Instrument number CASA EX117/19


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CASA EX117/19 — Launceston Aerodrome (Single-Sided PAPI) Exemption 2019

1 Name
This instrument is CASA EX117/19 — Launceston Aerodrome (Single-Sided PAPI) Exemption 2019.

2 Duration
This instrument:
(a) commences on 1 November 2019; and
(b) is repealed at the end of 31 October 2021.

3 Definition
In this instrument:
PAPI means the visual approach slope indicator system known as “PAPI”.

4 Application
This exemption applies to Australia Pacific Airports (Launceston) Pty Limited, ARN 557327 (the aerodrome operator), in relation to runway 14R at Launceston aerodrome (the aerodrome).

5 Exemption
(1) The aerodrome operator is exempt from compliance with subregulation 139.190 (1) of CASR to the extent that it requires compliance with paragraph 9.9.1.6 of the Manual of Standards (MOS) – Part 139 Aerodromes, as in force from time to time.
(2) The exemption is subject to the conditions mentioned in section 6.

6 Conditions
(1) Subject to subsection (3), the aerodrome operator must provide a single-sided PAPI for runway 14R.
(2) The aerodrome operator must ensure that a single-sided PAPI provided at the aerodrome under subsection (1) is serviceable at all times that the aerodrome is available for jet-propelled aircraft employed in regular public transport operations or charter operations.

(3) The aerodrome operator must provide a double-sided PAPI for runway 14R before it implements any decision to permanently close Taxiway Delta, at the aerodrome, to aircraft operations.

(4) The aerodrome operator must ensure that a copy of this instrument is included in the aerodrome manual for the aerodrome.

Note  Regulation 139.160 of CASR states that the operator of a certified aerodrome must tell AIS, in writing, as soon as practicable of any change required to the information published in AIP-ERSA in relation to the aerodrome.