

**Civil Aviation
Requirements**



MCAR – Part 139

Section – 1

Aerodrome Certification

Second Edition

5th January, 2018

(The second amendment is incorporated in this requirements, 5th March 2019)

Department of Civil Aviation

Ministry of Transport and Communications, Myanmar

FOREWORD

In exercise of the powers conferred by Section 5(A) (c) of the Myanmar Aircraft Act 1934 and the delegated powers from the Ministry of Transport as per Notification No 118/2009 dated 9 Oct 2009, the requirements for the **Part 139 Section 1 - Aerodrome Certification** is prescribed and shall take effect immediately.

Part 139 Section 1 - Aerodrome Certification provides the regulatory requirements relating to the certification and operation of aerodromes, the security measures applicable to aerodromes and the use of aerodromes by aircraft operators.

This Part 139 section 1 shall be applied in conjunction with Part 139 section 2- Aerodrome Standards. Part 139 section 2 provides details the requirements for aerodrome design and operations to be complied by the aerodrome certificate holder.

This Second Edition of Part 139 Section 1 - Aerodrome Certification superseded the First Edition of MCAR Part 139 Section 1 issued on 1 January 2010.



Director General
Department of Civil Aviation

Aerodrome Certification

Chapter A— General

139.1 Applicability	8
139.3 Definitions	8
139.4 Methods and procedures for compliance	10

Chapter B — Certification

139.5 Requirement for certificate	11
139.6 General Requirements	11
139.7 Application for certificate	11
139.8 Inspection authority	12
139.8A Continued Aerodrome Safety Oversight	12
139.9 Issuance of certificate	12
139.11 Duration of certificate	12
139.13 Renewal of certificate	13
139.13A Interim Aerodrome certificate	13
139.14 Amendment of an aerodrome certificate	13
139.15 Enforcement	13
139.17 Deviations	14
139.19 Exemptions	14
139.21 Falsification, reproduction, or alteration of applications, certificates, reports, or records	14

Chapter C—Aerodrome Manual

139.31 General Requirements	16
139.33 Contents of Aerodrome Manual	16
139.35 Amendments of Aerodrome Manual	18

Chapter D —Operations

139.51 Aerodrome design requirements	19
139.53 Aerodrome limitations	19
139.54 Records	19

139.55 Personnel requirements	20
139.57 Aerodrome emergency plan	21
139.59 Rescue and firefighting – category determination	23
139.61 Rescue and firefighting – extinguishing agents	24
139.63 Rescue and firefighting – vehicles	24
139.65 Rescue and firefighting – personnel requirements	25
139.67 Rescue and firefighting – response capability	26
139.69 Public protection	26
139.71 Wildlife hazard management	26
139.73 Notification of aerodrome data and information	28
139.75 Aerodrome internal quality assurance	28
139.77 Paved areas	29
139.79 Unpaved areas	29
139.81 Marking, Signs and lighting	30
139.83 Identifying, marking, and lighting construction and other unserviceable areas	31
139. 85 Runway Safety	31
139. 85A Runway Incursion Prevention	32
139. 85B Runway Excursion Prevention	32
139. 85C Runway Confusion	33
139. 85D Suspension or Closure of Runway Operations	34
139. 86 Apron Safety	34
139. 87 Low Visibility Operations	36
139. 88 to 139.99 Reserved	36
139.101 Continued compliance	36
139.102 Safety Areas	36
139.103 Aerodrome maintenance	37
139.104 Safety Management System	37
139.105 Visual aids for navigation – maintenance and checking	37

139.107 Works on aerodrome	38
139.109 Aerodrome emergency plan –maintenance	38
139.111 Rescue and firefighting – operational requirements	38
139.112 Handling and storing of hazardous substances and materials	39
139.113 Aerodrome aircraft traffic management	40
139.115 Apron management service	40
139.117 Self-inspection programme	41
139.119 Pedestrians and Ground vehicles	41
139.120 Obstacles	42
139.121 Protection of navigation aids	42
139.123 Aerodrome condition reporting	43
139.125 Unsafe conditions	43
139.127 Wind direction indicator	44
139.129 Changes to certificate holder's organization	44
139.201 Safety inspections and audits	45
Chapter E— Aerodrome Security	
139.203 Applicability	46
139.205 Requirements for security designated aerodromes	46
Chapter F— Use of Aerodromes	
139.301 Applicability	49
139.303 Use of aerodromes – general	49
139.305 Use of aerodromes – air transport aircrafts	49
Appendix A— Aerodrome Certificate Application Form	49
Appendix B—Aerodrome Certification Renewal Application Form	51

LIST OF EFFECTIVE PAGES

Part	No. of pages	Version	Date of Issue
Cover and Foreword	2	Second	5-1-2018
Table of Contents	3		
List of Effective Pages	1		
Amendment Record	2		
Chapter A: General	3		
Chapter B: Certification	5		
Chapter C: Aerodrome Manual	3		
Chapter D: Operations	27		
Chapter E: Aerodrome Security	3		
Chapter F: Use of Aerodrome	1		
Appendix A- Aerodrome Certificate Application Form	2		
Appendix B— Aerodrome Certification Renewal Application Form	2		

AMENDMENT RECORD

The amendments listed have been incorporated into the following amendments.

Edition	Subject	Contents of Amendments	Signature	Effective Date
1 st	1 st Draft			24.7.2009
1 st	2 nd draft			15.9.2009
1 st	Complete manual			1.12.2009
1 st	Amendment 1	139.3 Definitions, 139.7 Application for certificate, 139.8		1.1.2010
1 st	Amendment 2	139.14 Amendment of an aerodrome		1.4.2011
2 nd	New Version			5.1.2018
2 nd	Amendment 1	139.1 Applicability		14.2.2018
2 nd	Amendment 2	139.3 Definitions Aerodrome Certificate Aerodrome Operator Aerodrome Safety Inspector Wildlife Hazard Management Programme Safety Management System (SMS) 139.6 General Requirement 139.7 Application for Certificate 139.8 Inspection Authority 139.8A Continued aerodrome Safety Oversight 139.9 Issuance of Certificate 139.13 Renewal of Certificate 139.13A Interim Aerodrome Certificate 139.15 Enforcement 139.19 Exemptions 139.31 General Requirement 139.33 Contents of Aerodrome Manual		5.3.2019

		139.71 Wildlife Hazard Management 139.85 Runway Safety 139. 85A Runway Incursion Prevention 139. 85B Runway Excursion Prevention 139. 85C Runway Confusion 139. 85D Suspension or Closure of Runway Operations 139. 86 Apron Safety 139. 87 Low Visibility Operations 139.112 Handling and storing of hazardous substances and materials Appendix B- Aerodrome Certification Renewal Application Form		

Chapter A - General

139.1 Applicability

- (a) This part prescribes rules governing the certification and operation of aerodromes in the Republic of Union of Myanmar serving any scheduled or unscheduled passenger operations of an aircraft under which the operation is conducted at those airports.
- (b) This part applies requirements for security at certified aerodromes.
- (c) This part does not apply to heliports.

139.3 Definitions

Aerodrome— A defined area of land including any buildings, installations and equipment intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

Aerodrome Certificate— A certificate issued by the Director General of Department of Civil Aviation for the operation of an aerodrome under the provisions of this requirements subsequent to the acceptance/ approval of the aerodrome manual.

Aerodrome Manual (AM)—A manual that forms part of the application for an aerodrome certificate pursuant to these requirements, including any amendments thereto accepted/approved by the Department of Civil Aviation.

Aerodrome facilities and equipment— Facilities and equipment inside or outside the aerodrome boundary that are constructed or installed and maintained for the arrival, departure and surface movement of aircraft.

Aerodrome Operator— A person, organization or enterprise responsible for operation and management of an aerodrome. In relation to a certificated aerodrome, means the aerodrome certificate holder.

Aerodrome Safety Inspector (ASI) — Aerodrome Safety Inspector is credentialed DCA personnel responsible for initial aerodrome certification and continuing aerodrome safety oversight of the aerodrome operators. ASI conducts initial, periodic, surveillance aerodrome inspections, ensuring and compliance with the MCAR Part 139.

Apron—A defined area, on a land aerodrome, intended to accommodate aircraft for the purpose of loading or unloading passengers, mail or cargo, fueling, parking or maintenance.

Apron Management— A plan and/or procedures identifying the effective and efficient use of apron services as it relates to the allocation of aircraft parking spaces, aircraft engine starts, marshalling of aircraft, air traffic service arrangements between ATM and airport operations, and other items as deem necessary.

Certificate Holder– means the holder of an Aerodrome Certificate issued under this requirement.

Class I Airport– means an airport certificated to serve scheduled operations of large aircraft that can also serve unscheduled passenger operations of large aircraft and/or scheduled operations of small aircraft.

Class II Airport– means an airport certificated to serve scheduled operations of small aircraft and the unscheduled passenger operation(s) of large aircraft when the physical characteristics of the airport support such operations. A Class II airport cannot serve scheduled large aircraft.

Certified Aerodrome– An aerodrome whose operator has been granted an aerodrome certificate.

Movement Area– The part of the aerodrome to be used for the take-off, landing and taxing of aircraft, consisting of the manoeuvring area and the apron(s).

Safety Area– A defined area that includes either the runway or taxiway and surrounding surfaces that is prepared or suitable for reducing the risk of damage to aircraft in the event of an aircraft departing the runway or taxiway pavement surfaces.

Obstacle–All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that:

- a) are located on an area intended for the surface movement of aircraft; or
- b) extend above a defined surface intended to protect aircraft in flight; or
- c) stand outside those defined surfaces and that have been assessed as being a hazard to air navigation.

Obstacle Limitation Surfaces (OLS)– a series of surfaces that define the volume of airspace at and around an aerodrome that is necessary for safe aircraft operations. These surfaces also prevent the installation or construction of objects that could present a hazard to aircraft operations at an aerodrome.

Safety Management System (SMS)– A systematic approach to managing safety including the necessary organizational structure, accountabilities, policies and procedures.

Unserviceable area– means a part of the movement area that is unavailable for use by aircraft.

Wildlife Hazard– means a potential for a damaging aircraft collision with wildlife on or near an aerodrome.

Wildlife Hazard Management Program (WHMP)—The proactive management and effective control of wildlife at aerodromes and their vicinities.

Works area - means a part of the movement area in which maintenance or construction works are in progress that may endanger the safety of aircraft.

139.4 Methods and procedures for compliance.

Certificate holders must comply with requirements prescribed by chapter C and D of this part. DCA-AGA Advisory Circulars contain methods and procedures for compliance with this part that are acceptable to the Department of Civil Aviation (DCA).

Chapter B - Certification

139.5 Requirement for certificate

- (a) No person shall operate a land aerodrome used for public purpose serving any aircraft with scheduled or unscheduled international passenger operations in accordance with the provisions of an aerodrome certificate issued for that aerodrome under this part.
- (b) No person shall operate a land aerodrome used for private purpose serving any aircraft with more than 30 passenger seats in accordance with the provisions of an aerodrome certificate issued for that aerodrome under this part.
- (c) An aerodrome operator who is not required under paragraph (a) and (b) to hold an aerodrome certificate may also apply for an aerodrome certificate under this part.

139.6 General requirements.

- (a) Except as otherwise authorized by the DCA, no person may operate an airport specified under 139.5 of this part without an Aerodrome Certificate or in violation of that certificate, the applicable provisions, or the approved Aerodrome Manual.
- (b) Each certificate holder shall adopt and comply with an Aerodrome Manual as required under 139.33.
- (c) Each applicant required to have an Aerodrome Certificate under this requirement shall submit environmental impact study or initial environmental examination for initial aerodrome certificate application. Approvals from other government departments as required by other local statutory requirements shall be obtained by the applicant and submitted together with the application.
- (d) Applicants required to have an Aerodrome Certificate under this part shall submit their Aerodrome Manual prior to 90 days to the DCA for acceptance /approval.

139.7 Application for certificate

Each applicant for the grant of an Aerodrome Certificate shall -

- (a) prepare and submit application form (See Appendix-1) and submit it to the Director General of Department of Civil Aviation;
- (b) submit with the application, two copies of aerodrome manual in accordance with chapter C of this part;
- (c) a layout plan of the aerodrome and its facilities; and
- (d) evidence of lawful entitlement to use the place as an aerodrome.
- (e) a payment of the application fee as prescribed in the AIP or AIC by the DCA.
- (f) an environmental impact assessment report or initial environmental examination approved by other agencies /related government departments.

139.8 Inspection authority

Each applicant for, or holder of, an Aerodrome Certificate must allow the **Aerodrome Safety Inspectors of DCA** to make any inspections, including unannounced inspections, or tests to determine compliance with the requirements of this part.

139.8 A Continued aerodrome safety oversight

- (a) Aerodrome regulator shall establish surveillance program as continued aerodrome safety oversight for certified airports.
- (b) Aerodrome safety inspectors shall conduct continuing safety oversight of the aerodrome operators and aerodrome operator safety audit on associated service providers such as ground-handling agencies and other organizations that perform activities independently at the aerodrome in relation to flight or aircraft handling comply with the safety requirements of the aerodrome operator.

139.9 Issuance of certificate

An applicant for an Aerodrome Certificate is entitled to a certificate if—

- (a) the applicant meets the provisions of 139.7;
- (b) The aerodrome safety inspector, after investigation, finds the applicant is properly and adequately equipped and able to provide a safe airport operating environment in accordance with -
 - (1) Any limitation that the aerodrome inspector finds necessary to ensure safety in air transportation.
 - (2) The requirements of the Aerodrome Manual, as specified under 139.33.
 - (3) Any other provisions of this part that the aerodrome inspector finds necessary to ensure safety in air transportation.
- (d) The aerodrome Safety inspector accepts/approves the Aerodrome Manual.

139.11 Duration of certificate

- (a) An Aerodrome Certificate may be granted or renewed for a period of up to three years.
- (b) An Aerodrome Certificate remains in force for the time period approved on the certificate unless the aerodrome operator surrenders it or it is suspended or revoked by the Director General of DCA.
- (c) The holder of an aerodrome certificate that suspended or is revoked shall forthwith surrender the certificate to the Director General of DCA.

139.13 Renewal of certificate.

- (a) An aerodrome operator prepare and submit certificate renewal application form, see Appendix-B. Application for renewal must be received not less than 90 days before the certificate expires.
- (b) An aerodrome operator must comply with 139.7 (b)(c)(e), chapter C and chapter D of this requirement for a renewal of an Aerodrome Certificate.
- (c) Renewal of certificate shall not be issued unless satisfactory outcomes of surveillance inspection results.

139.13 A Interim aerodrome certificate

The DCA may issue an interim aerodrome certificate to the applicant referred to 139.7 authorizing the applicant to operate an aerodrome if the DCA is satisfied that an aerodrome certificate in respect of the aerodrome will be issued to the applicant as soon as the application procedure for the grant of an aerodrome certificate has been completed.

139.14 Amendment of an Aerodrome Certificate.

The DCA may, provided that the requirements of chapter C and D are met, amend an aerodrome certificate where:

- (a) there is a change in the operator of the aerodrome; or
- (b) there is a change in the use or operation of the aerodrome; or
- (c) there is a change in the boundaries of the aerodrome; or
- (d) the holder of the aerodrome certificate requests the amendment.

139.15 Enforcement

- (a) A certificate holder must comply with requirements prescribed by chapters C and D of this part.
- (b) If unacceptable condition of any non-compliance exists at aerodrome, Department of Civil Aviation (DCA) or any person authorized by the DCA may take such enforcement:
 - (i) Administrative Action.
 - (ii) Legal Action under Myanmar Aircraft Rule No. 124.
 - (iii) Operating restrictions; and
 - (iv) Suspension/ cancellation or revocation of Aerodrome Certificate.

139.17 Deviations

- (a) In emergency conditions requiring immediate action for the protection of life or property, the certificate holder of an aerodrome certificate may deviate from any requirement of chapter D of this part, or Aerodrome Manual, to the extent required to meet that emergency.
- (b) Each certificate holder who deviates from a requirement under paragraph (a) shall provide a written report to the Director General of DCA as soon as practicable, but in any event not later than 14 days after the emergency. The report shall cover the nature, extent and duration of the deviation.

139.19 Exemptions

- (a) An applicant or a certificate holder may petition the DCA for an exemption from any requirement of this part.
- (a) The DCA may exempt an applicant or a certificate holder from compliance with specified provisions of this requirement or specified standards set out in the Part 139 Section 2-Aerodrome Standards.
- (b) Before deciding to exempt an applicant or a certificate holder, DCA must take into account any relevant considerations relating to the safety of air navigation.
- (c) An exemption is only granted after completion of an aeronautical study or risk assessment designed to identify procedures and conditions of the proposal.
- (d) Petition for an exemption must describe —
 - (i) The reason for the exemption.
 - (ii) The specific nature and extent of relief sought.
 - (iii) The proposal effect on safety if the exemption is granted.
 - (iv) Time limited.
- (e) Application for exemption, risk assessment and mitigation process are given in DCA-GM-AGA 06 -Procedure for Accepting Non-compliances. For further guidance, Safety Assessment for Aerodrome is given in DCA-AC-AGA 08.

139. 21 Falsification, reproduction, or alteration of applications, certificates, reports, or records.

- (a) No person shall make or cause to be made:
 - (1) Any fraudulent or intentionally false statement on any application for a certificate or approval under this part.

- (2) Any fraudulent or intentionally false entry in any record or report that is required to be made, kept, or used to show compliance with any requirement under this part.
 - (3) Any reproduction, for a fraudulent purpose, of any certificate or approval issued under this part.
 - (4) Any alteration, for a fraudulent purpose, of any certificate or approval issued under this part.
- (b) The commission by any owner, operator, or other person acting on behalf of a certificate holder of an act prohibited under paragraph (a) of this section is a basis for suspending or revoking any certificate or approval issued under this part and held by the person committing the requirement.

Chapter C- Aerodrome Manual

139.31 General requirements.

- (a) No person may operate an airport subject to this part unless that person adopts and complies with an Aerodrome Manual, as required under this part, that—
 - (1) Has been accepted/approved by the DCA;
 - (2) Is in printed form and signed by the certificate holder acknowledging the certificate holder's responsibility to operate the airport in compliance with the Aerodrome Manual accepted/approved by the DCA; and
 - (3) Is in a form that is easy to revise and organized in a manner helpful to the preparation, review, and approval processes, including a revision log. In addition, each page or attachment must include the date of the DCA's initial acceptance/approval or acceptance/approval of the latest revision.
- (b) Each holder of an Aerodrome Certificate must —
 - (1) Keep its Aerodrome Manual current at all times;
 - (2) Maintain at least one complete and current copy of its approved Aerodrome Manual on the airport, which will be available for inspection by the Aerodrome Inspectors; and
 - (3) Furnish the applicable portions of the approved Aerodrome Manual to airport personnel responsible for its implementation.
- (c) DCA-GM-AGA 04, Guideline for the preparation of an Aerodrome Manual, contains methods and format for the development of Aerodrome Manuals that are acceptable to the DCA.

139.33 Contents of Aerodrome Manual.

- (a) Each applicant for aerodrome certificate must include all pertinent information on the aerodrome site, facilities, services, equipment, operating procedures, responsibility assignments, organization and management including a safety management system in the Aerodrome Manual in order to comply with applicable provisions of chapter D of this requirements and paragraph (b) of this section.
- (b) Except as otherwise authorized by the DCA, an applicant for the grant of an aerodrome certificate must provide the DCA with a manual which must contain:
 - (1) a statement signed by the aerodrome operator confirming that the manual-
 - (i) define the organization and demonstrate its means and methods for ensuring ongoing compliance with this part; and

- (ii) is to be complied with at all times;
- (2) the titles and names of the operation and maintenance person(s) required by 139.55(a);
- (3) the duties and responsibilities of the person(s) specified in paragraph (b) (2);
- (4) an organization chart showing lines of responsibility of person (s) specified in paragraph (b)(2);
- (5) any limitations established under requirements of 139.53;
- (6) each current exemption granted to the applicant from the requirements of this part and Part 139 Section 2 Aerodrome Standards;
- (7) particular of aerodrome data and information required by 139.73;
- (8) particular of the aerodrome operating procedures shall be included-
 - (i) Aerodrome condition reporting, 139.123;
 - (ii) Public protection/Access to Aerodrome Movement Area, 139.69;
 - (iii) Aerodrome emergency plan, 139.57& 139.109;
 - (iv) Aircraft Rescue And Fire Fighting (ARFF), 139.59, 139.61, 139.63, 139.65, &139.67;
 - (v) Aerodrome self-Inspection, 139.117;
 - (vi) Visual Aids and Aerodrome Electrical Systems including preventive maintenance and checking, 139.81 &139.105;
 - (vii) Maintenance of the Movement Area, 139.103;
 - (viii) Aerodrome Works Safety, 139.107;
 - (ix) Apron Management, 139.115;
 - (x) Apron Safety 139.86
 - (xi) Pedestrians and ground vehicles, 139.119;
 - (xii) Wildlife hazard management, 139.71;
 - (xiii) Obstacle control, 139.120;
 - (xiv) Removal of disabled Aircraft, 139.57(d) &(e);
 - (xv) Handling and Storage of Hazardous Materials, 139.112;
 - (xvi) Low visibility operations, 139.87
 - (xvii) Protection of sites for radar and navigational aids, 139.121.
- (9) a description of measures taken to comply with the security requirements in chapter E;
- (10) the procedures to control, amend and distribute the manual; and
- (11) implementation of Safety Management System (SMS).

139.35 Amendments of Aerodrome Manual

- (a) A certificate holder must amend the Aerodrome Manual for the aerodrome, whenever it is necessary to do so, to maintain the accuracy of information in the manual.
- (b) To maintain the accuracy of the Aerodrome Manual, DCA may give written directive to the operator requiring the operator to amend the manual in accordance with such directive.
- (c) A certificate holder must submit in writing a proposed amendment to its Aerodrome Manual to the DCA at least 30 days prior to the proposed effective date of the amendment.
- (d) The aerodrome safety inspectors shall periodically review the accuracy of the aerodrome manual. The updated aerodrome manual includes a record of all amendments, effective dates and amendment approvals.

Chapter D - Operations

139.51 Aerodrome design requirements

- (a) An Aerodrome Operator 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 the following—
- (1) the characteristics of the aircraft that the aerodrome is intended to serve;
 - (2) the lowest meteorological minima intended for each runway;
 - (3) the ambient light conditions intended for the operation of aircraft.
- (b) The physical characteristics, obstacle limitation surfaces, visual aids, equipment and installations, and RESA provided at the aerodrome must be acceptable to the DCA.
- (c) The certificate holder shall comply with the aerodrome design requirements set forth in Part 139 section 2 - Aerodrome Standards.

139.53 Aerodrome limitations

An Aerodrome Operator shall, when necessary for the safety of aircraft operations at their aerodrome, establish any limitations on the use of the aerodrome that arise from the aerodrome design or the facilities or services provided at the aerodrome.

139.54 Records.

An Aerodrome Operator must --

- (a) Furnish upon request by the DCA all records required to be maintained under this part.
- (b) Maintain records required under this part as follows:
 - (1) **Personnel training.** Twenty-four consecutive calendar months for personnel training records, as required under 139.55.
 - (2) **Emergency personnel training.** Twenty-four consecutive calendar months for aircraft rescue and firefighting personnel training records, as required under 139.65.
 - (3) **Airport fueling agent inspection.** Twelve consecutive calendar months for records of inspection of airport fueling agents, as required under 139.112.
 - (4) **Self-inspection.** Twelve consecutive calendar months for self-inspection records, as required under 139.117.

- (5) **Movement areas and safety areas training.** Twenty-four consecutive calendar months for records of training given to pedestrians and ground vehicle operators with access to movement areas and safety areas, as required under 139.119.
 - (6) **Accident and incident.** Twelve consecutive calendar months for each accident or incident in movement areas and safety areas involving an air carrier aircraft and/or ground vehicle, as required under 139.119.
 - (7) **Airport condition.** Twelve consecutive calendar months for records of airport condition information dissemination, as required under 139.123.
- (c) Make and maintain any additional records required by the DCA and the Aerodrome Manual.

139.55 Personnel requirements

An Aerodrome Operator shall -

- (a) Employ sufficient and qualified personnel to comply with the requirements of its Aerodrome Manual and the requirements of this part.
- (b) Equip personnel with sufficient resources needed to comply with the requirements of this part.
- (c) Train all persons who access movement areas and safety areas and perform duties in compliance with the requirements of the Aerodrome Manual and the requirements of this part. This training must be completed prior to the initial performance of such duties and at least once every 12 consecutive calendar months. The curriculum for initial and recurrent training must include at least the following areas:
 - (1) Airport familiarization, including airport marking, lighting, and signs system.
 - (2) Procedures for access to, and operation in, movement areas and safety areas, as specified under 139.119.
 - (3) Airport communications, including radio communication between the air traffic control tower and procedures for reporting unsafe airport conditions.
 - (4) Duties required under the Aerodrome Manual and the requirements of this part.
 - (5) Any additional subject areas required under 139.111, 139.112, 139.117, 139.119, 139.71 and 139.123, as appropriate.
- (d) Maintain the competent personnel required to operate and maintain the aerodrome and its services and facilities.
- (e) Make a record of all training completed by each individual in compliance with this section that includes, at a minimum, a description and date of training received. Such records must be maintained for 24 consecutive calendar months after completion of training.

139.57 Aerodrome emergency plan

- (a) An Aerodrome Operator shall develop and maintain an aerodrome emergency plan designed to minimize the possibility and extent of personal injury and property damage at, or in the vicinity of, their aerodrome in an emergency.
- (b) The plan must -
 - (1) Include procedures for prompt response to all emergencies listed in paragraph (c) of this section, including a communications network;
 - (2) Contain sufficient detail to provide adequate guidance to each person who must implement these procedures; and
 - (3) To the extent practicable, provide for an emergency response for the largest type of aircraft in the Category required under 139.59.
- (c) The aerodrome emergency plan required by this section shall contain for response to—
 - (1) Aircraft incidents and accidents;
 - (2) Bomb threats, including designation of parking areas for the aircraft involved;
 - (3) Structural fires;
 - (4) Fires at fuel farms or fuel storage areas;
 - (5) Natural disaster;
 - (6) Hazardous materials/dangerous goods incidents;
 - (7) Sabotage, hijack incidents, and other unlawful interference with operations; and
 - (8) Water rescue situations, as appropriate.
- (d) The plan required by this section must address -
 - (1) provisions for medical services, including transportation and medical assistance for the maximum number of persons that can be carried on the largest type of aircraft that the airport reasonably can be expected to serve;
 - (2) The name, location, telephone number, and emergency capability of each hospital and other medical facility and the business address and telephone number of medical personnel on the airport or in the communities it serves who have agreed to provide medical assistance or transportation;
 - (3) The name, location, and telephone number of each rescue squad, ambulance service, and government agency on the airport or in the communities it serves that agrees to provide medical assistance or transportation;

- (4) An inventory of surface vehicles and aircraft that the facilities, agencies, and personnel included in the plan under paragraphs (d)(2) and (3) of this section will provide to transport injured and deceased persons to locations on the airport and in the communities it serves;
 - (5) A list of each hangar or other building on the airport or in the communities it serves that will be used to accommodate uninjured, injured, and deceased persons;
 - (6) Procedures for removing disabled aircraft, including, to the extent practical, the name, location, and telephone numbers of agencies with aircraft removal responsibilities or capabilities.
- (e) The plan required by this section must provide for-
- (1) The marshalling, transportation, and care of ambulatory injured and uninjured accident survivors;
 - (2) The removal of disabled aircraft;
 - (3) Emergency alarm or notification systems; and
 - (4) Coordination of airport and control tower functions relating to emergency actions, as appropriate.
- (f) The plan required by this section must contain procedures for notifying the facilities, agencies, and personnel who have responsibilities under the plan of the location of an aircraft accident, the number of persons involved in that accident, or any other information necessary to carry out their responsibilities, as soon as that information becomes available.
- (g) The plan required by this section must contain provisions, to the extent practicable, for the rescue of aircraft accident victims from significant bodies of water and/or swampy areas, or difficult terrain adjacent to the airport that are crossed by the approach and departure flight paths of aircraft.
- (h) An Aerodrome Operator must-
- (1) Coordinate the plan with law enforcement agencies, rescue and firefighting agencies, medical personnel and organizations, the tenants at the airport, and all other persons who have responsibilities under the plan;
 - (2) To the extent practicable, provide for participation by all facilities, agencies, and personnel specified in paragraph (h)(1) of this section in the development of the plan;
 - (3) Ensure that all airport personnel having duties and responsibilities under the plan are familiar with their assignments and are properly trained; and

- (4) At least once every 12 consecutive calendar months, review the plan with all of the parties with whom the plan is coordinated, as specified in paragraph (h)(1) of this section, to ensure that all parties know their responsibilities and that all of the information in the plan is current.
- (i) An Aerodrome Operator must hold a full-scale airport emergency plan exercise at least once every 24 consecutive calendar months.
- (ii) MCAR Part 139- Section 2, chapter 9, 9.1 contains detail requirements for the development of an aerodrome emergency plan. DCA Advisory Circular, DCA-AC-AGA 05, contains plan and procedures for removal of disabled aircraft.
- (iii) The emergency plan required by this section must be submitted by each holder of an Aerodrome Certificate.

139.59 Rescue and firefighting - category determination

- (a) An Aerodrome Operator shall determine the rescue and fire fighting category of the aerodrome which, subject to paragraph (b), shall be according to the largest aircraft type regularly using the aerodrome as provided in Table 1. (**Aerodrome category for rescue and firefighting** stipulated in chapter 9, 9.2 of MCAR Part 139- Section 2 Aerodrome Standards.)

Table 1: Aerodrome category for rescue and firefighting

Aerodrome category (1)	Aeroplane overall length (2)	Maximum fuselage width (3)
1	0 m 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

- (b) The level of protection provided at an aerodrome for rescue and fire fighting shall be appropriate to the aerodrome category determined using the principles in 9.2.5 and 9.2.6 of MCAR Part 139- Section 2, except that, where the number of movements of the aeroplanes in the highest category normally using the aerodrome is less than 700 in the busiest consecutive three months, the level of protection provided shall be not less than one category below the determined category.

139.61 Rescue and firefighting - extinguishing agents

- (a) An Aerodrome Operator shall have the minimum extinguishing agents required for the category determined under 139.59, as provided in Table 2. (Minimum usable amounts of extinguishing agents stipulated in chapter 9, 9.2 of MCAR Part 139- Section 2 Aerodrome Standards.)

Table 2: Minimum usable amounts of extinguishing agents

Aerodrome category	Foam meeting performance level A		Foam meeting performance level B		Foam meeting performance level C		Complementary agents	
	Water (L)	Discharge rate foam solution/minute (L)	Water (L)	Discharge rate foam solution/minute (L)	Water (L)	Discharge rate foam solution/minute (L)	Dry chemical powders (kg)	Discharge Rate (kg/second)
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
1	350	350	230	230	160	160	45	2.25
2	1 000	800	670	550	460	360	90	2.25
3	1 800	1 300	1 200	900	820	630	135	2.25
4	3 600	2 600	2 400	1 800	1 700	1 100	135	2.25
5	8 100	4 500	5 400	3 000	3 900	2 200	180	2.25
6	11 800	6 000	7 900	4 000	5 800	2 900	225	2.25
7	18 200	7 900	12 100	5 300	8 800	3 800	225	2.25
8	27 300	10 800	18 200	7 200	12 800	5 100	450	4.5
9	36 400	13 500	24 300	9 000	17 100	6 300	450	4.5
10	48 200	16 600	32 300	11 200	22 800	7 900	450	4.5

Note.— The quantities of water shown in columns 2, 4 and 6 are based on the average overall length of aeroplanes in a given category.

139.63 Rescue and firefighting - vehicles

- (a) An Aerodrome Operator shall have the minimum rescue and firefighting vehicles for the category determined under 139.59, as provided in Table 3.

Table 3. Minimum number of 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) shall be equipped for two-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.
- (d) Each vehicle required by paragraph (a) shall—
- (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

- (a) An Aerodrome Operator shall ensure that all rescue and firefighting personnel at their aerodrome are—
- (1) equipped with adequate protective clothing and rescue equipment needed to do their duties; and
 - (2) trained, medically and physically fit, and competent in the use of the rescue and firefighting equipment; and
 - (3) Received initial and annual recurrent training to maintain competency in rescue and firefighting duties in the following areas as a minimum:
 - (i) airport familiarization,
 - (ii) aircraft familiarization,
 - (iii) Emergency Communication,
 - (iv) Use of hoses, nozzles, and turrets,
 - (v) Application of fire extinguishing agents for compliance with this regulation,
 - (vi) Firefighter operations,
 - (vii) Aircraft evacuation assistance,
 - (viii) Aircraft hazard cargo, and
 - (ix) Airport Emergency Plan as it relates to firefighter duties.
 - (4) sufficient in number and 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.
- (b) The detail requirement for personnel is set out in chapter 9, 9.2 of MCAR Part 139-Section 2 Aerodrome Standards.

139.67 Rescue and firefighting - response capability

- (a) With the aircraft rescue and firefighting equipment required under this part and the number of trained personnel that will assure an effective operation, each certificate holder must respond to each emergency during periods of aircraft operations.
- (b) An Aerodrome Operator shall ensure the following rescue and fire fighting response capability in optimum conditions of visibility and surface conditions:
 - (1) within **3 minutes** of the time of the alarm, at least one required aircraft rescue and firefighting vehicles and personnel needed to discharge foam at a rate of at least 50 percent of the discharge rate specified in 139.61 Table 2 for the aerodrome category shall 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) within 4 minutes from the time of alarm, all other required vehicles must reach the point specified in paragraph (b)(1) of this section from their assigned posts and all the necessary personnel shall be in position to apply continuous foam application at the discharge rate specified in 139.61 Table 2 for the aerodrome category.

139.69 Public protection

- (a) An Aerodrome Operator shall provide at their aerodrome -
 - (1) safeguards to prevent inadvertent entry to the movement area by unauthorized persons or vehicles; and
 - (2) reasonable protection of persons and property from aircraft blast.
- (b) The safeguards required by paragraph (a)(1) shall -
 - (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 2440 millimeters in height; and
 - (2) in other areas, be of a construction and height appropriate to prevent incursion by animals likely to endanger aircraft operations.

139.71 Wildlife hazard management

- (a) An Aerodrome Operator must take immediate action to alleviate wildlife hazards whenever they are detected.
- (b) An Aerodrome Operator must ensure that a wildlife hazard assessment is conducted when any of the following events occurs on or near the airport:

- (1) An air transport aircraft experiences multiple wildlife strikes;
 - (2) An air transport aircraft experiences substantial damage from striking wildlife. As used in this paragraph, substantial damage means damage or structural failure incurred by an aircraft that adversely affects the structural strength, performance, or flight characteristics of the aircraft and that would normally require major repair or replacement of the affected component;
 - (3) An air transport aircraft experiences an engine ingestion of wildlife; or
 - (4) Wildlife of a size, or in numbers, capable of causing an event described in paragraphs (b)(1), (b)(2), or (b)(3) of this section is observed to have access to any airport flight pattern or aircraft movement area.
- (c) The wildlife hazard assessment required in paragraph (b) of this section must be conducted by a wildlife management biologist who has professional training and/or experience in wildlife hazard management at airports. The wildlife hazard assessment must contain at least the following:
- (1) An analysis of the events or circumstances that prompted the assessment.
 - (2) Identification of the wildlife species observed and their numbers, locations, local movements, and daily and seasonal occurrences.
 - (3) Identification and location of features on and near the airport that attract wildlife.
 - (4) A description of wildlife hazards to air transport operations.
 - (5) Recommended actions for reducing identified wildlife hazards to air transport operations.
- (d) The wildlife hazard assessment required under paragraph (b) of this section must be submitted to the DCA for approval and determination of the need for a wildlife hazard management program.
- (e) When the DCA determines that a wildlife hazard management program is needed, the certificate holder must formulate and implement the program using the wildlife hazard assessment as a basis. The program must -
- (1) Provide measures to alleviate or eliminate wildlife hazards to air transport operations;
 - (2) Be submitted to, and approved by, the DCA prior to implementation; and
 - (3) Become a part of the Aerodrome Manual.
- (f) DCA-GM-AGA-08 Wildlife Hazard Management at Aerodromes provides details on the establishment of a wildlife hazard management programme (WHMP) at aerodromes and WHMP components, including: expelling and deterring wildlife,

reporting and recording wildlife incidents, habitat and land use management, and personnel training.

139.73 Notification of aerodrome data and information

(a) An Aerodrome Operator shall establish a procedure to notify the Aeronautical Information Service -

- (1) of the aerodrome data and information; and
- (2) of any limitation established under 139.53 on the use of the aerodrome; and
- (3) as soon as practicable, of any change that affects the use of the aerodrome.

(b) The items notified under paragraph (a) shall be included -

- (1) aerodrome reference point
- (2) aerodrome and runway elevation
- (3) aerodrome reference temperature
- (4) aerodrome dimensions and related information
- (5) strength of pavements
- (6) pre-flight altimeter check location
- (7) declared distances
- (8) condition of the movement area and related facilities
- (9) disabled aircraft removal
- (10) rescue and fire fighting
- (11) visual approach slope indicator systems/ precision approach path indicator systems
- (12) coordination between aeronautical information services and aerodrome authorities.

139.75 Aerodrome internal quality assurance

(a) An Aerodrome Operator shall establish internal quality assurance procedures to ensure compliance with, and the adequacy of, the procedures, plans, systems and programmes, required by chapters D.

(b) The person who has the responsibility for internal quality assurance shall have direct access to the authority on matters affecting the safety of aircraft operations and the performance of the aerodrome services and facilities.

139.77 Paved areas.

(a) An Aerodrome Operator must maintain, and promptly repair the pavement of, each runway, taxiway, loading ramp, and parking area on the airport that is available for air carrier use as follows:

- (1) The pavement edges must not exceed 3 inches difference in elevation between abutting pavement sections and between pavement and abutting areas.
- (2) The pavement must have no hole exceeding 3 inches in depth nor any hole the slope of which from any point in the hole to the nearest point at the lip of the hole is 45 degrees or greater, as measured from the pavement surface plane, unless, in either case, the entire area of the hole can be covered by a 5-inch diameter circle.
- (3) The pavement must be free of cracks and surface variations that could impair directional control of air carrier aircraft, including any pavement crack or surface deterioration that produces loose aggregate or other contaminants.
- (4) Except as provided in paragraph (b) of this section, mud, dirt, sand, loose aggregate, debris, foreign objects, rubber deposits, and other contaminants must be removed promptly and as completely as practicable.
- (5) Except as provided in paragraph (b) of this section, any chemical solvent that is used to clean any pavement area must be removed as soon as possible, consistent with the instructions of the manufacturer of the solvent.
- (6) The pavement must be sufficiently drained and free of depressions to prevent ponding that obscures markings or impairs safe aircraft operations.

(b) Paragraphs (a)(4) and (a)(5) of this section do not apply to snow and ice accumulations and their control, including the associated use of materials, such as sand and deicing solutions.

139.79 Unpaved areas.

(a) An Aerodrome Operator must maintain and promptly repair the surface of each gravel, turf, or other unpaved runway, taxiway, or loading ramp and parking area on the airport that is available for aircraft use as follows:

- (1) The surfaces must have adequate crown or grade to assure sufficient drainage to prevent ponding.

- (2) The surfaces must be adequately compacted and sufficiently stable to prevent rutting by aircraft.
- (3) The surfaces must have no holes or depressions that exceed 3 inches in depth and are of a breadth capable of impairing directional control or causing damage to an aircraft.
- (5) Debris and foreign objects must be promptly removed from the surface.

139.81 Markings, Signs and Lightings

Markings

- (a) An Aerodrome Operator must provide and maintain marking systems for aircraft operations on the airport and consist of at least the following:
 - (1) Runway markings;
 - (2) Taxiway markings;
 - (4) Runway Holding position markings and
 - (5) Apron markings.

Signs

- (b) An Aerodrome Operator must provide and maintain sign systems for aircraft operations on the airport and consist of at least the following:
 - (1) Mandatory instruction signs
 - (2) Information signs
 - (3) Instrument landing system (ILS) critical area signs.
- (c) the signs required by paragraph (b) of this section must be illuminated.

Lightings

- (d) An Aerodrome Operator must provide and maintain lighting systems for aircraft operations and consist of at least the following:
 - (1) Runway lightings
 - (2) Taxiway lightings
 - (3) An airport beacon.
 - (4) Approach lightings
 - (5) Visual approach slope indicator systems
 - (6) Apron Flood lighting
 - (7) Visual docking guidance system
 - (8) Obstruction markings and lightings

139.83 Identifying, marking, and lighting construction and other unserviceable areas.

An Aerodrome Operator must-

- (1) Mark and, if appropriate, light in
 - (i) Each construction area and unserviceable area that is on or adjacent to any movement area or any other area of the airport on which aircraft may be operated;
 - (ii) Each item of construction equipment and each construction roadway, which may affect the safe movement of aircraft on the airport; and
 - (iii) Any area adjacent to a NAVAID that, if traversed, could cause derogation of the signal or the failure of the NAVAID; and
- (2) Provide procedures, such as a review of all appropriate utility plans prior to construction, for avoiding damage to existing utilities, cables, wires, conduits, pipelines, or other under ground facilities.

139.85 Runway Safety

- (a) An aerodrome operator shall establish a runway safety team comprised of relevant organizations operating or providing services on the aerodrome. Guidelines for establishment of runway safety teams is given in DCA-AC-AGA 04, Establishment of Runway Safety Team For Aerodrome Operators
- (b) The runway safety team shall identify runway related hazards. These may include aerodrome design, markings, signs and lights, as well as relevant aerodrome operations and procedures. Within the context of the runway safety team, measures shall be taken to mitigate any hazards identified in accordance with the above paragraph and, as appropriate, reduce the safety risk of issues related to runway safety, including but not limited to the following:
 - 1) runway incursion;
 - 2) runway excursion;
 - 3) runway confusion; and
 - 4) suspension or closure of runway operations.
- (c) Guidelines for establishment of runway safety teams is contained in DCA-AC-AGA 04, Establishment of Runway Safety Team For Aerodrome Operators.
- (d) The runway safety team shall develop and implement procedures to maintain runway safety during abnormal operations, including the suspension of runway operations.
- (e) An aerodrome operator shall establish procedures to collect, monitor, analyse and protect safety data and safety information to improve runway safety performance. Information that could enhance runway safety, including identified hot spots and specific local procedures shall be communicated to the relevant users.

139.85 A Runway incursion prevention

- (a) An aerodrome operator shall ensure runway incursion prevention for the issues, including but not limited to the following:
- 1) new infrastructure and changes to existing infrastructure; (For example - developing a new taxiway or improving existing ones, provision of enhanced taxiway centre line marking, mandatory instruction marking, taxiway centre line lights, stop bars, runway guard lights, no-entry bar, etc.,)
 - 2) changes to maneuvering area practices and procedures, including planned works and work in progress;
 - 3) designate taxiways in order to eliminate ground navigation errors and communication confusion;
 - 4) avoid infringing on the lines of sight from the air traffic control (ATC) tower;
 - 5) procedures for conducting runway inspections;
 - 6) produce aerodrome charts identifying runway incursion hot spots;
 - 7) safety risks associated with the identified hot spots;
 - 8) develops surface movement guidance and control systems (SMGCS) in cooperation with the aerodrome air traffic services provider.
- (b) The RST shall review the runway safety action plan when one or more of the following circumstances arise:
- 1) the volume and density of aircraft and vehicle traffic increases significantly;
 - 2) operations in lower visibility conditions than currently permitted are planned; and
 - 3) the aerodrome layout has changed, i.e. new runways, taxiways, or aprons are brought into operation.
- (c) Aerodrome operators should establish and implement a formal “manoeuvring area vehicle driver training and assessment programme” and periodically review driver guidelines.
- (d) Aerodrome operators shall ensure that procedures for the control of all vehicles on the manoeuvring area are developed and implemented in cooperation with air traffic control.

139.85 B Runway excursion prevention

An aerodrome operator shall ensure runway excursion prevention for the issues, including but not limited to the following:

- 1) where instrument landing systems (ILS) are provided, the aerodrome operator shall

ensure that the critical and sensitive areas associated with these navigational aids are protected and not subject to signal disturbances;

- 2) aeronautical ground lighting, signs and markings are suitable for the planned operations on the runway;
- 3) the timely removal of rubber deposits and other contaminants from the runway shall undertaken to ensure that adequate friction is maintained;
- 4) the provision of wind information, including direction, strength and gusts, to pilots on approach by ATS reduces the likelihood of an excursion;
- 5) the declared distances notified to the aeronautical information service (AIS) for publication in the AIP are correct;
- 6) procedures are in place for calculating accurate temporarily reduced declared distances and the temporary markings, lighting and signs accurately portray the reduced distances and that they are well-communicated to the AIS for publication.

139.85 C Runway confusion

(a) The RST should undertake a safety assessment including the following factors, with the objective of identifying measures to reduce the risk of runway confusion:

- 1) night operations;
- 2) low visibility operations;
- 3) adverse weather;
- 4) lack of precision in RTF communications;
- 5) inadequate lights, markings and signs;
- 6) intersection departures;
- 7) work in progress;
- 8) parallel taxiway use;
- 9) late issue or amendment of departure clearance;
- 10) time pressure;
- 11) taxiway and runway geometry and configurations; and
- 12) use of runways as taxi routes.

(b) The manoeuvring area should be clear of situations that may lead to the selection of the incorrect runway. Mitigation measures can take the form of:

- 1) proper identification and promulgation of hot spots;
- 2) reduction in the size/width of runway entrance taxiways;

- 3) closing certain runway entrance taxiways;
 - 4) covering signs with the potential for confusion during work in progress;
 - 5) isolating taxiway aerodrome ground lighting routes; and
 - 6) using enhanced markings.
- (c) The RST should include human factors and performance in the selection of mitigation measures described in clause (b).

139.85D Suspension or closure of runway operations

- (a) Procedures for the temporary suspension of runway operations or planned runway closures shall be established collaboratively between the aerodrome operator and ATS. These procedures should contain roles and responsibilities, methods of promulgation of information and provisions for recommencement of runway operations.
- (b) When temporarily suspending runway operations or closing a runway, close communication and coordination between the aerodrome operator, ATS, AIS units (when relevant) and runway users should be ensured.

139.86 Apron Safety

- (a) The aerodrome operator, in collaboration with the apron users, shall identify hazards related to activities on the apron and establish and implement mitigation measures, as appropriate.
- (b) The aerodrome operator shall establish apron safety procedures, or ensure that such procedures are in place. These shall include, as a minimum, the following:
- 1) aircraft stand allocation;
 - 2) marshalling service;
 - 3) follow-me (leader vehicle);
 - 4) blast precautions;
 - 5) apron cleaning;
 - 6) aircraft pushbacks;
 - 7) operation of air bridges;
 - 8) vehicle movements;
 - 9) apron discipline; and
 - 10) dissemination of information.

- (c) Information that could enhance apron safety, shall be communicated by the aerodrome operator to the relevant apron users.
- (d) A marshalling service should be available to aircraft on request and provided where guidance systems do not exist or are unserviceable.
- (e) Marshallers shall:
 - 1) ensure that the stand-to-be used is clear of fixed and mobile obstructions; and
 - 2) take action in the event of an aircraft incident occurring during marshalling.
- (f) A distinctive high-visibility jacket or vest should be worn by the marshaller to easily distinguish them from other apron personnel.
- (g) Aerodrome operators should provide a follow-me (leader vehicle) service to provide guidance to aircraft when requested. This is especially relevant when operations occur at night or in low visibility conditions. Follow-me vehicles shall be easily identified either by a distinct marking and/or colour and be adequately equipped.
- (h) The aerodrome operator shall ensure that all apron users are made aware of the hazards arising from jet blast and propeller slipstreams. All vehicles and wheeled equipment shall be left properly braked.
- (i) Foreign object debris (FOD) may be moved by jet blast, creating additional hazards and it is thus necessary to ensure that aprons are kept clean.
- (j) The aerodrome operator shall ensure that at regular intervals, aircraft stands and adjacent areas should be cleaned in order to remove oil, grease and rubber marks.
- (k) Aerodrome operators shall establish procedures or ensure that procedures are in place to ensure aircraft pushbacks are conducted safely. The following shall be included in the procedures:
 - 1) ensure that conflicts with other pushbacks in progress or with an aircraft that is ready to taxi are avoided;
 - 2) prior to pushback, ensure that the area behind the aircraft is clear of obstacles; and
 - 3) after pushback, ensure that the aircraft is positioned in such a way as to avoid concentrating break-away blast at buildings, parked or taxiing aircraft, vehicles and/or persons on the apron.
- (l) The area used for the movement of the air bridge should be kept free of vehicles and/or equipment to ensure its safe operation.
- (m) The aerodrome operator shall ensure that the movement of vehicles on the apron is safely managed through:

- 1) the establishment and implementation of driving rules, and the monitoring and enforcement of their application; and
 - 2) the establishment of vehicle driving routes, as appropriate, and the installation and maintenance of proper signs and markings.
- (n) The aerodrome operator shall monitor activities and take action when deviations from the established rules are observed.

139.87. Low Visibility Operations (LVP)

- (a) An aerodrome operator shall establish procedure for low-visibility operations including the measurement and reporting of runway visual range. There is coordination between the aerodrome operator and ATS, including awareness of the status of both low visibility procedures (LVP) and the deterioration of visual aids.
- (b) A procedure describing the actions to be taken when LVP is in process (vehicle control, visual range measurement if necessary).

139.87 to 139.99 Reserved.

139.101 Continued compliance

An Aerodrome Operator must -

- (1) hold at least one complete and current copy of the approved aerodrome manual on the aerodrome; and
- (2) comply with all procedures, plans, systems and programmes detailed in the manual; and
- (3) make each applicable part of the manual available to personnel who require those requirements to carry out their duties; and
- (4) continue to meet the standards and comply with the requirements of chapter D prescribed for aerodrome certification under this requirement; and
- (5) notify the Director General of any change of address for service, telephone number, or facsimile number 30 days prior to the effective date of the proposed change.

139.102 Safety Areas (Strip portion)

An Aerodrome Operator must maintain its safety areas as follows:

- (a) Each safety area must be cleared and graded and have no potentially hazardous ruts, humps, depressions, or other surface variations.

- (b) Each safety area must be drained by grading or storm sewers to prevent water accumulation.
- (c) Each safety area must be capable under dry conditions of supporting snow removal and aircraft rescue and firefighting equipment/vehicles and of supporting the occasional passage of aircraft without causing major damage to the aircraft.
- (d) No objects may be located in any safety area, except for objects that need to be located in a safety area because of their function. These objects must be constructed, to the extent practical, on frangibility mounted structures of the lowest practical height, with the frangible point no higher than 3 inches above grade.

139.103 Aerodrome maintenance

- (a) An Aerodrome Operator of an aerodrome certificate shall employ a maintenance programme, including preventive maintenance where appropriate, to maintain the aerodrome facilities in a condition that does not impair the safety, security, regularity or efficiency of aircraft operations.
- (b) The certificate holder shall keep the surface of paved movement areas clear of any loose stones or other objects that might endanger aircraft operations.
- (c) The certificate holder shall maintain the surface of paved runways in a condition so as to provide good friction characteristics and low rolling resistance. Debris and foreign objects must be promptly removed from the surface.
- (d) The certificate holder shall maintain and promptly repair the surface of each gravel, turf, or other unpaved runway, taxiway or parking area on the airport.
- (e) DCA Advisory Circulars, DCA-AC-AGA 03, contain methods and procedures for pavement repair and maintenance.

139.104 Safety Management System

- (a) There must be a safety management system for the management of aerodrome safety including the policies, procedures and practices necessary to provide the operational safety.
- (b) An Aerodrome Operator shall establish and implement safety management system in accordance with MCAR- Safety Management.

139.105 Visual aids for navigation - maintenance and checking

An Aerodrome Operator of an aerodrome certificate shall establish procedures to ensure that a system of preventive maintenance and checking of the aerodrome visual aids for navigation is employed in order to -

- (1) ensure that each visual aid for navigation provides reliable and accurate guidance to the user; and
- (2) establish a percentage of allowable unserviceable lights that will ensure

continuity of guidance to the user; and

- (3) restore any unserviceable or deteriorated items back into service without undue delay.

139.107 Works on aerodrome

- (a) An Aerodrome Operator of an aerodrome certificate shall establish procedures and take precautions to ensure that any works carried out on the aerodrome do not endanger aircraft operations.
- (b) The detail procedure is contained in DCA-AC-AGA 02 Operational Safety During Works on Aerodromes.

139.109 Aerodrome emergency plan - maintenance

An Aerodrome Operator of an aerodrome certificate shall establish procedures that -

- (1) ensure that all aerodrome personnel having duties and aerodrome emergency responsibilities under the aerodrome emergency plan are familiar with their assignments and are properly trained; and
- (2) test the aerodrome emergency plan by requiring -
 - (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.

139.111 Rescue and firefighting - operational requirements

- (a) Except as provided in paragraph (c), each holder of an aerodrome certificate shall provide on the aerodrome, during operations by aircrafts that are engaged in regular international air transport operations, the rescue and firefighting capability meeting the minimum requirements of 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 aircrafts using the aerodrome results in an increase in the category applying under 139.59, the certificate holder shall increase its rescue and firefighting capability to the minimum required for that higher category under 139.61 and 139.63.
- (c) Subject to paragraph (d), during any period of operations limited to aircrafts having a lower specification than that normally applicable under 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 aircraft regularly using the aerodrome.

- (d) Any reduction in the rescue and firefighting capability under paragraph (c) shall be subject to the following conditions:
- (1) procedures for, and the persons having the authority to implement, the reductions are to be included in the aerodrome manual:
 - (2) procedures for recall of the full aerodrome rescue and firefighting capability are to be included in the aerodrome manual:
 - (3) the reductions may not be implemented unless the information is forwarded to the Aeronautical Information Service for appropriate publication.
- (e) An Aerodrome Operator shall 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) An Aerodrome Operator shall 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 139.67, with a vehicle that enables the certificate holder to meet that capability. If a replacement vehicle is not available immediately, the certificate holder shall provide the notification required by 139.123. If the required response capability is not restored within 72 hours, the certificate holder shall limit air transport operations on the aerodrome to those aircrafts compatible with the aerodrome category corresponding to the remaining operative rescue and firefighting vehicle or vehicles.
- (g) An Aerodrome Operator shall, with the rescue and firefighting equipment required under this requirement and the number of trained personnel which will assure an effective operation, respond to each emergency during operations of the kind specified in paragraph (a).

139.112 Handling and storing of hazardous substances and materials

- (a) An aerodrome operator who operates cargo handling must establish and maintain procedures for the protection of persons and property on the airport during the handling and storing of any material transported by air. These procedures must provide for at least the following:
- (1) Designated personnel to receive and handle hazardous substances and materials.
 - (2) Assurance from the shipper that the cargo can be handled safely, including any

special handling procedures required for safety.

- (3) Special areas for storage of hazardous materials while on the airport.
- (b) An aerodrome operator must establish and maintain standards for protecting against fire and explosions in storing, dispensing, and otherwise handling fuel (other than articles and materials that are, or are intended to be, aircraft cargo) on the airport. These standards must cover facilities, procedures, and personnel training and must address at least the following:
- (1) Bonding.
 - (2) Public protection.
 - (3) Control of access to storage areas.
 - (4) Fire safety in fuel farm and storage areas.
 - (5) Fire safety in mobile fuelers, fueling pits, and fueling cabinets.
 - (6) Training of fueling personnel in fire safety.
 - (7) The fire code of the public body having jurisdiction over the airport.
- (c) An aerodrome operator must, as a fueling agent, comply with the standards and must perform reasonable surveillance of all fueling activities on the airport with respect to those standards.
- (d) An aerodrome operator must inspect the physical facilities of each airport tenant fueling agent at least once every 3 consecutive months and maintain a record of that inspection for at least 12 consecutive calendar months.
- (e) Unless otherwise authorized by the DCA, an aerodrome operator must require each tenant fueling agent to take immediate corrective action whenever the certificate holder becomes aware of noncompliance with a standard. The aerodrome operator must notify the DCA immediately when noncompliance is discovered and corrective action cannot be accomplished within a reasonable period of time.

139.113 Aerodrome aircraft traffic management

An Aerodrome Operator of an aerodrome operating certificate shall ensure the provision of an aerodrome flight information service or an aerodrome control service or both at their aerodrome when so required by the Director General in the interest of safety.

139.115 Apron management Service

- (a) An Aerodrome Operator of an aerodrome certificate shall ensure that the aerodrome is provided with an appropriate apron management service when such a service is warranted by the volume of traffic and operating conditions.

(b) The apron management service shall include-

- (1) arrangements between air traffic control and the apron management unit;
- (2) arrangements for allocating aircraft parking positions;
- (3) arrangements for initiating engine start and ensuring clearance of aircraft push-back;
- (4) marshalling service; and
- (5) leader (van) service.

(c) An apron management service shall be provided with radiotelephony communications facilities.

(d) When low visibility operation, persons and vehicles operating on an apron shall be restricted to the essential minimum.

139.117 Aerodrome self-inspection programme

An Aerodrome Operator of an aerodrome certificate shall conduct an aerodrome inspection programme to ensure compliance with this requirement and shall provide-

- (1) equipment for use in conducting the aerodrome inspection programme; and
- (2) procedures to ensure that qualified aerodrome personnel perform the aerodrome inspection programme; and
- (3) a reporting system to ensure prompt correction of unsafe aerodrome conditions noted during any inspection.

139.119 Pedestrians and ground vehicles

An Aerodrome Operator of an aerodrome certificate shall -

- (a) limit access to the movement area and safety area (i.e, runway / taxiway strip) only to those pedestrians and ground vehicles that are necessary for aerodrome operations;
- (b) Establish and implement procedures for the safe and orderly access to and operation in movement areas and safety areas by pedestrians and ground vehicles, including provisions identifying the consequences of noncompliance with the procedures by all persons;
- (c) When an air traffic control tower is in operation, ensure that each pedestrian and ground vehicle in movement areas or safety areas is controlled by one of the following:
 - (i) Two-way radio communications between each pedestrian or vehicle and the tower;
 - (ii) An escort with two-way radio communications with the tower accompanying any pedestrian or vehicle without a radio; or
 - (iii) if it is not practical to have two-way radio communications or an escort vehicle,

access shall be denied to aircraft movement area;

- (d) When an air traffic control tower is not in operation, or there is no air traffic control tower, provide adequate procedures to control pedestrians and ground vehicles in movement areas or safety areas through two-way radio communications or prearranged signs or signals;
- (e) Ensure that all persons, who operate pedestrians and ground vehicles, are trained on procedures required under paragraph (b) of this section prior to the initial performance of such duties, including consequences of noncompliance, prior to moving on foot, or operating a ground vehicle, in movement areas or safety areas; and
- (f) Maintain the training records for each individual for 24 consecutive months.

139.120 Obstacles

- (a) An Aerodrome Operator of an aerodrome certificate must ensure that obstacle limitation surfaces are established for the aerodrome in accordance with the standards set out in the MCAR Part 139 Section 2 - Aerodrome Standards.
- (b) An aerodrome operator must take all reasonable measures to ensure that obstacles at, or within the vicinity of, the aerodrome are detected as quickly as possible.
- (c) If the operator becomes aware of the presence of an obstacle, the operator must:
 - (1) inform the DCA immediately; and
 - (2) provide to the DCA details of:
 - (i) the height and location of the obstacle; and
 - (ii) amended declared distances and gradients, if applicable.
- (d) If the operator becomes aware of any development or proposed construction near the aerodrome that is likely to create an obstacle, the operator must:
 - (1) inform DCA as soon as practicable; and
 - (2) provide DCA with details of the likely obstacle.
- (e) An Aerodrome Operator must ensure that each object in each area within its authority that has been determined by the DCA to be an obstruction is removed, marked, or lighted, unless determined to be unnecessary by an aeronautical study. DCA Advisory Circulars, DCA-AC-AGA 01, contain methods and procedures for the control of obstacles that are acceptable to the DCA.

139.121 Protection of navigation aids

An Aerodrome Operator of an aerodrome certificate shall -

- (a) prevent the construction of facilities on the aerodrome that would adversely affect the

operation of any electronic or visual navigation aid or air traffic control facilities on the aerodrome;

- (b) Protect - or if the owner is other than the certificate holder, assist in protecting - all NAVAIDS on its airport against vandalism and theft; and
- (c) prevent, as far as it is within the certificate holder's authority, any interruption of visual or electronic signals of navigation aids.

139.123 Aerodrome condition reporting

An Aerodrome Operator must -

- (a) Provide for the collection and dissemination of airport condition information to the aerodrome control tower and airlines.
- (b) In complying with paragraph (a) of this section, use the NOTAM system, as appropriate, and other systems and procedures.
- (c) In complying with paragraph (a) of this section, provide information on the following airport conditions that may affect the safe operations of aircraft :
 - (1) Construction or maintenance activity on movement areas, safety areas, or loading ramps and parking areas.
 - (2) Surface irregularities on movement areas, safety areas, or loading ramps and parking areas.
 - (3) Objects on the movement area or safety areas, strip, contrary to 139.102.
 - (4) Malfunction of any lighting system, holding position signs, or ILS critical area signs required by 139.81.
 - (5) Unresolved wildlife hazards as identified in accordance with 139.71.
 - (6) Non availability of any rescue and firefighting capability required in 139.61 or 139.111.
 - (7) Any other condition as specified in the Aerodrome Manual or that may otherwise adversely affect the safe operations of aircraft.
- (d) An Aerodrome Operator must prepare and keep, for at least 12 consecutive calendar months, a record of each dissemination of airport condition information to the aerodrome control tower and airlines prescribed by this section.

139.125 Unsafe conditions

- (a) An Aerodrome Operator of an aerodrome certificate shall establish procedures for restricting aircraft operations where an unsafe condition exists on an aerodrome.
- (b) The procedures shall ensure that operations are not conducted on portions of the

aerodrome where such an unsafe condition exists.

139.127 Wind Direction Indicators

- (a) An Aerodrome Operator must provide and maintain at least one wind direction indicator that visually provides surface wind direction information to pilots. For each runway available for aircraft use, a supplemental wind direction indicator must be installed at the end of the runway or at least at one point visible to the pilot while on final approach and prior to takeoff.
- (b) If the aerodrome is open for aircraft operations at night, the wind direction indicators, including the required supplemental indicators, must be lighted.

139.129 Changes to certificate holder's organization

- (a) An Aerodrome Operator of an aerodrome certificate shall ensure that their manual is amended to remain a current description of the aerodrome and its associated plans, programmes, services, systems, procedures, and facilities.
- (b) The certificate holder shall ensure that any amendments made to the holder's manual meet the applicable requirements of this requirement and comply with the amendment procedures contained in the holder's manual.
- (c) The certificate holder shall provide the Director General with a copy of each proposed amendment to the holder's manual at least 30 days prior to the effective date for Director General review and approval.
- (d) Where a certificate holder proposes to make a change to any of the following, prior notification to and acceptance by the Director General is required:
 - (1) Senior Management positions.
 - (2) Critical Technical or Specialized positions such as SMS Coordinator, Safety Manager, Fire Chief, Security Director, and others as deemed necessary.
- (e) The Director General may prescribe conditions under which a certificate holder may operate during or following any of the changes specified in paragraph (d).
- (f) A certificate holder shall comply with any conditions prescribed under paragraph (e).
- (g) Where any of the changes referred to in this section requires an amendment to the aerodrome certificate, the certificate holder shall forward the certificate to the Director General as soon as practicable.
- (h) The certificate holder shall make such amendments to the holder's aerodrome manual as the Director General may consider necessary in the interests of safety.

139.201 Safety inspections and audits

- (a) The Director General may require in writing the holder of an aerodrome certificate to undergo or carry out such inspections and audits of the holder's aerodrome, documents, and records as the Director General considers necessary in the interests of civil aviation safety and security in accordance with Myanmar Aircraft Act, Regulation and this Requirement.
- (b) The Director General may require the holder of an aerodrome certificate to provide such information as the Director General considers relevant to the inspection or audit.

Chapter E - Aerodrome Security

139.203 Applicability

This chapter prescribes aviation security rules applicable to aerodromes certificated under this requirement or licensed as an aerodrome under the Department of Civil Aviation Regulations, to govern the operation of—

- (1) security designated aerodromes.

139.205 Requirements for security designated aerodromes Barrier requirements

- (a) An Aerodrome Operator of an aerodrome operating certificate or an aerodrome license issued for a security designated aerodrome shall, in addition to complying with the requirements of 139.69 (Public Protection), provide safeguards to prevent inadvertent unauthorised access and to deter intentional unauthorised access, to any security area or security enhanced area within their aerodrome.
- (b) The safeguards required by paragraph (a) shall—
 - (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) shall, considering the surrounding topography, provide an effective measure against penetration of any security area or security enhanced area and shall in no case be less than 2440 millimeters in height.

Other requirements

- (d) An Aerodrome Operator of an aerodrome operating certificate or an aerodrome license issued for a security designated aerodrome shall—
 - (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 (detailed in Doc 8973); 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 aircrafts that are engaged in international air transport operations for the carriage of passengers; and
 - (3) provide lighting, or have portable lighting available within 30minutes, 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 General, 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 General 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 paragraph (d)(4), (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 specific security tasks is trained for those tasks; and

- (9) establish procedures for identifying, reporting to the Director General, 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 minimize the risk of such services being used to interfere unlawfully with aviation operations; and

- (11) when so required by the Director General, affix signs at the perimeter of security areas or security enhanced areas within their aerodrome.

Chapter F - Use of Aerodromes

139.301 Applicability

This chapter prescribes the requirements for any person operating an aircraft using any place as an aerodrome.

139.303 Use of aerodromes – general

No person operating an aircraft shall—

- (1) use any place certificated as an aerodrome under this requirement or licensed as an aerodrome under the Department of Civil Aviation Regulations or Requirements unless that person can comply with the limitations and operational conditions placed on the use of the aerodrome; or
- (2) use any place for the purpose of landing at or taking off from at night unless the runway to be used at that place is equipped with lighting, and that lighting is operating; or
- (3) use any movement area or part of any movement area that has been notified as or marked unsafe for aircraft use by the aerodrome operator.

139.305 Use of aerodromes – air transport aircrafts

No person operating an aircraft engaged on an air transport operation shall use any place for the purpose of landing at or taking off from unless—

- (1) the place has physical characteristics, obstacle limitation surfaces, and visual aids commensurate with the characteristics of the aircraft being used, the lowest meteorological minima to be used, and the ambient light conditions; and
- (2) the place is suitable for landing at and taking off; and
- (3) the runway used is clear of all persons, animals, vehicles or other obstructions during the landing or take-off; and
- (4) that person is employing a checking system to determine that the condition of the place is safe for that operation; and
- (5) the place is certificated as an aerodrome under this requirement.

Appendix A—Aerodrome Certificate Application Form

Department of Civil Aviation

Application for an Aerodrome Certificate

1. Particulars of the Applicant

Full Name:Address:

.....

Postcode:.....

Position: Signature Date:.....

Phone: Mobile: Fax:

2. Particulars of the Aerodrome Site

Aerodrome Name:Real Property

Description: Geographical Coordinates of the

ARP: Lat: Long: Bearing and Distances from Nearest Town or
Populous

Area:

....

3. Is the Applicant the Owner of the Aerodrome Site?

Yes • No •

If No, provide:

a) Details of Rights Held in Relation to the Site; and

b) Name and address of the owner of the site and written evidence to show that permission has been obtained
for the site to be used by the applicant as an aerodrome.

- Right to use the aerodrome site according to Concession Agreement and Land lease agreement

4. Indicate the Largest Type of Aircraft Expected to Use the Aerodrome

.....

5. Is the Aerodrome to be Used for Regular Public Transport Operations?

Yes • No •

6. Aerodrome data

If not applicable, insert N/A (*aerodrome data must be derived in accordance with Chapter 5 standards*)

(a) **Aerodrome diagram** – Provide a diagram to depict the following:

(i) runway layout, their magnetic bearing and length in metres;

(ii) taxiways and aprons;

(iii) aerodrome reference point;

(iv) wind direction indicators, both lit and unlit;

(v) elevation of the aerodrome (the highest point on the landing surface);

- (vi) for instrument runway, the elevation of the mid-point of each threshold;
- (vii) magnetic bearing and distance to the nearest city, town or population centre.

To be attached Aerodrome diagram

(b) Aerodrome administration

Name of aerodrome

operator: Address:.....

.. Tel: (O/H) (A/H) Is this aerodrome open to public? Y/N

Landing Charges: Y/N If Yes, please specify: Aerodrome Reporting Officer(s); name and telephone contact

details

.....

(c) Runway details. For each runway, provide the following:

Runway designation: Runway reference code TORA.....

TODA

ASDA LDA..... Runway width..... Runway slope Runway strip

width (graded) (O/A) Pavement (surface type)

Rating:

(ACN/PCN)..... or..... (max aircraft weight and tyre pressure)

(d) Aerodrome lighting. For each runway equipped with lighting, provide the following:

Runway designation: Runway edge lights: Standby power: Y/N

Portable lights: Y/N PAL: Y if yes PAL CAT: RWY 17 CAT II, 35 CAT I..... Any other lighting, specify.....

(e) Ground services: information on services available to visiting pilots:

Fuel type:..... Supplier: Tel: (A/H) If more than one fuel supplier, detail:

(f) Special procedures:

.....

Information:

1. Two copies of the aerodrome manual, prepared in accordance with the MCAR part-139.
2. The application should be submitted to Director General of DCA.
3. Documentary evidence in support of all matters in this application shall be attached.

Appendix B — Aerodrome Certification Renewal Application Form

Department of Civil Aviation

Application for renewal of an Aerodrome Certificate

1. Particulars of the Aerodrome

Aerodrome Name:

.....

Geographical Coordinates of the ARP:

Lat:

Long:

Bearing and Distances from Nearest Town or Populous

Area:

.....

Address:.....

.....

.....

Postcode:.....

Phone: Mobile:

Fax: Email:

.....

2. Current Validity of Aerodrome Certificate

Issued date

Expired date

3. Is the Aerodrome Manual updated (with all completed information)?

Yes • No •

4. Are there any physical characteristic, facilities or equipment changed?

If yes, describe the change of these and provide the layout plan.

5. Are there any Operation procedures changed?

If yes, describe for these procedures.

6. Aerodrome Limitation

Brief summary of any limitations on the use of the aerodrome that arise from the aerodrome design, or the facilities or services intended at the aerodrome.

7. Indicate the Largest Type of Aircraft Expected to Use the Aerodrome

.....

8. Is the Aerodrome to be used for Regular Public Transport Operations?

Yes • No •

9. Aerodrome administration

Name of aerodrome operator:

Address:.....

Tel:

Aerodrome Reporting Officer(s); name and telephone contact details

.....

.....

10. Declaration

This application is made for and on behalf of the applicant or organization identified above. I certify that I am empowered by the applicant or organization to ensure that all activities undertaken by the applicant or organization can be financed and carried out in accordance with the standard required by the DCA. I declare that to the best of my knowledge and belief the statements made and the information supplied in this application and the attachments are complete and correct.

Full name of Accountable Executive:
.....

Signature of Accountable Executive:
.....

Date of application:
.....

Note:

1. Two copies of updated the aerodrome manual, prepared in accordance with the MCAR part-139.
2. The application should be submitted to Director General of DCA.
3. Documentary evidence in support of all matters in this application shall be attached.