

Civil Aviation Rules



Notice of Proposed Rule Making

NPRM 11-02

15 March 2012

Part 139 Aerodromes –

Certification and Operation

Docket 8/CAR/0003

ICAO - Part 139 Review

Consequential Amendments

Part 1

Part 121

Part 125

Part 129

Background to the Civil Aviation Rules

The Civil Aviation Rules establish the minimum regulatory safety boundary for participants to gain entry into, operate within, and exit the New Zealand civil aviation system. The Rules are structured in a manner similar to the Federal Aviation Regulations of the USA. Close co-operation is being maintained with the Civil Aviation Safety Authority of Australia to ensure maximum harmonisation with their regulatory code.

Rules are divided into Parts and each Part contains a series of individual rules which relate to a particular aviation activity. Advisory Circulars accompany many rule Parts and contain information about standards, practices and procedures that the Director has established to be an **Acceptable Means of Compliance (AMC)** with the associated rule. An Advisory Circular may also contain **guidance material (GM)** to facilitate compliance with the rule requirements.

The objective of the Civil Aviation Rules system is to strike a balance of responsibility between, on the one hand, the Crown and regulatory authority (CAA) and, on the other hand, those who provide services and exercise privileges in the civil aviation system. This balance must enable the Crown and regulatory authority to set standards for, and monitor performance of, aviation participants whilst providing the maximum flexibility for the participants to develop their own means of compliance within the safety boundary.

Section 12 of the Civil Aviation Act 1990 prescribes general requirements for participants in the civil aviation system and requires, amongst other things, participants to carry out their activities safely and in accordance with the relevant prescribed safety standards and practices.

Section 28 of the Act allows the Minister to make ordinary rules for any of the following purposes:

- The implementation of New Zealand's obligations under the Convention
- The provision of aviation meteorological services, search and rescue services and civil aviation security programmes and services

- Assisting aviation safety and security, including but not limited to personal security
- Assisting economic development
- Improving access and mobility
- Protecting and promoting public health
- Ensuring environmental sustainability
- Any matter related or reasonably incidental to any of the following:
 - i. The Minister's objectives under section 14 of the Act;
 - ii. The Minister's functions under section 14A of the Act;
 - iii. The Authority's objectives under section 72AA of the Act;
 - iv. The Authority's functions and duties under section 72B of the Act;
and
 - v. The Director's functions and powers under section 72I of the Act
- Any other matter contemplated by any provision of the Act.

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1. Purpose of this NPRM

The purpose of this rule-making proposal is to conform to Section 33 of the Civil Aviation Act; it is CAA policy that ICAO standards be adopted into the Civil Aviation Rules where appropriate.

In March 2006 the International Civil Aviation Organization (ICAO) conducted a Safety Oversight Audit of the New Zealand Civil Aviation Rules (CAR). The resultant findings revealed that CAR Part 139 requirements do not align with the standards and recommended practices (SARPs) contained in ICAO Annex 14, Volume I.

To achieve greater conformity, the project objectives are as follows:

- Carry out a complete and comprehensive review of CAR Part 139 to determine alignment with the ICAO Annex 14 equivalent and where appropriate amend the rule.
- Achieve greater compliance with Annex 14 by addressing the issues raised in the ICAO USOAP findings relating to the Rule.
- Provide a regulatory structure for the provision of ATS that is consistent with the current CAA Policy.
- Develop appropriate transitional arrangements as necessary.

The rule amendments resulting from this project are intended to facilitate a means of greater regulatory authority, and hence, the ability to meet the appropriate levels of safety oversight of aerodromes.

2. Background to the Proposal

2.1 General Summary

Civil Aviation Rule (CAR) Part 139 Aerodromes – Certification, Operation and Use came into effect on 6 January 1993. The Part formed the nucleus of the aerodrome requirements and applied to all aerodromes that serve aircraft carrying more than 30 passengers engaged in ‘regular’ air transport operations (ATOs). The current Part 139 provides the regulatory requirements relating to the certification and operation of aerodromes; the security measures applicable to certificated aerodromes; and, the provision of UNICOM and AWIB services. To date, 8 amendments have been incorporated since the Rule was enacted.

The newly proposed rule is applicable to all aerodromes and addresses the general requirements, certification and operation of aerodromes.

Three levels of aerodrome certification are proposed in Rule Part 139 to be commensurate with the rule parts for air operations;

Level 1 – An aerodrome used for ‘scheduled’ air transport operations (ATOs) for the carriage of passengers to or from New Zealand.

Level 2 – An aerodrome used for ‘scheduled’ air transport operations (ATOs) for the carriage of passengers by aircraft having a certified seating capacity of more than 9 passengers not covered by Level 1.

Level 3 – An aerodrome that has 40,000 or more aircraft movements per annum for 3 consecutive years, or 7,500 or more IFR movements per annum for three consecutive years not covered by Level 1 or 2.

Level 1 provides aerodrome regulatory requirements commensurate with Part 121 Large Aeroplanes, Part 125 Medium Aeroplanes, and Part 129 Foreign ATOs that engage in air operations for the carriage of passengers to or from New Zealand.

Level 2 provides aerodrome regulatory requirements commensurate with domestic Part 121 Large Aeroplane and Part 125 Medium Aeroplane air operations.

Level 3 provides regulatory requirements for any aerodrome not captured within Level 1 or 2 that exceeds the movement thresholds noted above.

All aerodromes published in the AIPNZ and not required to be certificated will be required to meet minimum standards for aerodrome design, collect and report traffic movement data, and meet requirements for the publication of aerodrome information.

Any aerodrome not published in the AIPNZ or not required to be certificated will be required to collect and report traffic movement data when deemed necessary in the interest of safety by the Director.

Currently, most aerodrome standards are published in advisory circulars (ACs). The re-write of CAR Part 139 will include moving all standards to Appendices.

The rule project will include rule changes related to changing technology, definitions, terminology, referencing, structure and formatting.

2.2 NPRM Development

Meetings conducted by the CAA and attended by industry representatives were held in January 2006 and February 2008 to review rule issues raised externally, internally within the CAA, and in Technical Study Groups (TSGs) under the CAA Industry Rules Advisory Group (CIRAG). Some rule issues that were recommended for rule-making action within this project have been identified as out of scope and transferred to other rules projects.

On 11 Nov 2008, the CAA released the Project Scope Statement titled ICAO Part 139 Review. The objective of this project was to carry out a review of Part 139 *Aerodromes – Certification, Operation and Use* by addressing the issues raised in the recent ICAO safety audit of the CAA, issues raised by industry, and by updating the rule in a manner that achieves the greatest compliance with Annex 14 specifications for aerodromes.

The ICAO Part 139 Review Project Working Group (PWG) members and observers were announced on 20 Feb 2009. As outlined in the Terms of Reference for the Project Working Group (PWG), the purpose of a PWG is to provide the CAA, and the Rules Project Specialist assigned to manage the rule project, the necessary technical and other specialist input, including information and data, required to develop rule proposals.

The following Project Working Group (PWG) meetings & industry presentation were conducted;

- PWG Meeting 11 Feb 2009 - During this meeting a decision was made to establish PWG specialist sub-groups and to assign a CAA Staff Coordinator for each of these groups.

- PWG Meeting 20 Jul 2009 - This meeting addressed (5) General Topic Issues as well as (8) Air Traffic Service (ATS), Facilities, and Rescue Fire Service (RFS) Specialist Topics.
- Beca NZAA Airports Conference 15 Oct 2009 – The initial Draft Aerodrome Certification Rule Design Proposal was presented for industry comment.

The ICAO Part 139 Review project - Rule Design Document (RDD) was then finalised and made available on the CAA website 28 Feb 2011 for review by industry

2.3 Key Stakeholders

The following are identified by the Civil Aviation authority as key stakeholders in the proposed rule amendments contained in this NPRM:

- The Civil Aviation Authority;
- The Minister of Transport;
- The Ministry of Transport
- Aerodrome operators certificated under Part 139
- Uncertificated aerodrome operators
- Airways Corporation of New Zealand
- New Zealand Airports Association
- New Zealand Aviation Industry Association
- New Zealand Air Line Pilots' Association
- Board of Airline Representatives of New Zealand
- Guild of Air Pilots and Navigators
- Royal New Zealand Aero Club
- Royal New Zealand Air Force

3. Issues Addressed during Development

3.1 General Topic Issues

3.1.1 Aerodrome Aircraft Movement Statistics (6/ISS/33)

Aerodromes are not currently required to report their aircraft movement statistics to the CAA resulting in an inability to collect critical movement data unless voluntary participation has been agreed to by the aerodrome operator. This information is required for an array of safety analysis purposes such as determining bird incident rates and appropriate levels of ATS at aerodromes. Without the issue being addressed, there is a further risk that the statistics that are supplied may not include all the relevant data, or may not be supplied as frequently as required, or that the submittal of data may stop altogether.

3.1.2 CAR 139 Subpart E Revocation (7/ISS/14)

CAR Part 139 Subpart E – Use of Aerodromes is currently duplicated in rule Parts 91, 121, 125, and Part 135. These rules under Part 139 Subpart E are no longer needed because all air operations are now regulated under the above air operating rules.

The issue will be resolved by the revocation of Part 139 Subpart E.

3.1.3 Definition of International Aerodromes (7/ISS/19)

An International Aerodrome, by definition in Part 1, is an International Airport, which is defined in Part 1 as an “airport designated as an airport of entry and departure for international air traffic where the formalities incident to customs, immigration, public health, animal and plant quarantine, and similar procedures are carried out”.

CAR Part 139 has additional requirements for international aerodromes, and these require a significant upgrading of facilities and services.

However, unless the Chief Executive of the Customs, under the provisions of the Customs and Excise Act 1996, designates an airport as an airport of entry and departure, it does not become an international aerodrome as defined in CAR Part 1. And therefore, the additional requirements of Part 139 cannot be applied.

It is recommended that use of the term International Aerodrome in CAR Part 139 be removed or the definition be changed to relate to aviation safety & security requirements.

3.1.4 Aerodrome Safety Management Systems (7/ISS/66)

The ICAO audit finding AGA/09 identified that “Although Part 139 requires aerodrome operators to establish an internal quality assurance system that addresses some elements of Safety Management System (SMS), the implementation of an SMS is not yet required.”

Following the release of that audit finding, the CAA adopted a policy to implement SMS rules that will be consistent with the ICAO SMS requirements set out in Annex 14 and associated manuals, and be performance based by stipulating what the SMS has to achieve, rather than prescribing in detail what has to be done.

3.1.5 Review of Part 139 (7/ISS/67)

Part 139 requires a complete review.

‘Aerodrome certification required for 30 or less passengers’;

The rule needs to be aligned with Annex 14 specifications for aerodromes, and must address the need for certification requirements at aerodromes used for ‘scheduled’ Air Transport Operations (ATOs) utilizing aircraft with a certified seating capacity of 30 or less passengers.

‘Regular’ versus ‘Scheduled’ Air Transport Operations (ATOs);

The current rule *139.5 Requirement for certificate* states: No person shall operate an aerodrome serving any aeroplane having a certified seating capacity of more than 30 passengers that is engaged in regular *air transport operations* (ATO) except under the authority of, and in accordance with the provisions of, an aerodrome operating certificate issued for that aerodrome under this Part.

The term *air transport operation* (ATO) is defined in Part 1 as an operation for the carriage of passengers or goods by air for hire or reward (with exceptions – see Part1).

The word *‘regular’* is not a part of the term in Part 1, but is currently added whenever Air Transport Operation (ATO) is referenced in Part 139.

The word '*regular*' is considered not to be descriptive enough. Therefore, '*scheduled*' is proposed as a more industry specific adjective which is defined in the Oxford English Dictionary, eleventh edition as forming part of a schedule (of an airline or flight); forming part of a regular service rather than specially chartered.

The proposed language for Part 139 Certification Requirements presented to the 3rd Project Working Group (PWG) generated favourable consensus and reads as follows:

An aerodrome used for a [*scheduled*][*air transport operation*] for the carriage of passengers must be certificated.

Generally, this language would not incorporate:

1. Cargo operations.
2. Itinerant, charter, or non-regular passenger operations. (To be regulated by the individual operating rule for that particular flight).

(3) Levels of certification are proposed;

In total, three (3) levels of certification are proposed. The intent of the level designations is to have a structure that is commensurate with the rule parts for air operations and to provide a simple method for inter relating the numerous specifications concerning the characteristics of certificated aerodromes;

3.2 Air Traffic Services (ATS) Issues

3.2.1 Provision of ATS at Aerodromes (6/ISS/43)

If the CAA becomes aware that an unacceptable level of risk exists at a non-certificated aerodrome and determines that a certain level of ATS is required at that location, the Director of Civil Aviation does not have the regulatory authority to ensure that the required level of service is provided.

CAA Policy was introduced and approved August of 2005 that proposes a combination of rules and advisory material to provide a regulatory structure for the provision of ATS that is consistent with the existing scheme of allocating responsibilities to the appropriate participants in the civil aviation system.

3.2.2 Protection of ATS facility operations (8/ISS/04)

Rule 139.121(1) (Protection of navigation aids) is designed to prevent construction that would adversely affect the operation of aeronautical telecommunication service facilities (Part 171 Providers) or air traffic service facilities (Part 172 Providers) on the aerodrome. There is a reverse requirement in rule 172.57(b)(2) imposed on the holders of an ATS certificate to ensure that ATS units are safeguarded from any development that affects visibility, glare, reflection and adverse noise.

These rules are either not clear or they do not cover the fullest extent of activities that can adversely affect the provision of an air traffic service, which can lead to a degradation in safety services.

The Part 139 rule is unfortunately mislabeled as “protection of navigation aids”, so gives the impression that it is designed primarily to protect instrument approach and landing aids on the aerodrome, but it also applies to ATS facilities on the aerodrome.

There are also cases of important navigation, communication and ATS facilities (such as at Wellington) that are not on the aerodrome but which nevertheless could be adversely affected by activities on the aerodrome.

Amendment of rule 139.121(1) is required to make it clear to aerodrome operators that they must consult with Part 171 & 172 service providers and prevent any construction or activity that has an adverse affect in respect of the Part 171 & 172 unit's visibility, interference with radios, navigation aids, glare and reflection and noise that could affect a unit both on the aerodrome and to the maximum extent practicable, off the aerodrome. Aerodrome operators must be required to participate in the local and regional council district development planning process to ensure protection of both Part 171 & 172 facility operations, and aerodrome obstacle limitation surfaces.

3.2.3 Air traffic service at uncertificated aerodromes (8/ISS/39)

A CAA Policy Paper was issued August 2005 titled “The Provision of Air Traffic Services at Aerodromes” that addressed, among other ATS topics, the fact that CAR 119.113 does not permit the Director to require the operator of an uncertificated aerodrome to provide an air traffic service.

It is recommended to review the relevant policy and applicable Rules and draft where necessary changes to ensure the Director's ability to regulate safety is not limited by the certification status of an aerodrome.

3.3 Facilities Issues

3.3.1 Runway friction coefficients (8/ISS/28)

Aerodrome operators are not required by Part 139 to measure (and so accurately report) runway friction coefficients when runways are contaminated by standing water, snow, slush, or ice; as recommended by ICAO Annex 14. Operators of aerodromes served by jet aircraft, particularly those in the south, should provide this information to allow for the safe and efficient operation of aircraft. Part 139 will require an amendment to reflect the ICAO USOAP AGA/03 recommendation.

3.3.2 Runway surface friction characteristics (8/ISS/38)

No State standards exist to determine whether an aerodrome operator is complying with rule 139.103(c) and maintaining a runway surface with "good friction characteristics".

It is recommended to consider specifying the applicable runway friction standards.

3.3.3 Rule Part 139 Skid Resistant Runway Surfaces (8/ISS/42)

As a flight safety enhancement, a petitioner seeks a new rule to provide a quantifiable standard for the measurement, construction and maintenance of skid-resistant runway surfaces. A rule alignment is necessary to meet the ICAO Annex 14 standards and recommended practices.

3.4 Rescue Fire Service Issues (RFS)

3.4.1 CAR 139.57, .59, .61 ICAO Differences (6/ISS/49)

Amendment 1 to ICAO Annex 14, 2nd Edition, Volume 1, which became applicable on 9 November 1995, introduced a new aerodrome rescue firefighting category 10 to cover aircraft with overall lengths greater than 76 metres and having a maximum fuselage width of 8 metres.

The use of complementary agents in aerodrome rescue firefighting such as halon and carbon dioxide are being discouraged due to the impact on global warming. The use of these agents is also restricted by the provisions of the Ozone Layer Protection Act 1996.

A recommendation exists for aerodrome emergency planning to include the availability and provision of suitable specialist rescue and fire fighting services such as rescue in water and in difficult terrain.

A rule amendment is needed that will update aerodrome emergency planning and rescue fire fighting requirements to meet these ICAO standards and recommended practices.

3.4.2 Rescue Fire (8/ISS/22)

ICAO has recently proposed in State Letter AN 4/1.1.50-07/54 dated August 20th, 2007 the removal of the remission factor for the Category of rescue fire service to be provided at international aerodromes. This will require international aerodromes to provide full category coverage regardless of the number of movements. Part 139 will require an amendment to reflect this ICAO recommendation and consideration will need to be given to whether or not domestic aerodromes will be included.

3.5 ICAO SARPS and Level of Risk to NZ Aviation Safety

ICAO Annex 14 *Aerodromes*, Volume 1 contains international standards and recommended practices (SARPS) for aerodrome design and operations. These SARPS are appropriate to operations performed under Part 139.

In July 2009 ICAO published an updated version of Annex 14, Volume 1 (Edition 5), and set the effective date for 19 November 2009.

Compliance with the ICAO SARPS relevant to this rule project is considered to provide a desirable level of safety; and there is no compelling reason to deviate from these standards.

3.6 Compliance Costs

CAA Certification Fees

The CAA is able to estimate the certification and continuing compliance costs resulting directly from CAA hourly fees (see below).

The cost for certification of an aerodrome operator will depend on:

- the size and complexity of the applicant's organisation
- the applicant's familiarity with the certification requirements (e.g. exposition and procedural development)

- the use of external consultants or in-house staff to complete the certification requirements

Based on the CAA fee rate of \$136.00/hour, the following certification and continuing compliance costs are projected as an upper end estimate:

- Certification cost (approx. 30-40 hours) = \$4080 - 5440./operator
- Annual surveillance auditing (approx. 6 hours) = \$816./operator

It is estimated that there are currently 8 non-certificated aerodrome operators that have scheduled ATOs utilizing aircraft with a certified seating capacity of 30 or fewer passengers that would potentially require Level 2 aerodrome certification. There is also 1 non-certificated aerodrome that is estimated to have 40,000 or more aircraft movements per annum for three consecutive years, or 7,500 or more IFR movements per annum for three consecutive years that would potentially require Level 3 aerodrome certification.

Additional Certification Costs

In addition to the estimated CAA fees, the CAA requires feedback from aerodrome operators regarding their total estimated costs for certification and continuing compliance. These costs may include, but are not limited to, facility and infrastructure improvements, equipment procurement and maintenance, organisational structure, and personnel training.

In order to obtain additional cost data from operators a compliance cost questionnaire is published in conjunction with this NPRM. The CAA requests that aerodrome operators complete the compliance cost questionnaire (available from the CAA website at www.caa.govt.nz/rules/nprms.htm) and submit it to the CAA for consideration. Completed questionnaires or comments to the proposed rules in this NPRM can be submitted in accordance with section 6.4 of this document.

The following questions are included in the compliance cost questionnaire:

Cost question 1: Other than the estimated CAA hourly fees, what are the estimated total certification costs that you will incur to gain certification as an aerodrome operator? *(Please indicate in the box on the next page)*

Estimated total certification costs	\$
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If there is no estimated total cost, is it expected to be *(please tick one box in RH column)*

(a)	Less than \$50,000?	
(b)	Between \$50,000 and less than \$100,000?	
(c)	Between \$100,000 and less than \$250,000?	
(d)	\$250,000 or more?	

If possible for cost question 1, please provide in the box below an approximate or most likely upper dollar limit for the chosen range in (a) or (b) or (c) or (d) above in the box below:

\$

Cost question 2: Other than the estimated CAA hourly fees, what are the estimated total annual costs that you will incur to maintain compliance with the proposed rules? *(Please indicate in the box below)*

Estimated total annual compliance costs	\$
---	----

If there is no estimated cost, is it expected to be *(please tick one box in RH column)*

(a)	Less than \$50,000?	
(b)	Between \$50,000 and less than \$100,000?	

(c)	Between \$100,000 and less than \$250,000?	
(d)	\$250,000 or more?	

If possible for this cost question 2, please provide in the box below an approximate or most likely upper dollar limit for the chosen range in (a) or (b) or (c) or (d) above in the box below:

\$

Cost question 3: For aerodrome operators currently certificated, what is the expected change (*increase or decrease*) in annual compliance cost resulting from the proposed rules (*please indicate in one of the two boxes below*):

Estimated total annual compliance cost	Increase
	\$

or

Estimated total annual compliance cost	Decrease
	\$

If there is no estimated cost, is it expected to be (*please tick applicable box*)

(a) Less than \$100,000 per annum?

Increase	\$	Decrease	\$
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or

(b) Between \$50,000 and less than \$100,000 per annum?

Increase	\$	Decrease	\$
----------	----	----------	----

or

(c) Between \$100,000 and less than \$250,000 per annum?

Increase	\$	Decrease	\$
----------	----	----------	----

or

(d) \$250,000 or more per annum?

Increase	\$	Decrease	\$
----------	----	----------	----

If possible for cost question 3, please provide an approximate or most likely upper dollar limit for the chosen range in (a) or (b) or (c) or (d) above in the box below:

\$

Benefit question 1: What are the estimated benefits of the proposed rule changes for your company?

If the benefits can be quantified, please indicate their estimated total value in the box below:

\$

Other questions

Question 1: Please indicate in the box below the total number of scheduled ATO movements recorded at your aerodrome in the last 12 months:

--

Question 2: Please indicate in the box below the total number of aircraft movements recorded at your aerodrome in the last 12 months.

--

4. Summary of Changes

4.1 Aerodrome Aircraft Movement Statistics (6/ISS/33)

Propose aerodromes be required by Part139 to record movement statistics with a breakout of operational types monthly and report quarterly. Rationale - The data are required for normalisation of other data related to aerodrome operations, most notably but not exclusively bird strike data.

4.2 CAR 139 Subpart E Revocation (7/ISS/14)

This Issue was removed from the ICAO Part 139 Review project scope and moved into the Omnibus 2009 - Rule Fix Up project. Subsequently, Amendment 8 came into force on 6 January 2010.

4.3 Definition of International Aerodromes (7/ISS/19)

It is recommended that the terms *international aerodrome/airport* no longer be used. The terms are to be removed from the NZCARs (except where they are used in proper names of airports) and replaced with the following descriptive text —

Aerodrome used for scheduled air transport operations (ATOs) for the carriage of passengers to or from New Zealand.

4.4 Aerodrome Safety Management Systems (7/ISS/66)

SMS policy will be implemented through a series of amendments to the Civil Aviation Rules (CARs). As a result, the Aerodrome Safety Management Systems issue has been removed from the scope of this project and will be addressed in the SMS rule project.

4.5 Review of Part 139 (7/ISS/67)

‘Aerodromes – Certification and Operation’ is proposed as the revised title for Part 139.

The rule project will address the additional need for certification requirements at aerodromes used for ‘scheduled’ air transport operations (ATOs) utilizing aircraft with a certified seating capacity of 30 or less passengers.

In total, three (3) levels of certification are proposed.

Aerodrome Certification – Proposed Specifications Levels

Level 1 – An aerodrome used for ‘scheduled’ air transport operations (ATOs) for the carriage of passengers to or from New Zealand (i.e.: Part 121 & Part 129 operations).

Level 2 – An aerodrome used for ‘scheduled’ air transport operations (ATOs) by aircraft having a certified seating capacity of more than 9 passengers (i.e.: Part 121 & 125 operations) not covered by level 1.

Level 3 – An aerodrome that has 40,000 or more aircraft movements per annum for 3 consecutive years, or 7,500 or more IFR movements per annum for 3 consecutive years not covered by Level 1 or 2.

Part 139 will be aligned with all other organizational rule parts, be up to date, be supported by standards, recommended practices, and other reference material as appropriate.

Miscellaneous revisions to existing rules:

139.59 Rescue and firefighting – category determination; Remove paragraph (b)(2) as confusing and not part of Annex 14.

139.67 Rescue and firefighting – response capability; Amend paragraph (2) to remove “within one minute” and insert “within 4 minutes of the initial call.”

139.113 Aerodrome aircraft traffic management – Rename rule ‘Aerodrome air traffic services’ and add rule requirement that the holder of an aerodrome operating certificate must ensure provision of service and appropriate coordination by written agreement with the holder of an air traffic service organization certificate under Part 172 of any aerodrome control service or aerodrome flight information service.

Subpart F – The current UNICOM and AWIB rule parts within Subpart F are co-mingled and difficult to follow. These rule parts will be reformatted to have specific sections for each subject area making it easier to read and understand. The technical content will remain unchanged.

Miscellaneous addition to the rule:

Under Subpart C – Operating Requirements;

139.111 Rescue and firefighting – operational requirements;

Communication and alerting systems (ICAO Annex 14 Recommendation 9.2.31); Add rule requirement for aerodrome operators to install a discrete communications system linking a fire station with the control tower, and any other fire station on the aerodrome and the rescue and fire fighting vehicles. This rule requirement is intended to satisfy the TAIC Report 06-009: B767-319, ZK-NCK, fuel leak and engine fire – final safety recommendation.

4.6 Provision of ATS at Aerodromes (6/ISS/43)

Air traffic service at uncertificated aerodromes (8/ISS/39)

A CAA Policy Paper was issued August 2005 titled “The Provision of Air Traffic Services at Aerodromes.” This policy states that the Director must have the regulatory authority to ensure that an appropriate level of ATS service be provided where an unacceptable level of risk has been identified at an aerodrome. To give effect to this policy and to address the corresponding issues relative to the Civil Aviation Act of 1990 the following changes and additions are proposed to the rule:

- a) If aircraft movements at a non-certificated aerodrome reach the minimum threshold for provision of ATS and the aerodrome chooses to continue to operate, the aerodrome will be required to become certificated;
- b) The aerodrome operator will be responsible for ensuring the provision of ATS at that aerodrome in accordance with the established thresholds;
- c) The approval specifications for the aerodrome will specify the arrangements for the provision of the required level of ATS and its ongoing monitoring;
- d) All aerodrome operators will be required to monitor operations and do an aeronautical study when a “significant change” in operations is identified;
- e) All aerodrome operators have the option of initiating an aeronautical study to determine the levels of risk at that

- aerodrome and identify possible alternatives to the provision of ATS;
- f) All non-certificated aerodromes published in the AIPNZ with aircraft movements above a specified minimum threshold must collect and report traffic movement data on a monthly basis and report quarterly to the Director.

Thresholds for the provision of ATS at aerodromes will be published in the Appendix to the Rule and an Advisory Circular and based on levels and types of aircraft movements.

A combination of rules and advisory material will be implemented to provide a regulatory structure for the provision of ATS that is consistent with the existing scheme of allocating responsibilities to the appropriate participants in the civil aviation system.

4.7 Protection of ATS facility operations (8/ISS/04)

Amendment of the rule title and minor rule wording changes to rule 139.121(1) 'Protection of navigation aids' is required to ensure aerodrome operators consult with aeronautical telecommunication service, and air traffic service providers to prevent any construction or activity that could have an adverse affect on Part 171 & 172 facilities. This would include but be not limited to facility visibility, interference with radios, navigation aids, noise, and glare & reflection that could affect a unit both on the aerodrome and to the maximum extent practicable, off the aerodrome.

In addition, aerodrome operators must be required to participate in the local and regional council district development planning process to ensure protection of both types of facility operations, and aerodrome obstacle limitation surfaces.

Note: There is a reverse requirement in rule 172.57(b)(2) imposed on the holders of an ATS certificate to ensure that ATS units are safeguarded from any development.

4.8 Runway friction coefficients (8/ISS/28)

Runway surface friction characteristics (8/ISS/38)

Skid Resistant Runway Surfaces (8/ISS/42)

A combination of amendments to ‘Rule 139.103 Aerodrome maintenance’ and advisory material will provide the regulatory structure required to address the three interrelated issues;

Friction Testing:

An aerodrome operator must have a program in place to maintain the surface of paved runways in a condition that provides good surface friction characteristics and low rolling resistance.

Advisory Circular 139-13 Aerodrome maintenance: Runway surface friction characteristics and friction testing address the issue by providing guidance material and information on runway friction testing requirements including procedures for undertaking runway surface friction assessments

Condition Assessment:

An aerodrome operator must measure and provide real-time surface condition reporting when a runway is contaminated using standardized reporting methods.

Currently contaminated runways are assessed and the surface conditions reported in accordance with Advisory Circular AC139-3 Chapter 5 and Chapter 7.

4.9 CAR 139.57, .59, .61 ICAO Differences (6/ISS/49)

CAR 139.57 – A recommendation exists for aerodrome emergency planning to include the availability and provision of suitable specialist rescue and fire fighting services such as rescue in water and in difficult terrain.

A rule amendment is not recommended. Advisory Circular AC139-14 provides guidance material for airport operators to establish specialist rescue and fire fighting services.

CAR 139.59 – Amendment 1 to ICAO Annex 14, 2nd Edition, Volume 1, which became applicable on 9 November 1995, introduced a new

aerodrome rescue firefighting category 10 to cover aircraft with overall lengths greater than 76 metres and having a maximum fuselage width of 8 metres.

Propose addition to rule part 139.59 of Category 10 to Table 1. ‘Aerodrome category for rescue and firefighting’.

CAR 139.61 – The use of complementary agents in aerodrome rescue firefighting such as halon and carbon dioxide are being discouraged due to the impact on global warming.

The use of these agents is also restricted by the provisions of the Ozone Layer Protection Act 1996.

Propose removal of Halons from rule part 139.61 of columns 5 and 6 from Table 2. ‘Minimum usable amounts of extinguishing agents’.

4.10 Rescue Fire (8/ISS/22)

ICAO State Letter AN 4/1.2.23-09/30, dated April 2009 did not adopt the change in language regarding the remission factor proposed in State Letter AN 4/1.150-07/54 dated August 20th, 2007. The proposed change would have required aerodromes to provide full category RFS regardless of the number of movements.

Therefore, there is no longer any risk of non-compliance with Annex 14 regarding this Issue. This Issue will no longer be within the scope of the Part 139 Review project and the associated rule will remain unchanged.

5. Legislative Analysis

5.1 Power to Make Rules

The Minister may make ordinary rules under sections 28, 29, 29A, 29B and 30 of the Civil Aviation Act 1990, for various purposes including implementing New Zealand’s obligations under the Convention, assisting aviation safety and security, and any matter contemplated under the Act.

These proposed rules are to be made by the Minister pursuant to the following —

(a) Section 28(1)(a) which provides for the implementation of New Zealand's obligations under the Convention:

(b) Section 28(1)(c) which provides for assisting aviation safety and security, including (but not limited to) personal security:

(c) Section 29(b) which provides for the making of rules for the use of aerodromes and other aviation related facilities, including but not limited to the following:

(ii) The prevention of interference with aerodromes and other aviation related facilities:

(d) section 29(c) which provides for the making of general operating rules, air traffic rules, and flight rules, including but not limited to the following:

(i) the conditions under which aircraft may be used or operated, or under which any act may be performed in or from an aircraft:

(ii) the prevention of aircraft endangering persons or property.

(e) Section 30(a) which provides for the Minister to make rules for the designation, classification, and certification of:

(viii) air traffic services:

(ix) Aerodrome and aerodrome operators:

(xvii) any other person who provides services in the civil aviation system, and any aircraft, aeronautical products, aviation related services, facilities, and equipment operated in support of the civil aviation, system, or classes of such persons, aircraft, aeronautical products, aviation related services, facilities, and equipment operated in support of the civil aviation system:

(f) Section 30(b) which provides for the Minister to make rules for the setting of standards, specifications, restrictions, and licensing requirements for all or any of those persons or things specified in paragraph (a) of this section, including but not limited to the following:

(i) the specification of the limitations, privileges and ratings associated with licenses or other forms of approval:

(vii) the format of aviation documents, forms, and applications, including the specification of information required on all application forms for aviation documents:

(viii) the provision of information to the Authority or the Director by applicants for or holders of aviation documents:

5.2 Matters to be taken into account

The development of this NPRM and the proposed rule changes take into account the matters under section 33 of the Act that the Minister must take into account when making ordinary rules including the following:

ICAO Standards and Recommended Practices

Pursuant to section 33(1) of the Act, the proposed rules are not inconsistent with the ICAO requirements of Annex 14 - *Aerodromes, Volume 1 (Aerodrome Design and Operations)* regarding the minimum standards prescribed internationally for aerodrome operators.

In accordance with the ICAO USOAP recommendations relating to Rule Part 139 presented in March 2006, the CAA agreed to address the following specific issues raised in findings AGA/03, AGA/05, AGA/07, and AGA/09 to achieve greater compliance with the Annex:

- Incorporate requirements that ensure aerodrome operators report and establish minimum friction levels for slippery runway conditions when wet and when aerodrome surfaces are covered with snow (AGA/03).
- Incorporate requirements that ensure aerodrome operators establish procedures for the timely removal of snow (AGA/03).

- Incorporate requirements that ensure aerodrome operators integrate their surface movement guidance and control system (SMGCS) into a runway incursion and collision avoidance strategy (AGA/05).
- Review and revise as necessary to ensure that signage requirements are aligned with the Annex 14 provisions (AGA/05).
- Amend rule to require aerodrome operators to monitor and review any planning resource consent applications related to land use within the vicinity of the aerodrome and respond accordingly within the provisions of the Resource Management Act (AGA/07).
- Incorporate requirements that mandate the implementation of safety management systems at aerodromes (AGA/09).

Assisting Economic Development

The proposed rule amendments are not expected to have a negative impact on economic development. However, compliance costs will be incurred by owners of aerodromes not currently required to be certificated.

Assisting Safety and Personal Security

The proposed rule aims to enhance safety and security by requiring certification at aerodromes used for ‘scheduled’ air transport operations (ATOs) serving aircraft with a certified seating capacity of 30 or less passengers.

Certification means that an airport holds a document issued by the CAA that confirms it meets minimum safety standards. Certification is subject to initial entry into the aviation sector, and regular inspections by the CAA.

Improving Access and Mobility

The proposed rule amendments will have no effect on access and mobility.

Protecting and Promoting Public Health

The proposed rule amendments will have no effect on protecting or promoting public health.

Ensuring Environmental Sustainability

The proposed rule amendments include removing the use of complementary agents in aerodrome rescue firefighting such as halon and carbon dioxide due to the impact on global warming and effect on environmental sustainability.

The use of these agents is also restricted by the provisions of the Ozone Layer Protection Act 1996.

5.3 Incorporation by reference

No documents are incorporated by reference in this proposed rule amendment.

5.4 Civil Aviation (Offences) Regulations

Schedule 1 of the Civil Aviation (Offences) Regulations is made by the Governor General pursuant to section 100 of the Civil Aviation Act 1990 and contains a list of summary and infringement penalties associated with offences against various civil aviation rules.

The proposed rule will require amendment to the Offences Regulations as listed in the appendix.

6. Submissions on the NPRM

6.1 Submissions are invited

This proposal has been developed in conjunction with regulatory bodies, and industry organizations and individuals. Interested persons are invited to participate in the making of the proposed rules by submitting written data, views, or comments. All submissions will be considered before final action on the proposed rule making is taken. If there is a need to make any significant change to the rule requirements in this proposal as a result of the submissions received, then interested persons may be invited to make further submissions.

6.2 Examination of Submissions

All submissions will be available in the rules docket for examination by interested persons both before and after the closing date for submissions. A

consultation summary will be published on the CAA web site and provided to each person who submits a written submission on this NPRM.

Submissions may be examined by application to the Docket Clerk at the Civil Aviation Authority, Level 15, Asteron Centre, 55 Featherston Street, Wellington 6011 between 8:30 am and 4:30 pm on weekdays, except statutory holidays.

6.3 Official Information Act

Submitters should note that subject to the Official Information Act 1982 any information attached to submissions will become part of the docket file and will be available to the public for examination at Aviation House.

Submitters should state clearly if there is any information in their submission that is commercially sensitive or for some other reason the submitter does not want the information to be released to other interested parties.

6.4 How to make a submission

A pre-prepared response sheet is available on the CAA web site at <http://www.caa.govt.nz/rules/nprms.htm> to assist with submissions.

Submissions may be sent by the following methods:

by mail: Docket Clerk (NPRM 11-02)
Civil Aviation Authority
PO Box 3555
Wellington 6140
New Zealand

delivered: Docket Clerk (NPRM 11-02)
Civil Aviation Authority
Level 15, Asteron Centre
55 Featherston Street
Wellington 6011

fax: Docket Clerk (NPRM 11-02)
Docket Clerk, +64-4-560 9481

e-mail: docket@caa.govt.nz and marked NPRM 11-02

6.5 Final date for submissions

Comments must be received no later than 18 May 2012.

6.6 Availability of the NPRM:

Any person may obtain a copy of this NPRM from–

CAA web site: www.caa.govt.nz;

or from:

Docket Clerk
Civil Aviation Authority,
Level 15, Asteron Centre

55 Featherston Street
Wellington 6011

PO Box 3555
Wellington 6140
New Zealand

Tel: +64 4 560 9400 (quoting NPRM 11-02)
Fax: +64 4 569 2024

6.7 Further information

For further information contact:

Michael Shouse, Rules Project Specialist,

Email: Michael.Shouse@caa.govt.nz

Part 139 Aerodromes – Certification and Operation

Subpart A — General

139.1 Purpose

This part prescribes—

- (1) rules governing the certification and operation of aerodromes; and
- (2) rules for security at certificated aerodromes; and
- (3) rules for providing and operating UNICOM services and AWIB services.

139.5 Requirement for certificate

(a) A person must not operate an aerodrome serving any aeroplane engaged in scheduled air transport operations for the carriage of passengers to or from New Zealand except under the authority of a level 1 aerodrome operating certificate issued by the Director under the Act and in accordance with this Part for that aerodrome.

(b) A person must not operate an aerodrome serving an aeroplane having a certificated seating capacity of more than 9 passengers that is engaged in scheduled air transport operations for the carriage of passengers except under the authority of a level 1 or a level 2 aerodrome operating certificate issued by the Director under the Act and in accordance with this Part for that aerodrome.

(c) A person must not operate an aerodrome that has 40,000 or more aircraft movements per annum for 3 consecutive years, or 7,500 or more IFR movements per annum for 3 consecutive years except under the authority of a level 1, a level 2, or a level 3 aerodrome operating certificate issued by the Director under the Act and in accordance with this Part for that aerodrome.

(d) A person operating an aerodrome who is not required to hold an aerodrome operating certificate under paragraphs (a), (b), or (c) may apply for—

- (1) a level 2 aerodrome operating certificate issued by the Director under the Act and in accordance with this Part for that aerodrome if the aerodrome services aircraft engaged in air transport operations; or
- (2) a level 3 aerodrome operating certificate issued by the Director under the Act and in accordance with this Part for that aerodrome if the aerodrome services aircraft that are not engaged in air transport operations

139.7 Application for certificate

An applicant for the grant of an aerodrome operating certificate must complete form CAA 24139/01 and submit it to the Director with—

- (1) the exposition required by 139.91; and
- (2) a payment of the appropriate application fee prescribed by regulations made under the Act; and
- (3) a plan of the aerodrome and its facilities certified by a registered surveyor; and
- (4) evidence of lawful entitlement to use the place as an aerodrome.

139.9 Issue of certificate

An aerodrome operating certificate may be issued by the Director under the Act and this Part if the Director is satisfied that—

- (1) the applicant meets the requirements of Subpart B; and
- (2) the applicant, and the applicant's senior person or persons required by rules 139.51(a)(1) and (2) are fit and proper persons; and
- (3) the granting of the certificate is not contrary to the interests of aviation safety.

139.11 Duration of certificate

(a) An aerodrome operating certificate may be granted or re-issued for a period of up to 5 years.

(b) An aerodrome operating certificate remains in force until it expires or is suspended or revoked.

139.13 Re-issue of certificate

(a) An application for the re-issue of an aerodrome operating certificate must be made on form CAA 24139/01.

(b) The application must be submitted to the Director before the application re-issue date specified in the certificate or, if no such date is specified, not less than 90 days before the certificate expires.

139.15 Non-certificated aerodrome requirements

(a) A person operating an aerodrome that is published in the AIPNZ and is not operated under the authority of an aerodrome operating certificate must—

(1) comply with—

(i) rule 139.53(a) regarding aerodrome design requirements; and

(ii) rule 139.55 regarding aerodrome limitations; and

(iii) rule 139.71(a) regarding public protection; and

(iv) 139.75 regarding notification of aerodrome data and information; and

(2) provide the Director with an annual report of traffic movement data for the aerodrome; and

(3) when requested in writing by the Director, complete an aeronautical study for the aerodrome.

(b) A person operating an aerodrome that is not published in the AIPNZ and is not operated under the authority of an aerodrome operating certificate must—

(1) when requested in writing by the Director, collect and report traffic movement data for the aerodrome; and

(2) when requested in writing by the Director, complete an aeronautical study for the aerodrome

Subpart B — Certification Requirements

139.51 Personnel requirements

(a) An applicant for the grant of an aerodrome operating certificate must engage, employ or contract—

- (1) a senior person identified as the chief executive who must—
 - (i) have the authority within the applicant's organisation to ensure that all activities undertaken by the organisation can be financed and carried out in accordance with the requirements and standards prescribed by this Part; and
 - (ii) be responsible for ensuring that the organisation complies with the requirements and standards prescribed by this Part; and
- (2) a senior person designated as the Airport Manager or group of senior persons who are responsible for ensuring that the aerodrome and its operation comply with the requirements of Subparts A, B, C, and D. Such nominated person or persons must be ultimately responsible to the Chief Executive; and
- (3) sufficient personnel to operate and maintain the aerodrome and its services and facilities in accordance with the requirements of Subparts A, B, C, and D.

(b) An applicant for the grant of an aerodrome operating certificate must establish a procedure for initially assessing and for maintaining the competence of personnel required to operate and maintain the aerodrome and its services and facilities.

139.53 Aerodrome design requirements

(a) An applicant for the grant of an aerodrome operating certificate must ensure that the physical characteristics of the aerodrome; the obstacle limitation surfaces; the visual aids for navigation and for denoting obstacles and restricted areas; and the equipment and installations for the aerodrome are commensurate with—

- (1) the characteristics of the aircraft that the aerodrome is intended to serve; and
 - (2) the lowest meteorological minima intended for each runway; and
 - (3) the ambient light conditions intended for the operation of aircraft on each runway.
- (b) The physical characteristics, obstacle limitation surfaces, visual aids, equipment and installations, provided at the aerodrome must be in accordance with the applicable standards in Appendices C to I.
- (c) An applicant for the grant of an aerodrome operating certificate must ensure that a runway end safety area that complies with the physical characteristics specified in Appendix A is provided at each end of a runway at the aerodrome if—
- (1) the runway is used for scheduled air transport operations for the carriage of passengers to or from New Zealand; or
 - (2) the aerodrome operating certificate is first issued after 12 October 2006 and the runway is used for scheduled air transport operations by aeroplanes that have a seating configuration of more than 30 seats excluding any required crew member seat; or
 - (3) the runway is commissioned after 12 October 2006 to be used for scheduled air transport operations for the carriage of passengers by aeroplanes that have a seating configuration of more than 30 seats excluding any required crew member seat; or
 - (4) the runway is used for scheduled air transport operations for the carriage of passengers by aeroplanes that have a seating configuration of more than 30 seats excluding any required crew member seat and—
 - (i) either the landing distance available or the length of the runway strip is extended to a distance or length that is more than 15 metres greater than the respective distance or length that was published for the runway immediately before 12 October 2006; or
 - (ii) the runway is upgraded to an instrument runway after 12 October 2006.

139.55 Aerodrome limitations

An applicant for the grant of an aerodrome operating certificate must, when necessary for the safety of aircraft operations at the aerodrome, establish appropriate limitations on the use of the aerodrome that arise from the aerodrome design or the facilities or services provided at the aerodrome.

139.57 Aerodrome emergency plan

(a) An applicant for the grant of an aerodrome operating certificate must establish and maintain an aerodrome emergency plan that is designed to minimise the possibility and extent of personal injury and property damage at, or in the vicinity of, the aerodrome in an emergency.

(b) The aerodrome emergency plan required by paragraph (a) must include—

- (1) details of the types of emergencies planned for; and
- (2) procedures for prompt response to the emergencies planned for; and
- (3) sufficient detail to provide adequate guidance to each person who must carry out the plan; and
- (4) details of the agencies involved in the plan and the responsibility and role of each agency; and
- (5) for a level 1 aerodrome operating certificate, provision for an adequately equipped emergency operations centre and command post for each type of emergency; and
- (6) a description of the equipment that is available for implementing the emergency plan including medical equipment, and details of the location of the equipment; and
- (7) information on names and telephone numbers of offices and persons to be contacted in the case of a particular emergency; and
- (8) a grid map of the aerodrome and its immediate vicinity; and

- (9) procedures to maintain the aerodrome emergency plan in accordance with rule 139.103.
- (c) The applicant must—
- (1) to the extent practicable, provide for participation by all agencies and personnel specified in paragraph (c)(1) in the development of the aerodrome emergency plan.

139.59 Rescue and firefighting – category determination

(a) Except as provided in paragraph (b), an applicant for the grant of a level 1 aerodrome operating certificate must determine the rescue and firefighting category of the aerodrome as specified in Table 1 according to the largest aeroplane type regularly using the aerodrome.

Table 1. Aerodrome category for rescue and firefighting.

Aerodrome category ¹	Aeroplane over-all length ²	Maximum fuselage width ³
1	0 up to but not including 9 m	2 m
2	9 m up to but not including 12 m	2 m
3	12 m up to but not including 18 m	3 m
4	18 m up to but not including 24 m	4 m
5	24 m up to but not including 28 m	4 m
6	28 m up to but not including 39 m	5 m
7	39 m up to but not including 49 m	5 m
8	49 m up to but not including 61 m	7 m
9	61 m up to but not including 76 m	7 m
10	76 m up to but not including 90 m	8 m

- (1) *To categorise the aerodrome according to the largest aeroplane type regularly using the aerodrome, first evaluate the over-all length and, second, the fuselage width of the aeroplane.*

- (2) *If, after selecting the category appropriate to the over-all length of the aeroplane and the fuselage width of the aeroplane is greater than the maximum width in column (3) for that category, then the aerodrome category for that aeroplane size is actually one category higher.*
- (3) *Length and width are shown in metres.*
- (b) The aerodrome category determined under paragraph (a) may be reduced by 1 category if the number of aeroplane movements at the aerodrome of those aeroplanes used to determine the aerodrome category under paragraph (a) are less than 700 movements in the busiest consecutive 3 months of the year.
- (c) An applicant for the grant of a level 2 aerodrome operating certificate must determine the rescue and firefighting category of the aerodrome as follows:
- (1) if the aerodrome serves any turbojet or turbofan aeroplanes with a certified seating capacity of more than 30 passengers the aerodrome category must be determined as specified in Table 1 according to the largest aeroplane type regularly using the aerodrome and the aerodrome category may be reduced by 2 categories but in any case must not be less than category 4:
 - (2) if the aerodrome does not serve any turbojet or turbofan aeroplanes of the kind specified in paragraph (c)(1), but serves non-turbojet or non-turbofan aeroplanes with a certified seating capacity of more than 30 passengers and has more than 700 aeroplane movements of such aeroplanes in the busiest consecutive 3 months of the year, the aerodrome category must be at least category 3.

139.61 Rescue and firefighting – extinguishing agents

An applicant for the grant of a level 1 or a level 2 aerodrome operating certificate must have the minimum extinguishing agents required for the aerodrome category determined under rule 139.59, as specified in Table 2.

Table 2. Minimum usable amounts of extinguishing agents

Aerodrome category	Foam meeting performance level B		
	Water	Discharge rate foam solution/minute	Dry chemical powders
	(L)	(L)	(kg)
(1)	(2)	(3)	(4)
1	230	230	45
2	670	550	90
3	1200	900	135
4	2400	1800	135
5	5400	3000	180
6	7900	4000	225
7	12100	5300	225
8	18200	7200	450
9	24300	9000	450
10	32300	11200	450

Volume units are litres and mass units are kilograms

139.63 Rescue and firefighting – vehicles

(a) Subject to paragraphs (b) and (d), an applicant for the grant of a level 1 or a level 2 aerodrome operating certificate must have the minimum rescue and firefighting vehicles for the aerodrome category determined under rule 139.59, as specified in Table 3.

Table 3. Minimum rescue and firefighting vehicles

Aerodrome category	Rescue and firefighting vehicles
1	1
2	1
3	1
4	1
5	1
6	2
7	2
8	3
9	3
10	3

(b) Subject to paragraph (c), each vehicle required by paragraph (a) must be equipped for 2-way voice radio communications with at least—

- (1) every other required rescue and firefighting vehicle required for the aerodrome; and
- (2) the aerodrome control service or aerodrome flight information service serving the aerodrome; and
- (3) other stations as specified in the applicant's aerodrome emergency plan.

(c) Where only 1 vehicle is required by paragraph (a) and there is no aerodrome control service or aerodrome flight information service serving the aerodrome and the aerodrome emergency plan does not provide for contact with other stations, the vehicle does not need to be equipped for 2-way voice radio communications.

- (d) Each vehicle required by paragraph (a) must—
- (1) have a flashing or rotating beacon; and
 - (2) be marked in a single conspicuous colour of red or yellowish green.

139.65 Rescue and firefighting – personnel requirements

An applicant for the grant of a Level 1 or a Level 2 aerodrome operating certificate must establish a procedure for ensuring that all rescue and firefighting personnel at the aerodrome are—

- (1) equipped with adequate protective clothing and rescue equipment needed to do their duties; and
- (2) trained, are medically and physically fit, and are competent in the use of the rescue and firefighting equipment; and
- (3) receive recurrent training and regular practices to maintain their competency; and
- (4) sufficient in number and are readily available to operate the rescue and firefighting vehicle or vehicles and the equipment at maximum capacity; and
- (5) alerted by siren, alarm, or other means to any existing or impending emergency requiring their assistance.

139.67 Rescue and firefighting – response capability

An applicant for the grant of a level 1 or a level 2 aerodrome operating certificate must, when required by the Director, demonstrate the following rescue and fire fighting response capability in optimum conditions of visibility and surface conditions:

- (1) within 3 minutes of the initial call, the rescue and firefighting vehicles and personnel needed to discharge foam at a rate of at least 50 % of the discharge rate required by rule 139.61 Table 2 for the aerodrome category must reach the furthest point of the movement area from their assigned posts and be in position at that point to apply that amount of foam:

- (2) any vehicles, other than the first responding vehicle(s), required to deliver the amounts of extinguishing agents required by rule 139.61 as specified in Table 2 for the aerodrome category must ensure continuous agent application and must arrive not more than 4 minutes after the initial call.

139.69 Rescue and firefighting – communication and alerting system

An applicant for the grant of a level 1 or a level 2 aerodrome operating certificate must provide a discrete communication system linking a fire station with the control tower, any other fire station on the aerodrome and the rescue and fire fighting vehicles.

139.71 Public protection

(a) An applicant for the grant of an aerodrome operating certificate must provide at their aerodrome—

- (1) safeguards for preventing inadvertent entry of animals to the movement area, and safeguards for deterring the entry of unauthorised persons or vehicles to the aerodrome operational area; and
- (2) reasonable protection of persons and property from aircraft blast.

(b) The safeguards required by paragraph (a)(1) must—

- (1) in areas adjacent to the aerodrome operational area to which the public has direct vehicle or pedestrian access—
 - (i) be continuous barriers that may include existing structures, gates and doors with secured or controlled access; and
 - (ii) be at least 1200 millimetres in height; and
- (2) in other areas, be of a construction and height appropriate to prevent incursion by animals likely to endanger aircraft operations.

139.73 Wildlife hazard management

An applicant for the grant of an aerodrome operating certificate must, where any wildlife presents a hazard to aircraft operations at their aerodrome, establish an environmental management programme for minimising or eliminating the wildlife hazard.

139.75 Notification of aerodrome data and information

An applicant for the grant of an aerodrome operating certificate must establish a procedure for notifying the Aeronautical Information Service—

- (1) of the aerodrome data and information; and
- (2) of any limitation established under rule 139.55 on the use of the aerodrome; and
- (3) as soon as practicable, of any change that affects the use of the aerodrome.

139.77 Movement data reporting

An applicant for the grant of an aerodrome operating certificate must establish procedures for collecting and reporting traffic movement data at the aerodrome on a monthly basis and report that movement data quarterly to the Director.

139.79 Aerodrome maintenance

(a) An applicant for the grant of an aerodrome operating certificate must establish a maintenance programme, including preventive maintenance where appropriate, for maintaining the aerodrome facilities in a condition that does not impair the safety, security, regularity or efficiency of aircraft operations.

(b) The maintenance programme required by paragraph (a) must provide for—

- (1) the surface of paved manoeuvring areas to be kept clear of any loose stones or other objects that might endanger aircraft operations; and

- (2) the surface of paved runways to be maintained in a condition that provides good surface friction characteristics and low rolling resistance for aircraft; and
- (3) the measurement and provision of real-time surface condition reporting when a runway is contaminated using standardized reporting methods.

139.81 Aerodrome inspection programme

An applicant for the grant of an aerodrome operating certificate must—

- (1) establish an aerodrome inspection programme for ensuring that the aerodrome and its facilities are maintained in accordance with the requirements and standards of this Part; and
- (2) provide appropriate equipment for use in conducting the aerodrome inspections in accordance with the programme required by paragraph (1); and
- (3) establish procedures for ensuring that qualified personnel perform the aerodrome inspections in accordance with the programme required by paragraph (1); and
- (4) establish a reporting system for ensuring prompt correction of an unsafe aerodrome condition that is noted during an aerodrome inspection.

139.83 Visual aids for navigation –maintenance and checking

(a) An applicant for the grant of an aerodrome operating certificate must establish a maintenance programme for the visual aids to navigation that are installed on the aerodrome.

(b) The maintenance programme required by paragraph (a) must include—

- (1) procedures for ensuring that each visual aid for navigation continues to provide reliable and accurate guidance information to the user in accordance with the applicable standards prescribed in this Part; and

- (2) details on the number of lights that may be allowed to be unserviceable in each lighting system to ensure continuity of guidance to the user; and
- (3) procedures for restoring any unserviceable or deteriorated item back into service without undue delay.

139.85 Works on aerodrome

An applicant for the grant of an aerodrome operating certificate must establish procedures, including precautions to be taken, for ensuring that any works carried out on the aerodrome do not endanger aircraft operations.

139.87 Ground vehicles

(a) An applicant for the grant of an aerodrome operating certificate must establish procedures for limiting and controlling access of ground vehicles to the operational area of the aerodrome.

(b) Under the procedures required by paragraph (a), ground vehicle access to the operational area of the aerodrome must be limited to those vehicles that are necessary for the operation of the aerodrome and the operation of aircraft.

(c) When an aerodrome control service is in operation for the aerodrome, the procedures required by paragraph (a) must—

- (1) provide for the safe and orderly access to, and operation on the operational area of ground vehicles; and
- (2) require each ground vehicle operating on the operational area of the aerodrome to be controlled by—
 - (i) two-way radio communications between the vehicle and the aerodrome control service; or
 - (ii) if the vehicle does not have radio communications, an accompanying escort vehicle that has two-way radio communications with the aerodrome control service; or
 - (iii) if it is not practical to have two-way radio communications or an escort vehicle, by adequate measures such as signs, signals or guards for controlling the vehicle.

(d) When an aerodrome control service is not in operation for the aerodrome the procedures required by paragraph (a) must provide for ground vehicles operating on the operational area of the aerodrome to be controlled by signs or prearranged signals.

(e) The procedures required by paragraph (a) must ensure that each employee, tenant, or contractor who operates a ground vehicle on any portion of the aerodrome which has access to the operational area of the aerodrome is familiar with, and complies with, the procedures established by the certificate holder for the operation of ground vehicles on the aerodrome.

139.89 Unsafe conditions

An applicant for an aerodrome operating certificate must establish procedures for ensuring that aircraft operations are restricted, or if necessary prohibited, on any part of the aerodrome where an unsafe condition may exist.

139.91 Documentation

An applicant for the grant of an aerodrome operating certificate must—

- (1) hold copies of relevant documents necessary for the provision and operation of the aerodrome and the associated services and facilities; and
- (2) establish a procedure for controlling the documents required under paragraph (1) to ensure that—
 - (i) current issues of relevant documents are available to personnel at each location where personnel need access to the documentation; and
 - (ii) every obsolete document is promptly removed from every point of issue; and
 - (iii) the current version of each item of documentation can be identified to prevent the use of superseded material.

139.93 Aerodrome internal quality assurance

(a) An applicant for the grant of an aerodrome operating certificate must establish an internal quality assurance system for ensuring compliance with, and the adequacy of, the procedures required by this Part.

(b) The internal quality assurance system must include—

- (1) a safety policy and safety policy procedures, including the procedure for occurrence investigations conducted under Part 12; and
- (2) a procedure for ensuring quality indicators, including defect and incident reports, and personnel and customer feedback, are monitored to identify existing problems or potential causes of problems within the system; and
- (3) a procedure for corrective action ensuring existing problems that have been identified within the system are corrected; and
- (4) a procedure for preventive action ensuring that potential causes of problems that have been identified within the system are remedied; and
- (5) an internal audit programme for auditing the applicant's organisation for conformity with the procedures in its exposition and achievement of the goals set in its safety policy; and
- (6) management review procedures that may, where appropriate, include the use of statistical analysis, for ensuring the continuing suitability and effectiveness of the internal quality assurance system in satisfying the requirements of this Part.

(c) The senior person who has the responsibility for internal quality assurance must have direct access to the chief executive on matters affecting the safety of aircraft operations and the performance of the aerodrome services and facilities.

139.95 Aerodrome exposition

(a) An applicant for the grant of an aerodrome operating certificate must provide the Director with an exposition which must contain—

- (1) a statement signed by the chief executive, on behalf of the applicant's organisation, confirming that the exposition and any included manuals—
 - (i) define the organisation and demonstrate its means and methods for ensuring ongoing compliance with this Part; and
 - (ii) is to be complied with at all times; and
- (2) the titles and names of the senior person or persons required by rules 139.51(a)(1) and (2); and
- (3) the duties and responsibilities of the senior person or persons specified in paragraph (a)(2) including matters for which they have responsibility to deal directly with the Director or the Authority on behalf of the organisation; and
- (4) an organisation chart showing lines of responsibility of the senior person or persons specified in paragraph (a)(2); and
- (5) details of any limitations on the use of the aerodrome established under rule 139.55; and
- (6) details of each current exemption granted to the applicant from any requirement prescribed in Subparts A, B, C, or D; and
- (7) details of the aerodrome emergency plan required by rule 139.57; and
- (8) a statement of the rescue and firefighting category determined under rule 139.59 with a description of the extinguishing agents, vehicles and discrete communication system required by rules 139.61, 139.63 and 139.69 respectively, details of the procedure and personnel required by rule 139.65, and details of the procedures required by rules 139.105(d)(1) and (2); and

- (9) a description of the safeguards for public protection required by rule 139.71; and
- (10) details of the environmental management programme when required by rule 139.73; and
- (11) details of the procedures required by rule 139.75 for the notification of aerodrome data and information; and
- (12) details of the procedures required by rule 139.77 for the collection and reporting of traffic movement data: and
- (13) details of the aerodrome maintenance programme required by rule 139.79; and
- (14) details of the aerodrome inspection programme, procedures and reporting system required by rule 139.81; and
- (15) details of the procedures required by rule 139.83 for the preventive maintenance and checking of the aerodrome visual aids for navigation; and
- (16) details of the procedures and precautions required by rule 139.85 for any works on the aerodrome; and
- (17) the procedures required by rule 139.87 for the control of ground vehicles; and
- (18) the procedures required by rule 139.89 for limiting aircraft operations if an unsafe aerodrome condition occurs; and
- (19) details of the procedures required by rule 139.91 for management and control of documents necessary for the provision and operation of the aerodrome; and
- (20) details of the internal quality assurance procedures required by rule 139.93; and
- (21) a description of measures taken to comply with the security requirements in Subpart D, including details of the security awareness programme and the procedures required by rule 139.201(d)(8) and (9); and

- (22) procedures for controlling, amending and distributing the exposition.

(b) The exposition required by paragraph (a) must remain acceptable to the Director.

Subpart C — Operating Requirements

139.101 Continued compliance

A holder of an aerodrome operating certificate must—

- (1) hold at least 1 complete and current copy of the aerodrome exposition required by rule 139.91 on the aerodrome; and
- (2) comply with all procedures, plans, systems and programmes detailed in the exposition; and
- (3) make each applicable part of the exposition available to personnel who require those parts to carry out their duties; and
- (4) continue to meet the standards and comply with the requirements of Subpart B prescribed for aerodrome certification under this Part; and
- (5) notify the Director of any change of address for service, telephone number, or facsimile number required by form CAA 24139/01 within 28 days of the change.

139.103 Aerodrome emergency plan –maintenance

A holder of an aerodrome operating certificate must—

- (1) ensure that all aerodrome personnel having duties and aerodrome emergency responsibilities under the holder's aerodrome emergency plan required by rule 139.57 are familiar with their assignments and are properly trained; and
- (2) test the aerodrome emergency plan required by rule 139.57 by conducting—
 - (i) a full-scale aerodrome emergency exercise at intervals not exceeding 2 years; and

- (ii) special emergency exercises in the intervening year to ensure that any deficiencies found during the full-scale aerodrome emergency exercise have been corrected; and
- (3) review the plan after each of the exercises specified in subparagraph (2) or after an actual emergency, to correct any deficiency found; and
- (4) co-ordinate its aerodrome emergency plan required by rule 139.57 with law enforcement agencies, security providers, rescue and firefighting agencies, medical personnel and organisations, the principal tenants of the aerodrome, and all other persons who have responsibilities in the plan.

139.105 Rescue and firefighting – operational requirements

(a) Except as provided in paragraph (c), the holder of a level 1 or a level 2 aerodrome operating certificate must provide on the aerodrome, during operations by aeroplanes having a certified seating capacity of more than 30 passengers that are engaged in scheduled air transport operations for the carriage of passengers, the rescue and firefighting capability meeting the minimum requirements of rules 139.61 and 139.63.

(b) Except as provided in paragraph (c), if an increase in the movements or a change in the type of air transport aeroplanes using the aerodrome results in an increase in the rescue and firefighting category of the aerodrome applying under rule 139.59, the certificate holder must increase the rescue and firefighting capability to the minimum required for that higher category under rules 139.61 and 139.63.

(c) Subject to paragraph (d), during any period of operations when the use of the aerodrome is limited to aeroplanes having a lower specification than that normally applicable under rule 139.59, the certificate holder may reduce the rescue and firefighting capability to a lower level required for the aerodrome category corresponding to the highest specification aeroplane regularly using the aerodrome provided:

- (1) procedures for, and the persons having the authority to implement, the reductions must be included in the exposition required by rule 139.91:

- (2) procedures for recall of the full aerodrome rescue and firefighting capability must be included in the exposition required by rule 139.91:
- (d) Any reduction in the rescue and firefighting capability under paragraph (c) must not be implemented until the information is promulgated by the Aeronautical Information Service for appropriate publication.
- (e) The holder of a level 1 or a level 2 aerodrome operating certificate must employ a system of preventive maintenance of their rescue and firefighting vehicle or vehicles to ensure effectiveness of the equipment and compliance with the required response time throughout the life of each vehicle.
- (f) The holder of a level 1 or a level 2 aerodrome operating certificate must immediately replace any required rescue and firefighting vehicle that becomes inoperative to the extent that the certificate holder cannot meet the response capability required by rule 139.67, with a vehicle that enables the certificate holder to meet that capability.
- (g) If a replacement vehicle is not available immediately, the certificate holder must provide the notification required by rule 139.115.
- (h) If the required response capability is not restored within 72 hours, the certificate holder must limit air transport operations on the aerodrome to those aeroplanes compatible with the aerodrome category corresponding to the remaining operative rescue and firefighting vehicle or vehicles.
- (i) The holder of a level 1 or a level 2 aerodrome operating certificate must, with the rescue and firefighting equipment required under this Part and the number of trained personnel who are required to assure an effective operation, respond to each aircraft emergency during operations of the kind specified in paragraph (a).

139.107 Aeronautical Study

- (a) The holder of an aerodrome operating certificate must monitor operations and conduct an aeronautical study when a significant change in aerodrome operations occurs that may affect the safety of aircraft operations.

(b) For the purpose of paragraph (a), a significant change in aerodrome operations include a change in aerodrome aircraft traffic, a change in aircraft operations type, a change in the aerodrome physical characteristics, an increase in aerodrome accident/incidents, or a change in airspace designation.

139.109 Aerodrome aircraft traffic services

When an ATS is required to be provided at the aerodrome the holder of the aerodrome operating certificate must establish a written agreement with a holder of an air traffic service organisation certificate issued in accordance with Part 172 for the provision of the ATS.

139.111 Apron management service

(a) The holder of an aerodrome operating certificate must ensure that the aerodrome is provided with an appropriate apron traffic management service, when such a service is warranted by the volume of traffic and operating conditions.

(b) The holder of an aerodrome operating certificate for an aerodrome that has an aerodrome control service and requires an apron traffic management service under paragraph (a) must ensure that an agreement is established between the provider of the aerodrome control service and the provider of the apron traffic management service to ensure the coordination and safe transition of aerodrome traffic between the apron management service and the aerodrome control.

139.113 Protection of navigation aids & ATS facilities

A holder of an aerodrome operating certificate must—

- (1) prevent any construction or activity on the aerodrome, or surrounding area that the certificate holder has authority over, that could have an adverse affect on the operation of any electronic or visual navigation aid or air traffic service facility for the aerodrome.
- (2) prevent, as far as it is within the certificate holder's authority, any interruption of visual or electronic signals of navigation aids for the aerodrome.

139.115 Aerodrome condition notification

The holder of an aerodrome operating certificate must, in accordance with the procedure required by rule 139.75, notify the Aeronautical Information Service, as soon as practicable (for the issue of a NOTAM), of any aerodrome operational condition at the aerodrome that may affect the safe operation of aircraft.

139.117 Changes to certificate holder's organisation

(a) The holder of an aerodrome operating certificate must ensure that the aerodrome exposition required by rule 139.95 is amended to remain a current description of the aerodrome and its associated plans, programmes, services, systems, procedures, and facilities.

(b) The certificate holder must ensure that any amendments made to the aerodrome exposition meets the applicable requirements of this Part and comply with the amendment procedures contained in the exposition.

(c) The certificate holder must provide the Director with a copy of each amendment to the aerodrome exposition as soon as practicable after its incorporation into the exposition.

(d) If the holder of an aerodrome operating certificate changes, or proposes to change, any of the following, the certificate holder must notify the Director prior to the change or as soon as practicable if prior notification is not possible, and the change must be accepted by the Director, including applicable fit and proper person criteria under section 10 of the Act, before being incorporated into the certificate holder's exposition:

- (1) the person identified as the chief executive;
- (2) the title or name of any senior person specified in the exposition required by rule 139.91;

(e) The Director may impose conditions under which the holder of an aerodrome operating certificate may operate during or following any of the changes specified in paragraph (d).

(f) The holder of an aerodrome operating certificate must comply with any condition imposed by the Director under paragraph (e).

(g) If any of the changes under paragraph (d) require an amendment to the aerodrome operating certificate, the holder of the certificate must forward the certificate to the Director as soon as practicable for endorsement of the amendment.

(h) The holder of an aerodrome operating certificate must amend the holder's exposition as the Director may consider necessary in the interests of safety.

139.119 Deviations

(a) The holder of an aerodrome operating certificate may deviate from any requirement of Subpart C or D if an emergency occurs requiring immediate action for the protection of life or property involving carriage by air.

(b) A certificate holder who deviates from a requirement of Subpart C or D under paragraph (a) must provide a written report to the Director as soon as practicable, but in any event not later than 14 days after the emergency. The report must cover the nature, extent and duration of the deviation.

Subpart D — Aerodrome Security

139.201 Requirements for security designated aerodromes

Barrier requirements

(a) The holder of an aerodrome operating certificate for a security designated aerodrome must, in addition to complying with rule 139.71, provide safeguards for preventing inadvertent unauthorised access and for deterring intentional unauthorised access, to any security area or security enhanced area within their aerodrome.

(b) The safeguards required by paragraph (a) must—

- (1) consist of fences, gates, doors and other barriers between public and security areas or security enhanced areas with adequate locking or control systems; and
- (2) ensure control of any duct, drain or tunnel giving access to any security area or security enhanced area.

(c) The construction and height of each barrier required by paragraph (b)(1) must, considering the surrounding topography, provide an effective measure against penetration of any security area or security enhanced area and must in no case be less than 2440 millimetres in height.

Other requirements

(d) The holder of an aerodrome operating certificate for a security designated aerodrome must—

- (1) designate an isolated aircraft parking position at their aerodrome for the parking of an aircraft that is known or believed to be the subject of unlawful interference, or which for other security reason needs isolation from normal aerodrome activities; and
- (2) provide and maintain lighting, and emergency lighting in the event of failure of the normal lighting system, on any parking areas at their aerodrome used at night by aeroplanes having a certified seating capacity of 30 or more passengers that are engaged in scheduled air transport operations for the carriage of passengers; and
- (3) provide lighting, or have portable lighting available within 30 minutes, on any designated isolated aircraft parking area at their aerodrome intended to be used at night; and
- (4) provide the following areas at their aerodrome for the screening of passengers, crew and baggage:
 - (i) areas for the screening of international passengers, crew, and baggage, prior to aircraft boarding;
 - (ii) sterile areas where international passengers and crew subject to screening are prevented from having access to unauthorised articles or contact with unscreened persons;
 - (iii) areas for the separation of arriving passengers and crew from departing passengers and crew during international deplaning to prevent arriving, transit, and transfer passengers and crew having contact with any person who has been subject to screening; and

- (4A) when considered necessary by the Minister or the Director, provide areas at their aerodrome for the screening and searching of persons, items, substances, and vehicles entering and within security enhanced areas; and
- (5) when considered necessary by the Minister, or the Director in any case to respond to a security threat, provide areas at their aerodrome of the kind required by paragraph (d)(4) (for the screening of international passengers, crew and their baggage) for the screening of domestic passengers, crew and their baggage; and
- (6) ensure that concession areas at their aerodrome that are situated in an area accessible to screened passengers are designed in such a way that they provide access control measures sufficient to prevent delivery to any screened person of—
 - (i) any firearm; or
 - (ii) any other dangerous or offensive weapon or instrument of any kind; or
 - (iii) any ammunition; or
 - (iv) any explosive substance or device, or any injurious substance or device of any kind that could be used to endanger the safety of an aircraft or of the persons on an aircraft; and
- (7) design all areas required by paragraphs (d)(4), (d)(4A), (5) and (6) in such a way that they provide access control measures sufficient to prevent any unauthorised persons from entering the area; and
- (8) ensure that personnel engaged, employed or contracted by the certificate holder undergo a security awareness programme, and that each person required to carry out a specific security task is trained for that task; and
- (9) establish procedures for identifying, reporting to the Director, and dealing with, breaches of and deficiencies in, any security

procedures established by the holder and any provisions of any enactment relating to security at the aerodrome; and

- (10) make provision for the security of services including, but not limited to, energy supplies, communications, sewerage and water supplies, in order to minimise the risk of such services being used to interfere unlawfully with aviation operations; and
- (11) when so required by the Director, affix signs at the perimeter of security areas or security enhanced areas within their aerodrome.

139.203 Requirements for non-security designated aerodromes

A holder of an aerodrome operating certificate that is not a security designated aerodrome must, in addition to complying with the requirements of rule 139.71—

- (1) have a contingency plan to provide at their aerodrome those areas that must be provided by the holder of a certificate issued for a security designated aerodrome under rule 139.201(d)(4) (as if those requirements applied to domestic passengers, crew and baggage) and under rule 139.201(d)(4A) when so required by the Minister, or the Director in response to a security threat at the aerodrome; and
- (2) comply with the requirements in rules 139.201 (d)(1), (2), (3), (8) and (9) that are prescribed for the holder of an aerodrome operating certificate issued for a security designated aerodrome.

Subpart E — UNICOM and AWIB Services

139.351 Provision of UNICOM and AWIB Services

- (a) A person must not—
 - (1) provide or operate a UNICOM service unless it is provided and operated in accordance with this subpart:
 - (2) broadcast aerodrome information or weather information, in support of aviation, that is not associated with an air traffic

service, unless it is provided and operated as an AWIB or UNICOM service in accordance with this subpart:

- (b) Nothing in this subpart precludes a person from providing a basic weather report in accordance with rule 174.6.
- (c) An individual aerodrome may not be provided with more than 1 UNICOM service or more than 1 AWIB service at any 1 time.

139.353 UNICOM and AWIB Service Requirements

- (a) A person intending to provide a UNICOM or AWIB service must—
 - (1) apply to the Director for the allocation of a call sign in accordance with rule 171.17; and
 - (2) apply to the Ministry of Economic Development for the grant of a radio licence issued under the Radiocommunications Act 1989 for the radio apparatus; and
 - (3) obtain the written consent of the operator of the aerodrome where the service is intended to be provided.
- (b) A person providing or operating a UNICOM or AWIB service must ensure that the UNICOM or AWIB service is operated—
 - (1) with the allocated call sign referred to in paragraph (a)(1); and
 - (2) under the authority of a radio licence referred to in paragraph (a)(2); and
 - (3) in accordance with the applicable system characteristics prescribed in ICAO Annex 10, Volume III, Part II Chapter 2; and
 - (4) in accordance with the applicable communications procedures prescribed in ICAO Annex 10, Volume II.
- (c) A person providing or operating a UNICOM or AWIB service must ensure that the UNICOM or AWIB service does not—
 - (1) transmit erroneous or misleading information; or

- (2) change the information received during onward transmission; or
 - (3) conflict with any air traffic service or meteorological service.
- (d) A person providing or operating a UNICOM or AWIB service must ensure that the UNICOM or AWIB service—
- (1) is provided without transmitting erroneous or misleading information; and
 - (2) is not allowed to continue in operation if the operator or service provider has any cause to suspect that the information being provided by the service is erroneous; and
 - (3) meets the requirements for providing a basic weather report as prescribed in rule 174.6.

139.355 Notification of UNICOM or AWIB service information

A person intending to provide a UNICOM or AWIB service must, at least 90 days before commencing the service, provide the following information to the AIS for publication in the AIPNZ:

- (1) the location, call sign, and radio frequency for the service:
- (2) the identification of the aerodrome or aerodromes that the service is intended to serve:
- (3) the operational hours:
- (4) details of the services provided:
- (5) any other relevant operational information:
- (6) administrative details including—
 - (i) the name of the service provider, including postal address and, where available, email, telephone, and facsimile numbers; and
 - (ii) the name, telephone number, postal address and, where available, email, and facsimile numbers, of a person who

is responsible for providing updates to the published information and for requesting NOTAM action as may be required.

139.357 UNICOM Service Operator Requirements

A person operating a UNICOM service must be—

- (1) trained and assessed as competent to the level of the flight radio telephony requirements of a private pilot licence or equivalent; and
- (2) trained and assessed as competent to meet the requirements of the services offered; and
- (3) given written evidence of the scope of their authorisation to operate the service.

139.359 UNICOM Service Operator Limitations

(a) A person providing or operating a UNICOM service may—

- (1) provide basic weather reports in accordance with rule 174.6, or meteorological information under the authority of a meteorological service certificate issued by the Director under the Act and in accordance with Part 174; and
- (2) provide information on the preferred runway in use, as indicated by wind direction information from either a basic weather report or other appropriate meteorological information, and reports from pilots of aircraft using the aerodrome; and
- (3) provide a flight following service meeting the requirements of an air operator under rule 119.73; and
- (4) initiate emergency responses; and
- (5) provide an Aerodrome Frequency Response Unit; and
- (6) at the request of a pilot, provide information on the general location of any aircraft the UNICOM service operator has knowledge of; and

- (7) give details of temporary or permanent hazards to air navigation associated with the aerodrome that are normally published or notified by the AIS.
- (b) A person providing or operating a UNICOM service must not—
- (1) provide any air traffic services; or
 - (2) give or suggest traffic information; or
 - (3) initiate or derive traffic information.
- (c) A person providing a UNICOM service must implement procedures for training, assessing for competence, and authorising persons operating a UNICOM facility under this subpart.

139.361 AWIB Service Operator Limitations

A person providing or operating an AWIB service may provide information on the following:

- (1) wind direction and strength:
- (2) visibility:
- (3) cloud cover:
- (4) temperature:
- (5) mean sea level air pressure, or QNH under the authority of a meteorological service certificate issued by the Director under the Act and in accordance with Part 174:
- (6) the preferred runway in use, as indicated by wind direction information from a basic weather report provided in accordance with rule 174.6 or other appropriate meteorological information, and reports from pilots of aircraft using the aerodrome:
- (7) operational matters, excluding traffic information, that are relevant to the operation of aircraft using the aerodrome.

Appendix A — Runway end safety areas

- (a) A RESA must extend—
- (1) to a distance of at least 90 metres from the end of the runway strip, and
 - (2) if practicable—
 - (i) to a distance of at least 240 metres from the end of the runway strip; or
 - (ii) to the greatest distance that is practicable between the 90 metres required in paragraph (1) and the 240 metres required in paragraph (i).
- (b) The width of a RESA must—
- (1) be at least twice the width of the associated runway and be positioned symmetrically on either side of the extended centre line of the runway; and
 - (2) where practicable, be equal to the width of the graded portion of the associated runway strip.
- (c) A RESA must be constructed to—
- (1) provide a cleared and graded area to reduce the risk of damage to an aeroplane that undershoots or overruns the runway; and
 - (2) where practicable, be clear of any object which might endanger an aeroplane that undershoots or overruns the runway.
- (d) A RESA must not penetrate the approach or take-off climb surface for the runway.
- (e) If a RESA has a longitudinal slope—
- (1) any downward slope must not exceed 5%; and
 - (2) slope changes must be as gradual as practicable; and

- (3) abrupt changes or sudden reversals of slopes must be avoided.
- (f) If a RESA has a transverse slope—
- (1) any upward or downward slope must not exceed 5%; and
 - (2) slope changes must be as gradual as practicable.

Appendix B — Aerodrome Aircraft Traffic Services

Table B-1. – Criteria for ATS at an aerodrome

Type of ATS	ATS Criteria
Aerodrome flight information service	No aerodrome control service; and 40,000 or more aircraft movements per annum for 3 consecutive years; or 7,500 or more IFR movements per annum for 3 consecutive years
Aerodrome control service	100,000 or more aircraft movements per annum for 3 consecutive years; or 60,000 or more aircraft movements per annum for 3 consecutive years, of which 9,000 or more are IFR movements; or 15,000 or more IFR movements per annum for 3 consecutive years; or scheduled air transport operations for the carriage of passengers to or from New Zealand.

Appendix C — Reference code

- (1) An aerodrome reference code — code number and letter — which is selected for aerodrome planning purposes must be determined in accordance with the characteristics of the aeroplane for which an aerodrome facility is intended.
- (2) The aerodrome reference code numbers and letters must have the meanings assigned to them in Table C-1.

(3) The code number for element 1 must be determined from Table C-1, column 1, selecting the code number corresponding to the highest value of the aeroplane reference field lengths of the aeroplanes for which the runway is intended.

Note.— The determination of the aeroplane reference field length is solely for the selection of a code number and is not intended to influence the actual runway length provided.

(4) The code letter for element 2 must be determined from Table C-1, column 3, by selecting the code letter which corresponds to the greatest wingspan, or the greatest outer main gear wheel span, whichever gives the higher code letter for the aeroplanes that the runway is intended to serve.

Table C-1. Aerodrome reference code

Code element 1		Code element 2		
Code number	Aeroplane reference field length	Code letter	Wingspan	Outer main gear wheel span
(1)	(2)	(3)	(4)	(5)
1	Less than 800 m	A	Up to but not including 15 m	Up to but not including 4.5 m
2	800 m up to but not including 1 200 m	B	15 m up to but not including 24 m	4.5 m up to but not including 6 m
3	1200 m up to but not including 1 800 m	C	24 m up to but not including 36 m	6 m up to but not including 9 m
4	1800 m and over	D	36 m up to but not including 52 m	9 m up to but not including 14 m
		E	52 m up to but not including 65 m	9 m up to but not including 14 m
		F	65 m up to but not including 80 m	14 m up to but not including 16 m

Note: The outer main gear wheel span in column 5 is the distance between the outside edges of the main landing gear wheels .

Appendix D — Physical Characteristics

D.1 Runway strips

A runway and any associated stopways must be included in a strip.

D.1.1 Length of runway strips

A strip must extend before the threshold and beyond the end of the runway or stopway for a distance of at least:

- 60 m where the code number is 2, 3 or 4;
- 60 m where the code number is 1 and the runway is an instrument one; and
- 30 m where the code number is 1 and the runway is a non instrument one.

D.1.2 Width of runway strips

A strip must extend laterally on each side of the centre line of the runway and its extended centre line throughout the length of the strip to a minimum distance as determined in Table D-1 below:

Table D-1 Minimum Runway Strip Width

Aerodrome Reference Code Number	Runway Type	Strip Distance
3 or 4	Precision approach runway at a level 1 aerodrome	150 m
3 or 4	Precision approach runway at a level 2 aerodrome	110 m
1 or 2	Precision approach runway	75 m
3 and 4	Non-precision approach or non-instrument runway	75 m
3 and 4	Non-instrument runway day only applicable to aeroplanes at or below 22700 kg MCTOW	45 m
1 and 2	Non-precision approach runway	75 m
2	Non-instrument runway	40 m
1	Non-instrument runway	30 m

D.1.3 Objects on runway strips

- (a) No fixed object, other than visual aids required for air navigation purposes and satisfying the relevant frangibility requirements must be permitted on a runway strip:

— within 77.5 m of the runway centre line of a precision approach runway category I, II or III where the code number is 4 and the code letter is F; or

— within 60 m of the runway centre line of a precision approach runway category I, II or III where the code number is 3 or 4; or

— within 45 m of the runway centre line of a precision approach runway category I where the code number is 1 or 2.

- (b) No mobile object must be permitted on those parts of the runway strip as defined in paragraph (a) during use of the runway for landing or take-off.

D.1.4 Grading of runway strips

The surface of that portion of a strip that abuts a runway, shoulder or stopway must be flush with the surface of the runway, shoulder or stopway.

D.2 Runway turn pads

Where the end of a runway is not served by a taxiway or a taxiway turnaround and where the code letter is D, E or F, a runway turn pad must be provided to facilitate a 180-degree turn of aeroplanes.

D.2.1 Design of a runway turn pad

The design of a runway turn pad must be such that, when the cockpit of the aeroplane for which the turn pad is intended remains over the turn pad marking, the clearance distance between any wheel of the aeroplane landing gear and the edge of the turn pad must be not less than determined in Table D-2 below:

Table D-2. Runway Turning Pad Clearance Distances

Code letter	Clearance
A	1.5 m
B	2.25 m
C	3 m if the turn pad is intended to be used by aeroplanes with a wheel base less than 18 m;
	4.5 m if the turn pad is intended to be used by aeroplanes with a wheel base equal to or greater than 18 m.
D	4.5 m
E	4.5 m

F	4.5 m
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D.2.2 Surface of runway turn pads

The surface of a runway turn pad must not have surface irregularities that may cause damage to an aeroplane using the turn pad.

D.3 Stopways

A stopway must have the same width as the runway with which it is associated.

D.4 Taxiways

The design of a taxiway must be such that, when the cockpit of an aeroplane for which the taxiway is intended remains over the taxiway centre line markings, the clearance distance between the outer main wheel of the aeroplane and the edge of the taxiway must not be less than determined in Table D-3 below:

Table D-3. Taxiway Edge Clearance Distances

Code letter	Clearance
A	1.5 m
B	2.25 m
C	3m if the taxiway is intended to be used by aeroplanes with a wheel base less than 18m;
	4.5 m if the taxiway is intended to be used by aeroplanes with a wheel base equal to or greater than 18 m.
D	4.5 m
E	4.5 m
F	4.5 m

D.5 Taxiway bridges

The width of that portion of a taxiway bridge capable of supporting aeroplanes, as measured perpendicularly to the taxiway centre line, must not

be less than the width of the graded area of the strip provided for that taxiway, unless a proven method of lateral restraint is provided which must not be hazardous for aeroplanes for which the taxiway is intended.

D.6 Taxiway strips

A taxiway, other than an aircraft stand taxiway, must be included in a strip.

D.7 Holding positions

- (a) A runway-holding position must be established:
 - (1) on the taxiway, at the intersection of a taxiway and a runway;
and
 - (2) at an intersection of a runway with another runway when the former runway is part of a standard taxi-route.
- (b) A runway-holding position must be established on a taxiway if the location or alignment of the taxiway is such that a taxiing aircraft or vehicle can infringe an obstacle limitation surface or interfere with the operation of radio navigation aid.
- (c) A road-holding position must be established at an intersection of a road with a runway.

Appendix E — Obstacle Restriction and Removal

E.1 Obstacle limitation surfaces

- (a) The following obstacle limitation surfaces must be established for a runway:
 - (1) conical surface;
 - (2) inner horizontal surface;
 - (3) approach surface; and
 - (4) transitional surfaces.
- (b) The following additional obstacle limitation surfaces must be established for a precision approach runway category II or III:

- (1) inner approach surface;
 - (2) inner transitional surfaces; and
 - (3) balked landing surface.
- (c) For a non-instrument runway, new objects or extensions of existing objects must not be permitted above an approach or transitional surface.
- (d) For a non-precision approach runway, new objects or extensions of existing objects must not be permitted above an approach surface within 3000 m of the inner edge or above a transitional surface.
- (e) For a precision approach runway fixed objects must not be permitted above the inner approach surface, the inner transitional surface or the balked landing surface, except for frangible objects which because of their function must be located on the strip. Mobile objects must not be permitted above these surfaces during the use of the runway for landing.
- (f) For a precision approach runway, new objects or extensions of existing objects must not be permitted above an approach surface or a transitional surface.

E.2 Take-off climb surface

- (a) A take-off climb surface must be established for a runway meant for take-off:
- (b) New objects or extensions of existing objects must not be permitted above a take-off climb surface.

Appendix F — Visual Aids for Navigation

F.1 Indicators

F.1.1 Wind direction indicators

A wind direction indicator (windsock) must be located on the left hand side of each paved runway threshold.

F.1.2 Illuminated wind direction indicators

A runway intended to be used at night must have one illuminated wind direction indicator (windsock) adjacent to each threshold.

F.2 Markings**F.2.1 Runway markings**

- (a) A runway designation marking, centre line marking and threshold marking must be provided on all paved runways.

F.2.2 Colour

- (a) Runway markings must be white.
- (b) Taxiway markings and aircraft stand markings must be yellow.
- (c) Apron safety lines must be of a conspicuous colour which must contrast with that used for aircraft stand markings.

F.2.3 Interruption of runway markings

- (a) At an intersection of 2 (or more) runways the markings of the more important runway, except for the runway side stripe marking, must be displayed and the markings of the other runway(s) must be interrupted. The runway side stripe marking of the more important runway may be either continued across the intersection or interrupted.
- (b) At an intersection of a runway and taxiway the markings of the runway must be displayed and the markings of the taxiway interrupted, except that runway side stripe markings may be interrupted.

F.2.4 Transverse stripe

- (b) Where a runway threshold is displaced from the extremity of a paved runway or where the extremity of a paved runway is not square with the runway centre line, a transverse stripe must be added to the threshold marking.
- (c) A transverse stripe must not be less than 1.80 m wide

F.2.5 Arrows

- (a) Where a paved runway threshold is permanently displaced, arrows must be provided on the portion of the runway before the displaced threshold.
- (b) When a paved runway threshold is temporarily displaced from the normal position, it must be marked and all markings prior to the displaced threshold must be obscured except the runway centre line marking, which must be converted to-arrows.

F.2.6 Aiming point marking

An aiming point marking must be provided at each approach end of a paved instrument runway where the aerodrome reference aerodrome reference code number is 2, 3 or 4.

F.2.7 Touchdown zone marking

A touchdown zone marking must be provided in the touchdown zone of a paved precision approach runway where the aerodrome reference code number is 2, 3 or 4.

F.2.8 Runway side stripe marking

A runway side stripe marking must be provided between the thresholds of a paved runway where there is a lack of contrast between the runway edges and the shoulders or the surrounding terrain.

F.2.9 Taxiway center line marking

- (a) Taxiway centre line marking must be provided on a paved taxiway, de/anti-icing facility and apron where the aerodrome reference code number is 3 or 4 in such a way as to provide continuous guidance between the runway centre line and aircraft stands.
- (b) Taxiway centre line marking must be provided on a paved runway when the runway is part of a standard taxi- route and:
 - (1) there is no runway centre line marking; or

- (2) where the taxiway centre line is not coincident with the runway centre line.
- (c) Where provided, enhanced taxiway centre line marking must be provided at all taxiway/runway intersections at that aerodrome.

F.2.10 Runway turn pad marking

Where a runway turn pad is provided, a runway turn pad marking must be provided for continuous guidance to enable the aeroplane to complete a 180 degree turn and align with the runway center line.

F.2.11 Runway-holding position marking

A runway-holding position marking must be displayed along a runway-holding position.

F.2.12 VOR aerodrome check-point marking

When a VOR aerodrome check-point is established, it must be indicated by a VOR aerodrome check-point marking and sign.

F.2.13 Road-holding position marking

A road-holding position marking must be provided at all road entrances to a runway.

F.2.14 Mandatory instruction marking

Where it is impracticable to install a mandatory instruction sign, a mandatory marking must be provided on the surface of the pavement.

F.2.15 Information marking

Where an information sign would normally be installed and it is impracticable to install, an information marking must be displayed on the surface of the pavement.

F.3 Lights

F.3.1 Elevated approach lights

- (a) Elevated approach lights and their supporting structures must be frangible except that, in that portion of the

approach lighting system beyond 300 m from the threshold:

- (1) where the height of a supporting structure exceeds 12 m, the frangibility requirement must apply to the top 12 m only; and
 - (2) where a supporting structure is surrounded by non-frangible objects, only that part of the structure that extends above the surrounding objects must be frangible.
- (b) When an approach light fixture or supporting structure is not in itself sufficiently conspicuous, it must be suitably marked.

F.3.2 Elevated lights

Elevated runway, stopway and taxiway lights must be frangible. Their height must be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft.

F.3.3 Surface lights

Light fixtures inset in the surface of runways, stopways, taxiways and aprons must be so designed and fitted as to withstand being run over by the wheels of an aircraft without damage either to the aircraft or to the lights themselves.

F.3.4 Light intensity and control

- (a) The intensity of runway lighting must be adequate for the minimum conditions of visibility and ambient light in which use of the runway is intended, and compatible with that of the nearest section of the approach lighting system when provided.
- (b) Where a high-intensity lighting system is provided, a suitable intensity control must be incorporated to allow for adjustment of the light intensity to meet the prevailing conditions. Separate intensity controls or other suitable methods must be provided to ensure that the following

systems, when installed, can be operated at compatible intensities:

- approach lighting system;
- runway edge lights;
- runway threshold lights;
- runway end lights;
- runway centre line lights;
- runway touchdown zone lights; and
- taxiway centre line lights.

F.3.5 Aerodrome beacon

- (a) An aerodrome beacon must be provided at an aerodrome intended for use at night if one or more of the following conditions exist:
- (1) aircraft navigate predominantly by visual means;
 - (2) reduced visibilities are frequent; or
 - (3) it is difficult to locate the aerodrome from the air due to surrounding lights or terrain.

F.3.6 Approach lighting systems

- (a) A simple approach lighting system must be provided to serve a non-precision approach runway, except when the runway is used only in conditions of good visibility or sufficient guidance is provided by other visual aids.
- (b) A precision approach category I lighting system must be provided to serve a precision approach runway category I.
- (c) A precision approach category II and III lighting system must be provided to serve a precision approach runway category II or III.

F.3.7 Visual approach slope indicator systems

- (a) A visual approach slope indicator system must be provided to serve the approach to a runway whether or not the runway is served by other visual approach aids or by non-visual aids, where one or more of the following conditions exist:
- (1) the runway is used by turbojet, turbofan or other aeroplanes with similar approach guidance requirements;
 - (2) the pilot of any type of aeroplane may have difficulty in judging the approach due to
 - (i) inadequate visual guidance such as is experienced during an approach over water or featureless terrain by day or in the absence of sufficient extraneous lights in the approach area by night, or
 - (ii) misleading information such as is produced by deceptive surrounding terrain or runway slopes;
 - (3) the presence of objects in the approach area may involve serious hazard if an aeroplane descends below the normal approach path, particularly if there are no non-visual or other visual aids to give warning of such objects;
 - (4) physical conditions at either end of the runway present a serious hazard in the event of an aeroplane undershooting or overrunning the runway;
 - (5) terrain or prevalent meteorological conditions are such that the aeroplane may be subjected to unusual turbulence during approach.
- (b) PAPI, T-VASIS or AT-VASIS must be provided where the aerodrome reference code number is 3 or 4 when one or more of the conditions specified in paragraphs (a)(1) to (5) exist.

- (c) PAPI or APAPI must be provided where the aerodrome reference code number is 1 or 2 when 1 or more of the conditions specified in paragraphs (a) (1) to (5) exist.

F.3.8 Obstacle protection surface

- (a) An obstacle protection surface must be established when it is intended to provide a visual approach slope indicator system.
- (b) New objects or extensions of existing objects must not be permitted above an obstacle protection surface.
- (c) Existing objects above an obstacle protection surface must be removed.
- (d) Where an aeronautical study indicates that an existing object extending above an obstacle protection surface could adversely affect the safety of operations of aeroplanes one or more of the following measures must be taken:
 - (1) suitably raise the approach slope of the visual approach slope indicator system ;
 - (2) reduce the azimuth spread of the visual approach slope indicator system so that the object is outside the confines of the beam;
 - (3) displace the axis of the visual approach slope indicator system and its associated obstacle protection surface by no more than 5 degrees;
 - (4) suitably displace the runway threshold; and.
 - (5) where paragraph (4) is found to be impracticable, suitably displace the visual approach slope indicator system upwind of the runway threshold to provide an increase in threshold crossing height equal to the height of the object penetration.

F.3.9 Runway edge lights and runway end lights

Runway edge lights and runway end lights must be provided for a runway intended for use at night or for a precision approach runway intended for use by day or night.

F.3.10 Runway threshold and wing bar lights

- (a) Runway threshold lights must be provided for a runway equipped with runway edge lights except on a non-instrument or non-precision approach runway where the threshold is displaced and wing bar lights are provided.
- (b) Wing bar lights must be provided on a non-instrument or non-precision approach runway where the threshold is displaced and runway threshold lights are required, but are not provided.

F.3.11 Runway centre line lights

- (a) Runway centre line lights must be provided on a precision approach runway category II or III.
- (b) Runway centre line lights must be provided on a runway intended to be used for take-off with an operating minimum below a runway visual range of 400 m.

F.3.12 Runway touchdown zone lights

Touchdown zone lights must be provided in the touchdown zone of a precision approach runway category II or III.

F.3.13 Stopway lights

Stopway lights must be provided for a stopway intended for use at night.

F.3.14 Taxiway centre line lights

- (a) Taxiway centre line lights must be provided on an exit taxiway, taxiway, de/anti-icing facility and apron intended for use in runway visual range conditions less than 350 m in such a manner as to provide continuous guidance between the runway centre line and aircraft stands.

- (b) Taxiway centre line lights must be provided on a runway forming part of a standard taxi-route and intended for taxiing in runway visual range conditions less than 350 m.

F.3.15 Taxiway edge lights

- (a) Taxiway edge lights must be provided at the edges of a holding bay, de/anti-icing facility, and apron, intended for use at night and on a taxiway not provided with taxiway centre line lights and intended for use at night.
- (b) Taxiway edge lights must be provided on a runway forming part of a standard taxi-route and intended for taxiing at night where the runway is not provided with taxiway centre line lights.

F.3.16 Runway turn pad lights

Runway turn pad lights must be provided for continuous guidance on a runway turn pad intended for use in runway visual range conditions less than 350 m, to enable an aeroplane to complete a 180 degree turn and align with the runway centre line.

F.3.17 Stop bars

A stop bar must be provided at every runway-holding position serving a runway when it is intended that the runway will be used in runway visual range conditions less than 550 m.

F.3.18 Intermediate holding position lights

Except where a stop bar has been installed, intermediate holding position lights must be provided at an intermediate holding position intended for use in runway visual range conditions less than 350 m.

F.3.19 Runway guard lights

Runway guard lights must be provided at each intersection of a taxiway with a runway intended for use in:

- (a) runway visual range conditions less than 550 m where a stop bar is not installed; and
- (b) runway visual range conditions between 550 m and 1200 m where the traffic density is heavy.

F.3.20 Visual docking guidance system

A visual docking guidance system must be provided when it is intended to indicate, by a visual aid, the precise positioning of an aircraft on an aircraft stand and other alternative means, such as marmusters, are not practicable.

F.3.21 Road-holding position light

A road-holding position light must be provided at each road-holding position serving a runway when it is intended that the runway will be used in runway visual range conditions less than 350 m.

F.4 Signs

F.4.1 General

Signs must be provided to convey a mandatory instruction, information on a specific location or destination on a movement area or to provide other information to meet the requirements of a surface movement guidance and control system.

F.4.2 Mandatory instruction signs

- (a) A mandatory instruction sign must be provided to identify a location beyond which an aircraft taxiing or vehicle must not proceed unless authorized by the aerodrome control tower.
- (b) Mandatory instruction signs must include runway designation signs, category I, II or III holding position signs, runway-holding position signs, road-holding position signs and NO ENTRY signs.
- (c) At an intersection of a taxiway and a non-instrument, non-precision approach or take of runway, the runway-holding position marking must be supplemented at a taxiway/runway intersection or a runway/runway intersection with a runway designation sign.
- (d) At an intersection of a taxiway and a precision approach category I, II or III runway, the runway-holding position marking must be supplemented with a category I, II or III holding position sign.

- (e) A runway-holding position marking at a runway-holding position established in accordance with Appendix D.7 must be supplemented with a runway-holding position sign.
- (f) A NO ENTRY sign must be provided when entry into an area is prohibited.

F.4.3 Information signs

- (a) An information sign must be provided where there is an operational need to identify by a sign, a specific location, or routing (direction or destination) information.
- (b) Information signs must include: direction signs, location signs, destination signs, runway exit signs, runway vacated signs and intersection take-off signs.
- (c) A runway exit sign must be provided where there is an operational need to identify a runway exit.
- (d) A runway vacated sign must be provided where the exit taxiway is not provided with taxiway centre line lights and there is a need to indicate to a pilot leaving a runway the perimeter of the ILS/MLS critical/sensitive area or the lower edge of the inner transitional surface whichever is farther from the runway centre line.
- (e) A combined location and direction sign must be provided when it is intended to indicate routing information prior to a taxiway intersection.
- (f) A direction sign must be provided when there is an operational need to identify the designation and direction of taxiways at an intersection.
- (g) A location sign must be provided in conjunction with a runway designation sign except at a runway/runway intersection.
- (h) A location sign must be provided in conjunction with a direction sign.

F.4.4 VOR aerodrome check-point sign

When a VOR aerodrome check-point is established, it must be indicated by a VOR aerodrome check-point marking and sign.

F.4.5 Road-holding position sign

A road-holding position sign must be provided at all road entrances to a runway.

F.5 Markers

F.5.1 General

Markers must be frangible. Those located near a runway or taxiway must be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft.

F.5.2 Boundary markers

Boundary markers must be provided at an aerodrome where the landing area has no defined runway.

Appendix G — Visual Aids for Denoting Obstacles

G.1 Objects to be marked and/or lighted

- (a) A fixed obstacle that extends above an approach or transitional surface within 3000 m of the inner edge of the approach surface must be marked and, if the runway is used at night, lighted, except that:
 - (1) such marking and lighting may be omitted when the obstacle is shielded by another fixed obstacle;
 - (2) the marking may be omitted when the obstacle is lighted by medium-intensity obstacle lights, Type A, by day and its height above the level of the surrounding ground does not exceed 150 m;
 - (3) the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day; and

- (4) the lighting may be omitted where the obstacle is a lighthouse and an aeronautical study indicates the lighthouse light to be sufficient.
- (b) A fixed object that extends above an obstacle protection surface must be marked and, if the runway is used at night, lighted.
- (c) Vehicles and other mobile objects, excluding aircraft, on the movement area of an aerodrome are obstacles and must be marked and, if the vehicles and aerodrome are used at night or in conditions of low visibility, lighted, except that aircraft servicing equipment and vehicles used only on aprons may be exempt.
- (d) Elevated aeronautical ground lights within the movement area must be marked so as to be conspicuous by day. Obstacle lights must not be installed on elevated ground lights or signs in the movement area.
- (e) All obstacles within the distance specified in the following Table G-1, from the centre line of a taxiway, an apron taxiway or aircraft stand taxilane must be marked and, if the taxiway, apron taxiway or aircraft stand taxilane is used at night, lighted.

Table G-1. Markings & Lighting Requirments for Obstacles

Aerodrome Reference Code letter	Taxiway other than aircraft stand taxilane, centre line to object (metres)	Aircraft stand taxilane centre line to object (metres)
A	16.25	12
B	21.5	16.5

C	26	24.5
D	40.5	36
E	47.5	42.5
F	57.5	50.5

G.2 Marking of objects

- (a) All fixed objects to be marked must, whenever practicable, be colored, but if this is not practicable, markers or flags must be displayed on or above them, except that objects that are sufficiently conspicuous by their shape, size or color need not be otherwise marked.
- (b) All mobile objects to be marked must be colored or display flags.

G.3 Use of markers

Markers displayed on or adjacent to objects must be located in conspicuous positions so as to retain the general definition of the object and must be recognizable in clear weather from a distance of at least 1000 m for an object to be viewed from the air and 300 m for an object to be viewed from the ground in all directions in which an aircraft is likely to approach the object. The shape of markers must be distinctive to the extent necessary to ensure that they are not mistaken for markers employed to convey other information, and they must be such that the hazard presented by the object they mark is not increased.

G.4 Use of flags

- (a) Flags used to mark objects must be displayed around, on top of, or around the highest edge of, the object. When flags are used to mark extensive objects or groups of closely spaced objects, they must be displayed at least every 15 m. Flags must not increase the hazard presented by the object they mark.

- (b) Flags used to mark fixed objects must not be less than 0.6 m square and flags used to mark mobile objects, not less than 0.9 m square.
- (c) Flags used to mark mobile objects must consist of a chequered pattern, each square having sides of not less than 0.3 m. The colors of the pattern must contrast each with the other and with the background against which they will be seen. Orange and white or alternatively red and white must be used, except where such colors merge with the background.

G.5 Lighting of objects

- (a) The presence of objects which must be lighted, as specified in appendix G.1 (as indicated under objects to be marked and/or lit), must be indicated by low-, medium- or high-intensity obstacle lights, or a combination of such lights.
- (b) Low-intensity obstacle lights, Type C, must be displayed on vehicles and other mobile objects excluding aircraft.
- (c) Low-intensity obstacle lights, Type D, must be displayed on follow-me vehicles.

Appendix H — Visual Aids for Denoting Restricted Use Areas

H.1 Closed runways and taxiways

A closed marking must be displayed on a runway or taxiway, or portion thereof, which is permanently closed to the use of all aircraft.

H.2 Non-load-bearing surfaces

Shoulders for taxiways, holding bays and aprons and other non-load-bearing surfaces which cannot readily be distinguished from load-bearing surfaces and which, if used by aircraft, might result in damage to the aircraft must have the boundary between such areas and the load-bearing surface marked by a taxi side stripe marking.

H.3 Unserviceable areas

Unserviceability markers must be displayed wherever any portion of a taxiway, apron or holding bay is unfit for the movement of aircraft but it is still possible for aircraft to bypass the area safely. On a movement area used at night, unserviceability lights must be used.

Appendix I — Electrical Systems

I.1 Power supply systems for air navigation facilities

- (a) Adequate primary power supply must be available at aerodromes for the safe functioning of air navigation facilities.
- (b) For aerodromes issued with a level 1 aerodrome operating certificate,, the design and provision of electrical power systems for aerodrome visual and radio navigation aids must be such that an equipment failure will not leave the pilot with inadequate visual and non-visual guidance or misleading information.

I.2 Visual aids

- (a) For a precision approach runway, a secondary power supply capable of meeting the requirements specified in Table I-1 for the appropriate category of precision approach runway must be provided. Electric power supply connections to those facilities for which secondary power is required must be so arranged that the facilities are automatically connected to the secondary power supply on failure of the primary source of power.
- (b) For a runway meant for take-off in runway visual range conditions less than 800 m, a secondary power supply capable of meeting the relevant requirements of Table I-1 must be provided.

I.3 System design

- (a) For a runway meant for use in runway visual range conditions less than 550 m, the electrical systems for the power supply, lighting and control of the lighting systems

included in Table H-1 must be so designed that an equipment failure will not leave the pilot with inadequate visual guidance or misleading information.

- (b) Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders, such supplies must be physically and electrically separate so as to ensure the required level of availability and independence.
- (c) Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway lighting, the lighting systems must be interlocked to preclude the possibility of simultaneous operation of both forms of lighting.

I.4 Monitoring

Where lighting systems are used for aircraft control purposes, such systems must be monitored automatically so as to provide an indication of any fault which may affect the control functions. This information must be automatically relayed to the air traffic service unit.

Table I-1. Secondary power supply requirements

Runway	Lighting aids requiring power	Maximum switch-over time	Reference Notes
Precision approach category I	Approach lighting system	15 seconds	
	Runway edged	15 seconds	C
	Visual approach slope indicators	15 seconds	A, C
	Runway threshold	15 seconds	C
	Runway end	15 seconds	

	Essential taxiway Obstacle	15 seconds 15 seconds	A A
Precision approach category II/III	Inner 300 m of the approach lighting system Other parts of the approach lighting system Obstacle Runway edge Runway threshold Runway end Runway centre line Runway touchdown zone All stop bars Essential taxiway	1 second 15 seconds 15 seconds 15 seconds 1 second 1 second 1 second 1 second 1 second 15 seconds	A
Runway meant for take-off in runway visual range conditions less than a value of 550 m	Runway edge Runway end Runway centre line All stop bars Essential taxiway Obstacle	15 seconds 1 second 1 second 1 second 15 seconds 15 seconds	B A A

Reference Notes:

- a. Supplied with secondary power when their operation is essential to the safety of flight operation.
- b. One second where no runway centre line lights are provided.
- c. One second where the approaches are over hazardous or precipitous terrain.

Consequential Amendments

1.1 General Definitions

Revoke the terms and definitions of ‘International aerodrome’ and ‘International airport’.

121.71 Use of aerodromes

(a) A holder of an air operator certificate must ensure that an aeroplane performing an air operation under the authority of the certificate does not use an aerodrome for landing or take-off unless—

- (1) the aerodrome has physical characteristics, obstacle limitation surfaces, and visual aids that meet the requirements of—
 - (i) the characteristics of the aeroplane being used; and
 - (ii) the lowest meteorological minima to be used; and
- (2) if the operation is a regular air transport passenger service to, from, or outside of New Zealand—
 - (i) each runway at an aerodrome within New Zealand that is used for the operation has a RESA at each end of the runway in accordance with the requirements of Part 139 Appendix A; or
 - (ii) if the runway does not have a RESA as required by paragraph (i), the certificate holder must ensure that the take-off and landing performance calculations for the aeroplane are based on a reduction of the appropriate declared distances for the runway to provide the equivalent of a 90m RESA at the overrun end of the runway strip; and
 - (iii) each runway at an aerodrome outside of New Zealand that is used for the operation has a RESA that extends to at least 150m from the overrun end of the runway, or an engineered equivalent that is acceptable to the Director; or

- (iv) if the runway does not have a RESA or an engineered equivalent as required in paragraph (iii), the certificate holder must ensure that the take-off and landing performance calculations for the aeroplane are based on a reduction of the appropriate declared distances for the runway to provide the equivalent of the RESA required in paragraph (iii) at the overrun end of the runway.
- (b) A holder of an air operator certificate must ensure that an aeroplane performing an air operation under the authority of the certificate does not use an aerodrome for landing or taking-off unless the aerodrome has—
 - (1) rescue fire equipment that is appropriate to the aeroplane type and is acceptable to the Director; and
 - (2) for turbojet and turbofan powered aeroplanes, an operating visual approach slope indicator system, except when the aeroplane is performing a precision instrument approach that includes glideslope guidance.
- (c) A holder of an air operator certificate must ensure that an aeroplane performing an air operation under the authority of the certificate does not use an aerodrome for landing or taking-off unless the aerodrome is specified individually or by grouping in the certificate holder's exposition.
- (d) A holder of an air operator certificate must ensure that the following matters are specified for each of the aerodromes or groups of aerodromes specified in the certificate holder's exposition under paragraph (c)—
 - (1) the route or segment of a route:
 - (2) the necessary level of flight crew training:
 - (3) the minimum flight crew experience:
 - (4) the flight crew pairing restrictions:
 - (5) the type of authorised flight operations.
- (e) Despite paragraph (f)(1)(i), an aerodrome referred to in paragraph (c) that is to be used as an alternate aerodrome by an aeroplane that has a

certificated seating capacity of more the 30 passengers and is engaged on a domestic air operation does not need to be operated under the authority of an aerodrome operating certificate if the aerodrome is promulgated in the AIPNZ.

(f) Each aerodrome specified in the certificate holder's exposition as referred to in paragraph (c) that is to be used by an aeroplane that is engaged on a regular air transport passenger service must be an aerodrome that—

(1) for a New Zealand aerodrome, is operated under the authority of—

(i) a level 1 or a level 2 aerodrome operating certificate issued under the Act and in accordance with Part 139 if the operation is a domestic air transport operation carrying passengers; or

(ii) a level 1 aerodrome operating certificate issued under the Act and in accordance with Part 139 if the operation is an air transport operation carrying passengers to or from New Zealand; and

(2) for an aerodrome outside of New Zealand, is associated with a certificate that meets a standard that is equivalent to that required for a level 1 aerodrome operating certificate specified in Part 139 and issued by an ICAO Contracting State.

(g) A holder of an air operator certificate must maintain a register, as part of the route guide, of aerodromes that are to be used in accordance with paragraphs (e) and (f), containing—

(1) the aerodrome data; and

(2) procedures for ensuring that the condition of the aerodrome is safe for the operation; and

(3) procedures for ensuring that the condition of any required equipment, including safety equipment, is safe for the operation; and

- (4) details of any limitations on the use of the aerodrome.
- (h) Except as provided in paragraph (i), a holder of an air operator certificate must ensure that an aeroplane performing an air operation under the authority of the certificate does not land on or take-off from a runway unless—
- (1) the width of the runway to be used is at least that width determined in accordance with Appendix C for the aeroplane; and
 - (2) the width of the runway strip for the runway to be used is at least that width determined in accordance with Appendix C for the aeroplane and the runway type.
- (i) A runway that has a width that is less than that required under paragraph (h) may be used by an aeroplane performing an air operation under the authority of an air operator certificate if—
- (1) a lesser minimum runway width is determined by certificated flight testing, is prescribed in the aeroplane's flight manual; or
 - (2) a lesser minimum runway width was prescribed in the certificate holder's air service certificate, issued under regulation 136 of the Civil Aviation Regulations 1953 before 6 January 1993, for the aeroplane.

125.77 Use of aerodromes

- (a) A holder of an air operator certificate must ensure that an aeroplane performing an air operation under the authority of the certificate does not use an aerodrome for landing or take-off unless—
- (1) the aerodrome has physical characteristics, obstacle limitation surfaces, and visual aids that meet the requirements of—
 - (i) the characteristics of the aeroplane being used; and
 - (ii) the lowest meteorological minima to be used; and
 - (2) if the operation is a regular air transport passenger service to, from, or outside of New Zealand—

- (i) each runway at an aerodrome within New Zealand that is used for the operation has a RESA at each end of the runway in accordance with the requirements of Part 139 Appendix A; or
 - (ii) if the runway does not have a RESA as required by paragraph (i), the certificate holder must ensure that the take-off and landing performance calculations for the aeroplane are based on a reduction of the appropriate declared distances for the runway to provide the equivalent of a 90m RESA at the overrun end of the runway strip; and
 - (iii) each runway at an aerodrome outside of New Zealand that is used for the operation has a RESA that extends to at least 150m from the overrun end of the runway, or an engineered equivalent that is acceptable to the Director; or
 - (iv) if the runway does not have a RESA or an engineered equivalent as required in paragraph (iii), the certificate holder must ensure that the take-off and landing performance calculations for the aeroplane are based on a reduction of the appropriate declared distances for the runway to provide the equivalent of the RESA required in paragraph (iii) at the overrun end of the runway.
- (b) Except as provided in paragraphs (f) and (h), a holder of an air operating certificate must ensure that an aeroplane performing a regular air transport passenger service under the authority of the certificate does not use an aerodrome for landing or take-off unless the aerodrome is—
- (1) for a New Zealand aerodrome,—
 - (i) operated under the authority of a level 1 or a Level 2 aerodrome operating certificate issued under the Act and in accordance with Part 139 if the operation is a domestic air transport operation carrying passengers; or
 - (ii) operated under the authority of a level 1 aerodrome operating certificate issued under the Act and in

accordance with Part 139 if the operation is an air transport operation carrying passengers to or from New Zealand; or

- (iii) except as provided in paragraph (g), promulgated in the AIPNZ if the operation is an air transport operation carrying cargo only; and
- (2) for an aerodrome outside of New Zealand, is associated with a certificate that meets a standard that is equivalent to that required for a level 1 aerodrome operating certificate specified in Part 139 and issued by an ICAO Contracting State if the operation is an air transport operation carrying passengers.
- (c) A holder of an air operator certificate must ensure that an aeroplane that has a MCTOW of 5700 kg or less that is operated VFR by day under the authority of the certificate does not use any place for the purpose of landing or taking-off unless—
- (1) the runway used has—
 - (i) a width that is at least twice the outer main gear wheel span of the aeroplane; and
 - (ii) a surface without irregularities and of sufficient strength for take-off and landing for the aeroplane being used; and
 - (2) the width of the runway strip surrounding the runway being used is at least two and a half times the wing span of the aeroplane, or 30 m, whichever is greater.
- (d) A holder of an air operator certificate must ensure that none of its aeroplanes that are not operated in accordance with paragraph (c) use any place for the purpose of landing or taking-off unless—
- (1) the aerodrome reference code for the aeroplane being used is determined by reference to Table 1 of Appendix C; and
 - (2) the runway width is at least that width determined by reference to the aeroplane code number in Table 2 of Appendix C; and

- (3) the minimum runway strip width surrounding the runway used is determined by reference to Table 3 of Appendix C.
- (e) Despite paragraphs (c) and (d), a holder of an air operator certificate may use a lesser minimum runway width than that required under paragraph (c) or (d) for an aeroplane type if—
- (1) a lesser minimum runway width determined by certificated flight testing is prescribed in the aeroplane's flight manual; or
 - (2) a lesser minimum runway width is acceptable to the Director; or
 - (3) a lesser minimum runway width was prescribed for the aeroplane in an air service certificate, issued to the holder of the air operator certificate under regulation 136 of the Civil Aviation Regulations 1953 before 6 January 1993.
- (f) An aerodrome that is to be used as an alternate aerodrome by an aeroplane performing a domestic air transport operation carrying passengers under the authority of an air operator certificate does not need to be operated under the authority of an aerodrome operating certificate as required by paragraph (b)(1)(i) if the aerodrome is promulgated in the AIPNZ.
- (g) An aeroplane performing an air transport operation carrying cargo only under the authority of an air operator certificate may use an aerodrome that is not promulgated in the AIPNZ if the holder of the air operator certificate maintains a register containing—
- (1) the aerodrome data; and
 - (2) procedures for ensuring that the condition of the aerodrome is safe for the operation of the aeroplane; and
 - (3) procedures for ensuring that the condition of any required equipment, including safety equipment, is safe for the operation of the aeroplane; and
 - (4) details of any limitation on the use of the aerodrome.

(h) A holder of an air operator certificate is not required to comply with paragraph (b) until [date XX months after effective date of rule] provided—

- (1) the aerodrome to be used is promulgated in the AIPNZ for aerodromes in New Zealand or the AIP of the applicable country if the aerodrome is outside of New Zealand; or
- (2) if the aerodrome is not published in the applicable AIP, the holder of the air operator certificate must maintain a register in accordance with the requirements of paragraph (g).

129.107 Use of aerodromes

A holder of a foreign air operator certificate must ensure that an aeroplane conducting a foreign air transport operation under the authority of the certificate does not use an aerodrome within New Zealand for landing or taking-off unless—

- (1) the runway to be used at the aerodrome is provided with a RESA at each end of the runway in accordance with the requirements of Part 139 Appendix A; or
- (2) if the runway does not have a RESA as required by paragraph (1), the certificate holder must ensure that the take-off and landing performance calculations for the aeroplane are based on a reduction of the appropriate declared distances for the runway to provide the equivalent of a 90 metre RESA at the overrun end of the runway strip.

Advisory Circulars ACs>

AC#	Rev #	Title	Effective date
<u>AC00-3</u>	Rev 0	Internal Quality Assurance	24/07/07
<u>AC139-2</u>	Rev 1	Aerodrome certification exposition	27/04/07
<u>AC139-3</u>	Rev 3	Aerodrome inspection programme and condition reporting	20/12/07
<u>AC139-4</u>	Rev 3	Aerodrome rescue and fire fighting	27/04/07
<u>AC139-5</u>	Rev 1	Operational safety during works on aerodromes	27/04/07
<u>AC139-6</u>	Rev 4	Aerodrome Standards and Requirements: All aeroplanes conducting Air Transport Operations All aeroplanes above 5700 kg MCTOW	04/07/11
<u>AC139-7</u>	Rev 4	Aerodrome Standards and Requirements: Aeroplanes at or below 5700 MCTOW - Non Air Transport Operations	18/12/09
<u>AC139-8</u>	Rev 2	Aerodrome design, heliports	27/04/07
<u>AC139-9</u>	Rev 2	Notification of aerodrome data and information	27/04/07
<u>AC139-10</u>	Rev 1	Control of obstacles	27/04/07
<u>AC139-11</u>	Rev 2	Use of day – VFR aerodromes	27/04/07

<u>AC139-12</u>		Aerodromes - Certification, Operation and Use - UNICOM and AWIB Services	01/07/02
<u>AC139-13</u>	Rev 0	Aerodrome maintenance: Runway surface friction characteristics and friction testing	18/07/08
<u>AC139-14</u>	Rev 0	Aerodrome Certification - Aerodrome Emergency Plan	25/08/08
<u>AC139-15</u>	Rev 0	Aeronautical Studies for Aerodrome Operators	23/02/11
<u>AC 139-16</u>	Rev 0	Wildlife Hazard Management at Aerodromes	07/10/12

Appendix

Table of Amendments to Civil Aviation (Offences) Regulations

The following amendments are proposed to Schedule 1 to the Civil Aviation (Offences) Regulations 2006 as a consequence of the proposed amendments to Part 139:

Provision	Brief Description	Fines and Fees (\$)			
		Summary Conviction		Infringement Fees	
		Individual	Body Corporate	Individual	Body Corporate
Part 139	Aerodromes – Certification and Operation				
Rule 139.5(a)-(b)	A person must not operate an aerodrome serving any aeroplane engaged in prescribed operation except as authorised under prescribed certificate.	5,000	30,000	2,000	12,000
Rule 139.5(c)	A person must not operate an aerodrome that exceeds the minimum prescribed thresholds except as prescribed	5,000	30,000	2,000	12,000
Rule 139.15(a)	A person operating an aerodrome that is published in the AIPNZ and not operated under a certificate must	5,000	30,000	2,000	12,000

	comply with the prescribed requirements.				
Rule 139.15(b)	A person operating an aerodrome that is not published in the AIPNZ must comply with the prescribed requirements.	5,000	30,000	2,000	12,000
Rule 139.101(1)	Holder of aerodrome operating certificate must hold current and complete copy of prescribed aerodrome exposition on aerodrome.	1,250	7,500	500	3,000
Rule 139.101(2)	Holder of aerodrome operating certificate must comply with exposition.	5,000	30,000	2,000	12,000
Rule 139.101(3)	Holder of aerodrome operating certificate must make exposition available to personnel.	1,250	7,500	500	3,000
Rule 139.101(4)	Holder of aerodrome operating certificate must continue to meet prescribed	5,000	30,000	2,000	12,000

	standards and requirements.				
Rule 139.101(5)	Holder of aerodrome operating certificate must notify the Director of change to address, telephone number, and fax number within prescribed period.	1,250	7,500	500	3,000
Rule 139.103	Responsibilities of aerodrome operating certificate holder regarding maintenance of emergency plan.	5,000	30,000	2,000	
Rule 139.105(a)	Holder of prescribed certificate must provide rescue and fire fighting capability meeting minimum requirements.	5,000	30,000	2,000	12,000
Rule 139.105(b)	Holder of prescribed certificate must increase rescue and fire fighting capability in prescribed circumstances.	5,000	30,000	2,000	12,000

Rule 139.105(e)	Holder of prescribed certificate must employ system of preventive maintenance of rescue and fire fighting vehicles.	5,000	30,000	2,000	12,000
Rule 139.105(f)	Holder of prescribed certificate must replace inoperative rescue and fire fighting vehicles.	5,000	30,000	2,000	12,000
Rule 139.105(g)	Holder of prescribed certificate must respond to each emergency during prescribed operations.	5,000	30,000	2,000	12,000
Rule 139.109	Holder of prescribed certificate must ensure provision of prescribed air traffic services.	5,000	30,000	2,000	12,000
Rule 139.111(a)	Holder of aerodrome operating certificate must ensure that aerodrome is provided with apron management service in prescribed conditions.	2,500	15,000	1,000	12,000

Rule 139.111(b)	Holder of aerodrome operating certificate for prescribed aerodrome must ensure that an agreement is established as prescribed.	2,500	15,000	1,000	6,000
Rule 139.113	Holder of aerodrome operating certificate must protect navigation aids and air traffic service facilities as prescribed.	5,000	30,000	2,000	12,000
Rule 139.115	Holder of aerodrome operating certificate must notify the Aeronautical Information Service of aerodrome operational condition that may affect safe operation of aircraft.	5,000	30,000	2,000	12,000

Rule 139.117(a)	Holder of aerodrome operating certificate must ensure that prescribed exposition remains current.	2,500	15,000	1,000	12,000
Rule 139.117(b)	Holder of aerodrome operating certificate must ensure that amendments to exposition meet prescribed requirements and comply with prescribed procedures.				6,000
Rule 139.117(c)	Holder of aerodrome operating certificate must provide Director with copy of each amendment to exposition as soon as practicable..	2,500	15,000	1,000	1,500
Rule 139.117(d)	Holder of aerodrome operating certificate must notify Director and obtain acceptance of prescribed changes.	5,000	30,000	2,000	6,000

Rule 139.117(f)	Holder of aerodrome operating certificate must comply with conditions imposed by the Director regarding prescribed changes.	5,000	30,000	2,000	12,000
Rule 139.117(g)	Holder of aerodrome operating certificate must forward certificate to Director for endorsement of prescribed amendment.	1,250	7,500	500	12,000
Rule 139.117(h)	Holder of aerodrome operating certificate must amend exposition as Director considers necessary in interests of safety.	5,000	30,000	2,000	3,000
Rule 139.119(b)	Holder of aerodrome operating certificate must provide written report to Director concerning deviation from prescribed	5,000	30,000	2,000	12,000

	requirements in emergency.				
Rule 139.201(a)	Holder of aerodrome operating certificate for security designated aerodrome must provide safeguards as prescribed.	5,000	30,000		12,000
Rule 139.201(d)	Holder of aerodrome operating certificate must meet other prescribed requirements for security designated aerodromes.	5,000	30,000		
Rule 139.203	Holder of aerodrome operating certificate for non-security designated aerodrome must have prescribed contingency plan and comply with prescribed requirements.	4,000	25,000		
Rule 139.351(a)(1)	A person must not provide or operate UNICOM service except in prescribed	2,500	15,000	1,000	6,000

	manner.				
Rule 139.351(a)(2)	A person must not broadcast weather or aerodrome information except in prescribed manner.	2,500	15,000	1,000	6,000
Rule 139.353(a)	Person intending to provide UNICOM or AWIB service must apply for allocation of call sign, grant of radio licence, as prescribed and obtain written consent of aerodrome operator.	2,500	15,000	1,000	6,000
Rule 139.353(b)	Person providing or operating UNICOM or AWIB service must ensure that service is operated in prescribed manner.	2,500	15,000	1,000	6,000
Rule 139.353(c)	Person providing or operating UNICOM or AWIB service must ensure that service does not operate in prescribed manner.	2,500	15,000	1,000	6,000

Rule 139.353(d)	Person providing or operating UNICOM or AWIB service must ensure that safeguards are provided in prescribed manner.	2,500	15,000	1,000	6,000
Rule 139.355	Person intending to provide UNICOM or AWIB service must provide prescribed information to AIS.	2,500	15,000	1,000	6,000
Rule 139.357	Person operating UNICOM service must be trained and assessed to meet prescribed requirements.	2,500	15,000	1,000	6,000
Rule 139.359(b)	Person providing or operating UNICOM service must not provide proscribed services or information.	2,500	15,000	1,000	6,000
Rule 139.359(c)	Person providing UNICOM service must implement prescribed procedures.	2,500	15,000	1,000	6,000