



# **Civil Aviation Amendment (Narrow Runways) Regulation 2014**

## **Select Legislative Instrument No. 165, 2014**

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I, General the Honourable Sir Peter Cosgrove AK MC (Ret'd), Governor-General of the Commonwealth of Australia, acting with the advice of the Federal Executive Council, make the following regulation.

Dated 30 October 2014

Peter Cosgrove  
Governor-General

By His Excellency's Command

Warren Truss  
Minister for Infrastructure and Regional Development

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*OPC50216 - A*



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## **1 Name of regulation**

This regulation is the *Civil Aviation Amendment (Narrow Runways) Regulation 2014*.

## **2 Commencement**

This regulation commences on 13 November 2014.

## **3 Authority**

This regulation is made under the *Civil Aviation Act 1988*.

## **4 Schedule(s)**

Each instrument that is specified in a Schedule to this instrument is amended or repealed as set out in the applicable items in the Schedule concerned, and any other item in a Schedule to this instrument has effect according to its terms.

## Schedule 1—Amendments

### *Civil Aviation Regulations 1988*

#### **1 Regulation 235A**

Repeal the regulation, substitute:

#### **235A Taking off from and landing on narrow runways—certain aeroplanes**

##### *Application*

- (1) This regulation applies to an aeroplane if:
  - (a) the aeroplane takes off from, or lands on, a runway with a width of less than the ICAO minimum runway width for the aeroplane (a **narrow runway**); and
  - (b) the aeroplane has a maximum certificated take-off weight of more than 5 700 kg; and
  - (c) the aeroplane is being used to conduct a regular public transport operation or a charter operation; and
  - (d) the aeroplane is of a type first type certificated in its country of manufacture on or after 1 March 1978.

##### *Offence for operator and pilot in command—flight manual*

- (2) The operator of the aeroplane and the pilot in command each commit an offence if, when the take-off or landing is conducted, the aeroplane's flight manual does not provide for the operation of the aeroplane on a narrow runway.

Penalty: 50 penalty units.

##### *Offence for operator—operator's operations manual*

- (3) The operator of the aeroplane commits an offence if, when the take-off or landing is conducted, the operator's operations manual does not include operating limitations for taking off from, or landing on, a narrow runway that are at least as restrictive as the provisions of the aeroplane's flight manual that provide for the operation of the aeroplane on a narrow runway.

Penalty: 50 penalty units.

*Offence for operator—operator’s training and checking manual*

- (4) The operator of the aeroplane commits an offence if, when the take-off or landing is conducted, the operator’s training and checking manual does not state the training the operator requires the aeroplane’s flight crew to have completed before conducting a take-off from, or a landing on, a narrow runway.

Penalty: 50 penalty units.

*Offence for operator and pilot in command—flight crew training requirements*

- (5) The operator and the pilot in command of the aeroplane each commit an offence if, when the take-off or landing is conducted, each member of the aeroplane’s flight crew has not successfully completed the training mentioned in subregulation (4).

Penalty: 50 penalty units.

*Strict liability*

- (6) An offence against this regulation is an offence of strict liability.

*Definitions*

- (7) In this regulation:

**code letter**, for an aeroplane, means:

- (a) for an aeroplane with a wing span and an outer main gear wheel span mentioned in the same item in table 235A-1 (other than an aeroplane mentioned in paragraph (c))—the letter mentioned in column 3 of the item; or
- (b) for an aeroplane with a wing span and an outer main gear wheel span mentioned in different items in table 235A-1 (other than an aeroplane mentioned in paragraph (c))—the letter mentioned in column 3 of the item in the table with the higher number; or
- (c) for an aeroplane with a wing span mentioned in item 1, 2, 3 or 4 of table 235A-1 and an outer main gear wheel span that is at least 9 m but less than 14 m—D.

**Table 235A-1—Code letters**

<b>Item</b>	<b>Column 1 Wing span of aeroplane</b>	<b>Column 2 Outer main gear wheel span of aeroplane</b>	<b>Column 3 Code letter</b>
1	less than 15 m	less than 4.5 m	A
2	at least 15 m but less than 24 m	at least 4.5 m but less than 6 m	B
3	at least 24 m but less than 36 m	at least 6 m but less than 9 m	C
4	at least 36 m but less than 52 m	at least 9 m but less than 14 m	D
5	at least 52 m but less than 65 m	at least 9 m but less than 14 m	E
6	at least 65 m but less than 80 m	at least 14 m but less than 16 m	F

*code number*, for an aeroplane with a reference field length mentioned in column 1 of an item of table 235A-2, means the number mentioned in column 2 of the item.

**Table 235A-2—Code numbers**

<b>Item</b>	<b>Column 1 Reference field length</b>	<b>Column 2 Code number</b>
1	less than 800 m	1
2	at least 800 m but less than 1 200 m	2
3	at least 1 200 m but less than 1 800 m	3
4	at least 1 800 m	4

*contaminated*, for a runway: a runway is *contaminated* if more than 25% of the surface area required for take-off or landing is covered by any of the following:

- (a) water or slush more than 3 mm deep;
- (b) loose snow more than 20 mm deep;
- (c) compacted snow or ice.

*dry*, for a runway: a runway is *dry* if the surface area required for a take-off or landing:

- (a) has no visible moisture; and



(b) is not contaminated.

**ICAO minimum runway width**, for an aeroplane, means the width shown in the cell of table 235A-3 that is the intersection of the aeroplane's code letter and code number.

<b>Code letter</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>
<b>Code number</b>						
1	18 m	18 m	23 m	-	-	-
2	23 m	23 m	30 m	-	-	-
3	30 m	30 m	30 m	45 m	-	-
4	-	-	45 m	45 m	45 m	60 m

**maximum certificated take-off weight**, for an aeroplane, means the maximum take-off weight stated in the aeroplane's type certificate, foreign type certificate, supplemental type certificate or foreign supplemental type certificate.

**reference field length**, for an aeroplane, means the shortest take-off distance required for a take-off by the aeroplane at its maximum certificated take-off weight:

- (a) on a runway that is level and dry; and
- (b) in still air; and
- (c) in International Standard Atmosphere conditions at sea level.

**take-off distance required**, for an aeroplane, means the take-off distance for the aeroplane set out in the aeroplane's flight manual.