

ANNEX B

Proposed Manual of Standards Part 139 Amendment Instrument 2014



Australian Government
Civil Aviation Safety Authority

I, {insert relevant details}, Director of Aviation Safety, on behalf of CASA, make this instrument under regulation 139.015 of the *Civil Aviation Safety Regulations 1998*.

{insert relevant details}
Director of Aviation Safety

Date

Manual of Standards Part 139 Amendment Instrument 20xx (No. x)

1 Name of instrument

This instrument is the *Manual of Standards Part 139 Amendment Instrument 20xx (No. x)*.

2 Commencement

This instrument commences on the day after registration.

3 Amendment of the Manual of Standards Part 139

Schedule 1 amends the Manual of Standards (MOS) — Part 139 Aerodromes.

Schedule 1 Amendments

[1] Paragraph 8.3.8.1

omit

Figure 8.3-8

insert

Figure 8.3-7

[2] After paragraph 8.9.1.1

insert

8.9.1.2 In this Section, references to a runway, a taxiway or other movement area as being unserviceable means that the runway, taxiway or other movement area is closed or not to be used by aircraft.

[3] Subsection 8.9.2, including Figure 8.9-1 and Figure 8.9-2

Substitute

8.9.2 Marking of unserviceable runways, taxiways and other movement areas

- 8.9.2.1 Subject to 8.9.2.8, an unserviceability marking must be displayed on a runway or taxiway or portion thereof which is unserviceable.
- 8.9.2.2 On a runway, an unserviceability marking must be placed at each end of the runway, or portion thereof, that is declared unserviceable. Additional unserviceability markings must be so placed that the maximum interval between markings does not exceed 300 m.
- 8.9.2.3 On a taxiway, an unserviceability marking must be placed:
- (a) at each end of the unserviceable taxiway, or at each end of the unserviceable portion of the taxiway; and
 - (b) where a taxiway serves an unserviceable runway or an unserviceable portion of a runway — so as to warn against entry to an unserviceable runway or unserviceable portion of a runway.
- 8.9.2.4 An unserviceability marking must be of the form and proportions:
- (a) when displayed on a runway that is wider than 23 m — as detailed in Figure 8.9-1, and
 - (b) when displayed on a runway with a width of 23 m or less or on a taxiway — as detailed in Figure 8.9-2.
- 8.9.2.5 An unserviceability marking must be white when displayed on a runway and must be yellow when displayed on a taxiway.

Note: For runways covered in snow or other contaminant, a conspicuous colour for the unserviceability markings may be used.

- 8.9.2.6 Unserviceability markers, as depicted in Figure 8.2-1 and described in paragraph 8.9.3.1, must be placed at the entrance to, and around, any part of the movement area of an aerodrome (including a runway), which is not to be used by aircraft.

Note: See subsection 9.18 for lighting associated with closed and unserviceable areas.

- 8.9.2.7 When a runway or a taxiway, or a portion of a runway or taxiway, or any other part of the movement area is unserviceable because it is permanently closed, all runway and taxiway markings must be obliterated except for those markings used in accordance with this Section to indicate the unserviceability.

8.9.2.8 Unserviceability markings are not required for time-limited works — if the works are in accordance with subsection 10.10.3.

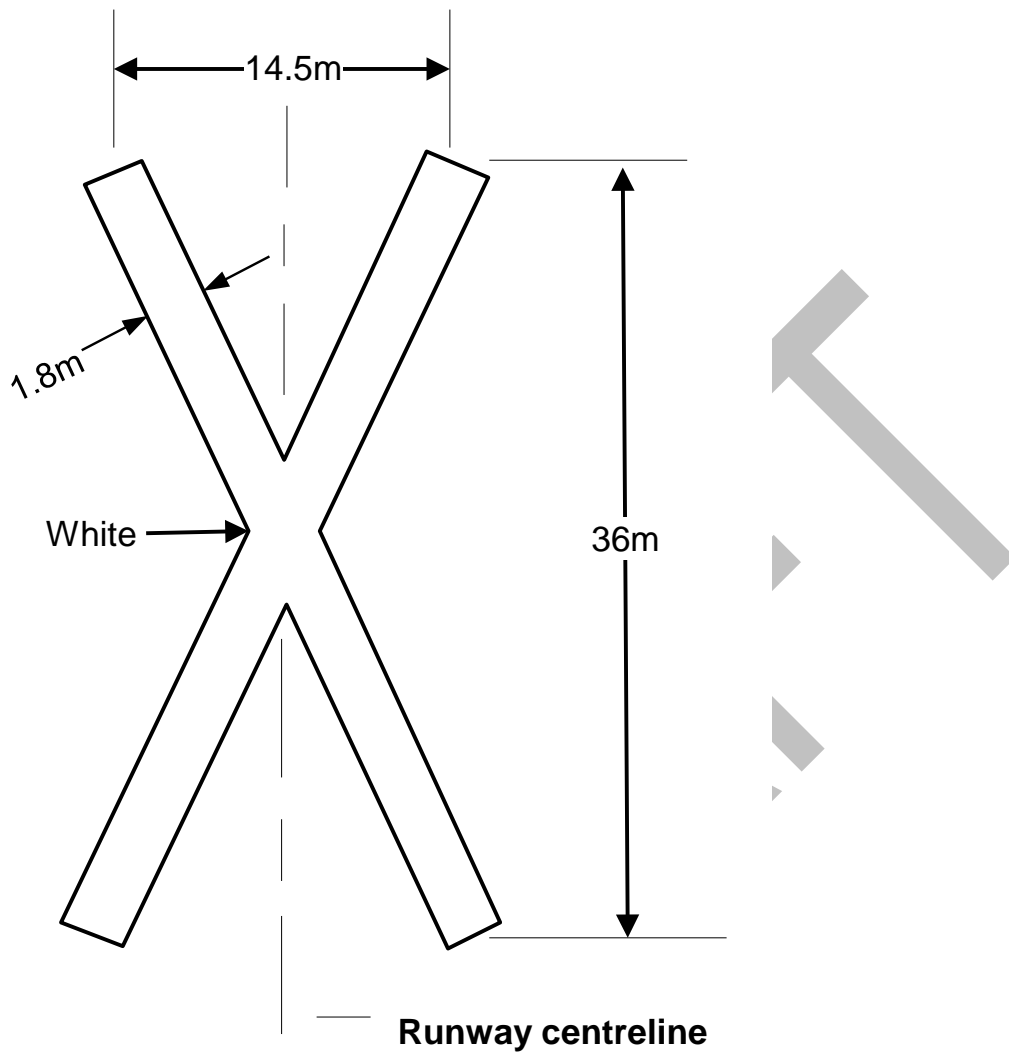


Figure 8.9-1: Unserviceable marking – Runways of width > 23 m

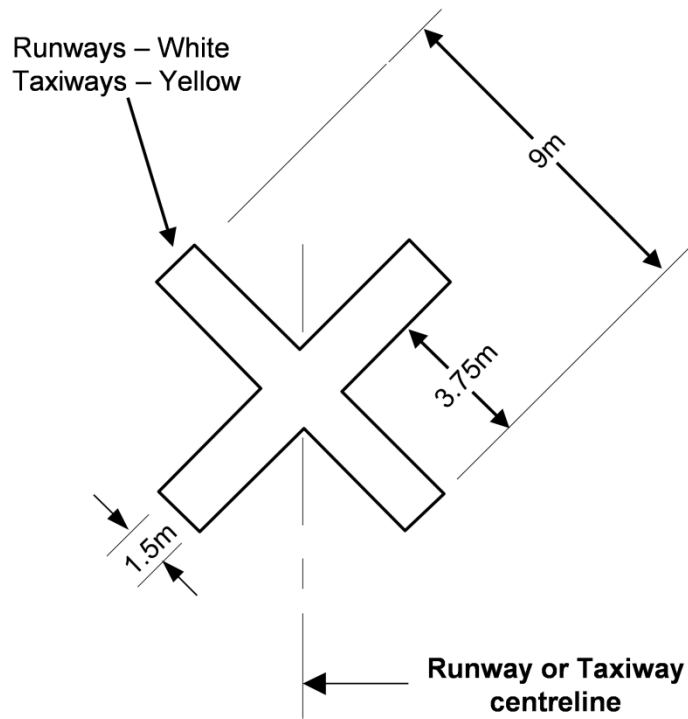


Figure 8.9-2: Unserviceable marking – Runways of width ≤ 23 m and Taxiways

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