

## **Annex B**

### **Proposed Manual of Standards Part 139 Amendment Instrument 2013 (No. x)**

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# Australian Government

## Civil Aviation Safety Authority

I, JOHN FRANCIS McCORMICK, Director of Aviation Safety, on behalf of CASA, make this instrument under regulation 139.015 of the *Civil Aviation Safety Regulations 1998*.

John F. McCormick  
Director of Aviation Safety

Date

### Manual of Standards Part 139 Amendment Instrument 2014 (No. x)

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#### 1 Name of instrument

This instrument is the *Manual of Standards Part 139 Amendment Instrument 2014 (No. x)*.

#### 2 Commencement

This instrument commences on the day after registration.

#### 3 Amendment of the Manual of Standards Part 139

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

#### Schedule 1 Amendments

##### [1] Subsection 1.1.1

*substitute*

##### 1.1.1 Background and scope

1.1.1.1 Under section 3 of the *Civil Aviation Act 1988*, an aerodrome is an area authorised by the regulations for use as an aerodrome. Paragraph 92 (1) (b) of the *Civil Aviation Regulations 1988* has the effect of authorising a place for use as an aerodrome if it is certified or registered under Part 139 of the *Civil Aviation Safety Regulations 1998 (CASR 1998)*. This document is the *Manual of Standards (MOS) — Part 139 Aerodromes* (the *MOS*) made under regulation 139.015 of CASR 1998, and, together with Part 139 of CASR 1998, it sets out certain standards for certified aerodromes, registered aerodromes, and other aircraft landing areas (*ALAs*) not certified or registered where aircraft arrive, depart or move (*uncertified or unregistered ALAs*). Aerodrome safety is a vital link in aviation safety and the applicable provisions of the MOS must be complied with to ensure aviation safety.

- 1.1.1.2 The effect of regulation 139.030 of CASR 1998 is that a place with a terminal instrument flight procedure (other than for specialised helicopter operations) must be a certified aerodrome or a registered aerodrome.
- 1.1.1.3 The effect of regulation 139.040 of CASR 1998 is that a place with a runway suitable and available for use by air transport operations aircraft having a maximum passenger seating capacity of more than 30 seats, or a maximum carrying capacity of more than 3 400kg, must be a certified aerodrome.
- 1.1.1.4 Except where otherwise stated, the standards set out in this MOS are for certified aerodromes.
- 1.1.1.5 The standards for registered aerodromes are:
- (a) for those matters mentioned in paragraph 139.295 (a) of CASR 1998 — the standards set out in this MOS for certified aerodromes; and
  - (b) any other standards stated by this MOS to be applicable to registered aerodromes.
- 1.1.1.6 Subject to regulation 139.040 of CASR 1998, nothing in this MOS prevents an ALA being certified as a certified aerodrome, or registered as a registered aerodrome, if the applicable requirements of Part 139 of CASR 1998 and this MOS are complied with.
- 1.1.1.7 To avoid doubt, except in relation to the effects of Subpart 139.D (reporting officers and safety inspections), this MOS does not affect ALAs.
- 1.1.1.8 The effect of Subpart 139.D of CASR 1998 is that when an aircraft with a maximum passenger seating capacity of more than 9 but not more than 30 seats uses an ALA at least once a week for regular public transport operations, the operator of the ALA must conduct safety inspections, and have at least 1 reporting officer who:
- (a) is trained in accordance with the provisions of the MOS for reporting officers; and
  - (b) monitors the serviceability of the ALA in accordance with the provisions of the MOS for such monitoring.
- 1.1.1.9 The effect of Subpart 139.E of CASR 1998 is that all operators of certified and registered aerodromes must ensure the following:
- (a) that airspace monitoring around the aerodrome is in accordance with the MOS for such monitoring; and
  - (b) that obstacle limitation surfaces are established in accordance with the provisions of the MOS for obstacle limitation surfaces.
- 1.1.1.10 The effect of Subpart 139.F of CASR 1998 is that all operators of certified aerodromes and registered aerodromes must ensure that frequency confirmation systems and air/ground radio services must comply with the provisions of the MOS for frequency confirmation systems and air/ground radio services.
- 1.1.1.11 Appendices and tables form part of this MOS. Where this MOS incorporates by reference standards from other documents, the incorporated standards become part of this MOS.
- 1.1.1.12 Other information and guidance concerning aerodromes and ALAs may be contained in Advisory Circulars.

- 1.1.1.13 Standards in this MOS to prevent animals and people from inadvertently entering a movement area are for aviation safety purposes only.
- 1.1.1.14 This MOS does not deal with aviation security (that is, protection from acts of unlawful interference).
- 1.1.1.15 Notes in the MOS may provide information, explanations or references. A Note is not part of the standard.

**[2] Paragraph 1.1.5.1**

*omit*

Aviation Safety Standards Division

*insert*

Flight Standards Branch, Standards Division

**[3] Paragraph 1.1.5.2**

*omit*

and Chief Executive Officer

**[4] Paragraph 1.1.5.3**

*omit*

Head, Standards Administration and Support Branch, Aviation Safety Standards Division

*insert*

Manager, Air Traffic Management System Standards Section

**[5] Subparagraph 1.1.6.1 (d)**

*omit*

**[6] Section 1.2, Definitions**

*insert*

<b>Air transport operations</b>	Charter operations, or regular public transport operations, within the meaning of paragraph 206 (1) (b) and paragraph 206 (1) (c), respectively, of the <i>Civil Aviation Regulations 1988</i> .
<b>ALA</b>	Aircraft landing area, being an area for the landing, movement and take-off of aircraft that is not a certified or registered aerodrome.
<b>Apron taxiway</b>	A portion of a taxiway system located on an apron and intended to provide a through taxi route for aircraft across the apron to another part of the taxiway system.
<b>Charter operations</b>	Charter operations has the same meaning as in paragraph 206 (1) (b) of the <i>Civil Aviation Regulations 1988</i> .
<b>Exit taxiway</b>	A taxiway connected to a runway to enable landing aeroplanes to turn off the runway.

<b>Rapid exit taxiway</b>	A taxiway connected to a runway at an acute angle, designed and intended to allow landing aeroplanes to turn off the runway at higher speeds than are achieved on exit taxiways, thereby minimizing runway occupancy times.
<b>Regular public transport operations</b>	Regular public transport operations has the same meaning as in paragraph 206 (1) (c) of the <i>Civil Aviation Regulations 1988</i> .
<b>RPA</b>	<i>Rules and Practices for Aerodromes</i> issued: (a) by CASA before the Manual of Standards (MOS) — Part 139 Aerodromes was first issued; or (b) otherwise by or under the authority of the Commonwealth.
<b>Taxilane</b>	A portion of an apron that is not a taxiway and that is provided only for aircraft to access aircraft parking positions.
<b>Taxiway system</b>	A number of interconnecting taxiways.

[7] **Section 1.2, definition of *Critical aeroplane***

*omit*

[8] **Section 1.2, definition of *Taxiway***

*substitute*

<b>Taxiway</b>	A defined path on an aerodrome on land, established for the taxiing of aircraft from one part of an aerodrome to another. A taxiway includes an apron taxiway and a rapid exit taxiway. Note: <i>Apron taxiway</i> , <i>exit taxiway</i> , <i>rapid exit taxiway</i> , <i>taxilane</i> and <i>taxiway system</i> are also defined terms.
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[9] **Subparagraph 2.1.1.1**

*omit*

[10] **Subparagraph 2.1.1.2**

*omit*

land

[11] **Subparagraph 2.1.1.3**

*omit*

[12] **Paragraph 2.1.2.1**

*omit*

[13] **Paragraph 2.1.2.2**

*substitute*

2.1.2.2 An existing facility at an aerodrome other than a certified aerodrome, that does not meet the standards set out in this MOS may continue to meet the **Standards** that applied to the facility when it was first introduced or last upgraded (as the case may be) until:

- (a) the facility is replaced or again upgraded (as the case may be); or
- (b) CASA directs in writing that, in the interests of aviation safety, the facility must comply with the standards specified in this MOS.

**Note:** The reconfiguring of an existing facility (including, for example, an apron) to cater for more or larger aircraft is considered by CASA to constitute an upgrade.

2.1.2.2A For paragraph 2.1.2.2, **Standards** means the standards set out in the version of the MOS or RPA that applied to the facility when it was first introduced or last upgraded (as the case may be).

[14] **Paragraph 2.1.2.3**

*substitute*

2.1.2.3 The operator of a certified aerodrome is not required to modify an existing aerodrome facility (a **non-compliant facility**) so that it complies with this MOS until the facility is replaced or upgraded. However, until it is replaced or upgraded, details of the non-compliant facility must be recorded in the Aerodrome Manual, including;

- (a) identification of the facility;
- (b) the date or period when the facility was first introduced or last upgraded (as the case may be);
- (c) a description of the standard with which the facility complies, including a supporting reference to the version and date of the MOS or RPA which contains this standard; and
- (d) details of the plans and timescale for replacing or upgrading the facility so that it complies with this MOS.

**Note:** As part of the audit of an aerodrome operator, CASA may require the operator to supply evidence showing past and current *bona fide* efforts to implement the plan and timescale.

[15] **After paragraph 2.1.2.3**

*insert*

2.1.2.3A The operator of a registered aerodrome is not required to modify an existing aerodrome facility (a **non-compliant facility**) so that it complies with this MOS until the facility is replaced or upgraded. However, until it is replaced or

upgraded, details of the non-compliant facility must be recorded in accordance with paragraph 12.1.1.2A.

**[16] Paragraph 2.1.2.4**

*substitute*

2.1.2.4 A new facility that is brought into operation, and an existing facility that is replaced or upgraded must comply with the standards in this MOS.

**[17] Paragraph 2.1.3.1**

*substitute*

2.1.3.1 An exemption granted to an existing facility continues to apply until its expiry date, unless sooner revoked by CASA in the interests of aviation safety.

**[18] Paragraph 2.1.3.2**

*substitute*

An application for an exemption from any standard in this MOS must be made and dealt with as if Subpart 11.F of CASR 1998 applied to the application.

*Note* This deeming provision will be superceded in due course by Civil Aviation Legislation Amendment Regulations to expressly require exemptions from a Manual of Standards to be in accordance with Part 11 of CASR 1998.

**[19] Paragraph 2.1.3.3**

*substitute*

2.1.3.3 If a provision of this MOS imposes a standard subject to a qualifying phrase such as “if practicable”, “where physically practicable”, “where determined necessary”, the standard applies despite the qualifying phrase unless CASA has granted an exemption from the standard under paragraph 2.1.3.2.

*Note* The purpose of such qualifying phrases is to recognise that sometimes compliance with particular standards is not possible in some circumstances. The purpose of paragraph 2.1.3.3 is to ensure that it is CASA, not an aerodrome operator, who decides whether the qualifying circumstances exist.

**[20] Paragraph 2.1.5.1**

*omit all words after “combination of the two Code elements.”*

*insert*

The Code letter or number within an element selected for design purposes is related to the characteristics of the aeroplane types for which the facility is intended.

**[21] Paragraph 2.1.5.2**

*omit*

shall be determined

*insert*

shall be determined by the aerodrome operator

**[22] Paragraph 2.1.5.3**

*omit*

shall be determined

*insert*

shall be determined by the aerodrome operator

**[23] Subsection 2.1.6**

*omit*

**[24] Subsection 2.1.8**

*omit*

**[25] Subsection 2.1.9**

*omit*

**[26] Subsection 3.1.7 (including the Note)**

*omit*

**[27] Paragraph 5.1.3.9, (including the Note and Table 5.1-1)**

*omit*

**[28] Paragraph 6.1.1.1**

*add at the end*

**Note:** The standards in this Chapter are intended for the planning and construction of new aerodrome facilities rather than to limit the operations of aeroplanes.

[29] Paragraph 6.1.1.5

*omit*

[30] Paragraph 6.1.1.6

*omit*

[31] Paragraph 6.2.3.1, Table 6.2-1, Code Number

*omit*

1<sup>a</sup>

*insert*

1

[32] Paragraph 6.2.3.1, Table 6.2-1, Note 1

*omit*

[33] Paragraph 6.2.3.1A

*omit*

[34] Paragraph 6.2.3.1B

*omit*

[35] Paragraph 6.2.3.1C

*omit*

[36] Paragraph 6.2.9.3

*substitute*

The runway surface standards for grass, gravel or natural runways are as set out in Table 6.2-4A. However, the runway surface must not have irregularities which would adversely affect the take-off or landing of an aircraft.

**Table 6.2-4A**

<b>Surface</b>	<b>Runway</b>	<b>Runway strip</b>
Sealed surface	After compaction, the surface is to be swept clean of loose stones	N/A
<b>Maximum height of grass:</b>		
Sparse	450 mm	600 mm
Medium	300 mm	450 mm
Dense	150 mm	300 mm

<b>Maximum size of loose stones:</b>		
Isolated stones on natural surface	25 mm	50 mm
Constructed gravel surface	50 mm	75 mm
<b>Maximum size of surface cracks:</b>	40 mm	75 mm

**Note:** An empirical test for runway riding quality is to drive a stiffly sprung vehicle such as a medium size utility or unladen truck along the runway at not less than 65 kph. If the ride is uncomfortable, then the surface needs to be graded and levelled.

**[37] Paragraph 6.2.18.1, Table 6.2-5, Aerodrome reference code**

*omit*

*1 a b*

*insert*

*1 b*

**[38] Paragraph 6.2.18.1, Table 6.2-5, Footnote a**

*omit*

**[39] Paragraph 6.2.18.2, Table 6.2-6**

*substitute*

**Table 6.2-6: Runway strip width for non-precision approach runways**

<b>Aerodrome reference code</b>	<b>Overall runway strip width</b>
1 or 2	90 m
3 (where the runway width is 30 m)	150 m
3 or 4 (where the runway width is 45 m or more)	300 m

**[40] Paragraph 6.2.18.3, Table 6.2-7, Note 1**

*omit*

**[41] Paragraph 6.2.23.4**

*substitute*

6.2.23.4 Runway strip surface standards are the same as those set out in Table 6.2-4A.

**[42] Paragraph 6.2.39.1**

*omit*

critical aircraft,

*insert*

the aircraft that the facility is intended to serve,

**[43] After subsection 6.5.2**

*insert*

**6.5.2A Alternative aircraft parking position separation**

6.5.2A.1 If:

- (a) physical constraints prevent proposed aircraft parking positions (the *positions*) from complying with the separation distances set out in subsection 6.5.2; and
- (b) the aerodrome operator:
  - (i) designs the positions in accordance with Part 2 of the ICAO Aerodrome Design Manual; and
  - (ii) submits the design to CASA with a safety case and an application for approval of the design and the safety case; and
- (c) CASA in writing, with or without conditions, approves the design and the safety case;

then:

- (d) the standards in subsection 6.5.2 that are specified in the CASA approval are taken not to apply to the operator; and
- (e) the approved design and safety case, and the conditions of the approval (if any) are taken to be the applicable standards for the positions.

**[44] Paragraph 6.7.1.1**

*substitute*

6.7.1.1 Where the physical characteristics of the site allow it, and where the expected number of powered aircraft movements does not exceed 10,000 per annum, the glider runway strip may be located within an existing runway strip.

**Note:** *Movement* for an aircraft is defined in section 1.2 as either a take-off or a landing by the aircraft

**[45] Paragraph 7.1.7.2, the Note**

*omit*

**[46] Paragraph 8.2.2.3**

*omit*

(See Chapter 13)

**[47] Paragraph 8.5.28.1**

*omit*

critical aircraft,

*insert*

the aircraft that the facility is intended to serve,

**[48] Paragraph 8.6.13.2**

*omit*

the most critical

*insert*

any

**[49] Paragraph 8.11.5.2**

*omit*

the critical aircraft

*insert*

the pilot of an aircraft

**[50] Paragraph 10.15.5.1**

*substitute*

10.15.5.1 Surface standards for natural and gravel surface runways and runway strips are the same as those set out in Table 6.2-4A. However, the runway surface must not have irregularities which would adversely affect the take-off or landing of an aircraft.

**[51] Paragraph 12.1.1.1**

*add at the end*

**Note:** However, operators of registered aerodromes should consider developing an aerodrome manual similar to that required of certified aerodrome operators, in order to keep all relevant aerodrome information and documentation in one volume. For details that could be included in such a manual, see regulation 139.095 of CASR 1998.

**[52] After paragraph 12.1.1.2**

*insert*

12.1.1.2A For paragraph 2.1.2.3A, for each non-compliant facility:

- (a) the following details must be recorded in an appropriate manual and kept up to date:
  - (i) identification of the facility;
  - (ii) the date or period when the facility was first introduced or last upgraded (as the case may be);
  - (iii) a description of the *Standards* with which the facility complies, including a supporting reference to the version and date of the MOS or RPA which contains this standard;

(iv) details (if any) of the plans and timescale for replacing or upgrading the facility so that it complies with this MOS; and

(b) the details mentioned in subparagraph (a) must be included in each aerodrome safety inspection report mentioned in subparagraph 12.1.1.2 (c).

12.1.1.2B For paragraph 12.1.1.2A, **Standards** means the standards set out in the version of the MOS or RPA that applied to the facility when it was first introduced or last upgraded (as the case may be).

**[53] Chapter 13: Standards for aerodromes intended for small aeroplanes conducting air transport operations under CASR 121B**

*omit*

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DRAFT