

# PROPOSAL FOR THE AMENDMENT OF PART 139 OF THE CIVIL AVIATION TECHNICAL STANDARDS

## PROPOSER

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## PROPOSER'S INTEREST

This proposer has been established in terms of the Civil Aviation Act, 2009 (Act No. 13 of 2009), to control and regulate civil aviation in South Africa and to oversee the functioning and development of the civil aviation industry, and, in particular, to control, regulate and promote civil aviation safety and security.

## GENERAL EXPLANATORY NOTE

Words in **[bold and square brackets]** indicate deletions from the existing regulations.  
Words underlined with a solid line indicate insertions in the existing regulations.

## PROPOSAL FOR THE AMENDMENT OF DOCUMENT SA-CATS 139

1. It is hereby proposed to amend Document SA-CATS 139 by–
  - (a) the substitution in technical standards 139.02.10 for subsection (8)(d) of the following subsection:

“(d) A strip including a non-instrument runway shall extend on each side of the centre line of the runway and its extended centre line throughout the length of the strip, to a distance of at least –

    - (i) 75m where the code number is [3 or] 4;
    - (ii) 55m where the code number is 3;
    - (iii) 40m where the code number is 2; and
    - (iv) 30m where the code number is 1.

(b) the substitution in technical standard 139.02.10 for subsection (8)(g) of the following subsection:

(g) The surface of that portion of a strip that abuts a runway, shoulder or stopway, shall be flushed with the surface of the runway, shoulder or stopway–

(i) 75 m where the code number is 4;

(ii) 55 m where the code number is 3;

(iii) 40 m where the code number is 2; and

(iv) 30 m where the code number is 1;

(c) the substitution in technical standard 139.02.10 for Table 7 in subsection(13)(c) of the following Table:

Code letter	Distance between taxiway centre line and runway centre line (metres)								Taxiway centre line to taxiway centre line (metres)	Taxiway, other than aircraft stand taxilane, centre line to object (metres)	Aircraft stand taxilane centre line to aircraft stand taxilane centre line (metres)	Aircraft stand taxilane centre line to object (metres)
	Instrument runways Code number				Non-instrument runways Code number							
	1	2	3	4	1	2	3	4				
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
A	77.5	77.5	-	-	37.5	47.5	-	-	23	15.5	19.5	12
B	82	82	152	-	42	52	<del>87</del> 67	-	32	20	28.5	16.5
C	88	88	158	158	48	58	<del>93</del> 73	93	44	26	40.5	22.5
D	-	-	166	166	-	-	<del>101</del> 81	101	63	37	59.5	33.5
E	-	-	172.5	172.5	-	-	<del>107.5</del> 87.5	107.5	76	43.5	72.5	40
F	-	-	180	180	-	-	<del>115</del> 95	115	91	51	87.5	47.5

Note 1 - The separation distances shown in columns (2) to (9) represent ordinary combinations of runways and taxiways. The basis for development of these distances is provided in the Aerodrome Design Manual (Doc 9157), Part 2.

Note 2 - The distances in columns (2) to (9) do not guarantee sufficient clearance behind a holding aeroplane to permit the passing of another aeroplane on a parallel taxiway. See the Aerodrome Design Manual (Doc 9157), Part 2.

(d) the substitution in technical standard 139.02.10 for a Table 8 in subsection (13)(g) of the following Table:

Type of Runway	Code Number			
	1	2	3	4
Non-instrument and Take-off	30m	40m	<del>75m</del> <u>55m</u>	75m
Non-precision approach	40m	40m	75m	75m
Precision approach category 1	60m	60m	90m	90m
Precision approach categories II and III	-	-	90m	90m
<u>Take-off runways</u>	<u>30m</u>	<u>40m</u>	<u>55m</u>	<u>75m</u>

(e) the substitution in technical standard 139.02.10 subsection (16)(d)(iv) of the following subsection:

(d) The centre portion of a taxiway strip shall provide a graded area to a distance from the centre line of the taxiway of not less than that provided by the following –

(iv) ~~17m~~ **[18.50m]** 17m where the OMGWS is 9m up to but not including 15m, where the code letter is D;

(f) the substitution in technical standard 139.02.10 subsection (49)(b) of the following subsection:

(a) A visual docking guidance system shall 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 marshaller, are not practicable.

(b) The accuracy of the system shall be adequate for the type of passenger boarding bridge and fixed aircraft servicing installations with which it is to be used.

(g) the substitution in technical standard 139.01.30 subsection (4)(h) of the following subsection:

(h) Low-intensity obstacle lights on objects with limited mobility such as **[aero]**bridges shall be fixed red, and as a minimum be in accordance with the specifications for low-intensity obstacle lights, Type A. The intensity of the lights shall be sufficient

to ensure conspicuity considering the intensity of the adjacent lights and the general levels of illumination against which they would normally be viewed.

(h) insertion after technical standard 139.02.12 of the following technical standard:

**139.02.13**

(1) The aerodrome operator shall ensure that the procedure for assessing the competency of personnel responsible for operating and maintaining an aerodrome shall outline-

(i) the minimum qualifications and experience to be met by such persons to perform their required duties;

(ii) the training programme to be followed by such persons, which shall cover initial/induction, on-the-Job training (OJT), recurrent and specialised training.

(2) The training programme shall be translated into the training plan which shall be implemented and completed annually by personnel operating and maintaining an aerodrome.

(3) Evidence of minimum qualifications and training certificates shall be kept in each employee file.

(4) Other document that shall kept in the employees file shall include-

(i) Curriculum Vitae;

(ii) Job Descriptions; and

(iii) Proof of Certificates obtained.

(i) the substitution in technical standard 139.02.15 for section (1) of the following section:

(1) An applicant for, or a holder of an aerodrome serving commercial air transport operations **[licence with a Category higher than 2]** shall ensure that an aerodrome is provided with a rescue and firefighting equipment and service

capable of providing the required level of protection necessary for maintaining the minimum level of protection required for the appropriate category of aerodrome.

## **MOTIVATION**

Following the ICAO USOAP audit conducted in April 2023, Aerodromes and Ground Aids (AGA) as an audit area was found to have inadequate guidance to guide the aerodrome industry on how to implement the requirements of Civil Aviation Regulations Part 139.02.13, as there were not Technical Standards to support this regulation. The amendment of CATS 139.02.13, seeks to address that short coming and provide the requires guidance and subsequently close the Corrective Action Plan for the finding raised.

Furthermore, the Director has recently approved for the assessment of aviation obstacles to be moved from the CAA and be conducted by approved aviation obstacles assessment organizations approved under Civil Aviation Regulations Part 178. This required the CAA to outline the competency requirements and qualifications of organisations tasked with conducting the evaluation of Obstacles Limitations Surfaces and compilation of reports emanating from WGS84 Surveys. This proposal seeks to amend CATS Part 178 to align with the requirements covered in CAR Part 139 Subpart 7 to outline the required competencies.