

**APPROVED DISPENSATIONS**

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 11/02/2008 - 12/03/2008**

**DETAILS OF DISPENSATION**

Date: Thursday, 21 February 2008  
Aircraft: A320-200  
Registration: VH-EBG  
Operator: Qantas  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas flight QF21 (Sydney to Tokyo) had just pushed back ready for take-off (at 10:13pm) when a warning light was displayed in the cockpit indicating low pressure in an emergency door slide. Safety checks were required to ensure the safety of the aircraft. The aircraft returned to its bay at 10:45pm for the appropriate engineering checks. There were 236 passengers and 13 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. The circumstance was considered to be of immediate origin and an unforeseen event as the warning light occurred after pushback. Due to mandatory short term precautionary safety checks the flight was required to return to its bay for inspection. The circumstance was not considered to be able to be met by alternative arrangements as the operator confirmed that there was insufficient accommodation in Sydney for 236 passengers at that time of night. The flight departed on runway 16R at 11:09pm.

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 11/02/2008 - 12/03/2008**

**DETAILS OF DISPENSATION**

Date: 28 February to 11 April 2008  
Operator: Sydney Airport Corporation Limited  
Operation: Period of runway construction works

**CIRCUMSTANCES LEADING TO REQUEST**

Sydney Airport Corporation Limited applied on 25 February 2008 for a blanket runway dispensation to transfer permitted curfew traffic to the northern end of runway 16R/34L as installation of runway and taxiway lighting cabling and construction of fillets on taxiway Alpha-5 are required. 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 11 April 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: 11/02/2008 - 12/03/2008**

**DETAILS OF DISPENSATION**

Date: Tuesday, 26 February 2008  
Aircraft: B737-800  
Registration: VH-VUI  
Operator: Virgin Blue  
Operation: Arrival after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Just prior to Virgin Blue flight DJ893 (Melbourne to Sydney) a passenger failed to board. This event triggered mandatory security checks and the removal of that passenger's checked baggage. These mandatory security checks caused a delay in take-off from Melbourne. There were 177 passengers and 6 crew onboard.

**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. The failure of a passenger boarding this flight and the security checks required was immediate in origin as it occurred just prior to departure. It could not have reasonably been foreseen that the passenger would fail to board the aircraft. Virgin Blue was not reasonably able to make alternative arrangements at that time of the night for the 183 people on board. The flight arrived in Sydney on runway 34L at 11:07pm.

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 11/02/2008 - 12/03/2008**

**DETAILS OF DISPENSATION**

Date: Tuesday, 26 February 2008  
Aircraft: B767-300  
Registration: VH-ZXE  
Operator: Qantas  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas flight QF548 (Sydney to Brisbane) was diverted to Canberra earlier in the evening due to weather conditions in Sydney. A hold was placed on QF548 in Canberra due to local storms resulting in delays to Sydney. Once ready for departure at Canberra, a passenger failed to board. This event triggered mandatory security checks and the removal of that passenger's checked baggage. These mandatory security checks caused a further delay in take-off. Once the aircraft was to arrive in Sydney it was scheduled to depart for Brisbane. This flight had been delayed by the delay out of Canberra. Qantas was able to turn around the aircraft quickly to allow departure for Brisbane. There were 181 passengers and 10 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 take-off of Qantas flight QF548 from Sydney during the curfew period.

The circumstance was considered to be of an immediate origin as the situation had only become known to the operator in the late hours of the evening. The operator had suffered delays earlier to the service due to weather, however these delays had been accommodated with alternative arrangements. A further delay being caused by security requirements had only just occurred in the late hours of the evening.

The circumstance of a fail to board passenger was considered to be of such a character that it could not have reasonably been foreseen.

The circumstance was not considered to be able to be met by alternative arrangements. Accommodation in Sydney was limited due to the Mardi Gras being held in Sydney. Qantas advised it had checked with over 50 to 60 hotels in Sydney with no results. The flight departed Sydney on runway 16R at 11:42pm.

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 11/02/2008 - 12/03/2008**

**DETAILS OF DISPENSATION**

Date: Wednesday, 27 February 2008  
Aircraft: B737-800  
Registration: VH-VBC  
Operator: Virgin Blue  
Operation: Arrival after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Virgin Blue flight DJ528 (Coolangatta to Sydney) was preparing to board passengers when an IT outage occurred affecting passenger boarding records. This required Virgin Blue to manually board passengers which created a delay to departure from Coolangatta. There were 115 passengers 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 arrival of Virgin Blue flight DJ 528 into Sydney on this occasion.

The circumstance is considered to be of an immediate origin as the situation occurred as the plane was about to commence boarding. It was not able to be foreseen that there was going to be an IT outage. Virgin Blue advised that it was unable to make alternative arrangements, including accommodation for 115 passengers and 6 crew, due to a lack of local accommodation in Coolangatta. The flight arrived in Sydney on runway 34L at 11:10pm.

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 11/02/2008 - 12/03/2008**

**DETAILS OF DISPENSATION**

Date: Monday, 3 March 2008  
Aircraft: B747-400  
Registration: VH-OJO  
Operator: Qantas  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas flight QF1 (Sydney to London) was preparing for departure when engineers discovered a fault in the brake hoses on the landing gear. Engineering examination determined the fault was repairable, but the departure would be delayed. There were 354 passengers and 20 crew 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 take-off of Qantas flight QF1 from Sydney during the curfew period.

The circumstance was considered to be of immediate origin and an unforeseen event as the situation had only become known to the operator at 10pm and required repair before taking off. Alternative arrangements were not able to be reasonably met due to the Mardi Gras which was held in Sydney over the weekend. This reduced accommodation capacity to a minimum. Qantas was only able to locate 50 rooms from a list of 25 hotels in the Sydney metropolitan area. The flight departed Sydney on runway 16R at 11:24pm

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 11/02/2008 - 12/03/2008**

**DETAILS OF DISPENSATION**

Date: Thursday, 6 March 2008  
Aircraft: A320-200  
Registration: VH-JQG  
Operator: Jetstar  
Operation: Arrival after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

On turnaround at Coolangatta of Jetstar flight JQ427 (Coolangatta to Sydney), a engine bleed fault was identified. After examination by engineers, Jetstar advised that the aircraft could operate with a high power engine run but would require to be towed onto the runway for departure. Examination of the fault and additional towing procedures delayed the scheduled flight which was originally due to arrive in Sydney at 9:55pm. There were 157 passengers (plus 6 infants) 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 arrival of Jetstar flight JQ427 from Sydney during the curfew period.

The fault was realised upon landing and turnaround into Coolangatta and was considered to be of immediate origin and an unforeseen event. The airline made all efforts to have the fault rectified in a timely manner. The airline had also made efforts to gain accommodation for passengers in Coolangatta with only 15 units located. The flight arrived in Sydney on runway 34L at 11:05pm.

**DETAILS OF DISPENSATION**

Date: Friday, 7 March 2008  
Aircraft: B747-400  
Registration: 9M-MPL  
Operator: Malaysia Airlines  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Malaysia Airlines flight MH140 (Sydney to Kuala Lumpur) had encountered delays throughout the evening due to electrical storm activity which caused engineers, baggage loaders, cleaners, caterers to evacuate the tarmac for occupational safety reasons. Malaysia Airlines was loaded and almost ready for pushback at 10:55pm when containers in the cargo hold jammed, therefore inhibiting closure of the cargo hold door. By 11:05 the hold was finally closed, but by this time the pushback tug had disconnected. The tug had to be recalled to undertake pushback. There were 284 passengers and 20 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 take-off of the aircraft out of Sydney. Due to the severe thunderstorm activity in Sydney and the intermittent clearing of the tarmac, combined with the jamming of the containers on loading and the late arrival of the tug for pushback, the application is considered to be of an immediate origin and could not have reasonably been foreseen by the airline. Malaysia Airlines was not reasonably able to make alternative arrangements, including accommodation for the 284 passengers and 20 crew members on board. The flight departed Sydney on runway 16R at 11:36pm.



**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 11/02/2008 - 12/03/2008**

**DETAILS OF DISPENSATION**

Date: Friday, 7 March 2008  
Aircraft: A330-300  
Registration: VH-QPD  
Operator: Qantas  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas flight QF21 (Sydney to Tokyo) was unable to reposition the international flight from the domestic terminal due to electrical storm activity which caused personnel to evacuate the tarmac for occupational safety reasons. These evacuations significantly delayed the aircraft positioning to the international terminal for departure. In addition, the inbound arrival of an Air Ambulance taking priority further delayed departure. There were 299 passengers and 14 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 take-off 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. Due to the tarmac being cleared the aircraft was unable to be repositioned from the domestic terminal to the international terminal, it was considered this could not have reasonably been foreseen by the airline. Qantas was not reasonably able to make alternative arrangements, including accommodation for the 299 passengers and 14 crew members on board. The flight departed Sydney on runway 16R at 11:20pm.

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 11/02/2008 - 12/03/2008**

**DETAILS OF DISPENSATION**

Date: Friday, 7 March 2008  
Aircraft: A330-300  
Registration: BLAE  
Operator: Cathay Pacific  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Cathay Pacific flight CX138 (Sydney to Hong Kong) 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 198 passengers and 13 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 take-off 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. Cathay Pacific was not reasonably able to make alternative arrangements, including accommodation for the 198 passengers and 13 crew members on board. The flight departed Sydney on runway 16R at 11:14pm.

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 11/02/2008 - 12/03/2008**

**DETAILS OF DISPENSATION**

Date: Wednesday, 12 March 2008  
Aircraft: A320-200  
Registration: VH-VQY  
Operator: Jetstar  
Operation: Arrival after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Jetstar flight JQ748 (Launceston to Sydney) suffered a compressor fault on turnaround in Launceston. After examination by engineers, Jetstar advised that the aircraft could operate with a high power engine run but would require to be towed onto the runway for departure. Examination of the fault and additional towing procedures delayed the scheduled flight. There were 152 passengers and 7 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 landing into Sydney. The compressor fault was of immediate origin and could not be foreseen. The aircraft required towing to a safe area at the airport to conduct high power engine runs before boarding passengers. Accommodation arrangements for the 159 people onboard, was not able to be sought in Launceston. The flight arrived in Sydney on runway 34L at 11:07pm.

**DISPENSATIONS NOT APPROVED**

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 11/02/2008 - 12/03/2008**

**DETAILS OF DISPENSATION**

Date: Sunday, 2 March 2008  
Aircraft: B747-400  
Registration: VH-OJQ  
Operator: Qantas  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

An earlier Qantas flight (QF9) from Singapore to London suffered engine problems and diverted to Delhi for repair. After the engineering examination Qantas determined, some nine hours later, that a replacement aircraft was required to ensure minimal delays to the 354 passengers and 16 crew on board. Qantas had organised to use a B747-400 in its maintenance hangar, with a crew of 5 flight personnel and 10 engineers onboard to collect the passengers and crew stranded in Delhi and carry on the QF9 flight to London. When preparing the replacement aircraft from Sydney, a fuel valve problem was identified. After an engineering inspection the fault was deemed repairable but departure would be delayed until after the commencement of curfew.

**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.