



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX88/21

I, HAMISH ANDREW FRASER, Acting Executive Manager, Regulatory Oversight, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

[Signed Hamish Fraser]

Hamish Fraser

Acting Executive Manager, Regulatory Oversight

27 July 2021

CASA EX88/21 — Standard Take-off and Landing Minima (Malaysia Airlines Berhad) Exemption 2021

1 Name

This instrument is *CASA EX88/21 — Standard Take-off and Landing Minima (Malaysia Airlines Berhad) Exemption 2021*.

2 Repeal of instrument CASA EX96/18

Instrument *CASA EX96/18 — Standard Take-off and Landing Minima (Malaysia Airlines Berhad) Exemption 2018* is repealed.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.

4 Application

This instrument applies in relation to Malaysia Airlines Berhad, ARN 1002042 (the *exempted operator*), if:

- (a) the exempted operator conducts a flight to or from an aerodrome in the following kinds of aircraft (the *aircraft*): A330-200, A330-200F, A330-300, A350-900, A380-800, B737-800; 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 30 June 2024.

Note Approval to conduct a low-visibility operation under this instrument may cease at an earlier date in accordance with subregulation 202.416 (3) of CASR. See the *Civil Aviation Legislation Amendment (Flight Operations—Consequential Amendments and Transitional Provisions) Regulations 2021*.

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 mentioned, for the aircraft, in column 2 of the Table.

Table 1: Low-visibility take-off minima

Aircraft M/M (column 1)	Meteorological minimum (column 2)
A330-200, A330-200F, A330-300, A350-900, A380-800	125 m
B737-800	150 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.

Table 2: Approach minima and requirements

Aircraft M/M (column 1)	Low-visibility approach operation (column 2)	RVR minimum (column 3)	DH (column 4)
A330-200, A330-200F, A330-300, A350-900, A380-800, B737-800	CAT II	300 m	100 ft
A330-200, A330-200F, A330-300, A350-900, A380-800, B737-800 (F, L and X series)	CAT IIIA	200 m	50 ft
A330-200, A330-200F, A330-300, A350-900, A380-800	CAT IIIB	75 m	No DH

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 Authority of Malaysia 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 ensure that the aircraft does 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.