

Part 139 Compliance Matrix

The rule references in this compliance matrix have been extracted from the Civil Aviation Rules system as the minimum compliance requirements for an applicant for the issue or renewal of a Part 139 Aerodrome Certificate.

A completed compliance matrix must be submitted by the applicant for both initial certification and for renewal. Additionally, the certificate holder should maintain an up-to-date compliance matrix to assist with on-going compliance and to support certificate amendment requests.

The purpose of the matrix is to speed up the certification process, ensure every applicable rule requirement has been addressed in the exposition and reduce the cost of certification by allowing the quick location of required policies or procedures in the applicant's exposition manual suite.

All Civil Aviation rules have to be complied with, but not every rule has to be addressed in the exposition. At least the following Rules must be included unless they are not applicable to the operation, in which case they should be annotated as such. The intention of this matrix is to assist rather than instruct the applicant in an initial application or request for renewal. If, for your operation, compliance is required with a rule not listed in the matrix, please add it to the list and identify the exposition reference.

This matrix must be completed by every applicant for a Part 139 Aerodrome Certificate and show the exposition pages and paragraph numbers that satisfy the rules in the *Manual References / Applicant's Comments* column. Where the applicant does not meet the rule requirement or deems it not applicable, an explanation should be given in this column. **Please note ticks (✓) are not acceptable.**

The completed matrix should accompany the exposition documents and preferably be included as a component of the exposition. The applicant may submit a completed matrix in a different format as long as it includes all the rule references identified below; however, there may be additional processing time required by the CAA in cross-referencing requirements.

PDF is the preferred format for the receipt of expositions.

Applicant:

Participant ID:

Manuals Submitted:

Rev.:

Dated:

	Applicant's Comments	CAA Comments (for CAA use only)
Rule Compliance Matrix		
Company Statement page, signed by the Chief Executive		
List of Effective Pages		
Record of Amendments		
Distribution List & copies to be numbered		
Contents Page		
Definitions & Abbreviations (not mandatory)		
On every page, headers and/or footers to include: <ul style="list-style-type: none"> (a) Company name (b) Name of the manual (c) Effective revision and date of the page (d) Page number 		
Index (not mandatory but desirable)		

Rule Reference	Manual References / Applicant's Comments	CAA Review & Comments (for CAA use only)
139.77 Exposition		
139.77(a)(1)(i)-(ii) <i>CE statement</i>		
139.77(a)(1A)(i) [100.3(b) <i>SMS documentation</i>]		
139.77(a)(2) <i>List of senior persons required by Part 139.55(a)(1)&(2)</i>		
139.77(a)(3)(i) <i>Responsibility to deal directly with CAA</i>		
139.77(a)(3)(ii) <i>Responsibilities for SM</i>		
139.77(a)(4) <i>Organisation chart</i>		
139.77(a)(5) <i>Limitations established by 139.53</i>		
139.77(a)(6) <i>Any exemptions</i>		
139.77(a)(6A) <i>Lines of safety responsibility</i>		
139.77(a)(22) <i>Control of exposition</i>		
139.127 <i>Changes to organisation</i>		
139.77(a)(7) Aerodrome emergency plan and 139.77(a)(16) maintenance of the emergency plan 139.57 and 139.109		
139.57(b)(1) <i>Types of emergencies planned for</i>		

139.57(b)(2) <i>Prompt response to those emergencies</i>		
139.57(b)(3) <i>Sufficient detail to provide guidance</i>		
139.57(b)(4) <i>Agencies and responsibilities</i>		
139.57(b)(5) <i>For int'l aerodromes description -139.5(aa) (1)- of the Ops centre and command post</i>		
139.57(b)(6) <i>Description and location of equip.</i>		
139.57(b)(7) <i>Names and tel No.</i>		
139.57(b)(8) <i>Grid map</i>		
139.57(c)(2) <i>Co-ordination</i>		
139.109(1) <i>Personnel familiar and trained</i>		
139.109(2)(i)-(ii) <i>Plan tested</i>		
139.109(3) <i>Plan reviewed</i>		
139.77(a)(8) Rescue and firefighting 139.59, 139.61, 139.63, 139.65 and 139.111		
139.59(a)-(c) <i>Category determination</i>		
139.61 <i>Description of extinguishing agents</i>		
139.63(a)-(d) <i>Description of vehicles</i>		

139.65(1) <i>Personnel equipped with adequate equip.</i>		
139.65(2) <i>Personnel trained, fit and competent</i>		
139.65(3) <i>Recurrent training</i>		
139.65(4) <i>Sufficient numbers and available</i>		
139.65(5) <i>Alerting system</i>		
139.111(c)(1) <i>Procedures and authority for reduction in capability</i>		
139.111(c)(2) <i>Procedures for recall</i>		
139.111(c)(3) <i>Information to AIS when reducing</i>		
139.111(e) <i>Preventive maint.</i>		
139.77(a)(9) Public protection		
139.69		
139.69(a)-(b) <i>Description of safeguards against entry</i>		
139.77(a)(10) Wildlife hazard management		
139.71		
139.71 <i>Environmental management pgme.</i>		
139.77(a)(11) Notification of aerodrome data and information		
139.73		
<i>Refer requirements of Rule Part 175</i>		
139.73(1) <i>Notification to AIS of data and information</i>		

139.73(2) <i>Notification of limitations</i>		
139.73(3) <i>Notification of changes</i>		
100.3 Safety Management / 139.75 Internal quality assurance		
139.75 <i>System for safety management</i>		
100.3(a)(1) <i>Safety policy</i>		
100.3(a)(2) <i>Risk management process</i>		
100.3(a)(3)(i) <i>Hazard etc. reporting</i>		
100.3(a)(3)(ii) <i>Safety improvement goals and measures</i>		
100.3(a)(3)(iii) <i>Quality assurance</i>		
100.3(a)(4) <i>Training</i>		
100.3(b) SM documentation		
100.3(c) <i>Adequacy of SMS</i>		
139.77(a)(13) Aerodrome maintenance programme 139.103		
139.103(a) <i>Maint. programme</i>		
139.103(b) <i>Condition of surface of paved areas</i>		
139.103(b)(3) Measurement and provision of surface condition reporting		

139.77(a)(14) Visual aids for navigation - maintenance and checking		
139.105		
139.105(b)(1) <i>Reliable and accurate</i>		
139.105(b)(2) <i>Percentage of allowable outages</i>		
139.105(b)(3) <i>Restore to service</i>		
139.77(a)(15) Works on aerodrome		
139.76A		
139.107 <i>Procedures</i>		
139.77(a)(17) Aerodrome inspection programme		
139.117		
139.117(1) <i>Establish a programme</i>		
139.117(2) <i>Equipment</i>		
139.117(3) <i>Procedures for appropriately trained personnel</i>		
139.117(4) <i>Reporting system</i>		
139.77(a)(18) Control of ground vehicles		
139.119		
139.119 (c)(1) <i>Access limited</i>		
139.119(c)(2)(i)-(iii) <i>[with control service]</i> <i>Procedures for access and operation incl. two-way comm.</i>		
139.119(d) <i>[no control service]</i> <i>Procedures for control by signs or signals</i>		

139.119(e) <i>Personnel familiarity and compliance</i>		
139.77(a)(19) Limitation of aircraft operations under unsafe Conditions		
139.125		
139.125 <i>Procedures for restricting A/C ops</i>		
139.51 Aerodrome design requirements		
139.51(a) provide dates of most recent obstacle limitations surfaces survey complete		
(a)(1) provide detail of the design aircraft of aerodrome		
(a)(2) provide detail of the lowest meteorological minima intended for each runway;		
(a)(3) provide detail of lights provided for visual aids to aircraft		
Appendix A Aerodrome physical characteristics		
A.1(a) provide detail of RESA length		
A.1.(b) provide detail of RESA width		
A.1.(c) provide detail of RESA construction		
A.1.(d) A RESA must not penetrate the approach or take-off climb surface for the runway		
A.1 (e) provide detail of RESA longitudinal slope		
A.1.(f) provide detail of RESA transverse slope		
Appendix B – Reference code		
(a) Provide aerodrome reference code		
139.51(d) Compliant with Appendix C,D,E,F,G,H		
Appendix C Physical Characteristics		
C.1 (a) irregularities of runway surface do not adversely affect		

take-off or landing		
C.1 (b) runway must provide friction characteristics specified by Director		
C.2 A runway and any associated stopways must be included in a strip.		
C.2.1 A strip must extend before the threshold and beyond the end of the paved runway or stopway- see C.2.1(1)(2) and(3)		
C.2.2 A strip must extend laterally on each side of the centre line of the runway and its extended centre line throughout the length of the strip to the minimum distance determined in Table C-1.		
C.2.3(a) No fixed object, other than visual aids required for air navigation purposes and satisfying the relevant frangibility requirements must be permitted on a runway strip		
C.2.3(b) No mobile object must be permitted on those parts of the runway strip as defined in paragraph (a) during use of the runway for landing or take-off.		
C.2.4 The surface of that portion of a strip that abuts a runway, shoulder or stopway must be flush with the surface of the runway, shoulder or stopway.		
C.3 Turn Pad must be provided if runwau not served by a taxiway		
C.4 A stopway must have the same width as the runway with which it is associated.		
C.5 Taxiway design must meet requirements of Table C-2		
C.6 Width of taxiway bridge must not be less than the width of the graded area of the strip provided for that taxiway		
C.7 A taxiway, other than an aircraft stand taxilane, must be included in a strip.		
C.8(a) A runway holding position must near established as per C.8(a)(1) & (2)		
C.8(b) A runway holding position must be established to avoid infringing OLS or interfering with radio navigation aids.		
C.8(c) A road-holding position must be established at an intersection of a road with a runway.		

Appendix D Obstacle Restriction and Removal		
D.1 (a) The following obstacle limitation surfaces must be established for a runway -conical surface; and inner horizontal surface; and approach surface; and transitional surfaces.		
D.1 (b) The following additional obstacle limitation surfaces must be established for a precision approach runway category II or III—inner approach surface; inner transitional surfaces; and balked landing surface		
D.1(c) For a non-instrument runway, new objects or extensions of existing objects must not be permitted above an approach or transitional surface except when the new object or extension would be shielded by an existing immovable object, or an aeronautical study determines that the object would not adversely affect the safety or significantly affect the regularity of operations of aircraft.		
D.1(d) For a non-precision approach runway, new objects or extensions of existing objects must not be permitted above an approach surface within 3000 m of the inner edge or above a transitional surface except when the new object or extension would be shielded by an existing immovable object, or an aeronautical study determines that the object would not adversely affect the safety or significantly affect the regularity of operations of aircraft.		
D.1(e) For a precision approach runway fixed objects must not be permitted above the inner approach surface, the inner transitional surface or the balked landing surface, except for frangible objects which because of their function must be located on the strip.		
D.1(f) For a precision approach runway, new objects or extensions of existing objects must not be permitted above an approach surface or a transitional surface except when the new object or extension would be shielded by an existing immovable object, or an aeronautical study determines that the object would not adversely affect the safety or significantly affect the regularity of operations of aircraft.		
D.2(a) A take-off climb surface must be established for a runway meant for take-off:		

<p>D.2(b) New objects or extensions of existing objects must not be permitted above a take-off climb surface except when the new object or extension would be shielded by an existing immovable object, or an aeronautical study determines that the object would not adversely affect the safety or significantly affect the regularity of operations of aircraft.</p>		
<p>Appendix E Visual Aids for Navigation</p>		
<p>E.1(a) Wind direction indicators (windsock) must be located adjacent to each paved runway threshold.</p>		
<p>E.1(b) If a paved runway is intended to be used at night, the wind direction indicators required by paragraph (a) must be illuminated.</p>		
<p>E.2.1(a) Runway markings must be white E.2.1(b) Taxiway markings, runway turn pad markings and aircraft stand markings must be yellow</p>		
<p>E.2.1(c) Apron safety lines must be of a conspicuous colour which must contrast with that used for aircraft stand markings.</p>		
<p>E.2.2 A runway designation marking, centre line marking and threshold marking must be provided on all paved runways.</p>		
<p>E.2.3 (a) At an intersection of 2 or more runways the markings of the more important runway, except for the runway side stripe marking, must be displayed and the markings of the other runway(s) must be interrupted. The runway side stripe marking of the more important runway may be either continued across the intersection or interrupted.</p>		
<p>E.2.3(b) At an intersection of a runway and taxiway the markings of the runway must be displayed and the markings of the taxiway interrupted, except that runway side stripe markings may be interrupted.</p>		
<p>E.2.4 Transverse stripe - Where a runway threshold is displaced from the extremity of a paved runway or where the extremity of a paved runway is not square with the runway centre line, a transverse stripe must be added to the threshold marking.</p>		
<p>E.2.5 Arrows - Where a paved runway threshold is permanently displaced, arrows must be provided on the portion of the runway before the displaced threshold</p>		

E.2.6 Aiming point - marking An aiming point marking must be provided at each approach end of a paved instrument runway where the aerodrome reference code number is 2, 3 or 4 as determined in accordance with Appendix B.		
E.2.7 Touchdown zone marking - A touchdown zone marking must be provided in the touchdown zone of a paved precision approach runway where the aerodrome reference code number is 2, 3 or 4 as determined in accordance with Appendix B.		
E.2.8 Runway side stripe marking - A runway side stripe marking must be provided between the thresholds of a paved runway where there is a lack of contrast between the runway edges and the shoulders or the surrounding terrain.		
E.2.9 Taxiway centre line marking - (a) Taxiway centre line marking must be provided on a paved taxiway, de/anti-icing facility and apron where the aerodrome reference code number is 3 or 4, as determined in accordance with Appendix B, in such a way as to provide continuous guidance between the runway centre line and aircraft stands.		
E.2.9(b) Taxiway centre line marking must be provided on a paved runway when the runway is part of a standard taxi-route and— (1) there is no runway centre line marking; or (2) where the taxiway centre line is not coincident with the runway centre line.		
E.2.9(c) Where provided, enhanced taxiway centre line marking must be installed at each taxiway and runway intersection.		
E2.10 When a runway turnpad is required the marking for guidance should be continuous		
E.2.11 Runway-holding position marking - On a paved runway or taxiway a runway-holding position marking must be displayed along a runway-holding position.		
E.2.12 When a VOR aerodrome check-point is established, it must be indicated by a VOR aerodrome check-point marking.		
E.2.13 A road-holding position marking must be provided at all paved road entrances to a runway.		
E.2.14 Where it is impracticable to install a mandatory instruction sign, a mandatory marking must be provided on the surface of		

the pavement.		
E.2.15 Where an information sign would normally be installed and it is impracticable to install, an information marking must be displayed on the surface of the pavement.		
E.3 Lights		
E.3.1(a) Elevated approach lights and their supporting structures must be frangible except that, in that portion of the approach lighting system beyond 300 m from the threshold —		
(1) where the height of a supporting structure exceeds 12 m, the frangibility requirement must apply to the top 12 m only; and		
(2) where a supporting structure is surrounded by non-frangible objects, only that part of the structure that extends above the surrounding objects must be frangible.		
E.3.1(b) When an approach light fixture or supporting structure is not in itself sufficiently conspicuous, it must be suitably marked.		
E.3.2 Elevated runway, stopway and taxiway lights must be frangible. Their height must be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft.		
E.3.3 Light fixtures inset in the surface of runways, stopways, taxiways, and aprons must be so designed and fitted as to withstand being run over by the wheels of an aircraft without damage either to the aircraft or to the lights themselves.		
E.3.4 (a) The intensity of runway lighting must be adequate for the minimum conditions of visibility and ambient light in which use of the runway is intended, and compatible with that of the nearest section of the approach lighting system when provided.		
(b) A suitable intensity control must be incorporated to allow for adjustment of the light intensity to meet the prevailing conditions. Separate intensity controls or other suitable methods must be provided to ensure that the following systems, when installed, can be operated at compatible intensities:		
(1) approach lighting system:		
(2) runway edge lights:		

(3) runway threshold lights:		
(4) runway end lights:		
(5) runway centre line lights:		
(6) runway touchdown zone lights:		
(7) taxiway centre line lights.		
E.3.5 Provision of an aerodrome beacon.		
E.3.6(a) Where physically practicable, a simple approach lighting system must be provided to serve a non-precision approach runway, except when the runway is used only in conditions of good visibility or sufficient guidance is provided by other visual aids.		
E.3.6(b) Where physically practicable, a precision approach category I lighting system must be provided to serve a precision approach runway category I.		
E.3.6(c) A precision approach category II and III lighting system must be provided to serve a precision approach runway category II or III.		
E.3.7 (a) A visual approach slope indicator system must be provided to serve the approach to a runway whether or not the runway is served by other visual approach aids or by non-visual aids		
E.3.8 (a) An obstacle protection surface must be established when it is intended to provide a visual approach slope indicator system.		
E.3.9 Runway edge lights and runway end lights must be provided for a runway intended for use at night or for a precision approach runway intended for use by day or night.		
E.3.10 (a) Runway threshold lights must be provided for a runway equipped with runway edge lights, except on a non-instrument or non-precision approach runway where the threshold is displaced and wing bar lights are provided.		
E.3.10(b) Wing bar lights must be provided on a non-instrument or non-precision approach runway where the threshold is displaced and runway threshold lights are required, but are not		

provided.		
E.3.11 (a) Runway centre line lights must be provided on a precision approach runway category II or III.		
E.3.11(b) Runway centre line lights must be provided on a runway intended to be used for take-off with an operating minimum below a runway visual range of 400 m.		
E.3.12 Runway touchdown zone lights must be provided in the touchdown zone of a precision approach runway category II or III.		
E.3.13 Stopway lights must be provided for a stopway intended for use at night.		
E.3.14 (a) Taxiway centre line lights must be provided on an exit taxiway, taxiway, de/anti-icing facility and apron intended for use in runway visual range conditions of less than 350 m		
(b) Taxiway centre line lights must be provided on a runway forming part of a standard taxi-route and intended for taxiing in runway visual range conditions of less than 350 m,		
E.3.15 (a) Taxiway edge lights must be provided at the edges of a holding bay, de/anti-icing facility, apron and other similar areas intended for use at night and on a taxiway not provided with taxiway centre line lights and intended for use at night except that taxiway edge lights need not be provided where, considering the nature of the operations, adequate guidance can be achieved by surface illumination or other means		
(b) Taxiway edge lights must be provided on a runway forming part of a standard taxi-route and intended for taxiing at night where the runway is not provided with taxiway centre line lights.		
E.3.16 Runway turn pad lights must be provided for continuous guidance on a runway turn pad intended for use in runway visual range conditions of less than 350 m, to enable an aeroplane to complete a 180 degree turn and align with the runway centre line.		
E.3.17 (a) A stop bar must be provided at every runway-holding position serving a runway when it is intended that the runway will be used in runway visual range conditions of less than 550 m, except where—		

(1) appropriate aids and procedures are available to assist in preventing inadvertent incursions of traffic onto the runway; or		
(2) operational procedures exist to limit, in runway visual range conditions of less than 550 m, the number of— (i) aircraft on the manoeuvring area to 1 at a time; and (ii) vehicles on the manoeuvring area to the essential minimum		
(b) Where there is more than 1 stop bar associated with a taxiway or runway intersection, only one must be illuminated at any given time.		
E.3.18 Intermediate holding position lights Except where a stop bar has been installed, intermediate holding position lights must be provided at an intermediate holding position intended for use in runway visual range conditions of less than 350 m.		
E.3.19 Runway guard lights must be provided at each intersection of a taxiway with a runway intended for use in—		
(1) runway visual range conditions of less than 550 m where a stop bar is not installed; and		
(2) runway visual range conditions between 550 m and 1200 m where the traffic density is heavy.		
E.3.20 A visual docking guidance system must be provided when it is intended to indicate, by a visual aid, the precise positioning of an aircraft on an aircraft stand and other alternative means, such as marshallers, are not practicable.		
E.3.21 A road-holding position light must be provided at each road-holding position serving a runway when it is intended that the runway will be used in runway visual range conditions of less than 350 m.		
E.4 Signs and Markers -Signs must be provided to convey a mandatory instruction, information on a specific location or destination on a movement area or to provide other information to meet the requirements of a surface movement guidance and control system.		
E.4.2 Signs must be illuminated when intended for use—		
(1) in runway visual range conditions of less than 800 m; or		
(2) at night in association with an instrument runway; or		
(3) at night in association with a non-instrument runway where		

the code number is 3 or 4.		
E.4.3 Mandatory instruction signs		
(a) A mandatory instruction sign must be provided at a controlled aerodrome to identify a location beyond which an aircraft taxiing or vehicle must not proceed unless authorised by the aerodrome control tower.		
(b) Mandatory instruction signs must include runway designation signs, category I, II or III holding position signs, runway-holding position signs, road-holding position signs and 'NO ENTRY' signs.		
(c) A runway holding position established in accordance with Appendix C.8(a) for a non-instrument, non-precision approach or take-off runway must be supplemented at a taxiway/runway or runway/runway intersection with a runway designation sign.		
(d) Where a single runway holding position has been established in accordance with rule C.8(a) of Appendix C for a precision approach runway, the runway holding position marking must be supplemented with a runway designation sign.		
(e) Where 2 or 3 runway holding positions have been established in accordance with rule C.8(a) of Appendix C for a precision approach runway, the runway holding position closest to the runway must be supplemented with a runway designation sign, and those runway holding positions furthest from the runway must be supplemented with a category I, II or III holding position sign.		
(f) A runway-holding position established in accordance with rule C.8(b) of Appendix C must be supplemented with a runway-holding position sign.		
(g) A 'NO ENTRY' sign must be provided when entry into an area is prohibited.		
E.4.4 Information signs		
(a) An information sign must be provided where there is an operational need to identify by a sign, a specific location, or routing (direction or destination) information.		
(b) Information signs include direction signs, location signs, destination signs, runway exit signs, runway vacated signs and intersection take-off signs.		

(c) A runway exit sign must be provided where there is an operational need to identify a runway exit.		
(d) A runway vacated sign must be provided where the exit taxiway is not provided with taxiway centre line lights and there is a need to indicate to a pilot leaving a runway the perimeter of the ILS/MLS critical/sensitive area or the lower edge of the inner transitional surface, whichever is farther from the runway centre line.		
(e) A combined location and direction sign must be provided when it is intended to indicate routing information prior to a taxiway intersection.		
(f) A direction sign must be provided when there is an operational need to identify the designation and direction of taxiways at an intersection.		
(g) A location sign must be provided in conjunction with a runway designation sign except at a runway or runway intersection.		
(h) A location sign must be provided in conjunction with a direction sign, except that it may be omitted where an aeronautical study indicates that it is not required		
E.4.5 When a VOR aerodrome check-point is established, it must be indicated by a VOR aerodrome check-point sign.		
E.4.6 A road-holding position sign must be provided at all road entrances to a runway.		
E.4.7 Markers must be frangible. Those located near a runway or taxiway must be sufficiently low to preserve clearance for propellers and for the engine pods of jet aircraft.		
Appendix F – Visual Aids for Denoting Obstacles		
(a) A fixed obstacle that extends above an approach surface within 3000 m of the inner edge or above a transitional surface must be marked and, if the runway is used at night, lighted, except that—		
(1) such marking and lighting may be omitted when the obstacle is shielded by another fixed obstacle; or		
(2) the marking may be omitted when the obstacle is lighted by		

medium-intensity obstacle lights, Type A, by day and its height above the level of the surrounding ground does not exceed 150 m; or		
(3) the marking may be omitted when the obstacle is lighted by high-intensity obstacle lights by day; or		
(4) the lighting may be omitted where the obstacle is a lighthouse and an aeronautical study indicates the lighthouse light to be sufficient.		
(b) A fixed object that extends above an obstacle protection surface must be marked and, if the runway is used at night, lighted.		
(c) Vehicles and other mobile objects, excluding aircraft and aircraft servicing equipment and vehicles used only on aprons, on the movement area of an aerodrome are obstacles and must be marked and, if the vehicles and aerodrome are used at night or in conditions of low visibility, lighted.		
(d) Elevated aeronautical ground lights within the movement area must be marked so as to be conspicuous by day. Obstacle lights must not be installed on elevated ground lights or signs in the movement area.		
(e) All obstacles within the distance specified in Table F-1, from the centre line of a taxiway, an apron taxiway, or aircraft stand taxilane must be marked and, if the taxiway, apron taxiway, or aircraft stand taxilane is used at night, lighted.		
F.2(a) All fixed objects to be marked must, whenever practicable, be coloured, but if this is not practicable, markers or flags must be displayed on or above them, except that objects that are sufficiently conspicuous by their shape, size, or colour need not be otherwise marked.		
(b) All mobile objects to be marked must be coloured or marked with display flags.		
F.3 Markers displayed on or adjacent to objects must be located in conspicuous positions so as to retain the general definition of the object and must be recognizable in clear weather from a distance of at least 1000 m for an object to be viewed from the air and 300 m for an object to be viewed from the ground in all directions in which an aircraft is likely to approach the object.		

Appendix G – Visual Aids for Denoting Restricted Use Areas		
G.1 Closed runways and taxiways A closed marking must be displayed on a runway or taxiway, or portion thereof, which is permanently closed to the use of all aircraft.		
G.2 Shoulders for taxiways, holding bays and aprons and other non-load-bearing surfaces which cannot readily be distinguished from load-bearing surfaces and which, if used by aircraft, might result in damage to the aircraft must have the boundary between such areas and the load-bearing surface marked by a side stripe marking.		
G.3 Unserviceability markers must be displayed wherever any portion of a taxiway, apron or holding bay is unfit for the movement of aircraft but it is still possible for aircraft to bypass the area safely. On a movement area used at night, unserviceability lights must be used.		
Appendix H – Electrical Systems		
H.1(a) Adequate primary power supply must be available at aerodromes for the safe functioning of air navigation facilities.		
(b) For aerodromes that are referred to in rule 139.5(aa)(1), the design and provision of electrical power systems for the aerodrome visual and radio navigation aids must be such that an equipment failure will not leave pilots with inadequate visual and non-visual guidance or misleading information.		
H.2 Visual aids(a) For a precision approach runway, a secondary power supply capable of meeting the requirements specified in Table H-1 for the appropriate category of precision approach runway must be provided. Electric power supply connections to those facilities for which secondary power is required must be so arranged that the facilities are automatically connected to the secondary power supply on failure of the primary source of power.		
(b) For a runway meant for take-off in runway visual range conditions of less than 800 m, a secondary power supply capable of meeting the relevant requirements of Table H-1 must be provided.		
H.3 System design (a) For a runway meant for use in runway visual range conditions of less than 550 m, the electrical systems		

for the power supply, lighting and control of the lighting systems included in Table H-1 must be so designed that an equipment failure will not leave the pilot with inadequate visual guidance or misleading information		
(b) Where the secondary power supply of an aerodrome is provided by the use of duplicate feeders, such supplies must be physically and electrically separate so as to ensure the required level of availability and independence.		
(c) Where a runway forming part of a standard taxi-route is provided with runway lighting and taxiway lighting, the lighting systems must be interlocked to preclude the possibility of simultaneous operation of both forms of lighting.		
H.4 Monitoring Where lighting systems are used for aircraft control purposes, such systems must be monitored automatically so as to provide an indication of any fault which may affect the control functions. This information must be automatically relayed to the air traffic service unit.		
139.55 Personnel requirements		
139.55(3)(b) <i>Assessing and maintaining competence</i>		
139.113 Aerodrome aircraft traffic management		
139.113 <i>Provision of flight information service or aerodrome control service</i>		
139.115 Apron management service		
139.115(a) <i>Appropriate management service</i>		
139.115(b) <i>Transition of A/C between services</i>		
139.121 Protection of navigation aids		
139.121(1)-(2) <i>Protection of navigation aids</i>		

139.77(a)(20) Security requirements 139.77(a)(21) Security training programme 139.203 Security designated aerodromes and 139.205 Non-security designated aerodromes		
139.203(b)(1) <i>Barrier safeguards incident</i>		
139.203(b)(2) <i>Control of ducts, drains or tunnels</i>		
139.203(c) <i>Construction and height of barriers</i>		
139.203(d)(1) <i>Isolated A/C parking position</i>		
139.203(d)(2) <i>Lighting on A/C parking area</i>		
139.203(d)(3) <i>Lighting on isolated A/C parking area</i>		
139.203(d)(4)(i) [International] <i>Areas for screening</i>		
139.203(d)(4)(ii) <i>Sterile areas</i>		
139.203(d)(4)(iii) <i>Areas for separation of arriving/departing</i>		
139.203(d)(4A) <i>Security enhanced areas</i>		
139.203(d)(5) [Domestic] <i>Areas for screening</i>		
139.203(d)(6)(i)-(iv) <i>Control of concession areas</i>		
139.203(d)(7) <i>Designation for access control measures</i>		
139.203(d)(8) <i>Security training programme and procedures, incl.</i>		

139.203(e)(1) <i>Segments for initial and recurrent training</i>		
139.203(e)(2) <i>Knowledge testing or competency assess.</i>		
139.203(f)(1) <i>Segments include acceptable syllabus</i>		
139.203(f)(2) <i>Structured and coordinated</i>		
139.203(g) <i>Recurrent training within 3 years</i>		
139.203(d)(9) <i>Procedures re breaches and deficiencies</i>		
139.203(d)(10) <i>Security of services</i>		
139.203(d)(11) <i>Signage</i>		
139.203(d)(12)(i)-(ii) <i>Procedures to deal with unauthorised vehicles</i>		
139.205(a)(1) <i>Contingency plan for security areas</i>		
139.205(a)(2) <i>Compliance with 139.203(d)(2), (3), and (9)</i>		
139.205(b)(1) <i>Security awareness group</i>		
139.205(b)(2) <i>Yearly meeting</i>		
139.205(c) <i>Security training programme and procedures, incl.</i>		
139.205(d)(1) <i>Segments for initial and recurrent training</i>		
139.205(d)(2) <i>Knowledge testing or competency assess.</i>		

139.205(e)(1) <i>Segments include acceptable syllabus</i>		
139.205(e)(2) <i>Structured and coordinated</i>		
139.205(f) <i>Recurrent training within 3 years</i>		
Part 12 Occurrence Reporting		
12.55(a)(6) <i>Notification of aerodrome incident</i>		
12.55(d)(7) [App A(g)] <i>Required information</i>		
12.57(a)(1) <i>Provide details</i>		
12.57(b)(1)-(3) <i>Means of providing details</i>		
12.59(1) <i>Conduct investigation</i>		
12.59(2)(i)-(iii) <i>Submit report to CAA</i>		
12.59(3) <i>Preventive action</i>		
List any other rules complied with:		

Submit the completed compliance matrix to:

Manager Aeronautical Services
Civil Aviation Authority
PO Box 3555
Wellington 6140

The compliance matrix may also be submitted to: aeronautical.services@caa.govt.nz

CAA Use

Assessed By:

Work Request:

Date received: DD / MM / YYYY Date accepted: DD / MM / YYYY

This matrix was established using the following Rule Part amendment statuses

12	Accidents, Incidents, and Statistics	Amendment 9	1 December 2020
100	Safety Management	Amendment 1	1 February 2016
139	Aerodromes – Certification, Operation and Use	Amendment 12	1 December 2020
175	Aeronautical Information Services Organisations	Amendment 7	1 December 2020

Other rules or advisory circulars referred to during the assessment by Inspector

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Development status control

Version	Date	Status	Reason for amendment
6	1/05/2022	Final	Reference to Transitional Provisions (TP) removed. CAR139.51, 139.55, 139.103,139.105,139.117, 139.119 and 139.125 rule reference corrections . Appendices A,B,C,D,E,F,G and H inserted.