



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX136/17

I, ANTHONY ALFRED STANTON, National Operations Manager, Aviation Group, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

[Signed A.A. Stanton]

Anthony A. Stanton
National Operations Manager
Aviation Group

27 September 2017

Exemption — from standard take-off and landing minima (Tianjin Airlines Co., Ltd)

1 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: *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.

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.

2 Application

This instrument applies in relation to Tianjin Airlines Co., Ltd, ARN 1026266 (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; and
- (b) ATC at the aerodrome has informed the pilot in command of the aircraft that LVP are in force.

3 Exemptions

- (1) The operator is exempt from compliance with subregulations 257 (3) and 257 (4) of CAR.

- (2) 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.

4 Conditions

- (1) It is a condition of the exemption in subsection 3 (1) that the operator ensures compliance with the requirements mentioned in subsection (3).
- (2) It is a condition of the exemption in subsection 3 (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.

5 Repeal

This instrument is repealed at the end of 30 September 2019.

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 in column 2 of the Table.

Table 1: Low-visibility take-off minimum

Aircraft M/M (column 1)	Meteorological minimum (column 2)
A330-200	200 m

Low-visibility approach minimum

- 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 mentioned in column 4 of the Table for the approach operation.

Table 2: Approach minimum and requirements

Aircraft M/M (column 1)	Approach operation (column 2)	RVR minimum (column 3)	DH (column 4)
A330-200	CAT II	300 m	DH 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 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 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 minima.
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