



Australian Government
Civil Aviation Safety Authority

Instrument number CASA EX10/13

I, PETER BEILBY CROMARTY, Executive Manager, Airspace and Aerodrome Regulation Division, a delegate of CASA, make this instrument under regulation 11.160 of the *Civil Aviation Safety Regulations 1998 (CASR 1998)*.

[Signed P. B. Cromarty]

Peter Cromarty
Executive Manager
Airspace and Aerodrome Regulation Division

14 February 2013

Exemption — Qantaslink operating on taxilane servicing Terminal 3, Bays 17, 18 and 19 at Sydney Airport

1 Application

This exemption applies to the aerodrome operator mentioned in Schedule 1 when a Dash 8-400 (*Q400*) aircraft (the *aircraft*) uses taxilane servicing Terminal 3, Bays 17, 18 and 19 during the multiple aircraft ramps stands (*MARS*) project.

2 Exemption

The aerodrome operator is exempt from regulation 139.165 of CASR 1998 in relation to compliance with the minimum separation distance of the aircraft parking position from aircraft in paragraph 6.5.2.1 and Table 6.5-1 of the Manual of Standards Part 139 — Aerodromes (the *MOS*).

Note Paragraph 6.5.2.1 of the MOS states that an aircraft parking position taxilane must be separated from any object by a distance not less than that determined using Table 6.5-1.

3 Conditions

The exemption is subject to the conditions mentioned in Schedule 2.

4 Expiry

This instrument stops having effect at the earlier of:

- (a) the completion of the MARS project; or
- (b) the end of December 2015.

Schedule 1 Aerodrome operator

The Sydney Airport Corporation Limited, Aviation Reference Number 557249.

Schedule 2 Conditions

- 1 The exemption only applies when the aircraft is operating to and from Terminal 3, parking bays 17, 18 and 19 and during the MARS project.
 - 2 The operator must ensure that all crew of the aircraft are aware of the reduced wingtip clearance.
 - 3 The aerodrome operator must ensure that Sydney Airport Apron Operating Procedures (*AOP*) is updated and that the aircraft operator and all airport and ground handling organisations use the AOP as the primary source of information for the conduct of aircraft movements to and from parking bays 17, 18 and 19.
 - 4 The pavement at the entrance to the taxilane off Taxiway Charlie must have Max Q400 markings placed on it.
 - 5 The operator must ensure that all the requirements of Civil Aviation Order 20.9 are complied with at all times.
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