



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX99/20

I, ANDREW MELVIN SPARROW, Branch Manager, Air Navigation, Airspace & Aerodromes, National Operations & Standards Division, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

[Signed A. Sparrow]

Andrew Sparrow

Branch Manager, Air Navigation, Airspace & Aerodromes

National Operations & Standards Division

24 June 2020

CASA EX99/20 — Taxiway Centre Line to Object Distance (Shepparton Aerodrome) Exemption 2020

1 Name

This instrument is *CASA EX99/20 — Taxiway Centre Line to Object Distance (Shepparton Aerodrome) Exemption 2020*.

2 Definitions

In this instrument:

apron has the same meaning as in section 1.2 of the Manual of Standards.

apron taxiway has the same meaning as in section 1.2 of the Manual of Standards.

Manual of Standards has the meaning given by regulation 139.010 of CASR.

northern apron taxiway means the taxiway on the northern apron at Shepparton aerodrome.

notified aerodrome reference code has the same meaning as in paragraph 2.1.5.5 of the Manual of Standards.

parallel northern taxiway: see subsection 4 (1).

relevant aerodrome operator means Greater Shepparton City Council, ARN 528820, in its capacity as the aerodrome operator of Shepparton aerodrome.

Shepparton aerodrome means Shepparton aerodrome (YSHT).

supporting documentation means the following documents held by CASA:

- (a) the document titled *Shepparton Airport: 2017 CASA Audit (NCN 717545) – Aeronautical Safety Study Northern Apron NCN*, as it existed on 21 June

2018, prepared by a person approved by CASA under regulation 139.320 of CASR to conduct aerodrome safety inspections;

- (b) the document titled *Shepparton Airport: 2017 CASA Audit (NCN 717545) – Northern Apron MOS Non-compliance – Exemption In Support Of Non-Standard MOS 139 Apron Twy Clearance*, as it existed on 27 September 2018, prepared on behalf of the relevant aerodrome operator;
- (c) the document titled *Shepparton Airport: 2017 CASA Audit (NCN 717545) – Exemption In Support of Northern Apron MOS Non-compliance (Addendum)*, as it existed on 5 February 2019, prepared on behalf of the relevant aerodrome operator;
- (d) the document titled *Shepparton Aerodrome New Parallel Code B Taxiway – Stage 1: General notes*, as it existed on 18 September 2019, prepared on behalf of the relevant aerodrome operator;
- (e) the document titled *Shepparton Aerodrome New Parallel Code B Taxiway – Stage 1: Overall Alignment Plan*, as it existed on 18 September 2019, prepared on behalf of the relevant aerodrome operator.

taxiway has the same meaning as in section 1.2 of the Manual of Standards.

3 Exemption — northern apron taxiway

- (1) The relevant aerodrome operator is exempt from compliance with subparagraph 139.295 (a) (i) of CASR, to the extent that paragraph 6.3.17.1 of the Manual of Standards requires the operator to have a separation distance between:
 - (a) the centre line of the northern apron taxiway; and
 - (b) a building, structure, vehicle, wall, plant, equipment, parked aeroplane or road adjacent to the northern apron taxiway;that is at least the distance mentioned in Table 6.3-5 of the Manual of Standards for a taxiway with the notified aerodrome reference code letter “A” (being 15.5 m).
- (2) The exemption is subject to the conditions mentioned in section 5.

4 Exemption — parallel northern taxiway

- (1) This section applies if the relevant aerodrome operator installs a taxiway (the *parallel northern taxiway*) at Shepparton aerodrome in accordance with the design specifications and other requirements mentioned in the supporting documentation.
- (2) The relevant aerodrome operator is exempt from compliance with subparagraph 139.295 (a) (i) of CASR, to the extent that paragraph 6.3.17.1 of the Manual of Standards requires the operator to have a separation distance between:
 - (a) the centre line of the parallel northern taxiway; and
 - (b) a building, structure, vehicle, wall, plant, equipment, parked aeroplane or road adjacent to the parallel northern taxiway.that is at least the distance mentioned in Table 6.3-5 of the Manual of Standards for a taxiway with the notified aerodrome reference code letter “B” (being 20 m).
- (3) The exemption is subject to the conditions mentioned in section 6.

5 Conditions — northern apron taxiway

- (1) The relevant aerodrome operator must:
 - (a) take all reasonable steps to ensure that an aircraft using the northern apron taxiway has a wingspan that does not exceed 12 m; and
 - (b) ensure taxiway surface markings are made before each entrance point to the taxiway, to notify pilots of aircraft using the taxiway of the wingspan restriction mentioned in paragraph (a).
- (2) The relevant aerodrome operator must ensure:
 - (a) all traces of the superseded markings on the northern apron taxiway are removed; and
Note The superseded markings are the existing markings that need to be removed before the new separation distance mentioned in paragraph (b) can be marked on the northern apron taxiway.
 - (b) after all traces of the superseded markings are removed — new markings are made on the northern apron taxiway that show a separation distance of 14 m between:
 - (i) the centre line of the northern apron taxiway; and
 - (ii) a building, structure, vehicle, wall, plant, equipment, parked aeroplane or road adjacent to the northern apron taxiway.
- (3) The relevant aerodrome operator must:
 - (a) comply with all the requirements, mentioned in the supporting documentation, relevant to the northern apron taxiway; and
 - (b) notify CASA, in writing, as soon as practicable after becoming aware of either of the following:
 - (i) any risks, other than those mentioned in the supporting documentation, which may affect the ability of a person or an aircraft to safely use the northern apron taxiway;
 - (ii) any increase in a level of risk, mentioned in the supporting documentation, relevant to the use of the northern apron taxiway.
- (4) The relevant aerodrome operator must ensure that relevant information about the northern apron taxiway is included in the relevant aerodrome operator's aerodrome safety documentation for Shepparton aerodrome.

6 Conditions — parallel northern taxiway

- (1) The relevant aerodrome operator must:
 - (a) take all reasonable steps to ensure that an aircraft using the parallel northern taxiway has a wingspan that does not exceed 18 m; and
 - (b) ensure taxiway surface markings are made before each entrance point to the parallel northern taxiway, to notify pilots of the wingspan restriction mentioned in paragraph (a).
- (2) The relevant aerodrome operator must:
 - (a) comply with all the requirements, mentioned in the supporting documentation, relevant to the parallel northern taxiway; and

- (b) notify CASA, in writing, as soon as practicable after becoming aware of either of the following:
 - (i) any risks, other than those mentioned in the supporting documentation, which may affect the ability of a person or an aircraft to safely use the parallel northern taxiway;
 - (ii) any increase in a level of risk, mentioned in the supporting documentation, relevant to the use of the parallel northern taxiway.
- (3) The relevant aerodrome operator must ensure that relevant information about the parallel northern taxiway is included in the relevant aerodrome operator's aerodrome safety documentation for Shepparton aerodrome.

7 Repeal

This instrument is repealed at the end of 31 May 2023.
