Instrument number CASA EX66/20


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CASA EX66/20 — Operation of Larger Aircraft at Non-Certified Aerodrome (Truscott-Mungalalu Aerodrome) Exemption 2020

1 Name
This instrument is CASA EX66/20 — Operation of Larger Aircraft at Non-Certified Aerodrome (Truscott-Mungalalu Aerodrome) Exemption 2020.

2 Repeal of instrument CASA EX49/20
CASA EX49/20 — Operation of Embraer E170 Aircraft at Non-Certified Aerodrome (Truscott-Mungalalu Aerodrome) Exemption 2020 is repealed.

3 Definitions
Note In this instrument, certain terms and expressions have the same meaning as they have in the Civil Aviation Act 1988 and the regulations. These include: aerodrome serviceability inspection, AOC, charter operation and operator.

In this instrument:

- aerodrome means Truscott-Mungalalu aerodrome, registration number R093.
- COVID-19 means the novel coronavirus.
- MTA means Mungalalu Truscott Airbase Pty Ltd, ARN 759295, as the operator of the aerodrome.
- obstacle has the same meaning as in paragraph 1.2.1 of the Manual of Standards (MOS) – Part 139 Aerodromes.
- obstacle limitation surface has the same meaning as in paragraph 1.2.1 of the Manual of Standards (MOS) – Part 139 Aerodromes.
- obstacle restriction area has the same meaning as in paragraph 7.1.1.2 of the Manual of Standards (MOS) – Part 139 Aerodromes.
regulated aircraft means an aircraft with a maximum passenger seating capacity of more than 30 seats and a maximum take-off weight no greater than 39 000 kg that is operated under an AOC:

(a) engaged in a charter operation to ferry oil rig workers:
   (i) to Darwin due to a mandatory evacuation of the oil rig by the workers’ employer as a result of a cyclone warning; and
   (ii) from Darwin to the aerodrome as a result of the cessation of a cyclone warning; or

(b) engaged in a charter operation to ferry oil rig workers:
   (i) to Darwin, Broome or Perth for the purposes of an evacuation in response to COVID-19; and
   (ii) from Darwin, Broome or Perth to the aerodrome following an evacuation in response to COVID-19.


4 Exemption
(1) MTA is exempt from compliance with subregulation 139.040 (1) of CASR in relation to an aircraft operator’s landing and taking-off of a regulated aircraft at the aerodrome.

(2) The exemption is subject to the conditions stated in section 5.

5 Conditions
(1) MTA must:
   (a) before the first scheduled arrival of a regulated aircraft by an operator under this instrument:
      (i) communicate with the operator of the regulated aircraft and reach agreement that the movement area at the aerodrome is appropriately proportioned and constructed for use by the regulated aircraft; and
      (ii) notify the operator of the regulated aircraft of the content of the safety findings of CASA’s surveillance activity of the aerodrome in September 2018; and
      Note The purpose of the notification is to inform the aircraft operator’s threat and error management and safety risk management processes in relation to the operation of regulated aircraft at the aerodrome.

   (b) at least 24 hours before each expected arrival of a regulated aircraft at the aerodrome:
      (i) give a copy of the latest instrument survey of the approach, take-off and transitional surfaces to the operator of the regulated aircraft; and
      (ii) assess the adequacy of the bearing strength of the movement area pavements for the aircraft and, if MTA considers it necessary, give the operator of the regulated aircraft written permission for their use by the aircraft; and

   (c) at least 3 hours before each expected arrival of a regulated aircraft at the aerodrome, carry out an aerodrome serviceability inspection and record the results in the aerodrome inspection logbook maintained for paragraph 12.1.5.1 of the Manual of Standards (MOS) – Part 139 Aerodromes; and
(d) advise the local emergency services agencies:
   (i) at least 24 hours before each expected arrival of a regulated aircraft — of the arrival of the aircraft and the number of people on board; and
   (ii) at least 1 hour before each expected departure of a regulated aircraft — of the departure of the aircraft and the number of people on board; and

(e) ensure that an aerodrome reporting officer appointed for regulation 139.300 of CASR or the aerodrome manager is at the aerodrome for the arrival and departure of each regulated aircraft:
   (i) 30 minutes before the arrival and departure of the aircraft; and
   (ii) whenever the aircraft is operating on the aerodrome movement area; and

(f) ensure that a suitably qualified marshaller is on site for the arrival and departure of each regulated aircraft to guide the aircraft to its parking position and ensure the apron is clear for its departure; and

(g) maintain records that evidence compliance with the conditions in paragraphs (a) to (f).

(2) When a regulated aircraft arrives at, or departs from, runway 12/30 at the aerodrome, MTA must ensure that no aircraft, vehicle or other obstacle:
   (a) is located within the obstacle restriction area of runway 12/30; or
   (b) penetrates the obstacle limitation surface of runway 12/30.

(3) When a regulated aircraft enters the obstacle restriction area, or penetrates the obstacle limitation area, of runway 12/30, MTA must ensure that no fixed-wing aircraft lands or takes off from runway 12/30.

(4) MTA must ensure all defences and contingencies identified in the risk assessment are adhered to in relation to the use of the aerodrome by a regulated aircraft.

6 Repeal of this instrument

This instrument is repealed at the end of 30 September 2020.