



**Australian Government**

**Civil Aviation Safety Authority**

# **Notice of Proposed Change (NPC 139/04)**

## **Proposed Amendments to Manual of Standards (MOS) Part 139 – Aerodromes**

### **Chapter 1 – Introduction, and Chapter 9 – Visual Aids Provided by Aerodrome Lighting**

#### **Who this NPC applies to**

*It is expected that the proposals for change will have an effect on the following groups in the aviation industry:*

Aerodrome operators, airline/aircraft operators, aerodrome lighting consultants and aerodrome lighting equipment suppliers.

Issued as part of the process of public consultation by  
CASA's Regulatory Development Management Branch

Document NPC 139/04 – January 2008



## Foreword

### Background

Part 139 of the current Civil Aviation Safety Regulations 1998 (CASR) prescribes the rules and procedures for aerodromes that are used for air transport operations. The regulations, which came into effect in May 2003, are supported by the Manual of Standards (MOS) Part 139 – Aerodromes which sets out the applicable safety standards for aerodromes.

MOS Part 139 sets out the broad requirements for the design, construction, operation and maintenance of aerodromes engaged in air transport operations. MOS Part 139 was first published in May 2003 to coincide with the making of CASR Part 139. The standards in MOS Part 139 are generally based on the International Civil Aviation Organization (ICAO) standards and recommended practices. MOS Part 139 applies to new aerodrome facilities that are brought into operation and to exist aerodrome facilities that are being replaced or upgraded.

The first major amendment to MOS Part 139 was made in September 2004. CASR Part 139 allowed operators of aerodromes, to which the new regulations applied, three years to transition from the previous aerodrome licensing regime and aerodrome standards under the Rules and Practices for Aerodromes to the new CASR Part 139 and MOS Part 139 standards documentation.

By May 2006 operators of all newly certified and registered aerodromes were required to fully comply with the new CASR Part 139.

As part of the Post Implementation Review of CASR Part 139 the Australian Airports Association (AAA) recommended with the initiative of reviewing MOS Part 139. The first and by far major area to be reviewed was the aerodrome lighting standards set out in Chapter 9 of the standards document. In mid 2006 AAA provided CASA with their review of Chapter 9. CASA responded to the comments and agreed areas of change were subsequently established.

MOS Part 139 needs updating and the changes agreed to for Chapter 9 means CASA can now proceed with the proposed amendment to ensure the standards document is kept up to date. This will be the first in a series of proposed amendments to be made to MOS Part 139.

This Notice of Proposed Change (NPC) proposes to amend various standards in Chapter 9 of MOS Part 139. Reference to visibility in Chapter 9 has prompted CASA to update the definition of Visibility (V), Chapter 1 of MOS Part 139, to align with the current ICAO definition.

## Consultation

NPCs are CASA's method of formally consulting with the public and the aviation community on changes to the Manual of Standards. This NPC invites your comments on proposals to amend aerodrome lighting standards for Australian aerodromes. The proposals, and their impact, are explained in detail in this NPC.

To ensure the aviation community has safety standards that are clear and relevant, we need the benefit of your knowledge, skill and experience. To make a submission, please read the NPC, consider the issues and complete a response form (preferably online or as printed in this NPC). **Responses are required to be submitted by 6 March 2008.**

I would like to assure you that no changes will be made to the relevant MOS standards until all the responses we receive to this NPC, by the closing date, have been considered and taken into account.



Peter Cromarty  
General Manager  
Office of Airspace Regulation

3 January 2008

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<b><i>* YOU CAN RESPOND ONLINE OR BY FAX, POST OR E-MAIL *</i></b>	
<p>A web-based online response form is offered as an alternative to the printed form in this NPC. Online submission is the preferred method of sending your comments to CASA. If you are connected to the Internet, type <a href="http://casa.gov.au/newrules/ors">casa.gov.au/newrules/ors</a> into your web browser and follow the links for this NPC.</p>	
<b>Annex A – Proposed Amendments to Chapter 1 and Chapter 9 of the Manual of Standards (MOS) Part 139 – Aerodromes .....</b>	<b>A1</b>

## Abbreviations

<b>AAA</b>	Australian Airports Association
<b>ATC</b>	Air Traffic Controller
<b>ATS</b>	Air Traffic Services
<b>CAR</b>	Civil Aviation Regulations 1988
<b>CASA</b>	Civil Aviation Safety Authority
<b>CASR</b>	Civil Aviation Safety Regulations 1998
<b>ERSA</b>	En-route Supplement Australia
<b>ICAO</b>	International Civil Aviation Organization
<b>IWDI</b>	Illuminated Wind Direction Indicator
<b>MOR</b>	Meteorological Optical Range
<b>MOS Part 139</b>	Manual of Standards for CASR Part 139
<b>NATA</b>	National Association of Testing Authorities
<b>NFC</b>	Notice of Final Change (closes MOS amendment consultation)
<b>NOTAM</b>	Notice to Airmen
<b>NPC</b>	Notice of Proposed Change (for consultation on proposed MOS change)
<b>OLS</b>	Obstacle Limitation Surface
<b>ORS</b>	Online Response System (CASA web-based comment/response system)
<b>PAL</b>	Pilot Activated Lighting
<b>RIG</b>	Runway Guard Light
<b>RIS</b>	Regulation Impact Statement
<b>RVR</b>	Runway Visual Range
<b>SCC</b>	Standards Consultative Committee
<b>v</b>	Volt
<b>VFR</b>	Visual Flight Rules
<b>WDI</b>	Wind Direction Indicator
<b>w</b>	Watt

## The Proposed Changes

### 1. The MOS Consultation Process

1.1 The Civil Aviation Safety Authority (CASA) is committed to working cooperatively with the aviation community to maintain and enhance aviation safety. The CASA Standards Consultative Committee (SCC) is a joint industry/CASA forum that brings together CASA staff and representatives from a diverse range of aviation industry organisations, to jointly develop regulatory change material. The SCC examines proposed regulatory changes to determine if they are worth pursuing and assists CASA in establishing and servicing change projects. CASA and industry experts work together in SCC sub-committees and project teams, to develop regulatory material (both new regulations and amendments). The SCC process has been followed in the development of the proposals in this Notice of Proposed Change (NPC).

1.2 Subpart 11.J of the *Civil Aviation Safety Regulations 1998* (CASR) specifies the procedures for consultation on a Manual of Standards (MOS) or amendments to a MOS.

1.3 CASA conducts consultation on the initial development of a MOS, generally in conjunction with the development of the particular CASR Part and through a Notice of Proposed Rule Making (NPRM). The objective is to improve the quality of the document and to ensure that persons likely to be affected by the proposals have an adequate opportunity to comment on the content of the proposed changes.

1.4 A Notice of Proposed Change (NPC) is CASA's preferred method of articulating all subsequently proposed changes to a MOS for aviation community/stakeholder comments in accordance with CASR 11.280. The NPC is published on CASA's website and provided on CD-ROM on request. The availability of the NPC is notified through the CASA website and where relevant to affected stakeholders.

1.5 Consultation on proposed changes to a MOS will generally be directed to a particular body or organisation that sufficiently represents, or combinations of particular bodies or organisations that together sufficiently represent, the interests of most persons likely to be affected by the proposed changes to the MOS.

1.6 All comments to proposed MOS changes should be submitted in writing to CASA, preferably by using the Online Response System (ORS), by email or by facsimile. Details of how to submit comments can be found on the NPC Response Sheet and on the rear cover of this NPC.

#### **What CASA does with your comments (Ref: CASR 11.290)**

1.7 At the end of the response period, all submissions will be analysed, evaluated and considered by the relevant project/working group.

1.8 CASA is required to register each comment and submission received, but will not individually acknowledge a response unless specifically requested.

1.9 A consolidation of all comments received, CASA's response and disposition actions, and the final amendments will be prepared and provided to all respondents to the NPC. This information will be published in a document called a Notice of Final Change (NFC) and will close the consultation on the changes proposed by the NPC. The NFC will generally be published on the CASA RRP website and provided on CD-ROM on request.

## 2. Purpose of Changes

2.1 The last amendment made to the Manual of Standards (MOS) Part 139 – Aerodromes was in 2004, changes are now necessary to ensure the document is kept up-to-date. CASA is now in a position to amend the aerodrome standards document and is commencing with a number of proposed amendments to Chapter 9 – *Visual Aids Provided by Aerodrome Lighting*, which has for the past year undergone a joint review with the Australian Airports Association (AAA).

2.2 A new definition for visibility has been included in MOS Part 139, Chapter 1 – *Introduction* (Refer to Annex A of this NPC).

2.3 The proposed amendments consist of editorial and simple correction of graphical errors inadvertently missed from the previous edition of MOS Part 139, rewording to make the intent of certain standards clearer and, align more closely with ICAO Annex 14 aerodrome lighting provisions, and to take the opportunity to address emerging issues.

2.4 The proposed changes have been identified by AAA and CASA aerodromes officers, and, as a result, of requests for clarification/interpretation from aerodrome operators, consultants and equipment suppliers.

## 3. Persons Affected

3.1 CASA has identified the persons most affected by the proposed changes as being operators of aerodromes, operators of aircraft, consultants in aerodrome lighting and aerodrome lighting equipment suppliers.

## 4. Proposed Changes

4.1 The details of the proposed changes together with an explanation are provided in Annex A of this NPC.

## 5. Synopsis of Change Proposals

5.1 The process that CASA has adopted for the categorisation of MOS changes is that each proposed change is divided into one of three categories:

- E (Editorial/correction/clarification);
- O (Omission); and
- S (Changes made to existing standard).

As well, the reasons for each change are set out alongside each proposed change.



5.2 Proposed changes are shown as new text added (in orange or grey-scale) and/or original text deleted (struck through) in respect of each affected paragraph.

## 6. Impact of Changes

6.1 The Office of Regulation Review at the Productivity Commission has advised that a Regulation Impact Statement (RIS) is not required for amendments to Manuals of Standards. However, CASA is obliged to advise stakeholders of the likely impact of any regulatory changes in consultation documents such as this NPC.

6.2 The changes will only affect persons who are operators of aerodromes, operators of airlines/aircraft, consultants on aerodrome lighting including obstacle lighting and suppliers of aerodrome lighting and obstacle lighting equipment.

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# NPC Response Form

## PROPOSED AMENDMENT TO MOS PART 139 – AERODROMES

**Please complete your response by 6 March 2008  
 and return it by one of the following means:**

**Online (preferred method\*)** [casa.gov.au/newrules/ors](http://casa.gov.au/newrules/ors)

**Fax** 1800 653 897 (free call in Australia)

**Post (no stamp required in Australia)**  
 CASA's Regulatory Development Management Branch  
 Reply Paid 2005, Canberra ACT 2601, Australia

**E-mail (use the response format in this NPRM)**  
[npc139\\_04@casa.gov.au](mailto:npc139_04@casa.gov.au)

\* A web-based online response form is offered as an alternative to the printed form in this NPRM. Online submission is the preferred method of sending your comments to CASA. If you are connected to the Internet, type [casa.gov.au/newrules/ors](http://casa.gov.au/newrules/ors) into your web browser and follow the links for this NPRM.

### Your Details

Please provide relevant information below and indicate your acceptance or otherwise of the proposal presented in this Notice of Proposed Rule Making by ticking [✓] the appropriate boxes.

Your name: \_\_\_\_\_ ARN\* (if known): \_\_\_\_\_

Organisation: \_\_\_\_\_ ARN\* (if known): \_\_\_\_\_

Address: \_\_\_\_\_

\*Aviation Reference Number, usually your CASA-issued licence or certificate number

Your telephone number (optional): \_\_\_\_\_ (to enable the Project Manager to contact you as necessary)

Do you consent to have your name published as a respondent to this NPRM? YES [ ] NO [ ]

Signed: ..... Date: .....

### How are you responding to this questionnaire/proposal, i.e. whose views are represented in your response?

- |   |   |   |  |  |                                |
|---|---|---|--|--|--------------------------------|
| <input type="checkbox"/> Private individual | <input type="checkbox"/> Aviation industry body/association | <input type="checkbox"/> Staff association/ union | <input type="checkbox"/> Government agency/authority/ department/council | <input type="checkbox"/> Aviation business owner/ service provider | <input type="checkbox"/> Other |
|---|---|---|--|--|--------------------------------|

### Please advise your main involvement in aviation:

- |   |   |   |   |   |   |
|---|---|---|---|---|---|
| <input type="checkbox"/> Passenger/public consumer of aviation services | <input type="checkbox"/> Air crew for passenger-carrying activities | <input type="checkbox"/> Air crew for non-passenger-carrying activities | <input type="checkbox"/> Ground support for passenger-carrying activities | <input type="checkbox"/> Ground support for non-passenger carrying activities | <input type="checkbox"/> Other (specify below*) |
|---|---|---|---|---|---|

\* Details: \_\_\_\_\_

### Are you satisfied with CASA's consultation on this issue?

- Very satisfied     
  Satisfied     
  No opinion     
  Dissatisfied     
  Very dissatisfied

## Your Response to the proposed amendments to the MOS Part 139, Chapter 9

**(Please refer to Annex A of this NPC)**

CASA invites you to advise your acceptance, or otherwise, for the proposed changes to the standards contained in this NPC by indicating your preference and commenting below. Refer to **Annex A** for full details of the proposed amendment.

### *MOS Part 139, Chapter 1, Section 1.2 – Definitions*

- acceptable without any changes
- acceptable but would be improved if changes were made
- not acceptable but would be acceptable if changes were made
- not acceptable under any circumstances
- no opinion

Additional explanation (and, if appropriate, an estimate of any consequential impacts including costs): \_\_\_\_\_

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### *MOS Part 139, Chapter 9, Section 9.1 – General*

- acceptable without any changes
- acceptable but would be improved if changes were made
- not acceptable but would be acceptable if changes were made
- not acceptable under any circumstances
- no opinion

Additional explanation (and, if appropriate, an estimate of any consequential impacts including costs): \_\_\_\_\_

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### *MOS Part 139, Chapter 9, Section 9.3 – Pilot Activated Lighting Systems*

- acceptable without any changes
- acceptable but would be improved if changes were made
- not acceptable but would be acceptable if changes were made
- not acceptable under any circumstances
- no opinion

Additional explanation (and, if appropriate, an estimate of any consequential impacts including costs): \_\_\_\_\_

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***MOS Part 139, Chapter 9, Section 9.4 – Obstacle Lighting***

- acceptable without any changes
- acceptable but would be improved if changes were made
- not acceptable but would be acceptable if changes were made
- not acceptable under any circumstances
- no opinion

Additional explanation (and, if appropriate, an estimate of any consequential impacts including costs): \_\_\_\_\_

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***MOS Part 139, Chapter 9, Section 9.6 – Illuminated Wind Direction Indicator***

- acceptable without any changes
- acceptable but would be improved if changes were made
- not acceptable but would be acceptable if changes were made
- not acceptable under any circumstances
- no opinion

Additional explanation (and, if appropriate, an estimate of any consequential impacts including costs): \_\_\_\_\_

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***MOS Part 139, Chapter 9, Section 9.9 – Visual Approach Slope Indicator Systems***

- acceptable without any changes
- acceptable but would be improved if changes were made
- not acceptable but would be acceptable if changes were made
- not acceptable under any circumstances
- no opinion

Additional explanation (and, if appropriate, an estimate of any consequential impacts including costs): \_\_\_\_\_

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**MOS Part 139, Chapter 9, Section 9.10 – Runway Lighting**

- acceptable without any changes
- acceptable but would be improved if changes were made
- not acceptable but would be acceptable if changes were made
- not acceptable under any circumstances
- no opinion

Additional explanation (and, if appropriate, an estimate of any consequential impacts including costs): \_\_\_\_\_

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**MOS Part 139, Chapter 9, Section 9.13 – Taxiway Lighting**

- acceptable without any changes
- acceptable but would be improved if changes were made
- not acceptable but would be acceptable if changes were made
- not acceptable under any circumstances
- no opinion

Additional explanation (and, if appropriate, an estimate of any consequential impacts including costs): \_\_\_\_\_

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**MOS Part 139, Chapter 9, Section 9.14 – Isocandela Diagrams for Taxiway Lights**

- acceptable without any changes
- acceptable but would be improved if changes were made
- not acceptable but would be acceptable if changes were made
- not acceptable under any circumstances
- no opinion

Additional explanation (and, if appropriate, an estimate of any consequential impacts including costs): \_\_\_\_\_

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***MOS Part 139, Chapter 9, Section 9.15 – Illustrations of Taxiway Lighting***

- acceptable without any changes
- acceptable but would be improved if changes were made
- not acceptable but would be acceptable if changes were made
- not acceptable under any circumstances
- no opinion

Additional explanation (and, if appropriate, an estimate of any consequential impacts including costs): \_\_\_\_\_

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***MOS Part 139, Chapter 9, Section 9.16 – Apron Floodlighting***

- acceptable without any changes
- acceptable but would be improved if changes were made
- not acceptable but would be acceptable if changes were made
- not acceptable under any circumstances
- no opinion

Additional explanation (and, if appropriate, an estimate of any consequential impacts including costs): \_\_\_\_\_

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***MOS Part 139, Chapter 9, Section 9.17 – Visual Docking Guidance Systems***

- acceptable without any changes
- acceptable but would be improved if changes were made
- not acceptable but would be acceptable if changes were made
- not acceptable under any circumstances
- no opinion

Additional explanation (and, if appropriate, an estimate of any consequential impacts including costs): \_\_\_\_\_

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**MOS Part 139, Chapter 9, Section 9.19 – Other Lights on an Aerodrome**

- acceptable without any changes
- acceptable but would be improved if changes were made
- not acceptable but would be acceptable if changes were made
- not acceptable under any circumstances
- no opinion

Additional explanation (and, if appropriate, an estimate of any consequential impacts including costs): \_\_\_\_\_

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**MOS Part 139, Chapter 9, Section 9.20 – Monitoring, Maintenance and Serviceability of Aerodrome Lighting**

- acceptable without any changes
- acceptable but would be improved if changes were made
- not acceptable but would be acceptable if changes were made
- not acceptable under any circumstances
- no opinion

Additional explanation (and, if appropriate, an estimate of any consequential impacts including costs): \_\_\_\_\_

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**MOS Part 139, Chapter 9, Section 9.21 – Lighting in the Vicinity of Aerodromes**

- acceptable without any changes
- acceptable but would be improved if changes were made
- not acceptable but would be acceptable if changes were made
- not acceptable under any circumstances
- no opinion

Additional explanation (and, if appropriate, an estimate of any consequential impacts including costs): \_\_\_\_\_

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**Thank you**

Your response ensures balanced consideration by CASA of the interests of the aviation community and consumers.





Please forward your response to CASA by  
*6 March 2008*  
by one of the following means:

**Online (preferred method)**

[casa.gov.au/newrules/ors](http://casa.gov.au/newrules/ors)

**Fax**

To: Regulatory Documentation Coordinator  
1800 653 897 (free fax) or international +612 6217 1691

**Post (no stamp required in Australia)**

Reply Paid 2005

Regulatory Documentation Coordinator  
CASA's Regulatory Development Management Branch  
Canberra ACT 2601, Australia

**E-mail (use the response format in this NPC)**

[npc139\\_04@casa.gov.au](mailto:npc139_04@casa.gov.au)

Additional information is available from:

**Frank Leonardi, Project Leader**

**Post (no stamp required in Australia)** Reply Paid 2005

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Civil Aviation Safety Authority  
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