



# Australian Government

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## Civil Aviation Safety Authority

Instrument number CASA EX125/20

I, WARREN CRAIG MARTIN, Executive Manager, Regulatory Services & Surveillance, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

**[Signed C. Martin]**

Craig Martin

Executive Manager, Regulatory Services & Surveillance

10 September 2020

### **CASA EX125/20 — Standard Take-off and Landing Minima (China Eastern Airlines) Exemption 2020**

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#### **1 Name**

This instrument is *CASA EX125/20 — Standard Take-off and Landing Minima (China Eastern Airlines) Exemption 2020*.

#### **2 Repeal of instrument CASA EX52/20**

*CASA EX52/20 — Standard Take-off and Landing Minima (China Eastern Airlines) Exemption 2020* is repealed.

#### **3 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: *aerodrome, air traffic control, low-visibility approach, low-visibility operation, low-visibility take-off, pilot in command* 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.

*SA CAT I* means Special Authorisation CAT I.

#### 4 Application

This instrument applies in relation to China Eastern Airlines Corporation Limited of People's Republic of China, ARN 901913 (the *exempted operator*), if:

- (a) the exempted operator conducts a flight to or from an aerodrome in any of the following kinds of aircraft (the *aircraft*): A330-200, A330-300, A350-900, B777-300ER; and
- (b) ATC at the aerodrome has informed the pilot in command of the aircraft that LVP are in force.

#### 5 Exemptions

- (1) The exempted operator is exempt from compliance with subregulations 257 (3) and (4) of CAR in relation to the flight.
- (2) The pilot in command of the aircraft is exempt from compliance with subregulations 257 (3) and (4) of CAR in relation to the flight.

#### 6 Conditions

- (1) It is a condition of the exemption in subsection 5 (1) that the exempted operator ensures compliance with the requirements mentioned in subsection (3).
- (2) It is a condition of the exemption in subsection 5 (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.

#### 7 Repeal of this instrument

This instrument is repealed at the end of 31 August 2023.

### 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 mentioned in column 2 of the Table.

**Table 1: Low-visibility take-off minima**

<b>Aircraft M/M (column 1)</b>	<b>Meteorological minimum and HUD requirements (column 2)</b>
A330-200, A330-300, A350-900	150 m
A350-900	150 m with HUD
B777-300ER	200 m

## Low-visibility approach minima

- 2 An aircraft of a kind mentioned in column 1 of Table 2, when conducting a low-visibility approach operation mentioned in column 2 of the Table for the purpose of landing the aircraft:
  - (a) has the RVR meteorological minimum mentioned in column 3 of the Table for the low-visibility approach operation; and
  - (b) must apply the DH mentioned in column 4 of the Table for the low-visibility approach operation; and
  - (c) must meet the condition mentioned in column 5 of the Table.

**Table 2: Approach minima and requirements**

<b>Aircraft M/M (column 1)</b>	<b>Low-visibility approach operation (column 2)</b>	<b>RVR minimum (column 3)</b>	<b>DH (column 4)</b>	<b>Condition (column 5)</b>
A350-900	SA CAT I	450 m	150 ft	HUD required
	CAT II	300 m	100 ft	HUD required
A330-200, A330-300, A350-900, B777-300ER	CAT II	300 m	100 ft	Nil
A350-900, B777-300ER	CAT III	150 m	50 ft	Nil
A330-200, A330-300	CAT III	175 m	50 ft	Nil

## 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 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 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 pilot in command of the aircraft may continue the approach to the minimum.