Instrument number CASA EX25/19

I, CHRISTOPHER PAUL MONAHAN, Executive Manager, National Operations & Standards, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

[Signed Christopher P. Monahan]
Christopher P. Monahan  
Executive Manager, National Operations & Standards

26 February 2019

**CASA EX25/19 — High Intensity Approach Lighting System (Gold Coast Airport Pty Limited) Exemption 2019**

1 **Name**
This instrument is *CASA EX25/19 — High Intensity Approach Lighting System (Gold Coast Airport Pty Limited) Exemption 2019*.

2 **Definitions**

*Note*  In this instrument, certain terms and expressions have the same meaning as they have in the Act and the Regulations. These include: aerodrome manual.

In this instrument:

**Gold Coast aerodrome** means Gold Coast aerodrome, certificate number CASA.ADCERT.0024.

**Gold Coast Airport** means Gold Coast Airport Pty Limited, ARN 556625, in its capacity as the operator of Gold Coast aerodrome.

**runway 14** means runway 14 at Gold Coast aerodrome.

**risk assessment** means the document entitled *GCA Risk Assessment 483: Absence of HIAL on RWY 14 ILS*, submitted by Gold Coast Airport as Attachment B to the safety case.

**safety case** means the undated document entitled *RE: Request for Exemption Against Standard: Gold Coast Airport RWY 14 ILS HIAL*, submitted by Gold Coast Airport as its application for the exemption granted in section 3, signed by Matthew Bender and received by CASA on 16 January 2019.

3 **Exemption**

(1) In relation to the provision of a precision approach Category I lighting system for runway 14, Gold Coast Airport is exempt from compliance with the following provisions of CASR:

(a) paragraph 139.195 (2) (d), to the extent that the paragraph requires runway 14 to have an approach lighting system;
(b) paragraph 139.195 (3) (a), to the extent that the paragraph requires an approach lighting system for runway 14 to comply with the standards in the Manual of Standards (MOS) – Part 139 Aerodromes;

(c) subregulation 139.195 (1), to the extent that the subregulation requires Gold Coast Airport to comply with the requirements mentioned in paragraphs (a) and (b) in relation to runway 14.

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

4 Conditions

(1) Gold Coast Airport must:

(a) complete a review of the risk assessment and safety case at least once in each calendar year to assess any new risks, and changes to previously identified risks, associated with the use of runway 14 without a high intensity approach lighting system, including as a result of changes to runway 14 operations; and

(b) assess any risks identified at a Gold Coast Airport safety management system safety committee meeting (committee meeting); and

(c) provide a report to CASA on:

(i) each review completed for paragraph (a), within 30 days of completing the review; and

(ii) each risk assessment conducted for paragraph (b), within 30 days of the committee meeting at which the risk was identified.

(2) Gold Coast Airport must include in the aerodrome manual for Gold Coast aerodrome:

(a) a copy of this instrument; and

(b) an entry in Section 1 of Part 5 of the manual that:

(i) identifies this instrument; and

(ii) provides a summary of this instrument; and

(iii) states the reasons for the granting of the exemption in section 3; and

(iv) identifies where the safety case and risk assessment can be found in Gold Coast Airport’s records.

5 Repeal

This instrument is repealed at the end of 31 January 2022.