



**Australian Government**  
**Civil Aviation Safety Authority**

Instrument number CASA EX85/13

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*.

**[Signed G.J. Campbell]**

Gerard J. Campbell  
Executive Manager  
Operations Division

20 August 2013

**Exemption – from minimum runway width instructions – Skytraders Pty Ltd**

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**1 Application**

This instrument only applies to A319-115 type aircraft (the *aircraft*), operated by Skytraders Pty Ltd, Aviation Reference Number 414306 (the *operator*).

**2 Exemption**

The aircraft are 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This instrument expires at the end of 31 July 2016, as if it had been repealed by another instrument.

**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) section 6.03.16 of the Aircraft Flight Manual; and
  - (b) section 2.04.60 of the Flight Crew 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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