



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX71/25

I, ADRIAN PAUL SLOOTJES, National Manager, Air Navigation, Airspace & Aerodromes, Air Navigation, Transformation & Risk Division, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

[Signed Adrian Slootjes]

Adrian Slootjes

National Manager, Air Navigation, Airspace & Aerodromes
Air Navigation, Transformation & Risk Division

31 July 2025

CASA EX71/25 — Air Traffic Services (Brisbane Aerodrome Obstructed Taxiways) Exemption 2025

1 Name

This instrument is *CASA EX71/25 — Air Traffic Services (Brisbane Aerodrome Obstructed Taxiways) Exemption 2025*.

2 Duration

- (1) This instrument commences on 1 August 2025.
- (2) This instrument is repealed at the end of 30 April 2026.

3 Definitions

In this instrument:

aerodrome ground surveillance system has the same meaning as in Division 139.C.6 of CASR.

air traffic service has the meaning given by regulation 172.010 of CASR.

Charlie 10 means the taxiway named Charlie 10 at Brisbane aerodrome.

HLS, or **helicopter landing site**, means a place that is used as an aerodrome for helicopters to land at and take off from.

Manual of Standards has the meaning given by regulation 172.010 of CASR.

simultaneous movement, of aircraft on the taxiways south of Charlie 10, means:

- (a) there is an aircraft taxiing or being towed on a taxiway south of Charlie 10;
and
- (b) there is at least one other aircraft taxiing or being towed on one of the taxiways south of Charlie 10 at the same time.

taxiway Lima means the taxiway named Lima at Brisbane aerodrome.

taxiway Lima HLS means the HLS established on the southern end of taxiway Lima.

4 Exemption

- (1) In providing an air traffic service for Brisbane aerodrome, Airservices Australia (~~AA~~), ARN 202210, is exempt from compliance with subregulation 172.095(4) of CASR:
 - (a) to the extent that the subregulation requires AA to have facilities that comply with the requirement, in subsection 3.03(1) of the Manual of Standards, to ensure that visual observation can be maintained from the control tower cab; and
 - (b) in relation only to any taxiway at the aerodrome that is south of Charlie 10.
- (2) The exemption is subject to the conditions mentioned in sections 5, 6 and 7.

5 Limits on aircraft movements — HLS not in use

Application

- (1) This section applies if the circumstances are that there is not a helicopter taking off from, or landing or taxiing on, taxiway Lima HLS.

Note Taxiway Lima is located south of Charlie 10. Under section 6, if a helicopter is using the HLS, a second aircraft is not permitted movement on a taxiway south of Charlie 10.

Simultaneous movement — limit of 3 aircraft

- (2) AA must not permit the simultaneous movement of more than 3 aircraft on the taxiways south of Charlie 10.

Conflicting aircraft

- (3) AA must not issue a clearance for an aircraft (*aircraft A*) to taxi through a portion of a taxiway that is not visible from the control tower cab if:
 - (a) there is another aircraft in the vicinity (*aircraft B*) that may potentially conflict with aircraft A; and
 - (b) AA has not received positive confirmation under subsection (4) of the position of aircraft B.
- (4) Positive confirmation may be achieved:
 - (a) visually from the control tower; or
 - (b) through the use of data from an aerodrome ground surveillance system; or
 - (c) by report of a pilot of aircraft A or B or a person towing the aircraft.

When traffic to move in one direction

- (5) Subsection (6) applies if:
 - (a) one or more of the taxiways south of Charlie 10 is unavailable for transit because it is occupied by parked aircraft or because of damage, works in progress, or other similar reason; and
 - (b) there is an aircraft (the *initial aircraft*) taxiing or being towed on a taxiway south of Charlie 10; and
 - (c) one or more other aircraft (a *subsequent aircraft*) requires clearance to taxi or be towed on a taxiway south of Charlie 10 (whether or not the same taxiway as that used by the initial aircraft).
- (6) AA:
 - (a) must not issue a clearance for a subsequent aircraft to taxi or be towed, during the time that the circumstances in paragraph (5)(a) persist, on the

taxiway in a direction opposite to the direction taken by the initial aircraft;
and

- (b) must ensure that the movement of aircraft present on the taxiways south of Charlie 10 is in one direction only.

6 No simultaneous movement of aircraft if HLS in use

AA must not issue a clearance:

- (a) for a helicopter to take off from, or land or taxi on, taxiway Lima HLS if there is another helicopter taking off from, or landing or taxiing on, taxiway Lima HLS; or
- (b) for any other kind of aircraft to taxi or be towed through a portion of a taxiway that is not visible from the control tower cab if there is a helicopter taking off from, or landing or taxiing on, taxiway Lima HLS.

Note A taxiway forms part of the manoeuvring area. See the definition of *manoeuvring area* in section 3.01 of the *Part 139 (Aerodromes) Manual of Standards 2019*.

7 Aerodrome ground surveillance system — data requirements

Follow-me vehicle — aircraft other than helicopters

- (1) Subsection (2) applies in relation to an aircraft other than a helicopter.
- (2) AA must not issue a clearance for an aircraft to taxi or be towed through a portion of a taxiway:
 - (a) that is south of Charlie 10; and
 - (b) that is not visible from the control tower cab;at a time that data from an aerodrome ground surveillance system is not available, unless the operator of Brisbane aerodrome provides a vehicle to escort or guide the aircraft through that portion of the taxiway.

Ground surveillance system data must be available for helicopters

- (3) AA must not issue a clearance for a helicopter to take off from, or land or taxi on, taxiway Lima HLS at a time that data from an aerodrome ground surveillance system is not available.