



Australian Government
Civil Aviation Safety Authority

Instrument number CASA EX102/20

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

3 July 2020

CASA EX102/20 — Taxiway Centreline Lights Spacing (Sydney Airport) Exemption 2020

1 Name

This instrument is *CASA EX102/20 — Taxiway Centreline Lights Spacing (Sydney Airport) Exemption 2020*.

2 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 manual*, *AIP* and *AIP-ERSA*.

In this instrument:

AIP-DAP means the Departure and Approach Procedures of the AIP.

Manual of Standards means *Manual of Standards (MOS) — Part 139 Aerodromes*.

runway 16R/34L means runway 16R/34L at Sydney Airport.

Sydney Airport means Sydney (Kingsford Smith) INTL aerodrome, certificate number CASA.ADCERT.0146.

Sydney Airport Corporation means Sydney Airport Corporation Limited, ARN 557249.

3 Application

This instrument applies to Sydney Airport Corporation as the operator of Sydney Airport.

4 Exemption

- (1) Sydney Airport Corporation is exempt from compliance with paragraph 139.195 (3) (a) of CASR to the extent that the paragraph requires

taxiway centreline lighting spacing on taxiways intended for use in RVR conditions of less than 350 metres not to exceed the specified standards:

- (a) set out in Table 9.13-1, in paragraph 9.13.8.1 of the Manual of Standards — for straight sections of taxiway; and
 - (b) set out in Table 9.13-2, in paragraph 9.13.8.5 of the Manual of Standards — for curved sections of taxiway.
- (2) The exemption in subsection (1) applies to taxiways intended for use with runway 16R/34L in RVR conditions of less than 350 metres, but not less than 300 metres (*reduced RVR conditions*).
 - (3) The exemption in subsection (1) is subject to the conditions in section 5.

5 Conditions

- (1) Sydney Airport Corporation must ensure that the spacing between the taxiway centreline lights on taxiways to which section 4 applies does not exceed the standards specified in the Manual of Standards for taxiways intended for use in RVR conditions of less than 550 metres but not less than 350 metres.
- (2) Sydney Airport Corporation must ensure that the details of the spacing of the centreline lighting on taxiways to which section 4 applies are:
 - (a) set out in the Sydney Airport aerodrome manual; and
 - (b) included in AIP-ERSA, with a low-visibility chart showing the taxiways referred to in subsection 4 (2); and
 - (c) included in AIP-DAP.
- (3) Sydney Airport Corporation must ensure that any alteration of the taxiway centreline light spacing complies with paragraphs 9.13.8.1 and 9.13.8.5 of the Manual of Standards.
- (4) Sydney Airport Corporation must review the safety of operations under this exemption at least once every year and report to CASA any changes to operations under the exemption.
- (5) Sydney Airport Corporation must publish, in accordance with subsection (2), a requirement that an aircraft operator must, before using taxiways under this exemption, have conducted its own assessment of their use in reduced RVR conditions, and decided that it was safe to do so.

6 Repeal

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