

- 1.1.1.3 Under CASR Part 121A, aeroplanes with not more than 30 passenger seats can also conduct air transport operations from uncertified or unregistered aerodromes, provided certain specified facilities at those aerodromes are to the standard as that of a certified or registered aerodrome. Accordingly, some of the standards in this MOS are also relevant to uncertified and unregistered aerodromes.
- 1.1.1.4 To complement CASR Part 121B, a separate chapter has been provided to specify the standards and procedures for aerodromes intended only for aeroplanes with not more than 9 passenger seats or in the case of freight operations, not exceeding 5,700 kg, conducting air transport operations.
- 1.1.1.5 In addition to this MOS, specifications and procedures which do not reach the regulatory level and information of an educational or advisory nature, may be issued in the form of Advisory Circulars.
- 1.1.1.6 Aerodrome standards will change from time to time to meet identified safety needs, technological changes and changes in international standards and practices. It is recognised that there are difficulties and limitations in applying new standards to existing aerodrome facilities and installations. This aspect is addressed in some detail in [Chapter 2](#).
- 1.1.1.7 Standards are identified by the words 'must' or 'shall'. Appendices and tables form part of the main document and have the same status as the primary text. This MOS may also require standards from other documents to be followed. In this case, the referred standards become part of this MOS.
- 1.1.1.8 In some circumstances, the uniform application of a particular standard or procedure may not be possible or necessary. Such a standard or procedure will be phrased such as "if practicable", "where physically practicable", "where determined necessary" or similar words. Whilst such phrases may imply compliance is not mandatory, aerodrome operators need to provide justification for non compliance and the final authority as to the applicability of the standard to a particular aerodrome facility or procedure rests with the regulating authority.
- 1.1.1.9 This MOS includes standards and procedures relating to the prevention of inadvertent entry of animals and people to the movement area. Those standards and procedures are intended for aviation safety only. This MOS does not address Aviation Security, i.e. the safeguarding against acts of unlawful interference as that subject matter is under the purview of the federal Department with carriage for Transport.
- 1.1.1.10 Cross-referencing of standards within the MOS is not provided. The Table of Contents provides a ready reference to all the standards.
- 1.1.1.11 Where there is flexibility in compliance with a specification, words like "should" or "may" are used. This does not mean that the specification can be ignored, but it means that there is no need to seek CASA approval if an aerodrome operator chooses to adopt alternate means to achieve similar outcomes.

1.1.1.12 Where it is necessary to provide factual or background information, explanation or references, or to provide a means of achieving compliance, the information is provided in the form of a “Note”. A Note does not constitute part of the standard.

## 1.1.2 Document Set

1.1.2.1 The document hierarchy consists of:

- (a) the *Civil Aviation Act 1988* (the Act);
- (b) relevant Civil Aviation Safety Regulations (CASRs);
- (c) the Manual of Standards (MOS); and
- (d) Advisory Circulars (ACs).

1.1.2.2 The Act establishes the Civil Aviation Safety Authority (CASA) with functions relating to civil aviation, in particular the safety of civil aviation and for related purposes.

1.1.2.3 **CASRs** establish the regulatory framework (*Regulations*) within which all service providers must operate.

1.1.2.4 The **MOS** comprises specifications (*Standards*) prescribed by CASA, of uniform application, determined to be necessary for the safety of air navigation. In those parts of the MOS where it is necessary to establish the context of standards to assist in their comprehension, the sense of parent regulations has been reiterated.

1.1.2.5 Readers should understand that in the circumstance of any perceived disparity of meaning between MOS and CASRs, primacy of intent rests with the regulations.

1.1.2.6 Service providers must document internal actions (*Rules*) in their own operational manuals, to ensure the maintenance of and compliance with standards.

1.1.2.7 **ACs** are intended to provide recommendations and guidance to illustrate a means, but not necessarily the only means of complying with the Regulations. ACs may explain certain regulatory requirements by providing interpretive and explanatory materials. It is expected that service providers will document internal actions in their own operational manuals, to put into effect those, or similarly adequate, practices.

## 1.1.3 Differences Between ICAO Standards and those in MOS

1.1.3.1 Notwithstanding the above, where there is a difference between a standard prescribed in the ICAO standards and one in the MOS, the MOS standard shall prevail.

## 1.1.4 Differences published in AIP

1.1.4.1 Differences from ICAO Standards, Recommended Practices and Procedures are published in AIP Gen 1.7.

### 1.1.5 MOS Documentation Change Management

- 1.1.5.1 Responsibility for the technical content in the MOS resides with the relevant technical area within the Aviation Safety Standards Division of CASA.
- 1.1.5.2 This MOS is issued and amended under the authority of the Director of Aviation Safety and Chief Executive Officer.
- 1.1.5.3 Suggested changes to this MOS must be directed to the Head, Standards Administration and Support Branch, Aviation Safety Standards Division.
- 1.1.5.4 Requests for any change to the content of the MOS may be intimated from:
  - (a) technical areas within CASA;
  - (b) aviation industry service providers or operators;
  - (c) individuals and authorisation holders.
- 1.1.5.5 The need to change standards in the MOS may be generated by a number of causes. These may be to:
  - (a) ensure safety;
  - (b) ensure standardisation;
  - (c) respond to changed CASA standards;
  - (d) respond to ICAO prescription;
  - (e) accommodate new initiatives or technologies.

### 1.1.6 Related Documents

- 1.1.6.1 These standards should be read in conjunction with:
  - (a) ICAO Annex 4: Aeronautical Charts
  - (b) **ICAO Annex 14: Aerodromes (Vol 1)**
  - (c) ICAO Doc 9157/AN901: Aerodrome Design Manuals (all parts)
  - (d) Federal Aviation Administration (FAA) Advisory Circular 150/5300-13

## 4.1.5 Aerodrome Safety Inspection Report

- 4.1.5.1 Operators of registered aerodromes are required to submit to CASA an Aerodrome Safety Inspection Report prepared by an approved person as specified in the regulations. This must be done either annually, or at a longer interval as agreed by the relevant CASA Aerodrome Inspector.



## 6.2.7 Runway Sight Distance

- 6.2.7.1 The unobstructed line of sight along the surface of a runway, from a point above the runway, must not be less than the distance determined using [Table 6.2-3](#).

Table 6.2-3: Runway line of sight

Code letter	Minimum unobstructed line of sight
A	From a point 1.5 m above the runway to any other point 1.5 m above the runway for half the length of the runway.
B	From a point 2 m above the runway to any other point 2 m above the runway for half the length of the runway.
C, D, E or F	From a point 3 m above the runway to any other point 3 m above the runway for half the length of the runway.

- 6.2.7.2 If runway lighting is provided, the unobstructed line of sight from 3 m above any point on the runway surface to any other point on the runway surface must not be less than 600 m.

## 6.2.8 Transverse Slopes on Runways

- 6.2.8.1 The transverse slope on any part of a runway must be adequate to prevent the accumulation of water and must be in accordance with [Table 6.2-4](#).

Table 6.2-4: Runway transverse slope

	Code letter	
	A or B	C, D, E or F
<b>Maximum slope</b>	2.5%	2.0%
<b>Preferred slope</b>	2.0%	1.5%
<b>Minimum slope</b>	1.5%	1.0%

**Note:** The standard may not apply at intersections where design may dictate a variation to the standards.

## 6.2.9 Runway Surface

- 6.2.9.1 The surface of a bitumen seal, asphalt or concrete runway must not have irregularities that would result in the loss of frictional characteristics or otherwise adversely affect the take-off or landing of an aircraft.

**Note:** The finish of the surface of a runway should be such that, when tested with a 3m straight-edge placed anywhere on the surface, there is no deviation greater than 3mm between the bottom of the straight-edge and the surface of the runway pavement anywhere along the straight-edge.

- 6.2.9.1A The surface of a bitumen seal, asphalt or concrete runway must have an average surface texture depth of not less than 1mm over the full runway width and runway length.

**Note:** A runway surface meeting the ICAO minimum design objective for new surfaces specified in Annex 14, Volume 1, derived using a continuous friction-measuring device, is acceptable.

- 6.2.9.2 If a runway surface cannot meet the standards of Paragraph 6.2.9.1, a surface treatment must be provided. Acceptable surface treatments include; grooving, porous friction course and bituminous seals.
- 6.2.9.3 The runway surface standards for grass or natural runways and gravel runways are the same as those for runways intended for small aeroplanes set out in Chapter 13.

### 6.2.10 Runway Bearing Strength

- 6.2.10.1 The pavement strength rating for a runway must be determined using the ACN - PCN pavement rating system described in Chapter 5.
- 6.2.10.2 CASA does not specify a standard for runway bearing strength, however, the bearing strength must be such that it will not cause any safety problems to aircraft. The published PCN value should be suitable for the aircraft that regularly use the runway.

### 6.2.11 Runway Shoulders

- 6.2.11.1 If a runway's code letter is F, shoulders must be provided and the total width of the runway and shoulders must not be less than 75 m.
- 6.2.11.2 If a runway's code letter is D or E, shoulders must be provided and the total width of the runway and shoulders must not be less than 60 m.
- 6.2.11.3 If a runway is 30 m wide and is used by aeroplanes seating 100 passengers or more shoulders must be provided and the total width of the runway and its shoulders must not be less than 36 m.

### 6.2.12 Characteristics of Runway Shoulders

- 6.2.12.1 Runway shoulders must:
- be of equal width on both sides;
  - slope downwards and away from the runway surface;
  - be resistant to aeroplane engine blast erosion;
  - be constructed so as to be capable of supporting an aeroplane, running off the runway, without causing structural damage to the aeroplane; and
  - be flush with the runway surface except during runway overlay works where a step down not exceeding 25 mm is permitted.

### 6.2.36 Dimensions of Stopways

- 6.2.36.1 If provided the length of stopway is an economic decision for the aerodrome operator but must be such that it finishes at least 60 m before the end of the runway strip.
- 6.2.36.2 The width of a stopway must be as wide as the associated runway.

### 6.2.37 Surface of Stopway

- 6.2.37.1 A stopway with a bituminous seal or asphalt surface must have frictional characteristics at least as good as those of the associated runway.

### 6.2.38 Stopway Slopes and Slope Changes

- 6.2.38.1 Where practicable, slope and slope changes on a stopway must be the same as those for the associated runway, except that:
- the limitation of a 0.8% slope for the first and last quarter of the length of a runway need not be applied to the stopway; and
  - at the junction of the stopway and runway and along the stopway the maximum rate of slope change may be increased to 0.3% per 30 m (minimum radius of curvature of 10,000 m).

### 6.2.39 Bearing Strength of Stopway

- 6.2.39.1 The bearing strength of a stopway must be able to support at least one single pass of the critical aircraft, without causing structural damage to the aircraft.

**Note:** A stopway should be constructed to the full runway pavement depth where it abuts the runway, tapering to one half of the runway pavement depth over the first 15 m and continued at half the runway pavement depth thereafter, in order to affect a gradual transition in all weather conditions.

- 6.2.39.2 If the stopway does not meet the strength criteria defined in Paragraph 6.2.39.1, then:
- for aircraft having a maximum take-off mass in excess of 68,000 kg, any unsealed stopway must not be included in the calculation of the accelerate stop distance available;
  - for aircraft having a maximum take-off mass between 36,300 kg and 68,000 kg, a maximum length of 60 m must be included in the calculation of the accelerate stop distance available; and
  - for aircraft having a maximum take-off mass not exceeding 36,300 kg, a length of stopway not exceeding 13% of the runway length may be included in the calculation of the accelerate stop distance available.

## Section 8.3: Runway Markings

### 8.3.1 General

- 8.3.1.1 Runway markings must be white on all concrete, asphalt or sealed runway surfaces. Pre-runway-end markings must be yellow.
- 8.3.1.2 At runway intersections, markings of the more important runway must take precedence over, or interrupt the markings of the other runway. At an intersection with a taxiway, the runway markings, except for runway side strip markings, must interrupt the taxiway markings.
- 8.3.1.3 To reduce the risk of uneven braking action, care must be taken that markings produce a non-skid surface of similar coefficient of friction to the surrounding surface.

### 8.3.2 Pre-runway-end Markings

- 8.3.2.1 Pre-runway-end markings are used where an area exceeding 60 m in length before the runway end, has a sealed, concrete or asphalt surface, which is not suitable for normal aircraft usage.
- 8.3.2.2 Marking must consist of yellow chevrons, spaced 30 m apart, comprising lines 0.9 m wide and angled 45 degrees to the runway centreline. The markings must terminate at the runway end marking.
- 8.3.2.3 This area will not normally be used for landing or take-off. If declared as a stopway, an aircraft in an abandoned take-off from the other direction may only use the area.

## 8.10.4 Marking of Vehicles

- 8.10.4.1 A vehicle used regularly on the manoeuvring area by day should be painted a single conspicuous colour, preferably yellow or orange. Where so painted, it does not require additional marking.
- 8.10.4.2 Vehicles not painted yellow or orange must be marked, by using either:
- (a) flags; or
  - (b) vehicle warning lights, in accordance with paragraph 9.19.1.
- 8.10.4.3 Flags must be not less than 0.9 m square and consist of an orange and white chequered pattern, each square of which must have sides not less than 0.3 m. Where orange merges with the background, another colour that contrasts with the background must be used.
- 8.10.4.4 For marking of rescue and fire fighting service vehicles, see MOS 139, Subpart H, Chapter 4.

## Section 9.19: Other Lights on an Aerodrome

### 9.19.1 Vehicle Warning Lights

- 9.19.1.1 Vehicle warning lights, as required by subsection 10.9.2, are provided to indicate to pilots and others the presence of vehicles or mobile plant on the movement area.
- 9.19.1.2 A vehicle warning light or lights must be mounted on the top of the vehicle, so as to provide 360° visibility.
- 9.19.1.3 The lights must be amber/yellow/orange, and be flashing or rotating of a standard type commercially available as an automobile accessory.

**Note:** International experience has shown the following specification to be particularly suitable. Yellow light, with a flash rate of between 60 and 90 flashes per minute, with a peak intensity of between 40 cd and 400 cd, a vertical beam spread of 12°, and with the peak intensity located at approximately 2.5° vertical.

- 9.19.1.4 For lighting of rescue and fire fighting vehicles, see MOS 139 Subpart H, Chapter 4.
- 9.19.1.5 For emergency or security vehicles not dedicated to aerodrome use, vehicle warning lights complying with the local traffic code are acceptable for on-aerodrome operation.

### 9.19.2 Works Limit Lights

- 9.19.2.1 Works limit lights are provided to indicate to persons associated with the works organisation the limit of the works area.
- 9.19.2.2 Works limit lights must be portable, amber/yellow/orange lights of a standard type commercially available as works warning lights. Alternatively they may be liquid fuel lanterns with amber/yellow/orange lenses.

### 9.19.3 Road and Car Park Lighting

- 9.19.3.1 CASA does not regulate the lighting of roads and car parks, other than ensuring compliance with Paragraph 9.1.3.
- 9.19.3.2 Where road and car park lighting is required on an aerodrome, the aerodrome operator is advised to consult with the relevant local road authority or *Australian Standards AS 1158 – Code of Practice for Public Lighting*.

## CHAPTER 10: OPERATING STANDARDS FOR CERTIFIED AERODROMES

### Section 10.1: General

#### 10.1.1 Introduction

- 10.1.1.1 This Chapter sets out the standards to be incorporated in operating procedures at certified aerodromes, including those procedures to be documented in the aerodrome manual.
- 10.1.1.2 This Chapter also contains information on aerodrome Safety Management System (SMS). As prescribed in CASR Part 139, SMS will be applicable at aerodromes accommodating international operations with effect from November 2005. And a later date, yet to be determined, for domestic aerodromes. All aerodrome operators are encouraged to adopt SMS as early as possible but until such time as specified in the regulations, adoption of SMS is voluntary.
- 10.1.1.3 The standards are to be applied in a manner commensurate with the type and level of aircraft activities at the particular aerodrome. For example, [Section 10.17](#) on low visibility operations, will not apply to all aerodromes.

#### 10.1.2 Aerodrome Manual and Aerodrome Operating Procedures

- 10.1.2.1 As an integral part of the certification process, an aerodrome manual must be prepared setting out a range of information and operating procedures specified in CASR Part 139. Although the certification process does not involve a separate approval process for the aerodrome manual, the information contained in the manual must be acceptable to CASA.
- 10.1.2.2 The aerodrome manual must be in a format that can be readily updated.
- 10.1.2.3 The contents of the aerodrome manual may be presented in a single bound document or in a number of separate documents. For example, at major aerodromes, the aerodrome emergency plan and the airside vehicle control handbook may each be a large stand-alone publication. Where this is the case, the aerodrome manual must effectively integrate the component publications by appropriate references.
- 10.1.2.4 An up-to-date copy of all components of the aerodrome manual must be kept at the business premises of the aerodrome operator and made available for CASA audit purposes.

#### 10.1.3 Training of Aerodrome Personnel Involved with Safety Functions

- 10.1.3.1 Persons engaged to perform the reporting officer functions, including aerodrome serviceability inspections; and works safety officer functions must be adequately trained for the job. In addition, Aerodrome Technical Inspections must be carried out by technically qualified and competent persons.

- 10.1.3.2 CASA is primarily concerned with the competency of persons involved with aerodrome safety functions. Essential competencies will include:
- (a) inspect and report on the physical characteristics and conditions of the aerodrome;
  - (b) inspect and report on aerodrome lighting systems;
  - (c) inspect and report on the OLS;
  - (d) initiating a NOTAM;
  - (e) use of radio, and
  - (f) supervise the safety of aerodrome works.

- 10.1.3.3 There are no mandatory provisions which regulate private training organisations or aerodrome operator training initiatives; but aerodrome operators must be able to demonstrate that persons carrying out aerodrome safety functions, have had the appropriate training and experience to undertake those functions

**Notes:** 1. CASA has endorsed the Australian Airports Association (AAA) competency based training model, as an acceptable means of demonstrating appropriate training and experience.

2. Guidance on the training of aerodrome personnel can be found in the associated Advisory Circular.

#### 10.1.4 Aerodrome Safety Management System (SMS)

- 10.1.4.1 In line with international practice, SMS will be progressively introduced at Australian aerodromes, with particular emphasis initially on aerodromes used in international operations.
- 10.1.4.2 Safety culture and ongoing commitment of senior management are essential ingredients for a successful SMS, along with the setting of safety objectives, clear responsibilities, ongoing hazard identification and reporting, training and performance measurement.

**Note:** In conjunction with the Australian Airports Association, an Advisory Circular will be prepared to provide guidelines on the preparation of a SMS. It is important to appreciate, all SMSs are different as they relate to site-specific situations and management structures. Aerodromes differ, inter-alia as a result of size, complexity and types of operation.

- 10.1.4.3 The SMS does not necessarily generate a need for an additional set, or duplication of documents. The SMS requirements should complement the procedures set out in the aerodrome manual.

## Section 10.9: Control of Airside Access Including Vehicle Control

### 10.9.1 Introduction

- 10.9.1.1 Particulars of the procedures for preventing unauthorised entry into the movement area, including the arrangements for controlling airside access, and airside vehicle control, are to be included in the aerodrome manual.
- 10.9.1.2 At aerodromes catering for air transport operations by aircraft of more than 30 passenger seats, a fence or other suitable barrier must be provided where practicable, around the movement area of the aerodrome.

### 10.9.2 Airside Vehicle Control

- 10.9.2.1 Vehicles and ground equipment operated airside must be maintained in a sound mechanical and roadworthy condition, so as to prevent avoidable breakdowns and spillage of fuels, lubricants and hydraulic fluids.
- 10.9.2.2 In the case of major capital city aerodromes, or aerodromes with significant levels of vehicular traffic, the aerodrome operator must introduce and maintain a permit system for airside operations approval.
- 10.9.2.3 In the case of major capital city aerodromes, or aerodromes with significant levels of vehicular traffic, the aerodrome operator must establish speed limits for vehicles on the movement area and a regime to enforce them.
- 10.9.2.4 Vehicles must not be driven under an aircraft or within 3 m of any part of an aircraft except when required for the servicing of aircraft.
- 10.9.2.5 Vehicles operating on the manoeuvring area by day must be marked in accordance with paragraph 8.10.4.
- 10.9.2.6 Vehicles operating on the movement area must:
- be lit with vehicle warning lights in accordance with paragraph 9.19.1, unless accompanied by a vehicle that is so equipped; and
  - display dipped headlights at night or in conditions of poor visibility.
- 10.9.2.7 Aircraft servicing equipment used only on aprons need not comply with paragraph 10.9.2.6. In this case, equipment is deemed to be mobile objects that do not have their own motive power.

### 10.9.3 Airside drivers

- 10.9.3.1 Drivers operating vehicles on the airside must be trained and competent to do so.

- 10.9.3.2 Any person operating vehicles and ground equipment, must:
- (a) hold an appropriate licence to operate,
  - (b) know the terminology used to describe, and be familiar with airside areas,
  - (c) understand the significance of aerodrome signs and markings, and
  - (d) where appropriate, be competent in the use of radio communications equipment, and understand radio instructions.

## Section 10.15: Pavement Maintenance

### 10.15.1 Pavement Cleanliness

- 10.15.1.1 All paved runway, taxiway and apron surfaces must be kept clear of foreign objects or debris that may cause damage to aircraft.
- 10.15.1.2 All runways, taxiways and apron pavement used by air transport jet aircraft with reference code numbers 3 or 4, must be cleaned of foreign objects on a regular basis.

### 10.15.2 Runway Surface Friction

- 10.15.2.1 The aerodrome operator must maintain runways with sealed, asphalt or concrete surfaces, in accordance with the surface texture standards specified in Chapter 6.
- 10.15.2.2 The Aerodrome Technical Inspection of runway surfaces must confirm that the texture standard is being met.

**Note:** CASA may require testing of part or whole of the runway surface to validate the technical inspection report, including use of continuous friction measuring equipment.

- 10.15.2.3 From January 2006, designated international aerodromes with runways serving code 4 jet aeroplanes, conducting international air transport operations, will be required to use an ICAO accepted continuous friction measuring device with self-wetting features to measure the friction level of the runway.
- 10.15.2.4 Runways must be evaluated when first constructed or after resurfacing to determine the wet runway surface friction characteristics.
- 10.15.2.5 Friction measurements must be taken at intervals that will ensure identification of runways in need of maintenance or special surface treatment before the surface conditions deteriorate further. The time interval between measurements will depend on factors such as: aircraft type and frequency of usage, climatic conditions, pavement type, and maintenance requirements.
- 10.15.2.6 When conducting friction tests on wet runways there is a drop in friction with an increase in speed. However, as the speed increases, the rate at which the friction is reduced becomes less. The macro texture of the surface affects the relationship between friction and speed. Therefore a speed high enough to reveal these friction/speed variations should be used. It is desirable, but not mandatory, to test the friction characteristics of a paved runway at more than one speed.
- 10.15.2.7 The results of measurements will be used as follows:
- (a) to verify the friction characteristics of new or resurfaced sealed, asphalt or concrete surfaced runways, using the *Design objective for new surface* values in Table 10.15-1.

- (b) if the measured friction level falls below the relevant *Maintenance planning level* values in Table 10.15-1, the aerodrome operator must initiate appropriate corrective maintenance action to improve the friction.
- (c) if the measured friction level falls below the relevant *Minimum friction level* values in Table 10.15-1, the aerodrome operator must promulgate by NOTAM, that the runway pavement falls below minimum friction level when wet. Additionally, corrective maintenance action must be taken without delay. This requirement applies when friction characteristics for either the entire runway or a portion thereof are below the minimum friction level.

Table 10.15-1: Friction Values for Continuous Friction Measuring Devices

Test Equipment	Test Tyre Tyre Pressure (kPa)	Test Speed (km/h)	Test Water Depth (mm)	Design Objective for New Surface	Maintenance Planning Level	Minimum Friction Level
Mu-meter trailer	A 70	65	1.0	0.72	0.52	0.42
	A 70	95	1.0	0.66	0.38	0.26
Skiddometer trailer	B 210	65	1.0	0.82	0.60	0.50
	B 210	95	1.0	0.74	0.47	0.34
Surface friction tester vehicle	B 210	65	1.0	0.82	0.60	0.50
	B 210	95	1.0	0.74	0.47	0.34
Runway friction tester vehicle	B 210	65	1.0	0.82	0.60	0.50
	B 210	95	1.0	0.74	0.54	0.41
TATRA friction tester vehicle	B 210	65	1.0	0.76	0.57	0.48
	B 210	95	1.0	0.67	0.52	0.42
GRIPTESTER trailer	C 140	65	1.0	0.74	0.53	0.43
	C 140	95	1.0	0.64	0.36	0.24

### 10.15.3 Deterioration of Runway Grooves

- 10.15.3.1 When a runway pavement surface has been grooved, the aerodrome operator should periodically check the condition of the runway grooves in accordance with the US Federal Aviation Administration (FAA) advice set out in the FAA Advisory Circular AC 150/5320-12C. The Advisory Circular states that when 40 per cent of the grooves in the runway are equal to or less than 3mm in depth and/or width for a distance of 457m, the effectiveness of the grooves for preventing hydroplaning will have been considerably reduced. The aerodrome operator should take immediate corrective action to reinstate the 6 mm groove depth and/or width.

## Section 10.18: Aerodrome Technical Inspections

### 10.18.1 Introduction

- 10.18.1.1 Aerodrome technical inspections must be carried out in accordance with the requirements of the regulations.
- 10.18.1.2 Aerodrome technical inspections must be carried out at intervals of not more than 12 months and when required as a result of the findings of the aerodrome serviceability inspections.
- 10.18.1.3 Parts of an aerodrome technical inspection may be carried out at different times from the other parts. Each part of the technical inspection must be carried out at intervals of not more than 12 months.
- 10.18.1.4 The technical inspection should identify any shortcomings, or areas for improvement.
- 10.18.1.5 The technical inspection must include a plan(s) for corrective action.
- 10.18.1.6 CASA audit activity will include follow-up on the progress achieved on previous reports and plans for corrective action.

