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This instrument is repealed at the end of 30 September 2019.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

<table>
<thead>
<tr>
<th>Aircraft M/M (column 1)</th>
<th>Meteorological minima (column 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 A330-200, A330-300</td>
<td>150 m</td>
</tr>
<tr>
<td>2 B777-300ER</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 in column 4 of the Table.

Table 2: Approach minima and requirements

<table>
<thead>
<tr>
<th>Aircraft M/M (column 1)</th>
<th>Approach operation (column 2)</th>
<th>RVR minimum (column 3)</th>
<th>DH (column 4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-200, A330-300, B777-300ER</td>
<td>CAT II</td>
<td>350 m</td>
<td>100 ft</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 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.