



Australian Government
Civil Aviation Safety Authority

Instrument number CASA EX46/12

I, JOHN FRANCIS McCORMICK, Director of Aviation Safety, on behalf of CASA, make this instrument under subregulation 235A (4) of the *Civil Aviation Regulations 1988*.

[Signed John F. McCormick]

John F. McCormick
Director of Aviation Safety

9 March 2012

Exemption — from minimum runway width instructions

1 Application

This instrument only applies to the A320-231 aircraft with nationality and registration marks VH-FNP (the *aircraft*) operated by Skywest Airlines (Australia) Pty Ltd, Aviation Reference Number 075986 (the *operator*).

2 Exemption

The aircraft is exempt from compliance with the instructions in instrument CASA 61/12.

3 Conditions

The exemption is subject to the conditions mentioned in Schedule 1.

4 Expiry

This instrument stops having effect at the end of February 2015.

Schedule 1 Conditions

- 1 In this Schedule:
narrow runway means a runway that is less than 45 metres wide.
- 2 The aircraft must not land on, or take off from, a runway that is less than 30 metres wide.
- 3 Operations on a narrow runway must be conducted in accordance with:
 - (a) subsection APP-NRW Narrow Runway in the Appendices and Supplements chapter of the Airplane Flight Manual; and
 - (b) section 2.04.60 of the Flight Crew Operating Manual (*FCOM*).
- 4 Despite clause 3, the maximum allowable cross-wind for landing on a wet runway is 20 knots.

- 5 The following conditions apply in addition to any limitations mentioned in the FCOM 2.04.60:
 - (a) if forecast cross-winds exceed 30 knots on a dry runway, or 20 knots on a wet runway, the pre-flight calculations must include fuel for diversion to a suitable alternate aerodrome;
 - (b) all landing gear steering, and thrust reverser, braking and flight control systems (other than the yaw damper) must be fully serviceable.
 - 6 During line training, the operator must brief all members of the aircraft flight crew about:
 - (a) the Airbus Special Operations listed in FCOM 2.04.60, including actions to be taken following malfunctions; and
 - (b) how the V_1 corrections currently shown in FCOM 2.04.60 are not required when using specific runway take-off charts.
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