



# Australian Government

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## Civil Aviation Safety Authority

Instrument number CASA EX25/07

I, SHANE PATRICK CARMODY, Deputy Chief Executive Officer, Strategy and Support, a delegate of CASA, make this instrument under regulation 308 of the *Civil Aviation Regulations 1988 (CAR 1988)*.

**[Signed S. Carmody]**

Shane Carmody  
Deputy Chief Executive Officer  
Strategy and Support

19 June 2007

### **Exemption — Surveillance Australia Pty Ltd operations into Lord Howe Island**

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#### **1 Duration**

This instrument:

- (a) commences on the day after it is registered; and
- (b) stops having effect at the end of May 2009.

#### **2 Application**

This instrument applies to operations by Surveillance Australia Pty Ltd, Aviation Reference Number 532345 (the *operator*), into Lord Howe Island using DHC8-202 aircraft (the *aircraft*).

#### **3 Exemption**

For subregulation 308 (1) of CAR 1988, the operator is exempt from compliance with directions under subregulation 235 (2) of CAR 1988 to the extent mentioned in Schedule 1, subject to the conditions mentioned in Schedule 2.

### **Schedule 1 Extent of exemption**

The exemption only applies to the requirement to comply with subparagraphs 4.1 (a), (b) and (c) of Civil Aviation Order 20.7.1B to the extent that they would prevent taking into account the use of the departure end of the runway end safety area to calculate the take-off distance and accelerate-stop distance for the aircraft.

## Schedule 2      Conditions

- 1    The operator must comply with the following operation specifications:

### **DHC8-202 operational requirements for take-off and landing at Lord Howe Island, Runway 10/28**

#### **Lord Howe Island aerodrome**

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Suitable operational runway	Runway 10/28
Landing distance available	Runway 10: 886 m (ERSA) Runway 28: 785 m (ERSA)
Take-off distance available	Runway 10: 1006 m (ERSA + 60 m) Runway 28: 1006 m (ERSA + 60 m)
Take-off run available	Runway 10: 946 m (ERSA + 60 m) Runway 28: 946 m (ERSA + 60 m)
Accelerate-stop distance available	Runway 10: 946 m (ERSA + 60 m) Runway 28: 946 m (ERSA + 60 m)
Line-up allowance for take-off	180° turn

#### **Operational limitations**

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Aircraft landing weight	As calculated, based upon aircraft flight manual data and limited to maximum certified landing weight. Threshold speed and prevailing wind must be considered and accounted for in the landing distance calculation. Temperature accountability is not required in the landing distance calculation.
Landing distance required	Actual landing distance ( <b>ALD</b> ) is the distance between a point 50 feet above the runway threshold and the point where the aircraft comes to a complete stop.  Dry runway: 1.43 x ALD  Wet runway: 1.43 x 1.15 x ALD  Contaminated runway operations not approved for landing.
Landing flap	Flap 35 landing (unless a greater emergency exists).

#### **Aircraft performance**

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Braking application	Maximum braking effort
Retarding applications	Power levers at disc
Runway visibility	Daylight operations only

## **System requirements**

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All brakes and anti-skid

Nose gear steering

Full flight control and rudder

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An aircraft must not take off for a flight to Lord Howe Island unless these systems are operative and fully functional.

- 2 Unless otherwise stated in clause 1, all of the operator's applicable operational procedures and limitations apply.
  - 3 The additional 60 m (RESA) allowed for take-off only must be added to the brake release end of the runway.
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