

**APPROVED DISPENSATION**

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 04/03/2010 – 18/05/2010**

**DETAILS OF DISPENSATION**

Date: Friday, 25 March 2010  
Aircraft: A380-800  
Registration: VH-OQB  
Operator: Qantas  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas flight QF31 (Sydney to Singapore) encountered a landing gear fault on pushback. Engineers were able to rectify the problem. Qantas requested a dispensation to depart Sydney no later than 11:20pm. There were 349 passengers and 26 crew members onboard.

**Approved: Yes**

**REASONS FOR APPROVAL**

The delegate was satisfied that the circumstances met the three mandatory criteria required for the issue of a curfew dispensation. The Delegate approved the application as it was determined that the fault that occurred was immediate and not able to have been foreseen. Qantas was unable to make alternative arrangements. Dispensation granted for take off no later than 11:20pm.

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 04/03/2010 – 18/05/2010**

**DETAILS OF DISPENSATION**

Date: Friday, 26 March 2010

Operation: Period of runway construction

**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 40 nights only during the period of 1 April to 30 June 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: 04/03/2010 – 18/05/2010**

**DETAILS OF DISPENSATION**

Date: Monday, 17 May 2010  
Aircraft: A320-232  
Registration: VH-VQO  
Operator: Jetstar  
Operation: Arrival after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Jetstar flight JQ528 (Melbourne to Sydney) encountered an engine fault on pushback at 8:47pm. A replacement aircraft sourced with expected pushback at 10:00pm. Jetstar requested a dispensation to arrive at Sydney no later than 11:10pm. There were 168 passengers and 6 crew members on board.

**Approved: Yes**

**REASONS FOR APPROVAL**

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

- (1) Aircraft is to land no later than 11:10pm Sydney local time;
- (2) Aircraft is to use RW 34L unless deemed operationally unsafe by Airservices Australia; and
- (3) Aircraft must follow published Noise Abatement procedures.

At the time of requesting the dispensation, insufficient accommodation had been sourced and Jetstar had sourced a replacement aircraft in fast time only requiring a minimal breach of the Sydney curfew.

JQ528 landed at 11:06pm on runway 25. At the time of the flight plan being lodged weather conditions in Sydney were favourable for a landing on 34L, while on approach Airservices Australia had advised JQ528 of the change in weather conditions.

**DISPENSATIONS NOT APPROVED**

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 04/03/2010 – 18/05/2010**

**DETAILS OF DISPENSATION**

Date: Monday, 8 March 2010  
Aircraft: B737-838  
Registration: ZK-ZQC  
Operator: Qantas  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas flight QF134 (Melbourne to Auckland) encountered a mid flight emergency and landed at Sydney. Once the sick passenger had been disembarked, Qantas requested a dispensation to takeoff and continue journey. There were 167 passengers and nine crew onboard.

**Approved: No**

**REASONS FOR DISAPPROVAL**

The application did not meet the three mandatory criteria required for issue of a curfew dispensation. The Delegate was not satisfied that alternative arrangements could not be made. Qantas advised that as the passengers had already been through Australian Customs and Immigration they would only be able to stay in the terminal or on-board the aircraft. The Department escalated to Australian Customs and Border Protection and alternative arrangements were found.

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 04/03/2010 – 18/05/2010**

**DETAILS OF DISPENSATION**

Date: Sunday, 28 March 2010  
Aircraft: A330-303  
Registration: VH-QPH  
Operator: Qantas  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas flight QF87 (Sydney to Hong Kong) encountered a delay due to a mechanical fault on pushback. Qantas requested a dispensation to depart Sydney no later than 11:40pm. There were 287 passengers and 13 crew members on board.

**Approved: No**

**REASONS FOR DISAPPROVAL**

On this occasion the Delegate was not satisfied that the circumstances met the criteria required for issue of a Curfew Dispensation for the late departure of the aircraft from Sydney. The Delegate was not satisfied that reasonable alternative arrangement could not have been made within the time frame between the technical fault and the request.

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 04/03/2010 – 18/05/2010**

**DETAILS OF DISPENSATION**

Date: Wednesday, 31 March 2010  
Aircraft: A330-300  
Registration: VH-QPC  
Operator: Qantas  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas flight QF21 (Sydney to Narita) encountered a delay due to a passenger becoming unwell on boarding. Qantas requested a dispensation to depart Sydney no later than 11:15pm. There were 298 passengers and 12 crew members on board.

**Approved: No**

**REASONS FOR DISAPPROVAL**

On this occasion the Delegate was not satisfied that the circumstances met the criteria required for issue of a Curfew Dispensation for the late departure of the aircraft from Sydney.

**INDIVIDUAL DISPENSATION DETAILS FOR PERIOD: 04/03/2010 – 18/05/2010**

**DETAILS OF DISPENSATION**

Date: Monday, 17 May 2010  
Aircraft: B737-376  
Registration: VH-XML  
Operator: Qantas  
Operation: Departure after 11pm

**CIRCUMSTANCES LEADING TO REQUEST**

Qantas flight QF7336 (Sydney to Melbourne freight load) encountered an anti-ice fault during the pre-flight check. Repairs were to be effected as soon as possible with potential departure at 11:30pm or shortly prior. There were 0 passengers and 2 crew members on board – freight load only.

**Approved: No**

**REASONS FOR DISAPPROVAL**

On this occasion the Delegate was not satisfied that the circumstances met the criteria required for issue of a Curfew Dispensation for the late departure of the aircraft from Sydney.

**ADELAIDE AIRPORT CURFEW APPROVED DISPENSATION SUMMARY REPORT:****04/03/2010 – 18/05/2010****Approved Applications**

<b>Date</b>	<b>Carrier</b>	<b>Movement</b>	<b>Summary of events</b>
16 March 2010	Adelaide Airport Limited	Runway construction works	Adelaide Airport Limited applied for a blanket runway dispensation to transfer permitted curfew traffic to Runway 12/30 while preliminary resurfacing works are undertaken on Runway 05/23. Runway 05/23 was closed for five nights only during the period 15 to 19 March 2010.
16 April 2010	Adelaide Airport Limited	Runway construction works	Adelaide Airport Limited applied for a blanket runway dispensation to transfer permitted curfew traffic to Runway 12/30 while preliminary resurfacing works are undertaken on Runway 05/23. Runway 05/23 was closed for two nights only during the period 1 to 3 May 2010.

**COOLANGATTA AIRPORT CURFEW APPROVED DISPENSATION REPORT****04/03/2010 – 18/05/2010**

Nil applications.

**ESSENDON AIRPORT CURFEW APPROVED DISPENSATION REPORT****04/03/2010 – 18/05/2010**

Nil applications.