Instrument number CASA EX03/19


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16 January 2019

CASA EX03/19 — Characteristics of Avalon Aerodrome Movement Area (BAK-12 Arrestor Barrier System) Exemption 2019

1 Name
This instrument is CASA EX03/19 — Characteristics of Avalon Aerodrome Movement Area (BAK-12 Arrestor Barrier System) Exemption 2019.

2 Definitions
Note In this instrument, certain terms and expressions have the meaning as defined in the Civil Aviation Act 1988 and the regulations. These include: AIP Supplement, obstacle and state aircraft. Runway strip has the meaning as defined in the Manual of Standards (MOS) – Part 139 Aerodromes.

In this instrument:

aerodrome operator means Avalon Airport Pty Ltd, ARN 221878.

Airshow operator means Aerospace Australia Limited, ABN 63 091 147 787, the organiser of the Australian International Airshow and Aerospace & Defence Exposition 2019.

Avalon aerodrome means Avalon aerodrome, CASA certificate 1-6BN8.

BAK-12 installation means a “BAK-12 arrestor barrier system” installed at a position approximately 300 metres north of the threshold of runway 36 at Avalon aerodrome.

Note CASA EX182/18 also regulates the BAK-12 installation, including in relation to the marking and lighting of any components of the installation that constitute an obstacle.

CASA EX182/18 means instrument CASA EX182/18 — Avalon Airport (Australian International Airshow and Aerospace & Defence Exposition) Instrument 2018, as it exists on the day this instrument is signed.

civilian aircraft means an aircraft that is not a state aircraft.
FAA Advisory Circular means FAA Advisory Circular 150/5220-9A (Aircraft Arresting Systems on Civil Airports), as it exists on the day this instrument is signed.

graded runway strip has the same meaning as in the Part 139 MOS.

obstacle restriction area has the same meaning as in the Part 139 MOS.

Part 139 MOS means the Manual of Standards (MOS) – Part 139 Aerodromes.

3 Exemptions

(1) The aerodrome operator is exempt from compliance with regulation 139.165 of CASR in respect of the standards in paragraphs 6.2.24.2 and 11.1.4A.1 of the Part 139 MOS to the extent that the paragraphs prohibit the BAK-12 installation.

(2) The aerodrome operator is exempt from compliance with regulation 11.210 of CASR to the extent that the regulation, and subsection 5 (6) of CASA EX182/18, prohibit the installation of the brake units of the BAK-12 installation.

(3) The exemptions are subject to the conditions in section 4.

4 Conditions

(1) Before commencing work on the BAK-12 installation, the aerodrome operator must publish an AIP Supplement that includes detailed information about the following aspects of the BAK-12 installation:

(a) the lateral and longitudinal location of the installation by reference to runway 36 at Avalon aerodrome;

(b) the height of the installation by reference to the level of the ground at the location for the installation;

(c) the frangibility of the installation;

(d) the marking and lighting applied to the installation to the extent that the installation is an obstacle.

(2) The aerodrome operator must ensure that the BAK-12 installation is constructed and installed so that:

(a) it uses only the pre-existing concrete footings for a BAK-12 barrier arrestor system located approximately 300 metres from the threshold of runway 36; and

(b) the ground surrounding the fairlead beam of the installation is ramped and compacted to a 30 to 1 (horizontal to vertical) ratio; and

(c) to the extent practicable, all components of the BAK-12 installation within the obstacle restriction area for runway 18/36 at Avalon aerodrome are below grade and covered, and the deck sheaves are covered.

(3) Before any civilian aircraft operation is conducted at Avalon aerodrome, other than an operation associated with the flying display program of the Australian International Airshow and Aerospace & Defence Exposition 2019, the aerodrome operator must ensure that:

(a) the arrestor cable of the BAK-12 installation has been de-rigged and removed from the graded runway strip of runway 18/36; and

(b) all other components of the BAK-12 installation, except the fairlead beam and the tape cable connecting the fairlead beam to the brake unit, have been removed from the graded runway strip of runway 18/36; and
(c) the aerodrome operator has notified air traffic control at Avalon aerodrome that the runway is serviceable; and

(d) the operator of the aircraft has been notified about the presence of the BAK-12 installation.

(4) The aerodrome operator must ensure that any incident relating to the activities of the aerodrome operator, the Royal Australian Air Force or the Airshow operator, that involves the BAK-12 installation, must be reported to CASA as soon as practicable and not later than 24 hours after the incident.

5 Repeal
This instrument is repealed at the end of 20 April 2019.