

APPROVED DISPENSATIONS

INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 23/05/2008 - 29/05/2008

DETAILS OF DISPENSATION

Date: Tuesday, 27 May 2008
Aircraft: B747-300
Registration: VH-EBW
Operator: Qantas
Operation: Arrival after 11pm

CIRCUMSTANCES LEADING TO REQUEST

Qantas flight QF580 (Perth to Sydney) was preparing for pushback at 4:25pm (WA local time) when a male passenger became abusive and threatened crew members and the aircraft's safety. The crew initiated relevant procedures including the offloading of the passenger by Australian Federal Police. In addition, the threat triggered a full security screen of the aircraft and mandatory removal of the passenger's luggage in the hold. There were 337 passengers and 18 crew members on board

Approved: Yes

REASONS FOR APPROVAL

The delegate was satisfied that the circumstances met the three mandatory criteria required for issue of a curfew dispensation. The removal of a passenger and the security screening after a security threat was immediate in origin as it occurred just prior to departure. It could not have reasonably been foreseen that the passenger would require removal. Qantas was not reasonably able to make alternative arrangements for the passengers and crew. The flight landed at Sydney Airport on runway 34L at 11:22pm.

DETAILS OF DISPENSATION

Date: Wednesday, 28 May 2008
Aircraft: B747-400
Registration: VH-OJM
Operator: Qantas
Operation: Departure after 11pm

CIRCUMSTANCES LEADING TO REQUEST

Qantas flight QF31 (Sydney to London via Singapore) was scheduled to depart Sydney at 4:55pm, however, an aircraft change was required from VH-OJG to VH-OJM. This event changed the scheduled time of departure to 9:30pm. Passengers were boarding the aircraft when a dual fire loop warning on engine number 4 occurred. Qantas engineers were able to carry out the appropriate repairs quickly. There were 225 passengers and 22 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 an aircraft change, the rescheduled departure time was well before the start of curfew. The dual fire loop warning was of immediate origin and could not have been reasonably foreseen. The delegate agreed that it was difficult for the airline to make alternative arrangements. The aircraft departed Sydney on runway 16R at 11:29pm.