



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX159/15

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

29th September 2015

Exemption — physical characteristics of the movement area at Port Macquarie airport (YPMQ)

1 Revocation

Instrument CASA EX31/14 is revoked.

2 Application

This instrument applies to the Port Macquarie-Hastings Council, Aviation Reference Number 506564 (the *aerodrome operator*), as the aerodrome operator of runway 03/21 at Port Macquarie airport (YPMQ) (the *aerodrome*).

3 Exemptions

- (1) The aerodrome operator is exempt from compliance with regulation 139.165 of CASR 1998 in respect of paragraph 6.5.1.1 of the Manual of Standards (MOS) – Part 139 Aerodromes (the *MOS*).
- (2) The aerodrome operator is exempt from compliance with regulation 139.165 of CASR 1998 in respect of paragraph 9.16.3.5 of the MOS.

Note 1 Paragraph 6.5.1.1 of the MOS states that an apron must be located so that aeroplanes parked on it do not infringe an obstacle limitation surface and, in particular, the transitional surface.

Note 2 Paragraph 9.16.3.5 of the MOS states that apron floodlighting poles or pylons must not penetrate the obstacle limitation surfaces.

4 Conditions

The exemptions are subject to the conditions set out in Schedule 1.

5 Expiry

This instrument expires at the end of August 2018, as if it had been revoked by another instrument.

Schedule 1 Conditions

The aerodrome operator must comply with each of the following conditions.

- 1 Light poles and apron floodlighting are permitted only at each of the locations identified in Table 1. The lights must be lit with a low intensity steady red light at night in accordance with section 9.4.6 of the MOS.
- 2 Aircraft parking positions may be changed only if CASA has agreed, in writing, to the change being made.
- 3 No new obstacles are permitted within the 300 m overall runway strip flyover area.
- 4 The instrument survey of the approach and transitional surfaces must be based on a 300 m inner edge.
- 5 Objects within the 300 m runway strip flyover area (specifically, the surrounding vegetation, the fuel farm and the western area car park) must be removed or cropped to below a 5% upward plane from the runway strip graded area before the commencement of scheduled A320, B717, B737 or E190 operations.
- 6 A copy of the instrument survey approach, take-off and transitional surfaces based on a 300 m wide runway strip width must be provided to each operator that conducts operations at the aerodrome using aircraft types referred to in clause 5.
- 7 The obstacle information must be published in the Aeronautical Information Service Publication *En Route Supplement Australia*.

Table 1

Survey point	Structure	Point A	Point B
16	Aircraft Bay 1	31° 25' 51.20"	152° 52' 04.43"
17	Aircraft Bay 2	31° 25' 50.54"	152° 52' 02.22"
23	Apron light	31° 25' 48.02"	152° 52' 06.75"
24	Apron light	31° 25' 48.47"	152° 52' 03.37"
31	Apron light	31° 25' 51.50"	152° 52' 01.90"
35	Apron light	31° 25' 51.26"	152° 52' 00.80"
36	Light	31° 25' 52.82"	152° 52' 00.55"
37	Light	31° 25' 53.83"	152° 52' 00.00"