



Australian Government
Civil Aviation Safety Authority

Instrument number CASA EX111/16

I, MARK ANDREW FERNAN, Acting Safety Assurance Senior Manager, Aviation Group, a delegate of CASA, make this instrument under regulation 11.160 of the *Civil Aviation Safety Regulations 1998*.

[Signed Mark Fernan]

Mark Fernan
 Acting Safety Assurance Senior Manager
 Aviation Group

21 July 2016

Exemption — from standard take-off and landing minima (Cathay Pacific Airways Ltd)

1 Duration

This instrument:

- (a) commences on 22 July 2016; and
- (b) is repealed at the end of 30 June 2019.

2 Repeal

Instrument CASA EX71/15 is repealed.

3 Definitions

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/R means the particular make, model or registration mark of an aircraft.

RVR means runway visual range.

4 Application

This instrument applies only to aircraft mentioned in Schedule 1 operated by Cathay Pacific Airways Ltd, of S.A.R. of Hong Kong, People's Republic of China, Aviation Reference Number 503091 (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.

5 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.

6 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.

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 mentioned in column 3 of Table 1.

Table 1: Low-visibility take-off minima

Aircraft M/M/R (Column 1)	Take-off minima (Column 2)	Conditions (Column 3)
A340-300, A330-300, A350-900, B747-400, B777-200, B777-300ER, B747-400F, B747-8F	150 m	RVR required

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 mentioned in columns 3 and 4 of Table 2.

Table 2: Low-visibility approach minima and requirements

Aircraft M/M/R (Column 1)	Approach operation (Column 2)	RVR (Column 3)	DH (Column 4)
A340-300, A330-300, A350-900, B747-400, B777-200, B777-300ER, B747-400F, B747-8F	CAT II	350 m	100 ft
A340-300, A330-300, B747-400, B777-200, B777-300ER, B747-400F, B747-8F	CAT IIIA	200 m	50 ft
B747-400, B777-200, B777-300ER, B747-400F, B747-8F	CAT IIIB	100 m	No DH
A340-300, A330-300	CAT IIIB	75 m	No DH

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 Department of Hong Kong.

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.
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