



Australian Government
Civil Aviation Safety Authority

Instrument number CASA EX156/16

I, MARK FERNAN, Acting 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 M. Fernan]

Mark Fernan
 Acting Safety Assurance Senior Manager
 Aviation Group

11 October 2016

Exemption — from standard take-off and landing minima (China Eastern Airlines)

1 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 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*.

2 Application

This instrument applies to China Eastern Airlines Corporation Limited, of the People's Republic of China, Aviation Reference Number 901913 (the *operator*), if:

- (a) the operator conducts a flight to or from an aerodrome in any of the following kinds of aircraft (the *aircraft*): A330-200, A330-300, B777-300ER; and
- (b) ATC at the aerodrome has informed the pilot in command of the aircraft that LVP are in force.

3 Exemption

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

4 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.

5 Expiry

This instrument is repealed at the end of 30 September 2019.

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 minima

	Aircraft M/M (column 1)	Meteorological minima (column 2)
1	A330-200, A330-300	150 m
2	B777-300ER	200 m

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 in column 4 of the Table.

Table 2: Approach minima and requirements

Aircraft M/M (column 1)	Approach operation (column 2)	RVR minimum (column 3)	DH (column 4)
A330-200, A330-300, B777-300ER	CAT II	350 m	100 ft

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 Civil Aviation Administration of China 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 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.
-