



Australian Government
Civil Aviation Safety Authority

Instrument number CASA EX74/19

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

29 July 2019

**CASA EX74/19 — Standard Take-off and Landing Minima (Japan Airlines)
Exemption 2019**

1 Name

This instrument is *CASA EX74/19 — Standard Take-off and Landing Minima (Japan Airlines) Exemption 2019*.

2 Repeal of CASA EX129/16

Instrument CASA EX129/16, *Exemption — from standard take-off and landing minima (Japan Airlines)*, is repealed.

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:

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.

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 Japan Airlines Co. Ltd. of Japan (the *exempted operator*), ARN 503135, if:

- (a) the exempted operator conducts a flight to or from an aerodrome in the following kinds of aircraft (the *aircraft*): B767-300ER, B777-200ER, B777-300ER, B787-8, 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 (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.

7 Repeal of this instrument

This instrument is repealed at the end of 30 June 2022.

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

| Aircraft M/M (column 1) | Meteorological minimum (column 2) |
|---|--|
| B767-300ER, B777-200ER, B777-300ER, B787-8, B787-9 | 200 m |

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 and AH mentioned in column 4 of the Table for the low-visibility approach operation.

Table 2: Approach minima and requirements

| Aircraft M/M (column 1) | Low-visibility approach operation (column 2) | RVR minimum (column 3) | DH or AH (column 4) |
|---|---|-----------------------------------|--------------------------------|
| B767-300ER, B777-200ER, B777-300ER, B787-8, B787-9 | CAT II | 300 m | DH 100 ft |
| | CAT IIIA | 175 m | AH 100 ft |
| | CAT IIIB | 75 m | AH 100 ft |

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 Ministry of Land, Infrastructure Transport and Tourism, Civil Aviation Bureau, Japan 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.
-