



# Australian Government

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## Civil Aviation Safety Authority

Instrument number CASA EX101/23

I, ADRIAN PAUL SLOOTJES, Branch Manager, Air Navigation, Airspace & Aerodromes, National Operations & Standards Division, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

### [Signed Adrian Slootjes]

Adrian Slootjes

Branch Manager, Air Navigation, Airspace & Aerodromes  
National Operations & Standards Division

31 October 2023

### **CASA EX101/23 — Air Traffic Services (Brisbane Aerodrome Obstructed Taxiways) Exemption 2023**

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#### **1 Name**

This instrument is *CASA EX101/23 — Air Traffic Services (Brisbane Aerodrome Obstructed Taxiways) Exemption 2023*.

#### **2 Duration**

- (1) This instrument commences on 1 November 2023.
- (2) This instrument is repealed at the end of 30 June 2024.

#### **3 Definitions**

In this instrument:

*A-SMGCS* has the meaning given by regulation 139.251 of CASR, as in force on 8 August 2019.

*air traffic service* has the meaning given by regulation 172.010 of CASR.

*Charlie 10* means the taxiway named Charlie 10 at Brisbane aerodrome.

*Manual of Standards* has the meaning given by regulation 172.010 of CASR.

*simultaneous movement*, of aircraft on the taxiways south of Charlie 10, means:

- (a) there is an aircraft taxiing or being towed on a taxiway south of Charlie 10;  
and
- (b) there is at least one other aircraft taxiing or being towed on one of the taxiways south of Charlie 10 at the same time.

## 4 Exemption

- (1) In providing an air traffic service for Brisbane aerodrome, Airservices Australia (AA), ARN 202210, is exempt from compliance with subregulation 172.095(4) of CASR:
  - (a) to the extent that the subregulation requires AA to have facilities that comply with the requirement, in subsection 3.03(1) of the Manual of Standards, to ensure that visual observation can be maintained from the control tower cab; and
  - (b) in relation only to any taxiway at the aerodrome that is south of Charlie 10.
- (2) The exemption is subject to the conditions in section 5.

## 5 Conditions

### Simultaneous movement — limit of 3 aircraft

- (1) AA must not permit the simultaneous movement of more than 3 aircraft on the taxiways south of Charlie 10.

### Conflicting aircraft

- (2) AA must not issue a clearance for an aircraft (*aircraft A*) to taxi through a portion of a taxiway that is not visible from the control tower cab if:
  - (a) there is another aircraft in the vicinity (*aircraft B*) that may potentially conflict with aircraft A; and
  - (b) AA has not received positive confirmation under subsection (3) of the position of aircraft B.
- (3) Positive confirmation may be achieved:
  - (a) visually from the control tower; or
  - (b) through the use of A-SMGCS; or
  - (c) by report of a pilot of aircraft A or B or a person towing the aircraft.

### When traffic to move in one direction

- (4) Subsection (5) applies if:
  - (a) one or more of the taxiways south of Charlie 10 is unavailable for transit because it is occupied by parked aircraft or because of damage, works in progress, or other similar reason; and
  - (b) there is an aircraft (the *initial aircraft*) taxiing or being towed on a taxiway south of Charlie 10; and
  - (c) one or more other aircraft (a *subsequent aircraft*) requires clearance to taxi or be towed on a taxiway south of Charlie 10 (whether or not the same taxiway as that used by the initial aircraft).
- (5) AA:
  - (a) must not issue a clearance for a subsequent aircraft to taxi or be towed, during the time that the circumstances in paragraph (4)(a) persist, on the taxiway in a direction opposite to the direction taken by the initial aircraft; and
  - (b) must ensure that the movement of aircraft present on the taxiways south of Charlie 10 is in one direction only.

**Follow-me vehicle — no A-SMGCS**

- (6) AA must not issue a clearance for an aircraft to taxi, or be towed, at a time that A-SMGCS data is not available, through a portion of a taxiway that is south of Charlie 10 that is not visible from the control tower cab, unless the operator of Brisbane aerodrome provides a vehicle to escort or guide the aircraft through that portion of the taxiway.
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