



Australian Government
Civil Aviation Safety Authority

Instrument number CASA EX77/22

I, LAURA JANE CARLTON, National Manager Regulatory Services, Regulatory Oversight Division, a delegate of CASA, make this instrument under section 9.18 of the *Part 139 (Aerodromes) Manual of Standards 2019* and regulation 11.056 of the *Civil Aviation Safety Regulations 1998*.

[Signed Laura Carlton]

Laura Carlton
National Manager Regulatory Services
Regulatory Oversight Division

14 September 2022

CASA EX77/22 — Darwin Aerodrome (Temporary VASIS Lighting System) Exemption 2022

1 Name

This instrument is *CASA EX77/22 — Darwin Aerodrome (Temporary VASIS Lighting System) Exemption 2022*.

2 Definitions

Note In this instrument, certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988*, the regulations and the Part 139 MOS. These include: **aerodrome**, **aerodrome certificate**, **aerodrome manual**, **aerodrome operator**, **AIP-ERSA**, **NOTAM**, **OAS**, **PAPI**, **primary power supply**, **runway** and **VASIS**.

In this instrument:

CASA AC 139.C-11 means *CASA Advisory Circular AC 139.C-11 v1.0 – Commissioning of aerodrome lighting systems*, dated March 2022, as it exists at the time this instrument commences.

Darwin aerodrome means Darwin aerodrome, aerodrome certificate CASA.ADCERT.0046.

Darwin International Airport Pty Ltd means Darwin International Airport Pty Ltd, ARN 560169, in its capacity as the aerodrome operator of Darwin aerodrome.

runway 11/29 means the runway at Darwin aerodrome designated as “runway 11/29”.

3 Exemption

- (1) For subsection 9.18 (2) of the Part 139 MOS, Darwin International Airport Pty Ltd is exempt from a flight check for the VASIS that is provided for temporary use on runway 11/29.

- (2) The exemption is subject to the conditions mentioned in section 4.

4 Conditions

- (1) Darwin International Airport Pty Ltd must include a copy of this instrument in the aerodrome manual for Darwin aerodrome.
- (2) Before using a VASIS at runway 11/29, Darwin International Airport Pty Ltd must give CASA a ground check determination in respect of a ground check of the VASIS conducted in accordance with section 9.17 of the Part 139 MOS.
- (3) The ground check determination must contain evidence that:
 - (a) the obstacle assessment surface (*OAS*) for runway 11/29 meets the requirements of the Part 139 MOS; and
 - (b) as at the date of the determination, the data for the obstacle survey for the purpose of identifying the OAS, required under paragraph 9.45 (1) (a) of the Part 139 MOS, are less than 12 months old.
- (4) Darwin International Airport Pty Ltd must ensure that no obstacle infringes the OAS for runway 11/29.
- (5) If the VASIS at runway 11/29 is connected to a power system alternate to the primary power supply at Darwin aerodrome, Darwin International Airport Pty Ltd must ensure that the alternate power system provides the same level of light intensity as the intensity provided by the primary power supply.
- (6) If Darwin International Airport Pty Ltd revises the arrangements for the alternate power system for the VASIS at runway 11/29, such that there is a change to the operational availability for the VASIS that is inconsistent with the information about the VASIS that is published in the AIP-ERSA, Darwin International Airport Pty Ltd must ensure that details of the change are published in a NOTAM.
- (7) Darwin International Airport Pty Ltd must ensure that, for each PAPI unit comprising the VASIS at runway 11/29:
 - (a) the vertical angles for colour transition of the light beams for the unit are confirmed by theodolite measurement, using the method described in subsection 3.4.3 of *CASA AC 139.C-11*; and
 - (b) once the required vertical angle has been confirmed, the consequent vertical angle of each projection unit housing is measured and recorded with a clinometer; and
 - (c) maintenance checks of the vertical colour transition angles are completed and recorded:
 - (i) at least every second day; and
 - (ii) on the next day after a rain event; and
 - (d) the checks verify that the vertical angles recorded with a clinometer vary by no more than 2 minutes from the angle recorded for each unit at the time the unit was commissioned.
- (8) If a PAPI unit that is part of the VASIS at runway 11/29 requires adjustment on more than 2 consecutive maintenance checks, Darwin International Airport Pty Ltd must ensure that the theodolite method of measurement is used to confirm the vertical angles for colour transition of the light beams for the unit.

5 Repeal

This instrument is repealed at the end of 31 August 2025.
