



**Australian Government**  
**Civil Aviation Safety Authority**

Instrument number CASA EX89/17

I, ANTHONY ALFRED STANTON, National Operations Manager, Aviation Group, a delegate of CASA, make this instrument under the *Civil Aviation Safety Regulations 1998*.

**[Signed A.A. Stanton]**

Anthony A. Stanton  
National Operations Manager  
Aviation Group

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**Exemption — from standard take-off and landing minima (Thai Airways International)**

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**1 Duration**

This instrument:

- (a) commences on 1 August 2017; and
- (b) is repealed at the end of 31 July 2019.

**2 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: *CAR*, *CASR*, *low-visibility take-off*, *low-visibility operation* 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.

*LVO* means low-visibility operation.

*low-visibility procedures* or *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.

**3 Application**

This instrument applies in relation to Thai Airways International Public Company Limited of Thailand, ARN 503428 (*Thai International*), if:

- (a) Thai International conducts a flight to or from an aerodrome in any of the following kinds of aircraft (the *aircraft*): A330-300, A350-900, A380-800, B747-400, B777-200, B777-200ER, B777-300, B777-300ER, B787-8; and

- (b) ATC at the aerodrome has informed the pilot in command of the aircraft that LVP are in force.

#### 4 Exemptions

- (1) For regulation 11.160 of CASR, Thai International is exempt from compliance with subregulations 257 (3) and 257 (4) of CAR in relation to the flight.
- (2) For regulation 11.160 of CASR, 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.
- (3) The exemptions are subject to the conditions mentioned in section 5.

#### 5 Conditions

- (1) For regulation 11.205 of CASR, it is a condition of the exemption in subsection 4 (1) that Thai International ensures compliance with the requirements mentioned in subsection (3).
- (2) For regulation 11.205 of CASR, it is a condition of the exemption in subsection 4 (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.

### 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 1: Low-visibility take-off minimum**

Aircraft M/M (column 1)	Meteorological minima (column 2)
A330-300, A350-900, A380-800, B747-400, B777-200, B777-200ER, B777-300, B777-300ER, B787-8	150 m

#### Low-visibility landing 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 for the purpose of landing the aircraft:
  - (a) has the RVR meteorological minimum in column 3 of the Table for the approach operation; and
  - (b) must apply the DH requirements mentioned in column 4 of the Table for the approach operation.

**Table 2: Approach minima and requirements**

	<b>Aircraft M/M (column 1)</b>	<b>Approach operation (column 2)</b>	<b>RVR minimum (column 3)</b>	<b>DH (column 4)</b>
1	A330-300, A350-900, A380-800, B747-400, B777-200, B777-200ER, B777-300, B777-300ER, B787-8	CAT II	300 m	100 ft
2		CAT IIIA	175 m	No DH
3		CAT IIIB	75 m	No DH

## **Schedule 2 Requirements for LVO**

### **Operating minima and procedures**

- 1 The requirements for conducting LVO are the more restrictive of the requirements in the following:
  - (a) this instrument;
  - (b) the LVO authorisation issued to Thai International by the Department of Civil Aviation Thailand 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 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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