



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX09/20

I, ANDREW MELVIN SPARROW, Branch Manager, Air Navigation, Airspace & Aerodromes, National Operations & Standards Division, a delegate of CASA, make this instrument under regulations 11.056, 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*, and paragraph 8.1.1.1 of the Manual of Standards (MOS) – Part 139 Aerodromes.

[Signed A. Sparrow]

Andrew Sparrow

Branch Manager, Air Navigation, Airspace & Aerodromes
National Operations & Standards Division

8 January 2020

CASA EX09/20 — Aircraft Parking Position and Apron Marking (Ground Power Units) Instrument 2020

1 Name

This instrument is *CASA EX09/20 — Aircraft Parking Position and Apron Marking (Ground Power Units) Instrument 2020*.

2 Duration

This instrument:

- (a) commences on the day after it is registered; and
- (b) is repealed at the end of 30 November 2022.

3 Definitions

Note In this instrument, certain terms and expressions have the same meaning as they have in the *Civil Aviation Act 1988* and the regulations. These include: **aerodrome**, **aerodrome operator**, **apron** and **operator**.

In this instrument:

aircraft parking position has the meaning given by Section 1.2 of the Part 139 MOS.

alignment line has the same meaning as in subsection 8.5.18 of the Part 139 MOS.

apron markings has the same meaning as in Section 8.5 of the Part 139 MOS.

GPU means ground power unit.

GPU pre-positioning marking means an apron marking for the location of a GPU on an apron at an aerodrome.

marshaller means a person designated for marshalling duties at an aerodrome by an aircraft operator.

Part 139 MOS means the Manual of Standards (MOS) – Part 139 Aerodromes.

pilot stop line has the same meaning as in subsection 8.5.17 of the Part 139 MOS.

taxilane has the meaning given by Section 1.2 of the Part 139 MOS.

4 Application

This instrument applies to an aerodrome operator in relation to a GPU that:

- (a) is located on, or adjacent to, an aircraft parking position at the aerodrome; and
- (b) the aerodrome operator has approved, in writing, an aircraft operator to use at that location.

5 Approvals

- (1) The aerodrome operator is approved, under paragraph 8.1.1.1 of the Part 139 MOS, to use a GPU pre-positioning marking, for an aircraft parking position, the design of which does not comply with paragraph 8.5.1.3 of the Part 139 MOS, to the extent that the marking does not ensure that the clearance standards in paragraph 6.5.2.1 of the Part 139 MOS are met in relation to the separation of the aircraft parking position taxilane from the GPU.
- (2) The aerodrome operator is approved, under paragraph 8.1.1.1 of the Part 139 MOS, to use a GPU pre-positioning marking, for an aircraft parking position, the design of which does not comply with paragraph 8.5.1.3 of the Part 139 MOS, to the extent that the marking does not ensure that the clearance standards in paragraph 6.5.2.2 of the Part 139 MOS are met in relation to the separation of an aircraft on the aircraft parking position from the GPU.
- (3) The approvals are subject to the conditions in section 7.

6 Exemptions

- (1) The aerodrome operator is exempt from compliance with regulation 139.165 of CASR to the extent that it requires compliance with paragraph 6.5.2.1 of the Part 139 MOS in relation to the separation of an aircraft parking position taxilane from the GPU.
- (2) The aerodrome operator is exempt from compliance with regulation 139.165 of CASR to the extent that it requires compliance with paragraph 6.5.2.2 of the Part 139 MOS in relation to the separation of an aircraft on an aircraft parking position from the GPU.
- (3) The exemptions are subject to the conditions in section 7.

7 Conditions

- (1) The aerodrome operator must ensure that the design of apron markings:
 - (a) includes a GPU pre-positioning marking for an aircraft parking position; and
 - (b) accords with the requirements in subsection (3) for a GPU within the GPU pre-positioning marking.

- (2) The aerodrome operator must ensure that the GPU pre-positioning marking for an aircraft parking position:
 - (a) is marked as a rectangle of solid white lines that are 0.15 metres wide; and
 - (b) includes a designation using the letters “GPU” that is 0.3 metres in size inside the rectangle; and
 - (c) is maintained so that it is clearly visible by, and legible to, a marshaller facing an incoming aircraft at the aerodrome.
 - (3) The aerodrome operator must ensure that the GPU is:
 - (a) located forward of the pilot stop line, for an aircraft, from the perspective of a pilot of the aircraft on the aircraft parking position; and
 - (b) separated from the pilot stop line by a distance of at least 3 metres; and
 - (c) separated from the alignment line of the aircraft parking position by a distance of at least 3 metres.
 - (4) The aerodrome operator must ensure that the GPU pre-positioning marking, for an aircraft parking position, is included in aircraft parking position drawings and charts in the aerodrome manual for the aerodrome.
 - (5) The aerodrome operator must ensure that a copy of this instrument is included in the aerodrome manual for the aerodrome.
-