
[Signed R.B.G. Crosthwaite]
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3 Exemption
(1) MTA is exempt from compliance with subregulation 139.040 (1) of CASR in relation to Airmorth’s landing and taking-off of a regulated aircraft at the aerodrome. 
(2) The exemption is subject to the conditions stated in section 4.
4 Conditions

(1) MTA must:

(a) before the first scheduled arrival of a regulated aircraft under this instrument:
   (i) communicate with Airnorth and reach agreement that the movement area at
       the aerodrome is appropriately proportioned and constructed for use by the
       regulated aircraft; and
   (ii) notify Airnorth 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 Airnorth’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 Airnorth; and
   (ii) assess the adequacy of the bearing strength of the movement area pavements
       for the aircraft and, if MTA considers it necessary, give Airnorth 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 log book 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 139.340 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) 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.

5 Repeal

This instrument is repealed at the end of 30 April 2019.