

**APPROVED DISPENSATIONS**

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 13/03/2008 - 1/05/2008**

**DETAILS OF DISPENSATION**

Date: Saturday, 15 March 2008  
Aircraft: B747-400  
Registration: VH-OJR  
Operator: Qantas  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas flight QF31 (Sydney to London via Singapore) had rescheduled departure due to engineers finding metal on the magnetic engine upon landing in Sydney in the previous leg. Engine runs & technical specialist involvement was required to ensure safe operation of the aircraft. As pre-flight checks at 10:30pm were made an oil leak was discovered further delaying the flight. There were 347 passengers, including 4 infants and 4 wheelchair passengers, and 14 crew members on board.

Approved: Yes

**REASONS FOR APPROVAL**

The delegate was satisfied that the circumstances met the criteria required for issue of a curfew dispensation as the application met all of the three general criteria required for consideration. Although the flight had already been delayed due to mechanical faults, the scheduled departure time was well before the start of curfew. The oil leak was detected during the pre-flight checks and engine runs. This was of immediate origin and could not have been reasonably foreseen. Given the number of passengers and the fact it was an international flight meant it was difficult to make alternative arrangements. The aircraft departed Sydney on runway 16R at 11:36pm.

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 13/03/2008 - 1/05/2008**

**DETAILS OF DISPENSATION**

Date: Monday, 17 March 2008  
Aircraft: B767-300  
Registration: VH-OGJ  
Operator: Qantas  
Operation: Arrival after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas Flight QF494 (Melbourne to Sydney) carrying 200 people was boarding when an elevator feel defect was detected. Engineers advised that the defect was unable to be repaired quickly and 90 passengers (including 1 infant) and ten crew members were moved onto Qantas flight QF492. This flight was delayed to accommodate the additional passengers. Qantas was able to locate accommodation for 100 of the passengers.

Approved: Yes

**REASONS FOR APPROVAL**

The delegate was satisfied that the circumstances met the criteria required for issue of a curfew dispensation as the application met all of the three general criteria required. The mechanical problem (elevator feel defect) could not have been foreseen and was immediate in origin as the fault occurred when passengers were boarding the original aircraft. Qantas was able to locate accommodation for half of the passengers from the original flight and was able to find enough seats on flight QF492 for the remaining 90 passengers (including one infant) and 10 crew members. The aircraft arrived in Sydney on runway 34L at 11:13pm.

**DETAILS OF DISPENSATION**

Date: Thursday, 20 March 2008  
Aircraft: A330  
Registration: BLAE  
Operator: Cathay Pacific  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Cathay Pacific flight CX138 experienced delays into Sydney when it was placed into a holding pattern over Sydney due to a tarmac evacuation (lightning storms) by 30 minutes. The aircraft was further delayed upon arrival to the blocks as the evacuation meant that the ground crew were unable to service the aircraft. The tarmac was evacuated at 9:15pm and was not deemed safe until 9:55pm. Cathay Pacific contacted hotels in Sydney to accommodate the 265 passengers and 13 crew members but was unable to secure accommodation due to the Easter holiday period at such short notice.

Approved: Yes

**REASONS FOR APPROVAL**

The Delegate was satisfied that the circumstances met the criteria required for issue of a curfew dispensation for the departure of Cathay Pacific flight CX138 from Sydney during the curfew period. The aircraft was placed in a holding pattern over Sydney delaying the arrival time by 30 minutes. The tarmac was evacuated at 2115 and was not deemed safe until 2155 thus allowing work to recommence, the delegate considered this to be of immediate origin and not reasonably able to be foreseen. Cathay Pacific was unable to secure any accommodation for the passengers at such short notice. The aircraft departed Sydney on runway 16R at 11:05pm.

**DETAILS OF DISPENSATION**

Date: Monday, 24 March 2008  
Aircraft: B737-800  
Registration: VH-VON  
Operator: Virgin Blue  
Operation: Arrival after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Virgin Blue flight DJ882 (Melbourne to Sydney) encountered a delay upon departure from Melbourne due to lightning strikes hitting ground lighting in Melbourne. Virgin Blue was scheduled to arrive in Sydney at 10:47pm and was delayed by 15 minutes.

Approved: Yes

**REASONS FOR APPROVAL**

The Delegate was satisfied that the circumstances met the criteria required for issue of a curfew dispensation as the lightning hitting some of the ground lighting at Melbourne airport was immediate in origin and an unforeseeable event. Alternative arrangements, such as accommodation, was unable to be made close to the airport and given all passengers were onboard and the flight had already pushed back immediate departure of the aircraft was the best option. The aircraft arrived in Sydney on runway 34L at 11:19pm.

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 13/03/2008 - 1/05/2008**

**DETAILS OF DISPENSATION**

Date: Tuesday, 25 March 2008  
Aircraft: B767-336  
Registration: VH-ZXA  
Operator: Qantas  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas flight QF497 was unable to depart Sydney Airport due to the storm activity over Sydney and personnel being evacuated from the tarmac for safety reasons. There were 72 passengers and 103 crew members on board.

Approved: Yes

**REASONS FOR APPROVAL**

On this occasion the Delegate was satisfied that all criteria had been met for the late departure of the aircraft out of Sydney. Due to the severe thunderstorm activity in Sydney and the intermittent clearing of the tarmac, the application was considered to be of an immediate origin and unforeseen. Qantas' efforts to organise alternative arrangements was hindered by having major communication failures due to the lightning strikes and their entire operations were operating from just two landlines and two mobile phones which delayed making alternative arrangements, including accommodation for the 72 passengers and 10 crew members on board. The aircraft departed Sydney on runway 16R at 11:18pm.

**DETAILS OF DISPENSATION**

Date: Tuesday, 25 March 2008  
Aircraft: B737-376 Freighter  
Registration: VH - XMB  
Operator: Qantas  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas freight flight QF7336 was unable to depart Sydney Airport due to the storm activity over Sydney and personnel being evacuated from the tarmac for safety reasons. There were 2 crew members on board.

Approved: Yes

**REASONS FOR APPROVAL**

On this occasion the Delegate was satisfied that all criteria had been met for the late departure of the aircraft out of Sydney. Due to the severe thunderstorm activity in Sydney and the intermittent clearing of the tarmac, the application was considered to be of an immediate origin and unforeseen. Qantas' efforts to organise alternative arrangements was hindered by having major communication failures due to the lightning strikes and their entire operations were operating from just two landlines and two mobile phones which delayed making alternative arrangements. The aircraft departed Sydney on runway 16R at 11:13pm.

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 13/03/2008 - 1/05/2008**

**DETAILS OF DISPENSATION**

Date: Tuesday, 1 April 2008  
Aircraft: Airbus 330-800  
Registration: BLAG  
Operator: Cathay Pacific  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Cathay Pacific flight CX138 was delayed in taking off due to disruptive passengers. The police were called and the passenger had to be offloaded prior to departure.

Approved: Yes

**REASONS FOR APPROVAL**

The Delegate was satisfied that the circumstances met the criteria required for issue of a curfew dispensation as the application met all of the three general criteria required for consideration.

The Cathay Pacific aircraft had already left the blocks when the Australian Police requested that they return to the blocks to have disruptive passengers removed from the aircraft. This was of immediate origin and an unforeseeable event. Cathay Pacific was unable to seek alternative arrangements. The aircraft departed Sydney on runway 16R at 11:24pm.

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 13/03/2008 - 1/05/2008**

**DETAILS OF DISPENSATION**

Date: Friday, 4 April 2008  
Aircraft: B747-400  
Registration: 9M-MPF  
Operator: Malaysia Airlines  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Malaysia Airlines flight MH141 (Sydney to Kuala Lumpur via Brisbane) had completed boarding and when the cabin door was closed, a piece of metal fell off the door. Engineers were notified immediately and repairs to the door were carried out. There were 238 passengers and 20 crew members on board.

Approved: Yes

**REASONS FOR APPROVAL**

The Delegate was satisfied that the circumstances met the criteria required for issue of a curfew dispensation for the late departure of the aircraft from Sydney.

A piece of metal falling off the cabin door preventing safe closure was an unforeseeable event and immediate in origin. Malaysia Airlines had not started to seek accommodation at the time of the request for dispensation. The aircraft departed Sydney on runway 16R at 11:34pm.



**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 13/03/2008 - 1/05/2008**

**DETAILS OF DISPENSATION**

Date: Saturday, 5 April 2008  
Aircraft: Bombardier Global Ex  
Registration: N888GX  
Operator: Remorex Pty Ltd  
Operation: Arrival on Runway 34R

**CIRCUMSTANCES LEADING TO REQUEST**

The pilot of the Bombardier Global Express requested to arrive on runway 34R due to runway maintenance being carried out on 34L.

Approved: Yes

**REASONS FOR APPROVAL**

The Delegate was satisfied that the circumstances met the criteria required for issue of a curfew dispensation for the arrival of the aircraft on runway 34R instead of 34L due to runway maintenance work. The aircraft arrived in Sydney on runway 34R at 12:32am.

**DETAILS OF DISPENSATION**

Date: Monday, 7 April 2008  
Operator: Sydney Airport Corporation Limited  
Operation: Period of runway construction works

**CIRCUMSTANCES LEADING TO REQUEST**

Sydney Airport Corporation Limited applied for an extension to the blanket runway dispensation issued on 26 February 2008 to transfer permitted curfew traffic to the northern end of runway 16R/34L. This request is to continue installation of runway and taxiway lighting cabling and construction of fillets on taxiway Alpha-5. This end of the 16R/34L runway is normally closed to aircraft movements during curfew. The northern end of runway 16R/34L will be required to be opened to traffic for any permitted movements during curfew for 18 nights only during the period of 28 February to 3 May 2008.

Approved: Yes

**REASONS FOR APPROVAL**

Installation of runway and taxiway lighting cabling, and the construction of fillets on taxiway Alpha-5 constitutes an upgrade and is necessary for the continued safe operation of the airport. This work constitutes 'exceptional circumstances', as listed in paragraphs 9 and 10 of the dispensation guidelines which cover the possible unavailability of the main north-south runway due to maintenance.

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 13/03/2008 - 1/05/2008**

**DETAILS OF DISPENSATION**

Date: Saturday, 12 April 2008  
Aircraft: B737-800  
Registration: VH-VUF  
Operator: Virgin Blue  
Operation: Arrival after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Virgin Blue flight DJ530 (Coolangatta to Sydney) experienced a delay in take-off from Coolangatta due to an electrical problem immediately prior to pushback. The fault was rectified, however the flight was delayed by approximately 50 minutes. A dispensation was requested to land in Sydney no later than 11:30pm. There were 85 passengers (including 1 minor) and 6 crew members on board.

Approved: Yes

**REASONS FOR APPROVAL**

The Delegate was satisfied that the circumstances met the criteria required for issue of a curfew dispensation for the late departure of the aircraft from Sydney. The electrical fault occurred immediately prior to pushback from Coolangatta which was immediate in origin and an unforeseeable event. Virgin Blue had sought accommodation for the passengers and crew without success and no other aircraft were available. The aircraft arrived in Sydney on runway 34L at 11:19am.

**DETAILS OF DISPENSATION**

Date: Sunday, 20 April 2008  
Aircraft: B767-300  
Registration: VH-OGU  
Operator: Qantas  
Operation:

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas flight QF494 (Melbourne to Sydney) was scheduled to pushback no later than 9:45pm in Melbourne to ensure that the flight arrived in Sydney prior to curfew. Boarding was completed and the aircraft was ready for pushback, but refuelling truck was unable to disengage from the aircraft. This caused a delay in pushback. There were 149 passengers and 9 crew members on board.

Approved: Yes

**REASONS FOR APPROVAL**

On this occasion the Delegate was satisfied that the circumstances met the criteria required for issue of a Curfew Dispensation for the late arrival of the aircraft from Sydney. The refuelling truck was unable to disconnect from the aircraft to allow QF494 to meet its revised departure time. This was both unforeseeable and of immediate origin. Given that boarding was completed and the aircraft was ready for dispatch prior to the refuelling disconnect problem the immediate departure of the aircraft was the best option. The aircraft arrived in Sydney on runway 34L at 11:08am.

**DISPENSATIONS NOT APPROVED**

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 13/03/2008 - 1/05/2008**

**DETAILS OF DISPENSATION**

Date: Saturday, 29 March 2008  
Aircraft: B747-300  
Registration: VH-EBW  
Operator: Qantas  
Operation: Arrival after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas flight QF580 (Perth to Sydney) was diverted to Adelaide after a cabin window cracked. The aircraft landed in Adelaide at 4pm. Qantas organised a replacement aircraft which would arrive in Adelaide at 7:40pm to transport the passengers to Sydney. There were 403 passengers and 17 crew members on board.

Approved: No

**REASONS FOR DISAPPROVAL**

The circumstance was not considered to be of an immediate origin or an unforeseen event as the situation had been known to the operator earlier that day. The operator had sufficient time to prepare for the relief flight and for alternative arrangements. The application did not meet the 'exceptional circumstances' criteria.

**DETAILS OF DISPENSATION**

Date: Monday, 31 March 2008  
Aircraft: B747-400  
Registration: 9MMPN  
Operator: Malaysia Airlines  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Malaysia Airlines flight MH140 (Sydney to Kuala Lumpur) was preparing for departure when engineers opened up the cowlings and a mag plug fell out. It was not known at this time if the aircraft could be repaired. Malaysia Airlines found accommodation for the 188 passengers and 20 crew members on board. The aircraft was repaired and a dispensation was requested to depart Sydney no later than 11:30pm.

Approved: No

**REASONS FOR DISAPPROVAL**

The delegate was not satisfied that the circumstances met all three criteria required for issue of a curfew dispensation for the late departure of Malaysian Airlines flight MH140 from Sydney. Although the problem was only detected during pre-flight checks and could not have been reasonably foreseen and was of immediate origin, Malaysia Airlines were able to accommodate all passengers and crew in Sydney overnight.