

**APPROVED DISPENSATION**

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 19/05/2010 – 13/10/2010**

**DETAILS OF DISPENSATION**

Date: Friday, 25 June 2010  
Operation: Period of runway maintenance

**CIRCUMSTANCES LEADING TO REQUEST**

Sydney Airport Corporation Limited applied for a blanket runway dispensation to transfer permitted curfew traffic to the northern end of runway 16R/34L. This request is to undertake essential construction works for taxiway airfield ground lighting and the construction of new generation aircraft taxiway fillets within runway 16R/34L.

The northern end of runway 16R/34L is normally closed to aircraft movements during curfew, but is required to be opened to any permitted aircraft during curfew for 60 nights only during the period of 1 July to 23 October 2010. Approval was given on the condition that the community living immediately to the north of the Airport were advised of the changes in curfew operations

**Approved: Yes**

**REASONS FOR APPROVAL**

The runway works constitute an upgrade and are 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: 19/05/2010 – 13/10/2010**

**DETAILS OF DISPENSATION**

Date: Wednesday, 29 September 2010  
Aircraft: A330-200  
Registration: VH-EBN  
Operator: Qantas  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas flight QF497 (Sydney to Melbourne) sustained a lightning strike on the previous sector, which required engineering inspections. Passengers had boarded the plane. QF497 had an original departure time of 10:15pm. Qantas requested a dispensation to depart Sydney no later than 11:25pm. There were 302 passengers and 12 crew members on board.

**Approved: Yes**

**REASONS FOR APPROVAL**

The Delegate approved the application as it was determined the fault that had occurred was immediate and not able to have been foreseen.

Approval was conditional upon:

- (1) Aircraft to be airborne no later than 11:30pm Sydney local time.
- (2) Aircraft to use runway 16R unless deemed operationally unsafe by Airservices Australia
- (3) Aircraft must follow published Noise Abatement procedures.

At the time of requesting the dispensation, insufficient accommodation had been sourced as a result of the delays being experienced by Virgin Blue.

QF497 departed runway 16R at 11:26pm

**DISPENSATIONS NOT APPROVED**

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 19/05/2010 – 13/10/2010**

**DETAILS OF DISPENSATION**

Date: Wednesday, 25 August 2010  
Aircraft: A330  
Registration: VH-QPB  
Operator: Qantas  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas flight QF87 (Sydney to Hong Kong) pushed back at 9:50pm and during takeoff roll the pre-flight computer rejected take off. The aircraft returned to gate at 10:25pm engineers attempted to troubleshoot the computers to assess which one was at fault. Dispensation was requested until 11:30pm. There were 288 passengers and crew on board.

**Approved: No**

**REASONS FOR DISAPPROVAL**

The Delegate was not satisfied that the circumstances of this application met the three criteria required for an issue of a curfew dispensation for the late departure of QF87.

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 19/05/2010 – 13/10/2010**

**DETAILS OF DISPENSATION**

Date: Friday, 8 October 2010  
Aircraft: B777-300  
Registration: A6-EBW  
Operator: Emirates  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Emirates Airlines flight EK419 (Sydney to Bangkok) pushed back at 7:40pm and an engine was found to have developed a hydraulic pump issue. At 10:30pm the engineers were still attempting to replace the pump while the passengers remained on board the aircraft. As a result of the hydraulic pump issues, Emirates sought a dispensation to depart Sydney at midnight. There were 167 passengers and 17 crew on board.

**Approved: No**

**REASONS FOR DISAPPROVAL**

The Delegate was not satisfied that the circumstances of this application met the three criteria required for an issue of a curfew dispensation for the late departure of EK419.

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 19/05/2010 – 13/10/2010**

**DETAILS OF DISPENSATION**

Date: Friday, 8 October 2010  
Aircraft: A330-300  
Registration: VH-QPG  
Operator: Qantas  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas flight QF87 (Sydney to Hong Kong) had a mechanical fault to the aircrafts thrust reverser detected during inspection at 9pm. There were 270 passengers and 12 crew on board the flight.

**Approved: No**

**REASONS FOR DISAPPROVAL**

The Delegate was not satisfied that the circumstances of this application met the three criteria required for an issue of a curfew dispensation for the late departure of QF87.

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 19/05/2010 – 13/10/2010**

**DETAILS OF DISPENSATION**

Date: Saturday, 9 October 2010  
Aircraft: A320-200  
Registration: VH-VQP  
Operator: Jetstar  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Jetstar flight JQ818 (Sydney to Brisbane) had a delayed departure on the previous sector due to oversight in standard operational procedures, this led to aircraft being delayed in Sydney. Jetstar requested a dispensation to depart during the curfew period. There were 98 passengers and six crew on board.

**Approved: No**

**REASONS FOR DISAPPROVAL**

The Delegate was not satisfied that the circumstances of this application met the three criteria required for an issue of a curfew dispensation for the late departure of JQ818.

**CURFEW DISPENSATION REPORT #04/10**

**ADELAIDE AIRPORT CURFEW DISPENSATION SUMMARY REPORT: 19/05/2010 – 13/10/2010**

**Approved Applications**

<b>Date</b>	<b>Carrier</b>	<b>Aircraft Type</b>	<b>Movement</b>	<b>Summary of events</b>
24 May 2010	Qantas	B737-800 (VH-VXD)	Arrival	Qantas sought a dispensation for flight QF584 (Perth to Adelaide) to arrive at Adelaide Airport during the curfew period. The aircraft originally departed Perth ahead of schedule but was forced to return due to a passenger suffering a severe medical condition. When the flight plan for Adelaide was refiled the estimated time of arrival in Adelaide was prior to curfew. Approximately 20 mins into the flight, the aircraft experienced strong headwinds which indicated an arrival time in Adelaide of 11:15pm. There were 116 passengers and seven crew on board.
25 May 2010	Qantas	B737-800 (VH-VYG)	Arrival	Qantas sought a dispensation for flight QF785 (Sydney to Adelaide) to arrive at Adelaide Airport during the curfew period. The aircraft was delayed departing Sydney due to the on board computer system experiencing an outage. The aircraft had to manually load sheets and clearances causing the aircraft to delay. There were 112 passengers and seven crew on board.
23 September 2010	Adelaide Airport Limited	N/A	Period of runway overlay	Adelaide Airport Limited (AAL) applied for a curfew dispensation to allow the transfer of permitted curfew movements to Runway 12/30 from 11:00pm on 1 October 2010 until 6:00am on 1 April 2011 for no more than 98 nights. This curfew dispensation is for AAL to undertake a runway overlay of Runway 05/23.

**Rejected Applications**

<b>Date</b>	<b>Carrier</b>	<b>Aircraft Type</b>	<b>Movement</b>	<b>Summary of events</b>
15 July 2010	Cobham Aviation Services	BAe-146 (Unknown)	Arrival	On 15 July 2010 Cobham Aviation Services Australia sought a dispensation to land at Adelaide Airport during the curfew period as the aircraft was delayed on the previous sector due to an unidentified unserviceability. There were 70 passengers and four crew on board.

**COOLANGATTA AIRPORT CURFEW DISPENSATION REPORT****19/05/2010 – 13/10/2010****Approved Applications**

<b>Date</b>	<b>Carrier</b>	<b>Aircraft Type</b>	<b>Movement</b>	<b>Summary of events</b>
28 May 2010	Westfield Aviation USA	Global Express (UN613WF)	Arrival	Westfield Aviation USA requested a curfew dispensation to arrive at Coolangatta Airport. The aircraft is being used for freight purposes and does not meet the requirements under quota movement. There were zero passengers and two crew on board.

**ESSENDON AIRPORT CURFEW DISPENSATION REPORT****19/05/2010 – 13/10/2010**

Nil applications.