

Annex A

Proposed Changes to Manual of Standards (MOS) Part 139 – Aerodromes – Chapter 11

Proposed changes are divided into three categories:

- **E** = editorial/correction/clarification
- **O** = omission
- **S** = change made to existing Standard

Changes are set out in three columns. The first column sets out the proposed changes and are shown in orange or struck-through text (on electronic/web based document). The second column denotes the category of change and the last column provides the reasons for the change.

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PROPOSED AMENDMENT – CHAPTER 11 of MANUAL OF STANDARDS (MOS) PART 139 – AERODROMES

Proposed Amendment	Code	Reasons
<p>Chapter 11 Section 11.1: General</p> <p>Amend existing paragraph 11.1.4 to add new subparagraphs 11.1.4.4 to 11.1.4.6 as follows:</p> <p>11.1.4 General Siting Requirements</p> <p>11.1.4.1 The siting criteria define the minimum requirements for uncompromised performance of each facility. Non-compliance or infringement of the site criteria and associated clearance areas does not always result in a particular facility being unserviceable or unsafe, but the functions may be degraded. Such degradation may, however, necessitate the facilities removal from service in some instances. Any potential infringement by the aerodrome operator to the criteria for existing or planned facilities is to be referred to Airservices Australia by the aerodrome operator.</p> <p>11.1.4.2 The general requirements for airways facilities are a finite site for their physical installation, i.e. shelters, foundations, towers, antennae plus a reasonable service area around the physical features. In many instances, there is also a requirement for a clearance zone around this space, in some instances relatively extensive, for the purposed of ensuring transmission of electromagnetic waves without interference from extraneous sources, or for the purpose of unimpeded vision in the cases of ATC towers or RFFS stations.</p> <p>11.1.4.3 The responsibilities of the aerodrome operator in complying with the requirements of this standard include:</p> <ul style="list-style-type: none"> a) the controls on the erection of structures, e.g. buildings, hangars, fences, roads within specified distances and height limitations, of existing or planned airways facilities; b) control on vehicles or aircraft entering, traversing or parking within specified clearance areas; and c) ensuring that Airservices Australia is consulted on the effect of proposed aerodrome works or developments on the airways facilities. Even temporary construction works such as stockpiling of materials may have an effect, particularly on precision approach aids. 	<p>S</p>	<p>Proposed change will provide that an aerodrome development proposal that intrudes on a site clearance area for an airways communication, navigation or surveillance facility can proceed without referral to CASA if the aerodrome operator has the specific written agreement of Airservices Australia.</p>

<p>Notes:</p> <ol style="list-style-type: none"> 1. Requirements for obstacle limitation surfaces are specified in Chapter 7. 2. The design of markers, signs, light fixtures and their supporting structures, and light units of visual approach slope indicators is specified in Sections 8.2, 8.6, 9.1 and 9.9, respectively. Guidance on the frangible design of visual and non-visual aids for navigation is given in the Aerodrome Design Manual (Doc 9157) Part 6. 		
<p>11.1.4.4 Paragraphs 11.1.6 to 11.1.15.3 in this Section set out the standards for siting requirements, including the clearance areas and the dimensions of restricted areas for Communication, Navigation and Surveillance (CNS) facilities used for aircraft guidance and air traffic control. They take the form of specified siting requirements and the dimensions of restricted areas around the sites to ensure that radio transmissions are not unacceptably affected by other aerodrome infrastructure, buildings, hangars, vehicles, personnel or other obstacle</p>		
<p>11.1.4.5 The standards for the CNS facilities are generic in that they are based on known areas for acceptable operation at all locations under normal conditions. However, it is known by the Part 171 provider of the CNS facilities that, depending on the location and the type of the facility and the proposed airport development, the dimensions of some of the restricted areas may be infringed without leading to unacceptable technical or operational affect to the functional performance of the facility.</p>		
<p>11.1.4.6 An aerodrome operator may proceed with a proposed aerodrome development which infringes any of the standards for CNS facilities set out in paragraphs 11.1.6 to 11.1.15.3 inclusive without referral to, or the issue of an exemption by, CASA if the operator has the written agreement of the Part 171 provider of aeronautical telecommunication and radionavigation services for the aerodrome to the proposed aerodrome development. The aerodrome operator must retain the written agreement of the Part 171 service provider in keeping with statutory requirements for record retention and provide the written agreement to a CASA aerodrome inspector at the request of the inspector.</p>		