Australian Government

Civil Aviation Safety Authority

I, PHILIPPA JILLIAN SPENCE, Director of Aviation Safety, on behalf of CASA, make this instrument under regulations 139.005 and 201.025 of the *Civil Aviation Safety Regulations 1998*.

Pip Spence
Director of Aviation Safety

June 2025

Part 139 Manual of Standards Amendment Instrument 2025 (No. 2)

1 Name of instrument

This instrument is the *Part 139 Manual of Standards Amendment Instrument 2025 (No. 2)*.

2 Commencement

This instrument commences on the day after it is registered.

3 Amendment of the Part 139 (Aerodromes) Manual of Standards 2019

Schedule 1 amends the *Part 139 (Aerodromes) Manual of Standards 2019*.

Schedule 1 Amendments

[1] Chapter 1A

repeal

[2] Section 2.02

repeal and substitute

2.02 Application — new aerodromes and aerodrome facilities

This MOS applies:

(a) for an aerodrome (including its aerodrome facilities) that comes into operation for the first time after the commencement of this MOS (a ***new aerodrome***); and

(b) to the operator of the new aerodrome.

[3] Section 2.04A

repeal

[4] Subsection 3.01 (2), paragraph (f) of the definition of *instrument runway*

repeal and substitute

(f) precision approach runway, CAT III, being a runway:

(i) served by visual aids and non-visual aids; and

(ii) intended for landing operations following an instrument approach type B; and

(iii) with a DH lower than 100 ft, or with no decision height; and

(iv) with an RVR less than 300 m, or with no RVR limitation.

[5] Subsection 6.24 (1)

repeal and substitute

(1) The runway strip of a precision approach runway, delineated by the lower edges of the inner transitional surfaces, must be free of fixed objects or structures, other than visual or navigational aids for the guidance of aircraft or vehicles.

[6] Subsections 6.29 (2) and (3)

repeal and substitute

(2) The width of a clearway must be at least:

(a) for an instrument runway – 150 m; and

(b) for a non-instrument runway – the same width as the runway strip.

[7] Paragraph 6.55 (1) (b)

repeal and substitute

(b) interfere with the operation of radio navigation aids; or

(c) for a precision approach runway — penetrate the inner transitional surface.

[8] Paragraph 6.56 (2) (b)

repeal and substitute

(b) if a distance shown in a cell has a superscribed letter corresponding to a letter in the Modifier:

(i) for letter [a] — the distance shown in the cell may be modified in accordance with the Modifier; and

(ii) for letter [b] — the requirement to obtain advice is mandatory.

[9] Section 6.56, Table 6.56 (1)

repeal and substitute

Table 6.56 (1) Minimum distance from runway holding position, holding bay, intermediate holding position or road-holding position, to associated runway centreline

Runway code number (Column 1)	Type of runway (Column 2)				
	Non-instrument	Non-precision approach	Precision CAT I	Precision CAT II or CAT III	Take-off

1	30 m	40 m	60 m[b]		30 m
2	40 m	40 m	60 m[b]		40 m
3	75 m	75 m	90 m[a,b]	90 m[a,b]	75 m
4	75 m	75 m	90 m[a,b]	90 m[a,b]	75 m

MODIFIER:

[a] If a holding bay, runway-holding position or road-holding position is at a lower elevation compared to the threshold, the distance may be decreased 5 m for every metre the bay or holding position is lower than the threshold, provided that an aircraft at the bay or position does not infringe on the inner transitional surface.

[b] This distance may need to be increased to avoid interference with radio navigation aids, particularly the glide path and localizer facilities. Advice on ILS critical and sensitive areas must be obtained from the relevant aeronautical telecommunications service and radio navigation service provider.

NOTES:

Note 1 The distance of 90 m for code number 3 or 4 is based on an aircraft with a tail height of 20 m, a distance from the nose to the highest part of the tail of 52.7 m, and a nose height of 10 m holding at an angle of 45° or more with respect to the runway centre line, being clear of the obstacle free zone and not accountable for the calculation of OCA/H.

Note 2 The distance of 60 m for code number 2 is based on an aircraft with a tail height of 8 m, a distance from the nose to the highest part of the tail of 24.6 m, and a nose height of 5.2 m holding at an angle of 45° or more with respect to the runway centre line, being clear of the obstacle free zone.

Note 3 For code number 4, where the width of the inner edge of the inner approach surface is more than 120 m, a distance greater than 90 m may be necessary to ensure that a holding aircraft is clear of the obstacle free zone. For example, a distance of 100 m based on an aircraft with a tail height of 24 m, a distance from the nose to the highest part of the tail of 62.2 m, and a nose height of 10 m holding at an angle of 45° or more with respect to the runway centre line, being clear of the obstacle free zone.

[10] Subsection 6.56 (3)

repeal and substitute

(3) Despite subsection (1), if a holding bay, runway holding position or road-holding position, for a precision approach runway code number 4 is at a greater elevation than the runway threshold, the distance specified in Table 6.56 (1) for the runway must be further increased by 5 m for every metre the bay or position is higher than the runway threshold.

[11] After subsection 8.69 (9)

insert

(10) The letter and number designators used to mark an apron at an aerodrome must not be the same as the letter and number designators used to mark a taxiway at the aerodrome.

[12] After paragraph 8.80 (f)

insert

(g) The letter and number designators used to mark an apron at an aerodrome must not be the same as the letter and number designators used to mark a taxiway at the aerodrome.

(g) the designator used to mark a taxiway at an aerodrome must:

(i) be comprised of a single letter, or two letters, or a combination of a letter or letters followed by a number; and

(ii) not be duplicated as a mark anywhere else on the aerodrome.

[13] Section 8.82, Table 8.82 (1)

repeal and substitute

Table 8.82 (1) Sign size and location distances

		Sign Height (mm)			Perpendicular distance from defined taxiway pavement edge to near side of sign	Perpendicular distance from defined runway pavement edge to near side of sign
Code Number	**Type of sign**	**Legend**	**Face (min)**	**Installed (max)**		
1 or 2[a]	I	200	300	700	5 – 11 m	3 – 10 m
1 or 2	M	300	450	900	5 – 11 m	3 – 10 m
3 or 4[a]	I	300	450	900	11 – 21 m	8 – 15 m
3 or 4	M	400	600	1100	11 – 21 m	8 – 15 m

[14] Subsection 9.50 (10)

repeal and substitute

(10) Subject to subsections (10A) and (10B), a PAPI must be at a height that is:

(a) the lowest height above the installation footing of the PAPI unit that the system design permits; but

(b) not more than 1.2 m from the footing to the top of the unit housing the PAPI.

(10A) For a PAPI whose system design cannot comply with paragraph (10)(b), additional height above 1.2 is permitted, but only if:

(a) the additional height is the minimum required by the physical constraints of the location; and

(b) before it is installed, the system is approved in writing by CASA as being compatible with aviation safety.

10B) Information about the physical constraints mentioned in subsection (10A) must be:

(a) recorded in the aerodrome manual, including details of the PAPI system design; and

(b) immediately available to CASA on request during the serviceable life of the system.

[15] Paragraphs 9.98 (1) (a) and (b)

omit

visibility

insert

RVR

[16] After subsection 9.98 (3)

insert

(4) Where more than one runway-holding position exists at the intersection of a runway with a taxiway, only the runway guard lights associated with the operational runway-holding position are to be illuminated.

[17] Subsection 9.99 (1)

repeal and substitute

(1) Subject to subsection (2), runway guard lights must be:

(a) elevated runway guard lights on each side of the taxiway on the holding side of the runway-holding position marking (***Configuration A***); or

(b) in-pavement runway guard lights across the taxiway on the holding side of the runway-holding position marking (***Configuration B***).

[18] Paragraph 9.105 (1)

omit

350 m

insert

550 m

[19] Subsection 9.105 (2)

repeal and substitute

(2) Subsection (1) does not apply if:

(a) operational procedures ensure that, in RVR conditions less than 550 m, the number of:

(i) aircraft on the manoeuvring area is limited to 1 at a time; and

(ii) vehicles on the manoeuvring area is limited to the minimum essential for safe aerodrome operations; or

(b) appropriate aids and procedures to assist in preventing inadvertent incursions of traffic onto the runway are:

(i) proposed in writing by the aerodrome operator; and

(ii) submitted to, and approved in writing by, CASA (with or without conditions); and

(iii) in force for the runway.

[20] After subsection 9.108 (2), Note 2

insert

Note 3 A no-entry bar should be co-located with a no-entry sign or a no-entry marking, or both.

[21] After subsection 9.108 (5)

insert

(6) Taxiway centreline lights installed beyond a no-entry bar in the direction of the runway must not be illuminated and visible to an aircraft behind the no-entry bar.

[22] Section 13.02

omit

The accountable manager

insert

(1) The accountable manager

[23] Subsection 13.02 (1), the Note

omit

subregulation 139.100 (4)

insert

subregulation 139.110 (5)

[24] After subsection 13.02(1)

insert

(2) The accountable manager must ensure that each member of the aerodrome operator's aerodrome personnel demonstrates, in an appropriate manner, the necessary experience and competence to operate and maintain the aerodrome properly in accordance with the requirements of this MOS.

Note For aerodrome personnel, see Division 139.C.5 of the CASR.

[25] After section 13.04

insert

13.05 Aerodrome personnel must be competent to operate and maintain the aerodrome

The aerodrome operator's aerodrome personnel must demonstrate the necessary experience and competence to operate and maintain the aerodrome properly in accordance with the requirements of this MOS.

Note For aerodrome personnel, see Division 139.C.5 of the CASR.

[26] Paragraph 19.16 (5) (a)

repeal

[27] Paragraph 19.16 (5) (b)

repeal and substitute

(b) it is situated:

(i) for code number 3 or 4 — within 60 m either side of the extended runway centreline, and within 240 m of the end of the runway strip; and

(ii) for code number 1 or 2 — within 45 m either side of the extended runway centreline, and within 240 m of the end of the runway strip; or