ADVISORY CIRCULAR
AC 139.A-03 v1.0

Application of aerodrome standards

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Project: AS 14/24
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Advisory Circulars are intended to provide advice and guidance to illustrate a means, but not necessarily the only means, of complying with the Regulations, or to explain certain regulatory requirements by providing informative, interpretative and explanatory material.

Advisory Circulars should always be read in conjunction with the relevant regulations.

**Audience**

This advisory circular (AC) applies to:

- aerodrome owners/operators
- consultants engaged to act on behalf of the aerodrome owner/operator
- the Civil Aviation Safety Authority (CASA).

**Purpose**

This AC provides supplementary guidance to all aerodrome operators on the:

- application of aerodrome certification under Part 139 of the *Civil Aviation Safety Regulations 1998* (CASR) and the subsidiary Part 139 MOS
- timeframes and requirements for transitioning to the revised Part 139 MOS
- scalable certification standards based on the complexity of aerodrome operations
- determination and nomination of key aerodrome facilities
- 'grandfathering', upgrade and replacement of aerodrome facilities
- election to 'opt-in' to revised standards
- identification and management of non-compliant facilities
- identification and management of non-preferred elements in the Part 139 MOS

**For further information**

For additional information, contact CASA (e-mail aerodromes_regs@casa.gov.au or telephone 131 757)

Unless specified otherwise, all subregulations, regulations, divisions, subparts and parts referenced in this AC are references to the *Civil Aviation Safety Regulations 1998* (CASR).
Status

This version of the AC is approved by the Manager, Flight Standards Branch.

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<th>Version</th>
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<td>v1.0</td>
<td>June 2020</td>
<td>Initial release of this AC.</td>
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1.1 Acronyms

The acronyms and abbreviations used in this AC are listed in the table below.

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<tr>
<td>AC</td>
<td>advisory circular</td>
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<tr>
<td>AIS</td>
<td>aeronautical information service</td>
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<td>AIP</td>
<td>aeronautical information publication</td>
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<tr>
<td>ARC</td>
<td>aerodrome reference code</td>
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<tr>
<td>ATS provider</td>
<td>air traffic service provider</td>
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<td>CASA</td>
<td>Civil Aviation Safety Authority</td>
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<td>CASR</td>
<td>Civil Aviation Safety Regulations 1998</td>
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<tr>
<td>DPS</td>
<td>data product specification</td>
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<tr>
<td>ICAO Annex 14</td>
<td>International Civil Aviation Organisation Annex 14</td>
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<td>IFR</td>
<td>instrument flight rules</td>
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<td>IMC</td>
<td>Instrument meteorological conditions</td>
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<tr>
<td>MOS</td>
<td>Part 139 (Aerodromes) Manual of Standards 2019</td>
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<tr>
<td>OLS</td>
<td>obstacle limitation surface</td>
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<tr>
<td>OMGWS</td>
<td>outer main gear wheel span</td>
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<tr>
<td>RESA</td>
<td>runway end safety area</td>
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<tr>
<td>RVR</td>
<td>runway visual range</td>
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<tr>
<td>TIFP</td>
<td>terminal instrument flight procedure</td>
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<tr>
<td>VFR</td>
<td>visual flight rules</td>
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<tr>
<td>VMC</td>
<td>visual meteorological conditions</td>
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1.2 Definitions

Terms that have specific meaning within this AC are defined in the table below.

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<th>Term</th>
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<tr>
<td>aerodrome facility</td>
<td>Any of the following physical things at an aerodrome:</td>
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<td></td>
<td>a. the physical characteristics of any movement area, including</td>
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<td></td>
<td>runways, taxiways, taxilanes, shoulders, aprons, primary and</td>
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<tr>
<td></td>
<td>secondary parking positions, runway strips and taxiway strips</td>
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<td></td>
<td>b. infrastructure</td>
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<td></td>
<td>c. structures</td>
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<td></td>
<td>d. equipment</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
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<td>------------------------------------------</td>
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<tr>
<td>e. earthing points</td>
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<td>f. cables</td>
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<td>g. lighting</td>
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<td>h. signage</td>
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<td>i. markings</td>
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<td>j. visual approach slope indicators</td>
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<td>k. any other similar thing that is physical matter and is used for the operation of aircraft at the aerodrome.</td>
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<tr>
<td>aeroplane reference field length</td>
<td>The minimum field length required for an aeroplane to take off at maximum certificated take-off mass, at sea level, in standard atmospheric conditions, in still air and with zero runway slope, as shown in:</td>
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<tr>
<td></td>
<td>a. the aeroplane’s aircraft flight manual approved by the national aviation authority which issued the initial type certificate for the aeroplane; or</td>
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<td></td>
<td>b. equivalent data from the aeroplane manufacturer.</td>
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<tr>
<td>aerodrome technical inspection</td>
<td>An inspection of the facilities, equipment and operation of a certified aerodrome, conducted by, or on behalf of, the aerodrome operator to ensure detection of any deterioration that could make any of the facilities, equipment or operations unsafe for aircraft operations.</td>
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<tr>
<td>air transport passenger</td>
<td>A passenger in an air transport operation.</td>
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<tr>
<td>air transport passenger movement numbers</td>
<td>For an aerodrome, for a financial year, means the numbers, published by the Department, of air transport passenger movements at the aerodrome during the financial year, and any reference to air transport passenger movements is a reference to the movements compiled in these numbers.</td>
</tr>
<tr>
<td>aircraft movement</td>
<td>One of the following:</td>
</tr>
<tr>
<td></td>
<td>a. the landing of an aircraft at an aerodrome</td>
</tr>
<tr>
<td></td>
<td>b. the take-off of an aircraft from an aerodrome</td>
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<tr>
<td></td>
<td>c. a touch-and-go manoeuvre of an aircraft at an aerodrome.</td>
</tr>
<tr>
<td>aircraft movements</td>
<td>When referred to numerically for an aerodrome, for a financial year, this means the numbers of aircraft movements at the aerodrome during the financial year, as compiled by the aerodrome operator or the ATS provider.</td>
</tr>
<tr>
<td>Department</td>
<td>The Department of State of the Commonwealth that is administered by the Minister who, from time to time, administers CASR. At the date of making, this is the Department of Infrastructure, Regional Development and Communications but may change from time to time in accordance with Administrative Arrangements Orders made by the Governor-General.</td>
</tr>
<tr>
<td>existing aerodrome</td>
<td>An aerodrome that was in service as a certified aerodrome, or a registered aerodrome under the document called ‘Manual of Standards (MOS) - Part 139 Aerodromes’ as in force immediately before the commencement of the MOS on 13 August 2020.</td>
</tr>
<tr>
<td>existing aerodrome facility</td>
<td>A facility that would have fallen within the definition of an aerodrome facility immediately before the commencement of the MOS had the definition of aerodrome facility then been in force.</td>
</tr>
<tr>
<td>grandfathered facility</td>
<td>An existing aerodrome facility and the obstacle limitation surfaces associated with an existing runway that is part of the existing aerodrome facility (the OLS) that, on and after the commencement of this MOS, do not comply with the standards in this MOS, provided that:</td>
</tr>
</tbody>
</table>
a. the facility and the OLS complies, and continues to comply, with the standards which applied to the facility and the OLS immediately before the commencement of this MOS; and

b. the aerodrome operator's aerodrome manual:
   i. identifies the facility and the OLS; and
   ii. sets out in detail how the facility and the OLS do not comply with this MOS.

grandfathering provision A clause or policy in which a previous rule or standard continues to apply to some existing situations. Those that continue to comply with the previous regulation or standard are said to have grandfathered status or acquired rights, or to have been grandfathered.

obstacle limitation surfaces A series of planes, associated with each runway at an aerodrome, that defines the desirable limits to which objects or structures may penetrate into the airspace around the aerodrome, so that aircraft operations at the aerodrome may be conducted safely. The obstacle limitation surfaces are as follows:

   a. the outer horizontal surface
   b. the conical surface
   c. the inner horizontal surface
   d. the approach surface
   e. the inner approach surface
   f. the transitional surface
   g. the inner transitional surface
   h. the baulked landing surface
   i. the take-off climb surface.

Note: The requirements for obstacle limitation surfaces are based on the intended use of a runway. Not all surfaces will be applicable at all aerodromes.

opted-in Means that:

   a. an aerodrome operator voluntarily tells CASA in writing that, from a specified date after the commencement of this MOS, a specified grandfathered facility will comply with the requirements of this MOS for the facility; and
   b. the aerodrome operator's aerodrome manual specifies the date and the facility; and
   c. CASA acknowledges, in writing, that the operator has opted in.

replacement For an existing aerodrome facility, this means completion of any activity in relation to the facility which, not being merely maintenance, results in the substitution of a new aerodrome facility for the existing aerodrome facility.

scheduled international air transport operation An international air transport operation conducted in accordance with a designated International Airport as published by the Department.

specialised helicopter operation A helicopter operation that involves the carriage of persons or cargo between the coast of Australia and an off-shore installation, or between off-shore installations, or to or from a helipad of a hospital or a State or Territory emergency service.

transitional regulations The Part 139 Consequential, Application, Transitional and Savings (CATS) regulations and Manual of Standards (MOS) amendments which provide additional timeframes for aerodrome operators to meet their obligations under...
Term | Definition
--- | ---
| | the new regulations and MOS.

**upgrade**

For an existing aerodrome facility, this means any change to the facility which, for the first time after commencement of this MOS, enables any of the following changes to aircraft operations using the facility, namely, a change:

a. from day VFR operations, to night VFR operations
b. from non-instrument approaches, to non-precision instrument approaches
c. from non-precision instrument approaches, to precision instrument approaches
d. from precision CAT I approaches to precision CAT II, or CAT III approaches
e. which enables aircraft take-offs and aerodrome surface movements in runway visibility, or RVR conditions of less than 550 m
f. which enables the aerodrome to accommodate aircraft of a higher category specified in the ARC under section 4.01 of the MOS than was the case before the change
g. which enables the aerodrome to accommodate aircraft on scheduled international operations.

**visual meteorological conditions (VMC)**

Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.

### 1.3 References

**Regulations**


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<td>Part 139 of CASR</td>
<td>Aerodromes</td>
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<tr>
<td>Consequential, Application, Transitional and Savings (CATS) regulations</td>
<td>Civil Aviation Legislation Amendment (Part 139 Aerodromes—Transitional Provisions and Consequential Amendments) Regulations 2020</td>
</tr>
<tr>
<td>Part 175 of CASR</td>
<td>Aeronautical information management</td>
</tr>
<tr>
<td>Part 121 of CASR</td>
<td>Australian air transport operations (larger aeroplanes)</td>
</tr>
<tr>
<td>Part 173 of CASR</td>
<td>Instrument flight procedure design</td>
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International Civil Aviation Organization documents

International Civil Aviation Organization (ICAO) documents are available for purchase from http://store1.icao.int/

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<thead>
<tr>
<th>Document</th>
<th>Title</th>
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<tr>
<td>ICAO International Standards and Recommended Practices</td>
<td>Annex 14 to the convention on International Civil Aviation - Aerodromes Volume I</td>
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<tr>
<td>Doc 9981</td>
<td>Procedures for air navigation services Aerodromes (PANS Aerodromes)</td>
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Advisory material

CASA's advisory circulars are available at http://www.casa.gov.au/AC
CASA's Civil Aviation Advisory Publications are available at http://www.casa.gov.au/CAAP

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<tr>
<td>AC 139.B-01</td>
<td>Applying for aerodrome certification</td>
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<td>AC 139.A-02</td>
<td>Aerodrome compatibility - under development</td>
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<tr>
<td>AC 139.A-04</td>
<td>Applying for aerodrome authorisations, exemptions and approvals - under development</td>
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<td>AC 139.C-04</td>
<td>Aerodrome technical inspections - under development</td>
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<tr>
<td>AC 139.C-09</td>
<td>Visual aids, markings, signals and signs - under development</td>
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<tr>
<td>AC 139.C-10</td>
<td>Aerodrome lighting - under development</td>
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<tr>
<td>AC 139.C-26</td>
<td>Safety management systems for aerodromes - under development</td>
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<td>AC 139.C-27</td>
<td>Risk management plans for aerodromes</td>
</tr>
<tr>
<td>AC 139.C-16</td>
<td>Wildlife hazard management at aerodromes - under development</td>
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2 Introduction

2.1 Background

2.1.1 In line with Annex 14 to the Convention on International Civil Aviation - Aerodromes Volume I and the International Civil Aviation Organisation (ICAO) Procedures for Air Navigation Services Aerodromes (PANS Aerodromes), the Civil Aviation Safety Regulations 1998 (CASR) sets the regulatory requirements for the certification, maintenance, and operation of an aerodrome.

2.1.2 Part 139 of the CASRs and the Manual of Standards (MOS) Part 139 - Aerodromes are the current legislative instruments that set out the standards for certified and registered aerodromes.

2.1.3 In August 2020, the Civil Aviation Safety Amendment (Part 139) Regulations 2019 and the Part 139 (Aerodromes) Manual of Standards 2019, come into effect.

2.1.4 The revised Part 139 of the CASRs and Part 139 MOS:

- establish a single certification framework for regulated aerodromes (certified)
- mandate when an aerodrome must be certified
- sets out the standards for the design, construction, maintenance and operation of certified aerodromes
- define the requirements for aerodrome radiocommunication services at all aerodromes
- require the identification and reporting of hazards on aerodromes, and within the prescribed airspace around an aerodrome.

2.1.5 In order to ensure a smooth transition for aerodrome operators from the existing aerodrome regulations to the new rule set, a set of transitional regulations have been developed for both Part 139 of the CASRs and the Part 139 MOS. Additionally, the commencement date of the new Part 139 and MOS has been amended to 13 August 2020 to align with the publication date of the Aeronautical Information Publication (AIP)-En Route Supplement Australia (ERSA) so that all aerodromes can be published as ‘certified’ on that date.

2.1.6 Aerodromes that are certified or registered prior to 13 August 2020 will be able to transition to the revised Part 139 ruleset from the commencement date. Additional time has been provided under the transitional regulations where there are new regulatory requirements that an aerodrome operator needs to meet.

2.1.7 Grandfathering provisions will continue to allow an existing aerodrome facility and the obstacle limitation surfaces (OLS) associated with the runway, at an existing certified, or an existing registered aerodrome, to remain compliant with the standards that proceeded the revised Part 139 MOS, until the facility is replaced or upgraded, or the aerodrome operator elects to "opt-in" to the new standards.
3 Aerodrome Certification - Part 139 MOS

3.1 Under the new rules, when is an aerodrome required to be certified?

3.1.1 An aerodrome cannot have a terminal instrument flight procedure (TIFP), unless the aerodrome is certified. The only exception is for a TIFP that is provided only for use in specialised helicopter operations.

3.2 What constitutes a TIFP with regards to the requirement for certification?

3.2.1 A terminal instrument flight procedure means an instrument approach procedure or instrument departure procedure as defined in the CASR dictionary.

3.2.2 A TIFP is considered to apply if it is published in the AIP-Departure and Approach Procedures (DAP) and features the aerodrome name in the title.

3.2.3 A TIFP also includes a procedure that is not runway aligned. An aerodrome with a circling approach has a TIFP.

3.2.4 Whilst a TIFP dictates whether the aerodrome is required to be certified or not, a TIFP in itself does not dictate whether the runway that it is published for is an instrument runway or not. i.e. a runway with an instrument approach to a circling minima only is a non-instrument runway and a runway with an instrument approach to a Minimum Descent Altitude (MDA) or Decision Altitude (DA) is an instrument runway.

3.3 Other factors that may influence an aerodrome operator to apply for certification

3.3.1 In the absence of a TIFP, an aerodrome operator may seek to certify their aerodrome should they choose to operate to the same safety standards as a regulated aerodrome in accordance with CASR Subpart 139.B.

3.3.2 An aircraft operator conducting air transport operations under CASR Part 121 may be subject to operational requirements that may also necessitate an aerodrome to become certified. This is a commercial decision between the aircraft operator and the aerodrome operator.

3.3.3 For guidance on the process to apply for an aerodrome certificate, refer to AC 139.B-01 ‘Applying for aerodrome certification’.

3.4 My aerodrome is an existing certified or an existing registered aerodrome, do I need to reapply for an aerodrome certificate?

3.4.1 Under the transitional regulations, existing certified and registered aerodromes will be deemed to hold a ‘transitional aerodrome certificate’ at the commencement of the revised Part 139 regulations on 13 August 2020. This deeming as a ‘certified’ aerodrome requires existing certified and registered aerodromes to comply with all...
provisions of the Part 139 MOS unless transitional arrangements are in place. The 'transitional aerodrome certificate' will remain in force until:

- the revised or new aerodrome manuals are submitted to CASA by 13 May 2021 for an existing certified aerodrome, or 13 May 2022 for an existing registered aerodrome
- CASA assesses the aerodrome manual as compliant with the Part 139 MOS and a new aerodrome certificate is issued
  or
- an aerodrome manual is not submitted by the due date
  or
- if the manual is assessed by CASA as not being compliant with the new MOS
  or
- the transitional aerodrome certificate is cancelled e.g. non-compliance with the Part 139 MOS or failing to operate or maintain the aerodrome safely.

3.4.2 Failure to provide a revised or new aerodrome manual by the submission date will mean the aerodrome is no longer 'certified' and any published terminal instrument flight procedures will need to cancelled and withdrawn from publication. This will also mean that pilots will no longer be able to benefit from the operational advantages these procedures provide in terms of lower operating minima and use in conditions of reduced visibility e.g. instrument meteorological conditions (IMC).

3.5 Can I still apply to certify or register my aerodrome under the existing Part 139 regulations before the new rules commence?

3.5.1 The transitional regulations allow CASA to manage applications for aerodrome certification or registration which are submitted before 13 August 2020 and where a decision hasn't been finalised. These applications can continue to be assessed under Version 1.14 of the MOS Part 139.

3.5.2 These applications, if successful, will permit the aerodrome facilities compliant with the old MOS to be grandfathered under the revised Part 139 MOS.
4 Scorable Certification Structure - Part 139 MOS

4.1 Certification standards are not the same for all aerodromes

4.1.1 CASA has introduced a scalable certification structure linked to the complexity of the aerodrome operating environment.

4.1.2 The trigger criteria that supports the scalable certification structure is based on:

- the number of air transport passengers per annum (financial year)
- the aircraft movement numbers per annum (financial year)
- scheduled international air transport operations at the aerodrome.

4.1.3 The management system provisions that are subject to these trigger criteria are:

- aerodrome technical inspections or validations (refer to AC 139.C-04 Aerodrome technical inspections)
- safety management systems (refer to AC139.C-26 Safety management systems for aerodromes)
- risk management plans (refer to AC 139.C-27 Risk management plans for aerodromes)
- aerodrome emergency plans / aerodrome emergency exercises (refer to AC 139.C-18 Aerodrome emergency planning)
- wildlife hazard management plans (refer to AC 139.C-16 Wildlife hazard management at aerodromes).

4.1.4 A table summarising the threshold criterion is provided in Appendix A to this advisory circular.

4.2 Data to support trigger criteria

4.2.1 The Part 139 regulations empower CASA to obtain available data on the number of aircraft movements from the aerodrome operator or Airservices Australia.

4.2.2 The aerodrome operator should implement a method to record aircraft movement numbers in order to ensure the aerodrome is being operated in accordance with the legislative requirements. It is expected each aerodrome operator would have an awareness of the movement rates at their aerodrome so that they can monitor their own activities against their compliance obligations.

4.2.3 Typically, an aerodrome will be clearly above or below the applicable threshold criterion.

4.2.4 The Bureau of Infrastructure, Transport and Regional Economics (BITRE) collects and publishes aviation statistics which include air transport passenger movement numbers for international, domestic and some general aviation activity. This information is available via the Department of Infrastructure, Transport, Regional Development and Communications website.
5 Transitioning to the revised Part 139 MOS

5.1 Introduction

5.1.1 The transitional regulations provide different transition periods to assist the operator of an existing certified, or an existing registered aerodrome, to meet new regulatory requirements based on whether the airport has scheduled international air transport operations, or the aerodrome reaches applicable passenger or aircraft trigger numbers. For the transition period, the financial year is taken to be the financial year commencing on 1 July 2020 and ending 30 June 2021 so as to not have a period of retrospectivity.

5.1.2 There are different timeframes provided for the transitional periods depending on the amount of effort required by aerodrome operators to meet the new requirements. The last transition date provided under the transitional regulations is 13 November 2022 which is when the transition period for the new Regulations and MOS comes to an end.

5.2 Transition elements and timeframes - existing certified aerodromes

5.2.1 The operator of an existing certified aerodrome will be deemed to hold a transitional aerodrome certificate from 13 August 2020 and is required to operate under the amended CASRs and the revised Part 139 MOS from this date. Certified aerodromes are already required to have an aerodrome manual and the deeming continues until the aerodrome operator submits a revised aerodrome manual compliant with the Part 139 MOS and it is assessed by CASA as being compliant. A certified aerodrome operator has until 13 May 2021 to submit the manual to CASA. Under the transitional regulations, an existing certified aerodrome operator can operate their aerodrome in accordance with their old aerodrome manual until the certificate transition period ends.

5.2.2 Once CASA has received the revised aerodrome manual an assessment will be conducted to confirm that all the compliance aspects are 'present' i.e. that the manual meets the Part 139 MOS requirements (refer to AC 139.C-01 'Aerodrome Manual'). If the aerodrome manual is assessed as compliant with the Part 139 MOS a new aerodrome certificate will be issued.

5.2.3 The revised aerodrome manual is to include the applicable management systems that are required in accordance with the transition timelines and the scalable certification structure outlined in Part 4 of this AC.

5.2.4 As this is an initial submission, subsidiary documents referred to in the aerodrome manual are also to be provided to CASA.

5.2.5 Acceptance of the aerodrome manual as being 'suitable' will be subject of further confirmation throughout subsequent and ongoing surveillance activities.

5.2.6 Aerodromes that have scheduled international air transport operations are currently required to have an SMS, however the revised Part 139 MOS has additional requirements in relation to management commitment and safety policy etc. based on ICAO Annex 19 Appendix 2. These major international airports will have a further 15 months from 13 August 2020 i.e. until 13 November 2021 to update their existing Safety
Management System (SMS). The deferred date will not delay the issue of a new aerodrome certificate.

5.3 **Transition elements and timeframes - existing registered aerodromes**

5.3.1 The operator of an existing registered aerodrome will be deemed to hold a transitional aerodrome certificate from 13 August 2020 and is required to operate under the amended CASRs, and the revised Part 139 MOS from this date. Registered aerodromes are not currently required to have an aerodrome manual and the deeming continues until the aerodrome operator submits a new aerodrome manual compliant with the Part 139 MOS and it is assessed by CASA as being compliant. As it is a new requirement a registered aerodrome operator has a further 12 months to submit the manual to CASA, until 13 May 2022. The additional time provided to registered aerodrome operators is because the development of an aerodrome manual is a new requirement.

5.3.2 Once CASA has received the new aerodrome manual an assessment will be conducted to confirm that all the compliance aspects are ‘present’ i.e. that the manual meets the Part 139 MOS requirements (refer to AC 139.C-01 'Aerodrome Manual'). If the aerodrome manual is assessed as compliant with the Part 139 MOS a new aerodrome certificate will be issued.

5.3.3 The new aerodrome manual may include applicable management systems e.g. SMS, risk management plans etc that are required in accordance with scalable certification structure outlined in Part 4 of this AC, if they have been established. However, they can be included later when implemented in accordance with the transition timeframes.

5.3.4 As this is an initial submission, subsidiary documents referred to in the aerodrome manual are also to be provided to CASA.

5.3.5 It is expected the aerodrome operator will be operating the aerodrome in accordance with the aerodrome manual at the time the aerodrome manual is submitted to CASA.

5.3.6 The revised Part 139 MOS requires a validation of the aerodrome manual to be conducted annually. As the timing of the new aerodrome manual for registered aerodrome operators is dependent on when it is submitted to CASA and assessed as compliant, the requirement for validation of the aerodrome manual is within 12 months of when CASA issues a new aerodrome certificate. As an aeronautical data originator under Part 175 there is still a requirement to check the currency and accuracy of the aerodrome information published in the AIP annually.

5.3.7 Acceptance of the aerodrome manual as being 'suitable' will be subject of further confirmation throughout subsequent and ongoing surveillance activities.

5.3.8 The following management systems (which are each subject of trigger criteria), have a deferred implementation date. The deferred date will not delay the issue of an aerodrome certificate, provided that where applicable, the required documents are provided to CASA no later than 27 months after the commencement of the new rules i.e. 13 November 2022:

− safety management system
− risk management plan
− aerodrome emergency plan and exercises
− wildlife hazard management plan

5.3.9 Aerodrome technical inspections (which are subject of trigger criteria), also have a deferred implementation date:
− 15 months for existing registered aerodromes that were required under the existing CASR 139.315 to complete an aerodrome safety inspection (ASI) in the 12 months prior to the commencement of the revised Part 139 MOS i.e. 13 November 2021.
− 27 months for existing registered aerodromes that were not required under the existing CASR 139.315 to complete an aerodrome safety inspection (ASI) in the calendar year prior to the commencement of the revised Part 139 MOS i.e. 13 November 2022.

5.4 As an operator of an existing certified or an existing registered aerodrome, is it mandatory that I transition to the new rules?

5.4.1 The operator of an existing certified, or an existing registered aerodrome, is not obligated to transition to the new rules.

5.4.2 Aerodrome operators that do not wish to transition to the revised Part 139 MOS may opt out at any time.

5.4.3 Any aerodrome that does not transition will:
− cease to be a regulated aerodrome
− have any published TIFPs cancelled by the certified instrument flight procedure designer responsible for maintaining the TIFP for the aerodrome
− no longer be able to apply the grandfathering provisions.

5.5 If I elect not to transition to the new rules what must I do?

5.5.1 The operator of an existing registered aerodrome who elects to cancel their registration prior to the commencement of the new rules must provide written notification to CASA in accordance with the current MOS Part 139, not less than 30 days prior to the date they wish to cancel their aerodrome’s registration.

5.5.2 The operator of an existing certified aerodrome who elects to cancel their certificate prior to the commencement of the new rules should notify CASA as soon as possible, advising the date on which the cancellation is to take effect.

5.6 A 'deemed' aerodrome that does not meet the transition milestones

5.6.1 The operator of an aerodrome that has been deemed to hold a transitional aerodrome certificate on commencement of the revised Part 139 MOS, and who no longer wishes to transition to the new rules should give written notice of their intention to cancel their aerodrome’s regulated status as soon as possible, to the following:
− CASA
− the Aeronautical Information Service (AIS) provider
− each certified procedure designer responsible for maintaining a TIFP for the aerodrome (if applicable).
6 Aerodrome facilities currently under design / construction

6.1 Introduction

6.1.1 CASA acknowledges the length of time required in planning, obtaining funding for, and constructing a new aerodrome facility.

6.1.2 As the revised Part 139 MOS was first registered on 6 September 2019, due consideration will be provided for new applicants, and to operators of existing aerodromes that have prior to this date, designed their facility to the existing MOS Part 139 standards.

6.2 Facilities designed to the new rules and their construction will have been completed prior to the new rules commencing

6.2.1 CASA has brought forward two provisions in the new MOS (which were due to come into effect in August 2020) to help aerodrome operators who are considering updating an existing aerodrome facility or applying to register or certify a new aerodrome.

- Chapter 8 - visual aids provided by aerodrome markings, markers, signals, signs, wind direction indicators etc. (all provisions)
- Chapter 9 - inset runway edge lights (only).

6.2.2 This means that from now until the commencement of the new rules, aerodrome operators may comply with either:

- the current Manual of Standards Part 139 - Aerodromes (with grandfathering of existing visual aids to apply on commencement of the new rules)
  or
- the new visual aids and inset runway edge light standards above.

6.3 Facilities designed to the existing MOS Part 139 and their construction will have been completed prior to commencement of the new rules

6.3.1 Any new or upgraded facility that has been designed to the existing standards and their construction will have been completed prior to the revised Part 139 coming into effect will be covered by the grandfathering provisions should the facility not comply with the new rules.

6.4 Facilities designed to the existing MOS Part 139 and their construction will not be completed prior to commencement of the new rules

6.4.1 To allow existing aerodrome developments and building and funding applications to progress unhindered on commencement of the revised Part 139 MOS, an aerodrome
facility that has been designed to the existing standards, and where construction will not have been completed prior to the revised Part 139 coming into effect, may be recognised under the grandfathering provisions in the following circumstances:

− those aerodrome facility developments under construction
− those building developments or funding applications approved prior to 6 September 2019
− other building developments or funding applications not yet approved where evidence is provided, prior to 13 August 2020, that the application for approval or funding was made prior to 6 September 2019.

6.4.2 In order that the new aerodrome facility construction is undertaken and completed in a timely manner the transitional regulations also provide a timeframe for completion:

− for an aerodrome facility under construction before 6 September 2019 — before 13 November 2021
  or
− for an aerodrome facility not under construction before 6 September 2019 — construction commences before 13 November 2021 and is completed before 13 November 2022.
7 Aerodrome Facility Nominations & Operational Considerations

7.1 Introduction

7.1.1 Aircraft types and their intended operations will influence the design and operating standards of an aerodrome. It is therefore imperative when designing an aerodrome facility, the aerodrome operator considers the intended, or future aircraft types, and their operations to avoid:

- the intended aircraft operation being restricted or unable to operate safely
- the inability of the aerodrome to support upgrades, or the replacement of key facilities
- the inability of the aerodrome to support future innovations in aircraft performance and technologies
- an adverse effect on aviation safety.

7.1.2 Other characteristics, such as aircraft length, wingspan and tail height, may also impact on the design of the aerodrome. Therefore, the aerodrome operator should consider all relationships between the aircraft characteristics and the aerodrome infrastructure during the planning and design phase.

7.1.3 There may also be instances in which operations at the aerodrome need to be managed or limited to ensure safety. This may involve ensuring that hazards are suitably identified and mitigated; refer to AC 139.C-09 'Visual aids, markings, signals and signs' for guidance on hazard marking criteria, and to AC 139.C-10 'Aerodrome lighting' for obstacle lighting criteria.

7.1.4 It is also recognised that not all areas of the aerodrome will strictly align with the operational requirements of the critical aircraft type; refer to AC139.A-02 Aerodrome compatibility, for more information.

7.1.5 To best ensure the aerodrome infrastructure can support the desired aircraft operations, key aerodrome facility nominations and operational considerations are explained below.

7.2 Aerodrome reference code (ARC)

7.2.1 An aerodrome reference code (ARC) links the aerodrome design criteria to the operational and physical characteristics of an aircraft type. The aerodrome operator is required to nominate the design criteria for each facility so that aircraft operators can make informed decisions about the use of the facility.

7.2.2 The ARC in Australia consists of three elements:

- code number
- code letter
- outer main gear wheel span (OMGWS).

7.2.3 Each element is to be determined for each applicable aerodrome facility and may be applied independently or concurrently.
7.2.4 The code number ranges from 1 through to 4 and indicates the reference field length of the aircraft that the runway is intended to support. The code number is not intended to influence the actual runway length, or pavement strength requirements of the runway; it is intended to group aircraft of similar performance requirements into a coded system.

7.2.5 The code letter ranges from A through to F and relates specifically to the wingspan that the facility is intended to support. The code letter is applied to ensure adequate separation distances from the widest dimension of similar aircraft types to other aircraft or hazardous objects or obstacles.

7.2.6 The OMGWS may limit the ground-based manoeuvring capability of the aircraft and therefore it applies to the movement area pavements, including runways, taxiways and aprons.

7.2.7 The aerodrome operator is required to nominate and record in their aerodrome manual the applicable ARC for each runway including the associated OLS, taxiway and taxilane; refer to AC 139.C-01 'Aerodrome manual' for guidance on the details that are required to be recorded.

7.2.8 The aerodrome operator is also required to provide to the Aeronautical Information Service (AIS), the aerodrome reference code number and the OLS established for the runway, and the aerodrome reference code letter for each taxiway; refer to AC 139.C-05 'Aerodrome reporting and validation' for further guidance on the manner of reporting.

7.3 Runway instrument capability

7.3.1 For pilots operating under a terminal instrument flight procedure, the runway capability will be determined by the aerodrome operator based on the facilities at the aerodrome and the intended aircraft operations.

7.3.2 This determination has an impact on the physical characteristics and visual aid requirements which apply to the planning, design and operation of the movement area facilities, and the corresponding OLS, as the inner edge widths change depending on the capability of the approach.

7.3.3 Aerodrome facilities and procedures, including grandfathered provisions may limit the ability for a terminal instrument flight procedure to be published for that runway or may impact on the operating minima.

7.4 Runway visibility including runway visual range (RVR)

7.4.1 In an operational context, runway visibility (RV) or runway visual range (RVR) refers to the distance over which a pilot of an aircraft on the centreline of the runway is able see the runway surface markings that delineate the runway or identify the centreline. RV is determined via optical assessment and RVR is provided by calibrated approved meteorological equipment.

7.4.2 RV/RVR is an operational consideration to enable low visibility operations (arrivals and departures). The approach minima is determined by the procedure designer and the facilitation of low visibility operations is the responsibility of the aerodrome operator. From an aerodrome design context, the nominated RV or RVR will influence the applicable standards for aerodrome facilities including visual aids.
7.5 **International operations**

7.5.1 An international aerodrome is an airport designated by the Minister for Infrastructure and Transport in accordance with section 9 of the *Air Navigation Act 1920*.

7.5.2 A list of designated international airports in Australia, and applicable external territories, can be found on the Department of Infrastructure, Regional Development and Communications website.

7.5.3 Only international aerodromes with 'scheduled flights' are required to adhere to the trigger criteria for international aerodromes. Therefore, international aerodromes that are designated as an 'alternate', 'restricted use' and 'non-scheduled' are not intended to be covered under this nomination.

7.6 **Aerodrome operational capability**

7.6.1 There are two sets of rules for flying aircraft:

- visual flight rules (VFR)
- instrument flight rules (IFR)

7.6.2 IFR permits an aircraft to operate in instrument meteorological conditions (IMC), which enables the aircraft to operate safely in weather conditions less than visual meteorological conditions (VMC).

7.6.3 VFR allows pilots to fly in visual meteorological conditions. Night VFR allows pilots with a specific endorsement to operate aircraft in visual meteorological conditions at night, subject to certain conditions and mandatory procedures.

7.6.4 If the aerodrome is available for night operations and has a lighting system that complies with Chapter 9 of the Part 139 MOS, it will support night VFR operations.

7.6.5 If an aerodrome is intended to support IFR operations, then the applicable standards for instrument runways apply, unless the runway is served by an instrument approach with a circling minima only in which case the standards for non-instrument runways apply.
8 Grandfathering provision

8.1 What is grandfathering?

8.1.1 Grandfathering allows the operator of an existing certified, or an existing registered aerodrome, to maintain their aerodrome facility and the OLS of an existing runway, to the standard that applied:

- at the time the facility was constructed
- or
- if the facility had been replaced or upgraded since it was constructed, to the standard that applied to the facility at the time it was replaced or upgraded.

8.1.2 Grandfathering may be applied to any previous aerodrome standard such as:

- previous revisions of the Manual of Standards Part 139 - Aerodromes (Part 139 MOS)
- Rules and Practices for Aerodromes (RPA)
- Airways Engineering Instructions (AEI)
- Airport Instructions (API)
- Airport Engineering Instructions (APEI)

8.1.3 A grandfathered facility is an existing aerodrome facility (and for a runway, its associated obstacle limitation surfaces) that complies with the aerodrome standards that were in force immediately before commencement of the MOS, as long as the aerodrome manual documents how the facility does not comply with the MOS.

8.1.4 For these physical aerodrome facilities, including existing runways and their associated obstacle limitation surfaces, the standards in the revised Part 139 MOS only apply if the grandfathered facility is replaced, or upgraded, or not maintained in accordance with the requirements under the MOS for the same kind of facility. Until then, the standards that previously applied to the aerodrome facility continue to apply. However, for processes that are not physical aerodrome facilities, the standards in the revised Part 139 MOS apply to the operators of all existing aerodromes from the commencement date of the MOS.

8.1.5 Provided the grandfathering provision has been correctly applied and the required information is documented in the aerodrome manual, CASA will continue to recognise the standard that was in place at the time the facility was first built, or the standard which otherwise applied at the time it was last replaced or upgraded.

8.1.6 Grandfathered facilities will continue to have grandfathered status until they are next upgraded or replaced by the aerodrome operator.

8.2 Applying the grandfathering provision

8.2.1 To apply the grandfathering provision an aerodrome operator should be able to demonstrate that at the time the facility was constructed, or last replaced or upgraded, the facility complied with, and continues to comply with, the standards that were in effect at that time.
8.2.2 A facility that has been replaced or upgraded after it was originally built, cannot be retrospectively grandfathered to the initial standard that applied when the facility was first built.

8.2.3 For a facility to be recognised as being grandfathered, the operator's aerodrome manual is required to:
- identify the facility/OLS
- detail how the facility/OLS does not comply.

8.2.4 In addition to, and for evidentiary purposes, it is recommended that the aerodrome operator maintain a record of the following information:
- the date the facility was constructed, last replaced or upgraded
- the previous standard to which the facility complied with and continues to comply with.

8.2.5 For a facility to be grandfathered the rules require a record of that facility to be maintained in the operator's aerodrome manual. Facilities that are not documented in accordance with the legislative requirements may not be covered under the grandfathering provision.

8.2.6 Subject to appropriate recording in the aerodrome manual, grandfathering does not require a safety case.

8.2.7 A flow chart summarising the grandfathering provision is provided in Appendix B to this AC.

8.3 Circumstances in which grandfathering does not apply

8.3.1 Subject to transitional provisions, grandfathering provisions will not apply to new aerodromes.

8.3.2 The grandfathering provision can only be applied to actual physical facilities and the OLS applicable to an existing runway, and therefore does not extend to include:
- systems and processes
- matters of non-compliance.

8.3.3 While maintaining ground markings is considered maintenance, the grandfathering provision will no longer apply from the nominated date in which a marking (i.e. runway holding position markings) is required to be updated. As the enhancement of these markings provides a superior safety outcome, CASA recommends that the aerodrome operator establishes a program to ensure existing markings are bought into compliance with the revised standard as soon as practicable.

8.3.4 If an existing regulated aerodrome does not transition upon commencement of the new rules, or if the aerodrome ceases to be certified at any point after the commencement of the new rules, they will be considered a new aerodrome and grandfathering provisions will not apply if they seek certification at a later date.

8.3.5 Facilities that don't comply with the revised Part 139 MOS, and are not able to be grandfathered, are non-compliant against the Part 139 MOS.
9 Upgrading or replacing an existing aerodrome facility

9.1 Introduction

9.1.1 Where an aerodrome operator decides to change a facility, or alter the operating capability of the aerodrome, the aerodrome operator is required to bring those specific elements of the facility that are impacted by the change into full compliance with the revised Part 139 MOS. All other elements of the facility that are not being changed, or are not impacted by the change, can remain grandfathered until they themselves are either replaced or upgraded provided that the operation and maintenance of the existing grandfathered facility does not negatively impact the safe operation of an aircraft.

9.1.2 CASA may direct an aerodrome operator to upgrade their facility to comply with the standards in the revised Part 139 MOS.

9.2 Case examples

9.2.1 Example 1: An aerodrome operator decides to introduce scheduled international air transport operations

9.2.1.1 In this situation the aerodrome facility is required be upgraded so that all elements of the revised Part 139 MOS that are applicable to aerodromes with scheduled international operations are bought into compliance, these include:

- provision of a 150m graded runway strip width
- provision of a 240m runway end safety area (RESA) at each runway end
- runway surface friction levels are to be continuously achieved (use of an ICAO accepted continuous friction measuring device is mandatory)
- if the threshold is temporarily displaced, provision of runway threshold identification lights (RTILs) are required
- provision of applicable movement area guidance signs (MAGS)
- if an aerodrome beacon is provided it must give 2 alternating flashes, 1 white and the other coloured green
- provision of a T-VASIS or a double sided PAPI
- distribution of apron floodlighting across a 3-phase power supply system.

9.2.1.2 Although not mandatory, CASA recommends an operator intending to introduce scheduled international operations also considers:

- if the threshold is permanently displaced, identifying the threshold location with runway threshold identification lights (RTIL)
- providing A-VDGS on all parking positions equipped with a passenger loading bridge.

9.2.1.3 Other grandfathered elements of that same facility that are not directly applicable to scheduled international operations can remain grandfathered to the applicable standard.
9.2.1.4 As systems and processes are not subject to grandfathering, the following requirements associated with the introduction of scheduled international operations are also required to be addressed:

- for each apron with international operations, the aerodrome manual must be updated to include the following information:
  - location, elevation and designation of each aircraft parking position or stand
  - details of any parking guidance provided
  - location and coordinates of all primary and secondary parking positions.
- for each apron with international operations, the AIS must be provided with the following information for publication in the AIP:
  - location, elevation and designation of each aircraft parking position or stand
  - details of any parking guidance provided
  - location and coordinates of all primary and secondary parking positions.
- preparation and publication of a Type A chart
- obstacle lighting inspection requirements (if applicable, at least once in every 24-hour period
- establishing and implementing aircraft parking control procedures
- ensuring that airside vehicles operating airside are fitted with a dedicated rotating, or flashing vehicle hazard light, meeting the specifications prescribed in the Part 139 MOS.
- prior to the commencement of scheduled international operations:
  - establishing an aerodrome emergency committee
  - developing an aerodrome emergency plan
  - developing a safety management system that addresses all elements applicable to aerodromes with international operations.

9.2.2 Example 2: An aerodrome operator is approached by an aircraft operator to change the operating capability of the sealed runway from a Code 3 non-instrument runway to a Code 3 instrument runway (non-precision or precision)

9.2.2.1 In this situation all elements of the standards that are applicable to an instrument runway must be complied with:

- minimum separation distances between runway centreline and taxiway centreline must be increased, likewise the separation distances for parallel runways (if applicable)
- flyover area to be established and incorporated in total strip width requirement (280m overall runway strip would need to be met)
- resurvey the approach and take-off surfaces in accordance with the revised approach and take-off dimensions
- establish additional OLS surfaces required for a precision approach runway:
  - outer horizontal surface
  - inner approach surface
  - inner transitional surface
  - baulked landing surface.
- new runway centreline marking width requirements to be met
aiming point markings to be provided based on type of instrument classification
the provision of a wind direction indicator may be required at the threshold of an instrument runway
upgrade runway edge lighting to meet the maximum longitudinal spacing intervals of 60m.

9.2.2.2 Although not mandatory, CASA recommends an operator intending to introduce instrument runway capability provide aiming point markings on a runway that is 30m wide, or less than 1500m.

9.2.2.3 Systems and processes are not subject to grandfathering, therefore the following elements associated with the introduction of an instrument runway classification are also required to be addressed:

− for each instrument runway, updating the aerodrome manual with the following information:
  o geographic location coordinates of the threshold
  o elevation of the midpoint of the runway threshold.
− for each instrument runway, providing the AIS provider with the following information for publication in the AIP:
  o geographic location coordinates of the threshold
  o elevation of the midpoint of the runway threshold.
− establishing procedures for the monitoring and reporting of obstacles associated with the instrument procedures, and including those procedures in the aerodrome manual
− runway lighting systems for instrument runways must be commissioned by a flight check (in addition to all runway lighting systems requiring a ground check).

9.2.3 Example 3: An aerodrome operator installs lighting on a Code 3 non-instrument runway which only has a 90m strip

9.2.3.1 The provision of lighting does not in itself change the size or performance of aircraft operations on that runway and therefore, means that the strip can remain grandfathered. The lighting system itself, however, must meet the revised standards.

9.2.3.2 This example assumes the existing 90 m strip has been grandfathered as it complied with the standard in effect at the time the aerodrome was constructed (normally a 150 m strip would be required).

9.2.4 Example 4: The operator of an existing certified aerodrome is considering upgrading their facility from a non-precision instrument code 3C to a non-precision instrument code 4C in order to accommodate larger aircraft type

9.2.4.1 In this situation all elements that relate to the code number 4 would be required to be upgraded to meet the new standards, this would include:

− adhering to the new minimum runway strip width requirements (graded and flyover)
− adhering to the longitudinal slope values as they apply to individual segments of a code 4 runway, and runway strip
− a preferred RESA length of 240 m should be provided. Unless scheduled international operations are being introduced, if a 240m RESA cannot be provided,
then a record is required to be made in the aerodrome manual, and the provision of a minimum 90 m RESA is to be adhered. A RESA must, as a minimum, be twice the width of the associated runway. If the runway is introducing scheduled international operations a 240 m RESA would be required.

9.2.4.2 The standards related to the other elements of the facility that are not applicable to code 4 can remain grandfathered to the former standard.

9.2.5 Example 5: The operator of an existing certified aerodrome is considering upgrading their facility from a code 3C to a code 3D facility

9.2.5.1 In this situation all elements that relate to the code letter D would be required to be upgraded to meet the new standards.

- runway shoulders are required to be introduced (mandatory for code D, E or F runways)
- for applicable taxiways the following dimensions must not be less than the code D specifications:
  - taxiway shoulders
  - width of taxiway strip on each side of the taxiway
  - width of graded area of taxiway strip
  - taxiway/taxilane separation distances
  - separation distances for an aircraft from an object, structure or parked aeroplane.

9.2.5.2 The standards related to the other elements of the facility that are not applicable to code D can remain grandfathered to the former standard.

9.2.6 Example 6: An aerodrome operator is conducting routine maintenance of their apron line marking. The standard for the marking in the revised Part 139 MOS has changed, does the aerodrome operator need to alter the marking to comply with the new standard?

9.2.6.1 Where the aerodrome operator is merely applying paint to an existing marking to ensure the marking remains visible, then this is considered a like for like replacement on the existing surface in the form of maintenance and does not require any change.

9.2.6.2 However, if the surface to which the marking is located is subject of an overlay or surface enrichment which would otherwise obscure the existing marking(s), then the marking(s) are considered to be a replacement even if the intent is to remark the markings in the former identical location. Whilst the pavement may not be upgraded, the application of new markings is a replacement and must follow the Part 139 MOS.
10 'Opting in' to the revised standards

10.1 Introduction

10.1.1 An aerodrome that has a facility that has grandfathering status may choose to, in the absence of an upgrade or replacement, revoke the grandfathered status and opt-in to the revised Part 139 standard if the revised standard:

– better aligns with their operational requirements
– provides a safety enhancement
– affords regulatory relief.

10.1.2 By electing to opt-in to the revised standard, the applicable facility will be bound to the revised standard and cannot be grandfathered to a previous standard.

10.2 What must I do if I want to opt-in to the revised Part 139 standard?

10.2.1 To opt-in to a standard in the revised Part 139 MOS, the aerodrome operator is required to:

– inform CASA in writing of their intention to opt in, the date of effect must also be provided
– record in the aerodrome manual the date and the facility
– remove references to the grandfathering status of that facility from the aerodrome manual.

10.2.2 The aerodrome operator should maintain a record of CASA’s written acknowledgement.
11 Management of non-compliant facilities

11.1 Non-application of the standards

11.1.1 Part 11 of CASR, in conjunction with the Part 139 MOS, permits CASA to provide aerodrome operators with an approval or exemption to the standards in the Part 139 MOS that are not otherwise covered under the grandfathering provisions.

11.1.2 Enduring approvals may be more suitable than an exemption for matters that cannot be brought into compliance within a 3-year period. For guidance on the process to apply for an approval or an exemption, refer to AC139.A-04 Applying for aerodrome authorisations, exemptions and approvals.

11.1.3 CASA’s consideration of such a request will depend on the supporting safety case which provides a risk-based analysis of the site-specific situation and includes reasoning as to why the applicable standard cannot be achieved.

11.1.4 Instruments of exemption or approval issued to the aerodrome operator are to be recorded in the aerodrome manual.
12 Identification and management of non-preferred elements

12.1 Introduction

12.1.1 The revised Part 139 MOS may provide multiple options for compliance in the form of a standard which is intended to provide aerodrome operators with additional flexibility.

12.1.2 Unless otherwise stated, where the preferred means is impractical, the minimum values are required to be achieved, and maximum values cannot not be exceeded.

12.2 What must I do if it is impracticable to achieve the preferred matter, thing or value?

12.2.1 Where a preferred matter, thing or value stipulated in the revised Part 139 MOS cannot be achieved, the aerodrome operator is to record the following information in their aerodrome manual:

− a statement to that effect
− the reason for non-compliance
− the alternative matter, thing or value that is complied with.

12.2.2 Where a preferred standard is not met, unless otherwise explicitly stated a safety case is not required.
Appendix A

Threshold criteria - scalable certification structure
### Scalable certification structure

#### Air transport passenger numbers (financial year)

Note: must be considered concurrently with aircraft movement numbers (refer bottom of table)

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<th>25 000 &lt; 50 000</th>
<th>50 000 &lt; 350 000</th>
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<td>Split technical inspection (some elements may be conducted bi-annually)</td>
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<tr>
<td>Emergency preparedness</td>
<td>Emergency induction program</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Emergency exercises (modular testing / full scale exercise)</td>
</tr>
<tr>
<td>* Review concurrently with item (4)</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Wildlife hazard management</td>
<td>Wildlife hazard management plan recommended where a high wildlife risk exists at the aerodrome</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Wildlife hazard management plan***</td>
</tr>
<tr>
<td>* Review concurrently with item (5)</td>
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</tbody>
</table>

#### Aircraft movement numbers (financial year)

Note: must be considered concurrently with air transport passenger numbers (refer top of table)

*** for international aerodromes - where the passenger/aircraft movement rates apply or there is a high wildlife risk

1. Risk management plans are required for more than 20 000 up to but not including 50 000 aircraft movements.
2. A safety management system is required for 100 000 or more aircraft movements.
3. An Aerodrome Emergency Plan is required for 100 000 or more aircraft movements.
4. Emergency exercises (modular testing / full scale exercise) is required for 100 000 or more aircraft movements.
5. A wildlife hazard management plan is required for 100 000 or more aircraft movements.
6. Annual validations are required for aircraft movement numbers below 20 000.
7. ‘Split’ Technical Inspections are required for 20 000 or more up to but not including 100 000 aircraft movements.
8. Technical Inspections are required for 100 000 or more aircraft movements.
Appendix B

Applying the grandfathering provisions