I, GERARD JOHN CAMPBELL, Executive Manager, Operations Division, a delegate of CASA, make this instrument under regulation 11.160 of the Civil Aviation Safety Regulations 1998.

[Signed G.J. Campbell]
Gerard J. Campbell
Executive Manager
Operations Division
9 March 2016

Exemption — from standard take-off and landing minima (Cebu Air, Inc)

1 Definitions
In this instrument:

- **AIP** means Aeronautical Information Publication.
- **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.
- **low-visibility approach** means an approach using minima for a runway that are below the category I precision approach minima for the runway published in the AIP.
- **low-visibility operation** or **LVO** means:
  (a) a low-visibility take-off; or
  (b) a low-visibility approach.
- **low-visibility take-off** means a take-off with RV or RVR of less than 550 m.
- **LVO procedures** means the relevant sections and parts of an operator’s operations manual that relate to low-visibility operations.
- **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/R** means the particular make, model or registration mark of an aircraft.
- **runway visibility** or **RV** means the visibility along a runway as assessed by a person appointed by the aerodrome operator.
- **runway visual range** or **RVR** means the range, measured using an electronic instrument, over which the pilot of an aircraft on the centreline of a runway can see the runway surface markings or the lights delineating the runway or identifying its centreline.
2 Application
This instrument applies only to aircraft mentioned in Schedule 1 operated by Cebu Air, Inc of Pasay City, Philippines, trading as Cebu Pacific Air, Aviation Reference Number 819812 (the operator), in LVO at an aerodrome when the following apply:
(a) ATC is in operation;
(b) ATC has informed the pilot of the aircraft that LVP are in force.

3 Exemption
Each aircraft operated by the operator is exempt from compliance with regulation 257 of the Civil Aviation Regulations 1988 (CAR 1988) in relation to the standard take-off and landing minima determined by CASA under subregulation 257 (1) of CAR 1988.

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

4 Conditions
The exemption is subject to the following conditions:
(a) each aircraft must use not less than the operating minima mentioned for it in Schedule 1, subject to the requirements mentioned in Schedule 1 (if any);
(b) the requirements for LVO mentioned in Schedule 2 must be complied with.

5 Expiry
This instrument expires at the end of February 2019, as if it had been revoked by another instrument.

Schedule 1 Operating minima for LVO

Low-visibility take-off minima

1 An aircraft mentioned in column 1 of Table 1 has the low-visibility take-off minima approved in column 2 of Table 1 for the aircraft, subject to any conditions specified in column 3 of Table 1.

Table 1: Low-visibility take-off minima

<table>
<thead>
<tr>
<th>Aircraft M/M/R (Column 1)</th>
<th>Take-off minima (Column 2)</th>
<th>Conditions (Column 3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airbus A330-300</td>
<td>350 m</td>
<td>Minima applies if only RV assessments are available</td>
</tr>
<tr>
<td>Airbus A330-300</td>
<td>125 m</td>
<td>RVR required</td>
</tr>
</tbody>
</table>

Landing minima

2 An aircraft mentioned in column 1 of Table 2 may conduct the low-visibility approach operation mentioned in column 2 of Table 2 for the aircraft, provided the aircraft uses the limits for the approach operation specified in columns 3 and 4 of Table 2.
Table 2: Low-visibility approach minima and requirements

<table>
<thead>
<tr>
<th>Aircraft M/M/R (Column 1)</th>
<th>Approach operation (Column 2)</th>
<th>RVR (Column 3)</th>
<th>DH (Column 4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airbus A330-300</td>
<td>CAT II</td>
<td>300 m</td>
<td>100 ft DH</td>
</tr>
<tr>
<td>Airbus A330-300</td>
<td>CAT IIIA</td>
<td>200 m</td>
<td>50 ft DH</td>
</tr>
<tr>
<td>Airbus A330-300</td>
<td>CAT IIIB</td>
<td>125 m</td>
<td>No DH</td>
</tr>
</tbody>
</table>

Schedule 2 Requirements for LVO

Operating minima and procedures

1 The operator’s operating minima and procedures for conducting LVO must be in accordance with the more restrictive requirements of:
   (a) this instrument; and
   (b) the LVO authorisation issued to the operator by the Civil Aviation Authority of the Philippines.

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 approach may be continued to the minima.