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CASA EX32/20 — Brisbane Aerodrome (Precision Approach Category I Lighting System) Exemption 2020

1 Name
This instrument is CASA EX32/20 — Brisbane Aerodrome (Precision Approach Category I Lighting System) Exemption 2020.

2 Repeal of CASA EX22/17
Instrument CASA EX22/17, Exemption — precision approach Category I lighting system at Brisbane aerodrome, is repealed.

3 Duration
This instrument:
(a) commences on 1 May 2020; and
(b) is repealed at the earlier of the following:
   (i) the end of 30 April 2023;


4 Definitions
Note  In this instrument, certain terms and expressions have the same meaning as they have in the Civil Aviation Act 1988 and the regulations. These include: AA, aerodrome, aerodrome certificate, aerodrome operator, aeronautical data originator, AIP-ERSA, AIS and AIS provider.

BAC means Brisbane Airport Corporation Pty Limited, ARN 518927, in its capacity as the aerodrome operator of Brisbane aerodrome.
**Brisbane aerodrome** means Brisbane/Brisbane Intl aerodrome (YBBN), aerodrome certificate CASA ADCERT.0017.

**Manual of Standards** has the same meaning as in regulation 139.010 of CASR.

**runway 01L/19R** means runway 01L/19R at Brisbane aerodrome.

**safety case** means the document titled *Safety Case – New Parallel Runway – Reduced Length High Intensity Approach Lighting (HIAL) System*, May 2016, as it exists on the day this instrument is signed.

5 **Exemption**

(1) BAC is exempt from compliance with paragraph 139.195 (3) (a) of CASR to the extent that the paragraph requires BAC to provide a precision approach Category I lighting system on the extended centreline of runway 01L/19R that, in accordance with paragraph 9.7.2.2 of the Manual of Standards, extends over a distance of 900 metres from the threshold of runway 01L/19R.

(2) The exemption is subject to the conditions mentioned in section 6.

6 **Conditions**

(1) BAC must install, operate and maintain a precision approach Category I lighting system on the extended centreline of runway 01L/19R in accordance with the safety case.

(2) In the event of an inconsistency between the safety case and this instrument, BAC must comply with this instrument to the extent of the inconsistency.

(3) In the event of an inconsistency between the safety case and the Manual of Standards, BAC must comply with the Manual of Standards to the extent of the inconsistency.

(4) BAC must ensure that the precision approach Category I lighting system on the extended centreline of runway 01L/19R extends over a distance of at least 720 metres from the threshold of runway 01L/19R.

(5) BAC must ensure that details identifying the reduced length and design of the precision approach Category I lighting system for runway 01L/19R are:

   (a) included in BAC’s aerodrome manual; and

   (b) provided to operators of Category I capable aircraft that use, or intend to use, Brisbane aerodrome; and

   (c) provided to AA as is necessary to enable the design of instrument approach procedures for Brisbane aerodrome.

*Note* Under subregulation 139.160 (1) of CASR, an aerodrome operator of a certified aerodrome must tell AIS, in writing, as soon as practicable of any change that is required to the AIP-ERSA. Under regulation 175.455 of CASR, an aeronautical data originator must, as soon as practicable after becoming aware of a change that is needed to particular data or information mentioned in that regulation, provide the AIS provider with updated data or information and the date the updated data or information becomes effective.

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

(7) BAC must notify CASA of any change in the information provided in the safety case within 30 days after BAC becomes aware of the change, including as a result of BAC’s review of the safety case.