

**APPROVED DISPENSATIONS****INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 02/02/2008 - 11/02/2008****DETAILS OF DISPENSATION**

Date: Saturday, 9 February 2008  
Aircraft: A330-200  
Registration: VH-EBH  
Operator: Qantas  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas flight QF21 (Sydney to Narita) was fully loaded and boarded when just prior to pushback, a smoke detector fault was identified. The flight could not depart until engineers inspected the problem and undertook repairs as appropriate. There was also a delay in sourcing replacement components. Qantas had sought accommodation for the passengers and crew members, but there were insufficient hotel rooms and minders to accommodate the 150 unaccompanied school aged children onboard. There were a total of 227 passengers and 11 crew onboard.

**Approved: Yes**

**REASONS FOR APPROVAL**

The Delegate was satisfied that the circumstances met the criteria required for issue of a Curfew Dispensation. The fault was identified just prior to pushback at 10:25pm and was immediate in origin and unforeseeable. The flight included 150 school age children who needed to be accommodated and minders provided. At this late stage of the evening Qantas was unable to locate one hotel or enough minders able to accommodate all the minors. The flight departed Sydney on runway 16R at 11:42pm.

## **DISPENSATIONS NOT APPROVED**

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

### **DETAILS OF DISPENSATION**

Date: Monday, 4 February 2008  
Aircraft: B767-300  
Registration: ZK-NCK  
Operator: Air New Zealand  
Operation: Arrival after 11pm

### **CIRCUMSTANCES LEADING TO REQUEST**

Air Traffic Control reduced Sydney Airport operations to one runway due to severe crosswinds and other weather related events between both 1:51pm and 3:21pm; and 7:35pm and 9:53pm. Air New Zealand flight NZ107, enroute to Sydney, diverted to Brisbane to refuel due to Air Traffic Control requesting all aircraft to have sufficient holding fuel due to expected traffic congestion and delays. Air New Zealand requested a dispensation to operate into Sydney (its original destination) during the curfew period. There were 98 Passengers and 8 crew onboard.

**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 since 6pm that evening. The operator had sufficient time to prepare for alternative arrangements. The application did not meet the 'exceptional circumstances' criteria.

**DETAILS OF DISPENSATION**

Date: Monday, 4 February 2008  
Aircraft: B747-400  
Registration: 9VSPH  
Operator: Singapore Airlines  
Operation: Arrival after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Singapore Airlines flight SQ219 diverted to Melbourne due to congestion after Air Traffic Control reduced Sydney Airport operations to one runway due to severe crosswinds and other weather related events between both 1:51pm and 3:21pm; and 7:35pm and 9:53pm. Singapore Airlines requested a dispensation to operate into Sydney (its original destination) just after curfew. There were 363 passengers and 22 crew 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 since 6pm that evening. The operator had sufficient time to start preparing alternative arrangements. The application did not meet the 'exceptional circumstances' criteria.

**DETAILS OF DISPENSATION**

Date: Monday, 4 February 2008  
Aircraft: A330-300  
Registration: BLAE  
Operator: Cathay Pacific  
Operation: Arrival after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Cathay Pacific flight CX139 was diverted to Melbourne due to congestion after Sydney Airport operations to one runway due to severe crosswinds and other weather related events between both 1:51pm and 3:21pm; and 7:35pm and 9:53pm. Cathay Pacific requested a dispensation to operate into Sydney (its original destination) at approximately 12:30am and then depart for Hong Kong at 1:30am. There were 239 passengers and 13 crew on board.

**Approved: No**

**REASONS FOR DISAPPROVAL**

The circumstance was not considered to be of an immediate origin or as an unforeseen event as the situation had been known to the operator since 6pm that evening. The operator had sufficient time to start preparing alternative arrangements. The application did not meet the 'exceptional circumstances' criteria.