



# Australian Government

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## Civil Aviation Safety Authority

Instrument number CASA EX49/14

I, CHERYL ANN ALLMAN, Acting 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 C. Allman]**

Cheryl Ann Allman  
Acting Executive Manager  
Airspace and Aerodrome Regulation Division

25 June 2014

### **Exemption — separation distance requirements for aircraft at Melbourne aerodrome (Taxiway Sierra minimum clearance)**

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#### **1 Application**

This exemption applies to the aerodrome operator mentioned in Schedule 1 in relation to the use of the Taxiway Sierra at Melbourne aerodrome by aircraft.

#### **2 Exemption**

The aerodrome operator is exempt from compliance with regulation 139.165 of CASR 1998 in relation to the minimum separation distance standard for a taxiway used by a Code E aircraft under subparagraph 6.3.17.1 (c) and Table 6.3–5 of the Manual of Standards (MOS) — Part 139 Aerodromes (the *MOS*).

*Note* Under subparagraph 6.3.17.1 (c) and Table 6.3–5 of the MOS, for a Code E aircraft, the minimum separation distance from the centreline of a taxiway to a building, structure, vehicle, wall, plant, equipment, parked aeroplane or road is 47.5 metres.

#### **3 Conditions**

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

#### **4 Expiry**

This instrument expires, as if it had been revoked by another instrument, at the earlier of the following:

- (a) the end of May 2017;
- (b) the completion of any extension or major upgrade of Taxiway Sierra.

#### **Schedule 1 Aerodrome operator**

Australia Pacific Airports (Melbourne) Pty Limited, Aviation Reference Number 224710.

## Schedule 2      Conditions

- 1 The aerodrome operator must notify CASA of any development, item or permanent object that results in a reduction of the minimum separation distance on Taxiway Sierra.
  - 2 The aerodrome operator must ensure all aircraft using Taxiway Sierra north of Taxiway Yankee are restricted to a maximum wingspan of 65 metres and a maximum taxi speed of 5 knots.
  - 3 The aerodrome operator must ensure that:
    - (a) the wingspan restrictions mentioned in clause 2 are clearly marked on the sections of Taxiway Sierra that are affected by those restrictions; and
    - (b) Hold Safe and Give Way to aircraft line markings are placed at taxilane and apron entry points; and
    - (c) the manoeuvring area boundary line adjacent to the apron service road is clearly marked; and
    - (d) all other physical characteristics of Taxiway Sierra comply with the standards under CASR 1998 and the MOS for operations by Code E aircraft.
  - 4 The aerodrome operator must ensure that each airside driver has been:
    - (a) trained that, for the section of Taxiway Sierra north of Taxiway Yankee, he or she is required to hold vehicles within the aircraft parking clearance lines for Code E aircraft movements; and
    - (b) trained in the meaning and intent of all signs and markings, including the manoeuvring area boundary line adjacent to the apron service road; and
    - (c) trained and tested, at least once within the previous 2 years, on his or her knowledge of the *Airside Vehicle Control Handbook*.
  - 5 The aerodrome operator must implement the following vehicle control measures:
    - (a) all drivers must be offered a *Driver Training Handbook* as a reference manual;
    - (b) airside driver performance must be monitored through audits and inspections;
    - (c) an Airside Driver Penalty Points system must be actively enforced;
    - (d) the manoeuvring area boundary line adjacent to the apron service road must be referenced in handbooks.
  - 6 The aerodrome manual for Melbourne aerodrome must include procedures to ensure compliance with clauses 1 to 5.
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