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CASA EX33/20 — Brisbane Aerodrome (Runway Inset Lighting, Taxiway Longitudinal Slopes and MAGS Frangibility) Instrument 2020

1 Name
This instrument is CASA EX33/20 — Brisbane Aerodrome (Runway Inset Lighting, Taxiway Longitudinal Slopes and MAGS Frangibility) Instrument 2020.

2 Repeal of CASA EX75/17
Instrument CASA EX75/17, Exemptions and approval — runway inset lighting, and taxiway longitudinal slopes and MAGS frangibility (Brisbane Airport Corporation), is repealed.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(b) is repealed at the earlier of the following: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: aerodrome, aerodrome certificate, aerodrome operator and CASR.

In this instrument:
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.

**Movement Area Guidance Signs** or **MAGS** has the same meaning as in the Manual of Standards.

**MAGS safety case** means the document titled **Safety Case – MAG Sign Frangibility Paper**, May 2017, as it exists on the day this instrument is signed.

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

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

**runway edge lighting safety case** means the document titled **Safety Case – New Parallel Runway – Inset Runway Edge Lights in lieu of Elevated Lights**, November 2016, as it exists on the day this instrument is signed.

**safety cases** means the MAGS safety case, the runway edge lighting safety case and the taxiway safety case.

**taxiway safety case** means the document titled **Safety Case – New Parallel Runway – Longitudinal Slopes Where Taxiways Y and Z Cross Taxiways A and B**, November 2016, as it exists on the day this instrument is signed.

**5 Exemption and conditions — taxiway longitudinal slopes**

(1) BAC is exempt from compliance with regulation 139.165 of CASR to the extent that the regulation requires BAC to ensure that the longitudinal slopes where proposed taxiways Y and Z cross taxiways A and B comply with subsection 6.3.4 of the Manual of Standards.

(2) The exemption in subsection (1) is subject to:

   (a) the condition that BAC ensures that the longitudinal slopes where proposed taxiways Y and Z cross taxiways A and B meet the specifications for the slopes mentioned in the taxiway safety case; and

   (b) the conditions mentioned in section 8.

**6 Exemption and conditions — runway inset lighting**

(1) BAC is exempt from compliance with paragraph 139.195 (3) (a) of CASR to the extent that the paragraph requires BAC to provide elevated runway edge lights for runway 01L/19R in accordance with paragraph 9.1.12.2 of the Manual of Standards.

(2) The exemption in subsection (1) is subject to the conditions mentioned in section 8.

**7 Approval — frangibility of MAGS**

(1) For paragraph 8.1.1.1 of the Manual of Standards, CASA approves BAC to use MAGS for runway 01L/19R that meet the standards in paragraphs 4.9.5 and 4.9.6 of ICAO document 9157 AN/901, *Aerodrome Design Manual*, Part 6 Frangibility, First Edition — 2006, as it exists on the day this instrument is signed.

   *Note* The instrument is intended to apply the requirements of ICAO document 9157 AN/901 at the date of signature, not the date the instrument commences.

(2) The approval in subsection (1) is subject to the conditions mentioned in section 8.
8  **Conditions — review of safety cases**

(1) BAC must review the safety cases at least once in each calendar year.

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