M/M (column 1)</th>
<th>Meteorological minimum (column 2)</th>
<th>Requirements (column 3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>A320-200; A321N; B777-200; B777-300</td>
<td>150 m</td>
<td>Nil</td>
</tr>
<tr>
<td>2</td>
<td>B787-9</td>
<td>75 m</td>
<td>HUD in operating pilot’s position</td>
</tr>
<tr>
<td>3</td>
<td>A321N</td>
<td>125 m</td>
<td>HUD in operating pilot’s position</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>A320-200; A321N; B777-200; B777-300; B787-9</td>
<td>CAT II</td>
<td>350 m</td>
<td>DH 100 ft</td>
</tr>
<tr>
<td></td>
<td>CAT IIIA</td>
<td>175 m</td>
<td>DH 50 ft</td>
</tr>
<tr>
<td></td>
<td>CAT IIIB</td>
<td>75 m</td>
<td>No DH</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 LVO authorisation issued to the exempted operator by the Civil Aviation Authority of New Zealand 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.