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
26 October 2017

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

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 Shanghai Airlines Co. Ltd of People’s Republic of China (the exempted operator), ARN 797183, if:

(a) the exempted operator conducts a flight to or from an aerodrome in any of the following kind 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 exempted 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 exempted 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This instrument is repealed at the end of 31 October 2019.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

<table>
<thead>
<tr>
<th>Aircraft M/M (column 1)</th>
<th>Meteorological minimum (column 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-200</td>
<td>200 m</td>
</tr>
</tbody>
</table>

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

<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</td>
<td>CAT II</td>
<td>350 m</td>
<td>100 ft</td>
</tr>
</tbody>
</table>

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 exempted 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.