Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX114/11

I, TERENCE LINDSAY FARQUHARSON, Acting Director of Aviation Safety, on behalf of CASA, make this instrument under regulation 11.160 of the *Civil Aviation Safety Regulations 1998* (***CASR 1998***).

[Signed T. Farquharson]
Terry Farquharson
Acting Director of Aviation Safety

22 September 2011

Exemption — A380 operations at certain aerodromes

1 Duration

This instrument:

(a) commences on 1 October 2011; and

(b) stops having effect at the end of September 2014.

2 Application

(1) This instrument applies to each aerodrome operator mentioned in Schedule 1 (***the operator***) when the aerodrome is used as an alternate aerodrome for the landing and taking off of the Airbus A380 aeroplane (the ***aeroplane***).

(2) This instrument also applies to the operator of Melbourne International Airport, Aviation Reference Number (***ARN***) 224710, in relation to runway 09/27 and its associated taxiways, whenever they are used in connection with the landing and taking off of the aeroplane.

3 Exemption

The operator is exempt from regulation 139.165 of CASR 1998 in relation to the standards set out in paragraphs 6.2.14.3, 6.3.2.1A, 6.3.9.1A and 6.3.10.1 of the Manual of Standards Part 139 — Aerodromes (the ***Manual***).

Note 1 Paragraph 6.2.14.3 of the Manual states that code letter E runways used for A380 operations must be provided with shoulders that consist of:

(a) inner shoulders 7.5 metres in width on either side that are able to support unintended aircraft runoff; and

(b) outer shoulders 7.5 metres in width on either side that are resistant to engine blast erosion, prevent engine ingestion and are able to support emergency and service vehicles.

Note 2 Paragraph 6.3.2.1A of the Manual states that for A380 aircraft using a code letter E taxiway, the minimum clearance between the outer main gear wheels and the edge of the taxiway at any point must not be less than 4.3 metres.

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Note 3 Paragraph 6.3.9.1A of the Manual states that the width of the shoulders on each side of a code letter E taxiway used for A380 operations must not be less than 18.5 metres.

Note 4 Paragraph 6.3.10.1 of the Manual states that the taxiway shoulders must be:

(a) if the taxiway is used by jet-propelled aircraft — resistant to engine blast erosion and prevent engine ingestion; and

(b) if the taxiway is intended to serve a wide-bodied jet, such as a Boeing 747 aeroplane or Airbus A380 aircraft, being an aircraft whose engines overhang the shoulders — sealed to a width of at least 3 metres on both sides of the taxiway.

4 Conditions

The exemption is subject to the conditions mentioned in Schedule 2.

Schedule 1 Aerodrome operator

1 The operator of Adelaide International Airport, ARN 556256.

2 The operator of Alice Springs Airport, ARN 556875.

3 The operator of Darwin International Airport, ARN 560169.

Schedule 2 Conditions

1 After each take-off or landing of the aeroplane at an aerodrome, the operator must ensure that the runway used by the aeroplane, and the runway's inner shoulders, are inspected for loose stones and debris.

2 After each take-off or landing of the aeroplane at an aerodrome, the operator must ensure that any taxiway used by the aeroplane, and the sealed portions of the taxiway's shoulders, are inspected for loose stones and debris if its shoulders do not comply with paragraph 6.3.10.1 of the Manual.

3 The operator must ensure that the runway, runway inner shoulders, taxiway and taxiway shoulders are cleared of any loose stones and debris that are discovered in the inspection.

4 The operator must ensure that an inspection for damage to edge lights and signs is carried out along those parts of the runway and taxiway network that have to be inspected under clause 1 or 2.

5 The operator must advise the operator of the aeroplane of any point on the taxiway where the minimum clearance between the outer main gear wheels and the edge of the taxiway would be less than 4.3 metres.