



Australian Government
Civil Aviation Safety Authority

Instrument number CASA EX107/13

I, GERARD JOHN CAMPBELL, Executive Manager, Operations Division, a delegate of CASA, make this instrument under subregulation 235A (4) of the *Civil Aviation Regulations 1988* and subsection 33 (3) of the *Acts Interpretation Act 1901*.

[Signed G.J. Campbell]

Gerard J. Campbell
Executive Manager
Operations Division

23 September 2013

Exemption — from minimum runway width instructions

- 1 Revocation**
Instrument CASA EX46/12 is revoked.
- 2 Application**
This instrument applies to Virgin Australia Regional Airlines Pty Ltd, Aviation Reference Number 075986, in relation to the aircraft mentioned in Schedule 1 (the *aircraft*).
- 3 Exemption**
The aircraft are exempt from compliance with the instructions in instrument CASA 61/12.
- 4 Conditions**
The exemption is subject to the conditions mentioned in Schedule 2.
- 5 Expiry**
This instrument expires at the end of 31 August 2016, as if it had been repealed by another instrument.

Schedule 1 Aircraft

Manufacturer	Model	Nationality and registration mark	Serial no.
Airbus Industrie	A320-231	VH-FNP	429
Airbus Industrie	A320-232	VH-YUD	1922

Schedule 2 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 The operator must conduct operations on a narrow runway in accordance with:
 - (a) section 6.03.16 of the Aircraft Flight Manual; and
 - (b) section 2.04.60 of the Flight Crew Manual (*FCOM PRO-SPO-60*).
 - 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 FCOM PRO-SPO-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 PRO-SPO-60, including actions to be taken following malfunctions; and
 - (b) how the V₁ corrections currently shown in FCOM PRO-SPO-60 are not required when using specific runway take-off charts.
-