I, GERARD JOHN CAMPBELL, 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 G.J. Campbell]
Gerard J. Campbell
Safety Assurance Senior Manager
Aviation Group
29 July 2016

Exemption — from standard take-off and landing minima (Air China Limited)

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.
- **DHI** 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.

2 Application
This instrument applies only to aircraft mentioned in Schedule 1 operated by Air China Limited of Beijing, People’s Republic of China, Aviation Reference Number 502239 (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.

3 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.
4 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.

5 Expiry
This instrument is repealed at the end of 31 May 2019.

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

<table>
<thead>
<tr>
<th>Aircraft M/M/R (Column 1)</th>
<th>Take-off minima (Column 2)</th>
<th>Conditions (Column 3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B737-800, B747-400, B777-200 and B777-300ER</td>
<td>200 m</td>
<td>RVR required</td>
</tr>
<tr>
<td>A330-200 and A330-300</td>
<td>150 m</td>
<td>RVR required</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Aircraft M/M/R (Column 1)</th>
<th>Approach operation (Column 2)</th>
<th>RVR (Column 3)</th>
<th>DH (Column 4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-200, A330-300, B747-400, B777-200, B777-300ER and B737-800</td>
<td>CAT II</td>
<td>300 m</td>
<td>100 ft</td>
</tr>
</tbody>
</table>
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 Administration of China.

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.