I, ANDREW HERBERT RUDOLF TIEDE, Air Navigation, Airspace and Aerodromes Manager, Aviation Group, a delegate of CASA, make this instrument under subregulations 11.160 (1) and 11.205 (1) of the Civil Aviation Safety Regulations 1998 (CASR 1998).

[Signed A.H. Tiede]
Andrew Tiede
Air Navigation, Airspace and Aerodromes Manager
Aviation Group
24 November 2016

Exemption — single-sided PAPI at Launceston aerodrome

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

2 Exemption
(1) The aerodrome operator is exempt from compliance with subregulation 139.190 (1) of CASR 1998 to the extent that it requires compliance with the requirement in paragraph 9.9.1.6 of the Manual of Standards (MOS) – Part 139 Aerodromes (the MOS).
(2) The exemption is subject to the conditions mentioned in section 3.

3 Conditions
(1) Subject to subsection (3), the aerodrome operator must provide a single-sided PAPI visual approach slope indicator system (PAPI) for runway 14R.
(2) The aerodrome operator must ensure that each PAPI at the aerodrome 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 to aircraft operations.

4 Repeal
This instrument is repealed at the earlier of:
(a) the end of 31 October 2019; or
(b) the repeal of the requirement in paragraph 9.9.1.6 of the MOS to replace a T-Visual Approach Slope Indicator System with a double-sided PAPI.