Instrument number CASA EX152/16

I, GERARD JOHN CAMPBELL, Safety Assurance Senior Manager, Aviation Group, a delegate of CASA, make this instrument under subregulations 11.160 (1) and 11.205 (1) of the Civil Aviation Safety Regulations 1998 (CASR 1998).

[Signed G.J. Campbell]
Gerard J. Campbell
Safety Assurance Senior Manager
Aviation Group

30 September 2016

Exemption — from standard take-off and landing minima (Nippon Cargo Airlines)

1 Duration
This instrument:
(a) commences 1 October 2016; and
(b) is repealed at the end of 30 September 2019.

2 Definitions
In this instrument:

*AH* means alert height.

*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.

*ft* means feet.

*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.

*Note* In this instrument certain terms and expressions have the same meaning as they have in the Civil Aviation Act 1988, Civil Aviation Regulations 1988 and CASR 1998. These include: low-visibility take-off, low-visibility operation and runway visual range.
3 Application

This instrument applies to Nippon Cargo Airlines Co Ltd of Narita-shi, Chiba, Japan, Aviation Reference Number 780261 (the operator), if:
(a) the operator conducts a flight to or from an aerodrome in a B747-400F or B747-8F aircraft (the aircraft); and
(b) ATC at the aerodrome has informed the pilot in command of the aircraft that LVP are in force.

4 Exemption

The operator of the aircraft is exempt from compliance with subregulations 257 (3) and 257 (4) of the Civil Aviation Regulations 1988.

5 Conditions

The exemption is subject to the operator ensuring compliance with the following:
(a) the aircraft must comply with the meteorological minima for LVO and associated requirements set out in Schedule 1;
(b) the requirements for LVO mentioned in Schedule 2.

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>
<thead>
<tr>
<th>Aircraft M/M (column 1)</th>
<th>Meteorological minimum (column 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B747-400F, B747-8F</td>
<td>200 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; and
(b) must apply the DH or AH in column 4 of the Table.

<table>
<thead>
<tr>
<th>Aircraft M/M (column 1)</th>
<th>Approach operation (column 2)</th>
<th>RVR minima (column 3)</th>
<th>DH or AH (column 4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B747-400F, B747-8F</td>
<td>CAT II</td>
<td>350 m</td>
<td>100 ft DH</td>
</tr>
<tr>
<td>B747-400F, B747-8F</td>
<td>CAT IIIA</td>
<td>200m</td>
<td>100ft AH</td>
</tr>
<tr>
<td>B747-400F</td>
<td>CAT IIIB</td>
<td>100m</td>
<td>100ft AH</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 operator by the Japan Civil Aviation Bureau.

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.