I, SHANE PATRICK CARMODY, Acting Director of Aviation Safety, on behalf of CASA, make this instrument under regulations 11.160 and 11.205 of the Civil Aviation Safety Regulations 1998 (CASR).

[Signed S. Carmody]
Shane Carmody
Acting Director of Aviation Safety

10 February 2017

Exemption — precision approach Category I lighting system at Brisbane aerodrome

1 Duration
This instrument:
(a) commences on 1 September 2020; and
(b) is repealed at the end of 31 August 2023.

2 Application
This exemption applies to Brisbane Airport Corporation Pty Limited, ARN 518927 (BAC), in relation to runway 01L/19R at Brisbane aerodrome (the aerodrome).

3 Exemption
(1) BAC is exempt from compliance with paragraph 139.195 (3) (a) of CASR to the extent that paragraph 9.7.2.2 of the Manual of Standards (MOS) — Part 139 Aerodromes (the MOS) requires BAC to provide a precision approach runway Category I lighting system that extends over a distance of 900 metres from the threshold of runway 01L/19R at the aerodrome.

(2) The exemption is subject to the conditions mentioned in section 4.

4 Conditions
(1) BAC must install, operate and maintain a precision approach runway Category I lighting system on the extended centreline of the runway at the aerodrome in accordance with the aerodrome operator’s safety case submitted to CASA in accordance with regulation 11.165 of CASR (the safety case).

(2) A provision of this instrument or the MOS prevails to the extent of an inconsistency between the provision and a provision of the safety case.

(3) BAC must ensure that the precision approach Category I lighting system on the extended centreline of the runway extends over a distance of at least 720 metres from the runway threshold.
(4) BAC must ensure that details identifying the reduced length and design of the precision approach runway Category I lighting system for the runway are:
   (a) included in BAC’s aerodrome manual; and
   (b) provided to operators of Category I capable aircraft that use, or intend to use, the aerodrome; and
   (c) provided to Airservices Australia as is necessary to enable the design of instrument approach procedures for the aerodrome.

Note 1 Regulations 139.160 and 175.455 of CASR further prescribe obligations for the aerodrome operator to notify AIS and AIS providers of changes that are needed for information published within the Integrated Aeronautical Information Package.

Note 2 *AIS* and *AIS provider* are defined in Part 1 of the Dictionary to CASR.

(5) BAC must review the safety case at least once in each calendar year.

(6) BAC must notify CASA of any changes from the information provided in the safety case within 30 days after:
   (a) BAC’s review of the safety case; or
   (b) BAC becomes aware of the change from the information provided in the safety case.