



Australian Government
Civil Aviation Safety Authority

I, WILLIAM BRUCE BYRON, Director of Aviation Safety, on behalf of CASA, make this instrument under regulation 139.015 of the *Civil Aviation Safety Regulations 1998*.

[Signed Bruce Byron]

Bruce Byron
Director of Aviation Safety and
Chief Executive Officer

2 April 2008

Manual of Standards Part 139 Amendment (No. 2) 2008

1 Name of instrument

This instrument is the *Manual of Standards Part 139 Amendment (No. 2) 2008*.

2 Commencement

This instrument commences on the day after it is registered.

3 Amendment of the Manual of Standards Part 139

Schedule 1 amends Manual of Standards Part 139 — Aerodromes.

Schedule 1 Amendments

[1] Paragraph 2.1.6.2 (Table 2.1-2)

substitute

AEROPLANE TYPE	REF CODE	AEROPLANE CHARACTERISTICS					
		ARFL	Wing- span	OMGWS	Length	MTOW	TP
		(m)	(m)	(m)	(m)	(kg)	(kPa)
DHC2 Beaver	1A	381	14.6	3.3	10.3	2490	240
Beechcraft:							
58 (Baron)	1A	401	11.5	3.1	9.1	2449	392
100	1A	628	14.0	4.0	12.2	5352	-
Britten Norman Islander	1A	353	14.9	4.0	10.9	2850	228
Cessna:							
172	1A	272	10.9	2.7	8.2	1066	-

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		ARFL (m)	Wing-span (m)	OMGWS (m)	Length (m)	MTOW (kg)	TP (kPa)
206	1A	274	10.9	2.6	8.6	1639	-
310	1A	518	11.3	3.7	9.7	2359	414
404	1A	721	14.1	4.3	12.1	3810	490
Partenavia P68	1A	230	12.0	2.6	9.4	1960	-
Piper:							
PA 31 (Navajo)	1A	639	12.4	4.3	9.9	2950	414
PA 34	1A	378	11.8	3.4	8.7	1814	-
Beechcraft 200	1B	592	16.6	5.6	13.3	5670	735
Cessna:							
208A (Caravan)	1B	296	15.9	3.7	11.5	3310	-
402C	1B	669	13.45	5.6	11.1	3107	490
441	1B	544	15.1	4.6	11.9	4468	665
DHC 6 Twin Otter	1B	695	19.8	4.1	15.8	5670	220
Dornier 228-200	1B	525	17.0	3.6	16.6	5700	-
DHC-7	1C	689	28.4	7.8	24.6	19505	620
DHC-5E	1D	290	29.3	10.2	24.1	22316	-
Lear Jet 28/29	2A	912	13.4	2.5	14.5	6804	793
Beechcraft 1900	2B	1098	16.6	5.8	17.6	7530	-
CASA C-212	2B	866	20.3	3.5	16.2	7700	392
Embraer EMB110	2B	1199	15.3	4.9	15.1	5670	586
Metro II	2B	800	14.1	5.4	18.1	5670	740
Metro III	2B	991	17.37	5.4	18.1	6577	740
ATR 42-200	2C	1010	24.6	4.9	22.7	16150	728
Cessna 550	2C	912	15.8	6.0	14.4	6033	700
DHC-8:							
100	2C	948	25.9	8.5	22.3	15650	805
300	2C	1122	27.4	8.5	25.7	18642	805
Lear Jet 55	3A	1292	13.4	2.5	16.8	9298	-
IAI Westwind 2	3A	1495	13.7	3.7	15.9	10660	1000
BAe 125-400	3B	1713	15.7	3.3	15.5	12480	1007
Canadair:							
CL600	3B	1737	18.9	4.0	20.9	18642	1140
CRJ-200	3B	1527	21.21	4.0	26.77	21523	1117
Cessna 650	3B	1581	16.3	3.6	16.9	9979	1036
Dassault-Breguet:							
Falcon 900	3B	1515	19.3	5.3	20.2	20640	1300
Embraer EMB 145	3B	1500	20	4.8	29.9	19200	-
Fokker F28-2000	3B	1646	23.6	5.8	29.6	29480	689
Metro 23	3B	1341	17.4	5.4	18.1	7484	742
Shorts SD3-60	3B	1320	22.8	4.6	21.6	11793	758
Bae:							
Jetstream 31	3C	1440	15.9	6.2	14.4	6950	448
Jetstream 41	3C	1500	18.3	-	19.3	10433	-
146-200	3C	1615	26.3	5.5	26.2	42185	1138
146-300	3C	1615	26.3	5.5	31.0	44225	945
Bombardier Global Express	3C	1774	28.7	4.9	30.3	42410	-
Embraer:							
EMB 120	3C	1420	19.8	7.3	20.0	11500	828
EMB 170	3C	1600	26.0	5.8	29.90	37200	940

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		(m)	(m)	(m)	(m)	(kg)	(kPa)
Fokker:							
F27-500	3C	1670	29.0	7.9	25.1	20412	540
F28-4000	3C	1640	25.1	5.8	29.6	32205	779
F50	3C	1760	29.0	8.0	25.2	20820	552
F100	3C	1695	28.1	5.0	35.5	44450	920
SAAB SF-340	3C	1220	21.4	7.5	19.7	12371	655
Airbus A300 B2	3D	1676	44.8	10.9	53.6	142000	1241
Bombardier Dash 8 – Q400	3D	1354	28.4	9.6	32.8	29000	1020
Airbus A320-200	4C	2058	33.9	8.7	37.6	72000	1360
Boeing:							
B717-200	4C	2130	28.4	6.0	37.8	51710	-
B737-200	4C	2295	28.4	6.4	30.6	52390	1145
B737-300	4C	2749	28.9	6.4	30.5	61230	1344
B737-400	4C	2499	28.9	6.4	36.5	63083	1400
B737-800	4C	2256	35.8	6.4	39.5	70535	-
Embraer EMB 190	4C	2110	28.72	6.6	36.24	51800	1080
McDonnell Douglas:							
DC9-30	4C	2134	28.5	6.0	37.8	48988	-
DC9-80/MD80	4C	2553	32.9	6.2	45.1	72575	1390
Airbus:							
A300-600	4D	2332	44.8	10.9	54.1	165000	1260
A310-200	4D	1845	43.9	10.9	46.7	132000	1080
Boeing:							
B707-300	4D	3088	44.4	7.9	46.6	151315	1240
B757-200	4D	2057	38.0	8.7	47.3	108860	1172
B767-200ER	4D	2499	47.6	10.8	48.5	156500	1310
B767-300ER	4D	2743	47.6	10.8	54.9	172365	1310
McDonnell Douglas:							
DC8-63	4D	3179	45.2	7.6	57.1	158757	1365
DC10-30	4D	3170	50.4	12.6	55.4	251744	1276
Lockheed:							
L1011-100/200	4D	2469	47.3	12.8	54.2	211378	1207
McDonnell Douglas MD11	4D	2207	51.7	12.0	61.2	273289	1400
Airbus:							
A330-200	4E	2713	60.3	12.0	59.0	230000	1400
A330-300	4E	2560	60.3	12.0	63.6	230000	1400
A340-300	4E	2200	60.3	12.0	63.7	253500	1400
A340-500	4E	3275	63.70	12.0	67.80	368000	1400
A340-600	4E	3185	63.70	12.0	75.30	365000	1400
Boeing:							
B747-SP	4E	2710	59.6	12.4	56.3	318420	1413
B747-300	4E	3292	59.6	12.4	70.4	377800	1323
B747-400	4E	3383	64.9	12.4	70.4	394625	1410
B777-200	4E	2500	60.9	12.8	63.73	287800	1400
B777-300	4E	3140	60.93	12.6	73.86	299370	1400
Airbus A380-800	4F	3350	79.8	14.3	72.7	560000	1400