

NOTICE OF PROPOSED DASR AMENDMENT

02/2019 Revision 1

DASR.139 (AERODROMES)

INTRODUCTION

Applicability

This proposal is applicable to the Defence Aviation Safety Regulations (DASR) for Defence Aerodromes.

Purpose

1. The purpose of this Notice of Proposed Amendment (NPA) is to inform the wider Defence Aviation community of proposed revisions to the Defence Aviation Safety Regulation (DASR) for Aerodromes. This NPA is an integral part of key stakeholder consultation to allow for comment and input to regulation development prior to its formal release.
2. The proposed amendments are expected to:
 - a. Incorporate significant changes to the regulation of Defence aerodromes in order to align where possible with the requirements of CASA Part 139.
 - b. Introduce organisational approval for Aerodrome Operators to include designated one-star accountable managers.
 - c. Certify aerodromes in accordance with certification basis criteria contained within *AAP 7001.054 Airworthiness Design Requirements Manual (ADRM)*.
 - d. Include land and shipborne heliports within a single aerodromes regulation.
 - e. Formalise the regulatory requirement for an Aerodrome Safety Management System (SMS) and Quality Management System (QMS), and
 - f. Allow for the landing of aircraft at certified aerodromes, non-certified aerodromes and at non-designated landing sites where it is safe to do so.
3. The benefits flowing from the proposal are expected to:
 - a. Improve the overall level of Aviation Safety and Defence Aviation Authority (Defence AA) oversight of aerodromes for the conduct of safe flight operations, in accordance with domestic and international good practise.

Background

4. In Aug 13, the Defence AA acknowledged that the regulation of state aircraft and supporting arrangements relating to Defence Aerodromes were no longer represented as good practice and were not likely to be defensible under the Work Health and Safety Act 2011 (WH&S Act 2011). In addition to the identified shortfall found within international conventions for the regulation of military flight operations, air navigation service providers and aerodrome operators; it resulted in the previous "operational airworthiness regulations" (OPREG) being transcribed into the DASR under the Defence Aviation Safety Framework (DASF) WEF Sep 16.

5. The regulatory approach adopted by CASA for the management of aerodromes around the same period, has introduced significant improvements in civil regulation, and provided simple definition relating to the certified and non-certified aerodromes scalable certification requirements.

6. DASR.139 Aerodromes adopts a similar approach with only specific modification included as deemed necessary to contain any unique military context. It should be noted that individual aerodromes may hold the same certification status but can vary significantly in their design, usage and maintenance requirements; therefore, projected flight operations. This scalable certification framework within DASR.139, when adopted, is commensurate with the overall complexity and scope of the aerodrome and is analogous to the civilian approach laid down in CASA MOS 139 Chapter 2, Non-Application of the Standards.

7. This regulation and subsequent NPA does not apply to non-certified aerodromes. The underlying principles in the regulation; however, may guide the Commander responsible for a non-certified aerodrome to ensure that the aerodrome equipment, systems and installations support the safe and effective provision of service to aircraft and personnel when required to use the aerodrome.

Proposed Amendments

8. The content of this NPA for external consultation is provided at Annex A and B.

Implementation Strategy

9. The safe operation of an aerodrome is a Command responsibility. Commanders and managers are accountable for ensuring aerodromes and associated support arrangements under their command are designed, constructed, maintained and operated to approved standards by competent and authorised personnel, acting as members of an approved organisation. Command commitment is imperative in achieving initial certification and ongoing maintenance of that certification.

10. The finalisation of DASR.139 Aerodromes is to be formally implemented into regulation WEF Mar 20 after the completion of all agency-related involvement to the satisfaction of the Defence AA.

11. Targeted engagement and working groups with key aerodrome stakeholders including service-specific one-star appointments, operational and technical airworthiness and aerodrome personnel, Aerodrome Operators and E&IG are expected to commence in Jul 19.

12. A detailed two year transition plan will accompany the initial release of DASR.139 to allow for an appropriate timeframe for stakeholder awareness, education and guidance support to the services. In order to achieve organisational approval of aerodrome operators, aerodrome manual completion, aerodrome certification and thereby overall compliance to DASR.139. DASA will provide specific regulatory artefacts and support to assist the Aerodrome Operator.

HOW TO SUBMIT COMMENTS ON THIS NPA

Format

13. Responses to this NPA are to be recorded on the NPA Response Sheet included at Annex C.

14. Responses are to be submitted by email to DASA, Hardcopies of the NPA Comment Sheet are not required.

Timing

15. Comments on NPA 02 /2019 are to be forwarded to DASA by close of business 30 Aug 2019.

Additional Information

16. Additional information concerning this NPA is available from the ACPA DASR.139 point of contact, MAJ Glenn Pinnuck at glenn.pinnuck@defence.gov.au or at Tel: 02 6128 7427.

DISPOSITION OF RESPONSES RECEIVED

17. A Summary of Responses will be prepared and published on the [DASA Website](#). DASA will not individually acknowledge or respond to comments or submissions.

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A/DACPA

For and on behalf of the Defence Aviation Safety Authority

F4-1-118

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Annexes:

- A. NPA 02/2019 - Proposed Changes to DASR.139 (Aerodromes)
- B. NPA 02/2019 - Proposed Changes to ORO.05 (Companion Regulation)
- C. NPA 02/2019 - Response Sheet

NPA 02/2019

PROPOSED CHANGES TO DASR AMC AND GUIDANCE

139.10 General

Scope.

For aerodrome regulations, the terms airport, airfield, airbase, land based or shipborne heliports are all considered appropriate when referring to an aerodrome.

- A. Defence Aerodromes shall be Certified or Non Certified as determined by the Authority.
- B. To operate a Certified Aerodrome, you must be an Aerodrome Operator approved by the Authority.

GM to 139.10.A – General (AUS)

Purpose. The purpose of this regulation is to provide the Aerodrome Operator with the background for Defence aerodrome regulatory oversight.

1. The MAO is ultimately accountable for the safe conduct of air operations at Certified Aerodromes, Non-Certified Aerodromes and any other non-defined areas where it is safe to do so IAW ORO.05.
2. The Authority will determine those Aerodromes requiring certification.
3. The Civil Aviation Safety Authority (CASA) currently certifies all aerodromes in use by Civil Aviation under CASR Part 139.
4. DASR.139 seeks to align Defence Aerodromes where possible to any commonality with the requirements of CASR Part 139, and ICAO Annex 14.
5. All Defence Aerodromes are to be registered prior to first operation on the Aerodrome Register.
6. There is no requirement under these regulations to be an Authority approved Aerodrome Operator to operate a non-certified aerodrome.
7. Not all aerodromes are located on a Defence airbase, for example, some aerodromes may be required to be sea based or managed remotely by the approved Aerodrome Operator.
8. Some objects, structures or emissions sources can create a hazard to aircraft operations at an aerodrome. Upon notification, the Authority can assist the Aerodrome Operator in making determinations of potential hazards that may impact on safe operations.
9. Aerodrome Operators are to:
 - a. eliminate risk to health and safety, so far as is reasonably practicable; and
 - b. If it is not reasonably practicable to eliminate risk to health and safety, to minimise those risks so far as is reasonably practicable.

139.20 - Organisational Approval (AUS)

A. An Aerodrome Operator must only operate the aerodrome to the level and scope of the approval issued by the Authority.

GM to 139.20 - Organisational Approval (AUS)

Purpose. The purpose of this regulation is to require that the Aerodrome Operator, operates only to the level and scope of the approval.

1. The roles and responsibilities of the Aerodrome Operator as approved by the Authority supply the foundation for the Aerodrome Operator to ensure that the Aerodrome will be maintained and operated to approved standards and limitations by competent and authorised individuals, acting

as members of an approved organisation.

2. The Authority does not intend to place any other additional or specific restrictions on the Aerodrome Operator. The intent of approving Aerodrome Operators on behalf of the Authority is to ensure an organisation will provide the effective management and accountability of Aerodrome Design, OIP in order to support safe flight operations.
3. Aerodrome Operators should consider the delegation of specific tasks or activities of individual aerodromes to suitably qualified individuals or organisations to aid in achieving regulatory compliance. These delegated responsibilities should be routinely overseen by the Aerodrome Operator and should therefore assist with compliance to DASR.139 in order to support safe flight operations.

139.30 – Requirements for Approval (AUS)

A. The applicant organisation must submit a Compliance Statement seeking Aerodrome Operator approval.

Purpose. The purpose of this regulation is to require the applicant completes a Compliance Statement to achieve Organisational Approval in order to be appointed as an Aerodrome Operator.

AMC to 139.30

1. The applicant organisation is to submit a Compliance Statement seeking Aerodrome Operator approval, thereby providing assurance that aerodromes, will be operated within the operating intent in accordance with approved orders, instructions and procedures, by competent personnel working within a suitable organisation.

Preparation of a Compliance Statement.

1. The Compliance Statement to be provided to the Authority should include the following information:

- a. Aerodrome Operator Organisational name
- b. Aerodrome Operator location.
- c. Evidence of the Certification status of the Aerodrome and any authority imposed limitations/ conditions.
- d. Relevant Hazard Tracking Authority (HTA) within the Aerodrome Operator Organisation.
- e. Key Aerodrome Base or Safety Manager appointments
- f. A complete and valid aerodrome manual/s
- g. Specific Aerodrome management arrangements.
- h. Evidence of a suitable Aerodrome Safety Management System (SMS).
- i. Evidence of a suitable Aerodrome Quality Management System (QMS)
- j. A statement that operations are to be conducted in accordance with the applicable aerodrome manual/s and supporting OIP.

2. An applicant may propose operational limitations be imposed in addition to those resulting from the Certification program, in order to support safe flight operations. Examples of operational limitations could include: varied lighting configurations, multiple arrest limits, visual approach slope indicators and any specific or potential hazards being identified.

3. The Compliance Statement should clearly articulate how the Aerodrome Operator will meet DASR.139 requirements in order to safely conduct flight operations.

139.40 - Organisational Structure

A. An Aerodrome Operator must define its organisational structure.

GM to 139.40 – Organisational Structure (AUS)

Purpose. The purpose of this regulation is to require an appropriate organisational structure is present to support the Aerodrome Operator organisation.

1. An Aerodrome Operator is an organisation consisting of operational, maintenance and engineering personnel, that form part of a Force Element Group (FEG) or equivalent force structure, that:
 - a. has an appointed Accountable Manager, usually FEGCDR or equivalent;
 - b. has an appropriate chain of command and/or management;
 - c. has appropriately qualified personnel;
 - d. has key personnel with appropriate aerodrome management and airside experience
 - e. has facilities which are sufficient and suitable for the type of services provided;
 - f. has effective documented processes, procedures and practices;
 - g. has an effective safety management system
 - h. has an effective quality management system

AMC to 139.40 – Organisational Structure (AUS)

1. Aerodrome Operators should ensure their organisational structure includes:
 - a. the authority, duties and responsibilities of the management personnel in charge of safety and quality-related functions; and
 - b. Applicable relationships and reporting lines between these personnel and other parts of the organisation.
2. Aerodrome Operators should establish formal relationships with participating agencies which may directly influence the safety of Aerodromes under their control.

139.50 - Aerodrome Manual (AUS)

A. Aerodrome Operators of a certified aerodrome must have an Aerodrome Manual that describes all relevant information and procedures that underpin the safe and effective use of an aerodrome.

GM 139.50 – Aerodrome Manual (AUS)

Purpose. The purpose of this regulation is to require that all relevant information and procedures that underpin the safe and effective use of an aerodrome are documented within an Aerodrome Manual that aligns with MOS 139 and caters for a unique military context.

1. The aerodrome manual affords a means of data integrity compliance with other products that would draw from the manual's information, such as those published in other products used by flight crew for planning purposes.
2. The aerodrome manual is the authoritative source for aerodrome information published for public use, and provides supporting information toward the issue of aerodrome certification by the Authority, IAW DASR 139.80.

AMC to 139.50 – Aerodrome Manual (AUS)

In addition to MOS 139 specific aerodrome manual requirements, the development of the Aerodrome manual should provide sufficient coverage of procedures, plans and essential information such as:

1. Organisation and management structure that applies to the aerodrome, including any civil use agreements. Should a civil organisation require access to a Defence aerodrome for the conduct of civil aviation

- operations, or as a Joint User under differing lease arrangements, a shared civil/military aerodrome manual may be published
2. Aerodrome master contact list of relevant aerodrome management positions responsible for the operation and maintenance of the aerodrome, including the accountable manager.
 3. Any non-compliance or limitations with the certification basis and / or design standards
 4. Reference to the Airfield Pavement Strength Evaluation Manual.
 5. Public information requirements such as:
 - a. General
 - 1) Aerodrome name
 - 2) Aerodrome Category
 - 3) ICAO Identifier Code
 - 4) Location
 - 5) Aerodrome reference point
 - 6) Elevation (based on the Australian height datum)
 - b. Runway and taxiway information, including pavement classification number (PCN) data and runway distance supplement (RDS)
 - c. Magnetic bearing, number, dimensions, capability information, obstacle chart information
 - d. Visual aid systems information, such as type of runway lighting, standby power aspects, visual slope indicator system, and visual docking system used for apron management
 - e. Aerodrome hours of operation
 - f. Prior Permission Requirements (PPR).
 - g. Available support services, such as refuelling, dangerous good handling, noise abatement procedures, aircraft engine run locations and procedures
 - h. Radio system information, such as Common Traffic Advisory Frequency (CTAF), PAL and AFRU, and
 - i. Flying procedures provided for public use that are not suitable to hold within non-Defence AIP data sources.
 6. Aviation Rescue and Fire Fighting (ARFF) requirements
 - a. Documented procedures in place to ensure ARFF services, category protection and support levels are available for the preservation of life and materiel in the event of an aircraft accident or incident.
 - b. Operating constraints – on or off site.
 - c. Emergency access routes and optimum time frames for response.
 - d. Compliance to operating and technical standards.
 7. Aerodrome Emergency Plans (AEP)
 - a. The AEP is a critical document that supports the safe management of aircraft emergencies and/or accidents.
 8. Wildlife Hazard Management Plan (WHMP)
 - a. The documenting of a WHMP into the aerodrome manual ensures a plan is in place for the presence of wildlife that are in the vicinity of the aerodrome will not pose a threat to aircraft operational safety.
 9. Low Visibility Procedures (LVP)
 - a. LVP are required when the visual meteorological condition (VMC) has degraded to a distance that aerodrome surface movement safety may be compromised. The extent of degradation may vary by aerodrome; however, if runway visual range (RVR) is 800 metres or less, or cloud ceiling is of 200 feet or less, or the visibility on any part of the aerodrome is unsuitable to afford safe aircraft movements then LVP of a suitable movement rate/s should be implemented
 10. Obstacle Data Coverage
 - a. Obstacle master data base for the aerodrome should be adequately documented, retained and reviewed regularly to ensure safe operations.
 - b. An obstacle is defined as all fixed or mobile, (whether temporary or permanent), objects that may:
 - 1) be located on an area intended for the surface movement of aircraft,
 - 2) extend above a defined surface intended to protect aircraft in flight, or
 - 3) Stand outside those defined surfaces and have been assessed as being a hazard to air navigation.
 11. Foreign Object Debris (FOD) prevention program.
 12. Aerodrome Inspection and reporting requirements
 - a. Aerodrome Inspection requirements should align with MOS 139 and be carried out as a minimum:
 - 1) daily (prior to flight activity occurring),
 - 2) immediately before last light (if night flying)

- 3) Monthly, (to review all aerodrome support structure for integrity issues, visibility status of markings, etc).
 - b. Other periods when aerodrome inspections may be carried out include:
 - 1) Every six months by the Authority or endorsed representatives of the Authority. Endorsed representatives are normally authorised Engineers qualified in aerodrome design or management matters, or equivalent. Aerodrome operations staff should also be present during the inspection.
 - 2) Other times to ensure that the aerodrome manual provides the correct information for aviation purposes. For example, a runway extension will impact obstacle data requirements. A review at six months after the work is completed should ensure correct data has been obtained and incorporated into the aerodrome manual, thereby allowing for any national database system or aeronautical information updates.
 - c. Periods when Aerodrome Technical Inspections (ATI) should be carried out include:
 - 1) Annually where a higher volume of air transport passenger movements of >50,000 exist or when 100,000 aircraft movements occur within a financial year, thereby aligning with the annual Aerodrome Manual review.
 - 2) For Certified Aerodromes that have a reduced or limited volume of air movement traffic in the course of a financial year, (ie: <50000 air transport passenger movements or less than 100, 000, but more than 20,000 aircraft movements), a technical inspection program should be established and implemented for the aerodrome of not later than 24 months after the first technical inspection, and at least once every 24 months thereafter.
13. Description of aerodrome areas, which may include:
- a. Potential or known hazards
 - b. Movement areas
 - c. Visual approach slope indicators (if installed)
 - d. Aerodrome Boundaries
 - e. Taxiway restrictions
 - f. Engine run-up positions
 - g. Compass swing areas
 - h. Parking restrictions
14. Aerodrome Security requirements.
- a. The impact of potential security threats is an important consideration toward Aerodrome safety. Aerodrome Operators should take measures to:
 - 1) ensure the security of equipment, systems and installation so as to prevent any unlawful interference impacting on the provision of services;
 - 2) understand how security deficiencies and breaches interfering with a service can contribute to aviation safety hazards; and
 - 3) Effectively manage any security related aviation safety hazards.
15. Changes to Defence AIP information.
- a. Appointments that should be identified in the aerodrome manual as authorised to submit Defence AIP changes include:
 - 1) The Senior Air Traffic Control Officer (SATCO).
 - 2) Aerodrome Executive / Operations Officer.
 - 3) Base Airfield Engineer Officer.
 - 4) Base Aviation Safety Officer (BASO)
 - 5) If a civil access agreement exists, liaison should be carried out with:
 - a. The civil airport's Operations Manager.
 - b. The civil airport operators Senior Safety Officer.
16. Any deviation from the manual must be approved by the Aerodrome Operator- Accountable Manager, recorded and readily available to the Authority on request.

Annual review

17. The aerodrome manual should be reviewed annually as it provides essential day to day aerodrome operations information. Unless a substantial change occurs to initiate changes to the aerodrome manual, there is no need to request an authority review due to the change. An example of substantial change would be for an increased civil access to the aerodrome, introduction of a new NAVAID, removal of an existing NAVAID or a change to the aerodrome hours of operation.
18. Should such a change occur, the Aerodrome review process provides assurance that the Aerodrome operator is involved in the process and will endorse (or not) the aerodrome manual change. This will ensure that the Aerodrome Operator continues to provide the required oversight so that Defence aviation is receiving the expected aerodrome service.

139.60 – SAFETY MANAGEMENT SYSTEMS (AUS)

A. The Aerodrome Operator must incorporate a Safety Management System for the operation of a Certified Aerodrome.

GM to 139.60 – Safety Management System (AUS)

Purpose. The purpose of this regulation is to require that the responsible Aerodrome Operator has an appropriate Safety Management System to support the conduct of safe flight operations, facilities management, rescue firefighting and maintenance aspects of the Aerodrome. SMS implementation may be scalable to address the unique hazard and risk requirements associated with the type and scope of operations pertaining to the Aerodrome.

AMC to 139.60 – Safety Management System (AUS)

1. The Aerodrome Operator should establish and maintain an appropriate Safety Management System to ensure compliance with DASR.SMS.
2. The Aerodrome Operator should provide a description of the SMS including a summary of the risk management methods conducted to address safe operations, including any appropriate risk controls to aid in compliance.
3. The SMS should remain cognisant of other hazard management plans such as Wildlife Hazard Management Plans (WHMP), Low Visibility Procedures (LVP), Aerodrome Emergency Plans (AEP), and ARFF applications, including the provision of any assistance to local authorities.
4. Further guidance as to the promulgation of an Aerodrome Manual to support the Aerodrome SMS is provided in DASR.139.50

139.70 – Quality Management Systems (AUS)

A. An Aerodrome Operator must have a Quality Management System to ensure consistency, continuity and compliance with DASR.139.

GM to 139.70 – Quality Management System (AUS)

Purpose. The purpose of this regulation is to require that the responsible Aerodrome Operator has an appropriate Quality Management System to manage the conduct of safe flight operations, facilities management and maintenance aspects of the Aerodrome.

AMC to 139.70 – Quality Management System (AUS)

1. Aerodrome Operators should ensure a quality management system (QMS) is managed by qualified and authorised personnel, to achieve the necessary inspection requirements and alignment of aerodrome practises to achieve the following outcomes:
 - a. **Quality planning:** defines the quality policy and approach so as to meet the needs of different users of the Aerodrome;
 - b. **Quality assurance:** establishes a quality assurance program that contains procedures to verify all activities are being conducted in accordance with MOS139 and ADRCD requirements;

- c. **Quality control:** appoints management representatives to monitor conformance with, and adequacy of procedures to ensure safe and efficient flight operations; and
 - d. **Quality improvement:** performs internal review and takes action as appropriate to maintain aerodrome certification.
2. Aerodrome Operators should integrate, where possible; FOD prevention programs, movement area inspections including airside access, emergency response, hazard identification and security management systems as appropriate examples into their overall quality management system.
 3. Principles, such as those detailed below, and contained within ISO-9001 are considered to be of an appropriate level and scope; to aid in achieving compliance of DASR.139.70:
 - a. Customer focus – Organisations should understand current and future customer needs IOT meet customer requirements whilst striving to exceed customer expectations.
 - b. Leadership – Leaders establish unity of purpose and direction of the organisation to create and maintain an environment in which people can become fully involved in achieving the organisations objectives.
 - c. Engagement of People – People of all levels of the organisation should be encouraged to exhibit their abilities for the organisations benefit.
 - d. Process approach – A desired result is achieved more efficiently when related resources and activities are managed as a process.
 - e. Improvement – Continual improvement should be a permanent objective of the organisation.
 - f. Evidence Based decision making – Effective decisions are based on the analysis of accurate data and information.
 - g. Relationship management - Operators and suppliers may be interdependent to provide a mutually beneficial relationship to create value.
 4. There is no specific requirement; however, by the Authority for the QMS to be externally accredited.

139.80 – Aerodrome Certification (AUS)

Purpose. The purpose of these regulations are to define the actions required by an applicant to attain an aerodrome certification by the Authority.

1. Each certified aerodrome requires an individual aerodrome certificate.
2. Individual aerodromes may hold the same certification status but can vary significantly in their design, maintenance and flight operations. This scalable certification framework within DASR.139 is commensurate with the overall complexity of the aerodrome, and is analogous to the civilian approach in CASA MOS 139 Chapter 2, Non-Application of the Standards.
3. This regulation does not apply to non-certified aerodromes. The underlying principles in this regulation may; however, guide a Commander responsible for a non-certified aerodrome in ensuring the aerodrome equipment, systems and installations support the safe and effective provision of service to aircraft, using the aerodrome.

139.80. A - Aerodrome Initial Certification (AUS) - To be issued an aerodrome certificate by the Authority, the applicant must:

1. Define an Authority-agreed certification basis for the aerodrome;
2. Demonstrate that the aerodrome design and construction complies with the agreed certification basis;

3. Declare that the aerodrome design and construction complies with the agreed certification basis; and
4. Implement arrangements to support continued aerodrome compliance with the certification basis; and
5. Provide design information to support continuing safe operation of the aerodrome.

GM to 139.80.A (1) – Define an Authority-agreed certification basis (AUS)

Purpose: The purpose of this regulation is to require the applicant to develop a certification basis for the aerodrome and gain authority agreement of the certification basis.

1. The certification basis for an aerodrome is the complete set of design requirements against which an aerodrome is certified by the Authority.
2. The certification basis scope is limited to those systems and functions that are necessary to achieve safe aircraft operations such as:
 - a. the physical characteristics of the movement area of an aerodrome;
 - b. visual aids for the movement area and other areas of an aerodrome;
 - c. the maintenance of visual aids at an aerodrome;
 - d. wind direction indicators at an aerodrome;
 - e. visual approach slope indicator systems at an aerodrome;
 - f. lighting systems at an aerodrome;
 - g. reference code systems at an aerodrome;
 - h. installation and critical maintenance of aerodrome facilities and equipment;
 - i. access to an aerodrome, including requirements relating to fencing for the aerodrome;
 - j. design requirements to avoid the creation of hazards from aircraft propulsion systems at an aerodrome.
 - k. requirements for facilities to conduct Aircraft Rescue and Firefighting
3. While Defence may elect to specify additional aerodrome design requirements to support capability outcomes, these are not part of the aerodrome certification basis.
4. The Authority prescribes design requirements for certified aerodromes in AAP 7001.054, Airworthiness Design Requirements Manual (ADRM) section 6. Design requirements are separately prescribed for land aerodromes, land based heliports and shipborne heliports.
5. The Authority's expectation is that the certification basis for an aerodrome will include each relevant design requirement in AAP 7001.054. However, the Authority may approve a change to a design requirement for a particular aerodrome if:
 - a. the Applicant presents a safety argument showing an alternate design requirement achieves an equivalent level of safety, or
 - b. The applicant contends that compliance with a particular design requirement would adversely affect Defence capability, and agreement is reached with aircraft operators

that risks to aviation safety can be eliminated or otherwise minimised SFARP through alternate means.

AMC to 139.80.A (1) – Define an Authority-agreed certification basis (AUS)

1. The certification basis for an aerodrome is proposed by the Applicant and approved by the Authority.
2. The certification basis for an aerodrome comprises of:
 - a. the applicable design requirements prescribed in AAP 7001.054 that are effective on the date of application for that certificate (unless otherwise specified by the Authority);
 - b. any special detailed technical requirements that are needed to address unique issues beyond the scope of design requirements in AAP 7001.054; and
 - c. any tailoring to the above design requirements, approved on the basis that:
 - 1) a safety argument demonstrates an equivalent level of safety that can be achieved through a tailored design requirement, or
 - 2) Compliance with the design requirement would adversely affect Defence capability, and risks to aviation safety can be eliminated or otherwise minimised SFARP through alternate means.
3. Proposals for tailoring to the certification basis per para 2c (2) are to be supported by documented rationale that includes:
 - a. confirmation that Defence has a well-defined capability imperative, and that meeting the prescribed design requirements would impede achievement of that capability imperative;
 - b. a description of the proposed tailoring, including any additional operational procedures that will be employed to minimise risk;
 - c. confirmation that appropriate consultation, cooperation and coordination has been conducted between all persons with a shared duty to ensure health and safety for aerodrome users;
 - d. confirmation that the applicant, with assistance from aerodrome users, has clearly characterised the risk due to the tailored design requirements; and
 - e. confirmation that the relevant aircraft Military Air Operator(s) has agreed that risks have been eliminated or otherwise minimised SFARP, and has agreed to retain any residual risk.
4. The aerodrome certification basis, including any agreed tailoring, is to be recorded in the applicable Aerodrome Manual.

GM to 139.80.A (2) – Demonstrate that the aerodrome design and construction complies with the agreed certification basis (AUS)

Purpose: The purpose of this regulation is for the applicant to demonstrate sufficient evidence that the aerodrome design and construction meets the requirements in the certification basis.

AMC to 139.80.A (2) – Demonstrate that the aerodrome design and construction complies with the agreed certification basis (AUS)

1. The Applicant is responsible for demonstrating, through the production of evidence, that the design and construction of the aerodrome meets the certification basis. This evidence may consist of reports, drawings, specifications, calculations, analysis etc.
2. Partial compliance with the certification basis is not permitted. Where the applicant cannot justify meeting a design requirement in the certification basis, the applicant should pursue approval for tailoring of the certification basis as provided in AMC to 139.80.A. (1).
3. The compliance demonstration evidence should be made available to the Authority who may inspect the evidence on a non-exhaustive basis.

GM to 139.80.A (3) – Declare that the aerodrome design and construction complies with the agreed certification basis (AUS)

Purpose: The purpose of this regulation is to require a formal declaration by the applicant that the design and construction of the aerodrome fully meets the requirements of the certification basis.

AMC to 139.80.A (3) – Declare that the aerodrome design and construction complies with the agreed certification basis (AUS)

1. To enable the Authority to issue an Aerodrome Certificate, the applicant is to:
 - a. Compile a list of evidence that has been produced to demonstrate compliance against each line item of the certification basis; and
 - b. Provide a formal declaration that the design and construction of the aerodrome entirely meets the requirements of the certification basis.
2. All compliance demonstrations are to be completed before the final declaration of compliance can be provided.

GM to 139.80.A (4) – Implement arrangements to support continued aerodrome compliance with the certification basis (AUS)

Purpose: The purpose of this regulation is to require an applicant to implement arrangements to support continued aerodrome compliance with the certification basis.

1. Aerodromes can have a long service life, and changes are often made to the aerodrome design, construction and operation during that service life. Furthermore, it is possible that the original design and/or construction of the aerodrome may include latent defects.

AMC to 139.80.A (4) – Implement arrangements to support continued aerodrome compliance with the certification basis (AUS)

1. For the Authority to be assured the safe design of the aerodrome will be retained throughout the service life of the aerodrome, systems and procedures should be implemented to:
 - a. retain all relevant design information, drawings and test reports; including inspection records for the aerodrome in order to provide the information necessary to ensure the continued compliance to the aerodrome certification basis, and conditions for safe operation of the aerodrome.
 - b. manage the configuration of the aerodrome design, and
 - c. collect, investigate and analyse reports of and information related to failures, malfunctions, defects or other occurrences which might adversely affect safe operation of the aerodrome, to implement corrective action if warranted.
2. For the purposes of initial aerodrome certification, the initial applicant is expected to establish these systems and procedures. Continued implementation and monitoring of these systems and procedures is the responsibility of the Aerodrome Operator.

GM to 139.80.A (5) – Provide design information to support continuing safe operation of the aerodrome (AUS)

Purpose: The purpose of this regulation is to require an applicant to produce key information and procedures, related to the design and/or construction of the aerodrome that will enable the Aerodrome Operator to ensure that the aerodrome is kept in a condition for safe flight operation.

1. The Aerodrome Operator is responsible for ensuring that the aerodrome, at any time in its operating life, is in a condition for safe flight operation. However, for the operator to execute this responsibility, it should be reliant upon information and procedures that are the domain of the aerodrome designer.

AMC to 139.80.A (5) – Provide design information to support continuing safe operation of the aerodrome (AUS)

1. The Applicant at a minimum is to provide the Aerodrome Operator:
 - a. a document which describes the specific scheduled maintenance tasks and their frequency of completion; and
 - b. Descriptive data and accomplishment instructions that enable inspections, processes, and procedures necessary to keep the aerodrome in a condition for safe flight operation.

139.80. B - Changes to Aerodrome Certification

1. Changes to the design or construction of a certified aerodrome must be presented to the Authority for certification, except where those changes have no appreciable effect on the safety of flight operations.

GM to 139.80.B (1) – Changes to Aerodrome Certification (AUS)

Purpose: The purpose of this regulation is to require that future changes to the design or construction of an aerodrome are subject to appropriate engineering rigour, so that the aerodrome remains in a condition for safe flight operation.

1. The Authority's certification for an aerodrome is relevant only to the configuration presented for initial certification. Subsequent changes to the configuration may invalidate that Aerodrome Certification, necessitating re-certification by the Authority.
2. The Authority does not expect the aerodrome operator to approach the Authority for re-certification whenever a minor design or construction change is incorporated, provided that the change does not have an appreciable effect on the safety of flight operations.
3. Aerodrome operators are expected to use professional judgement in determining whether a design change has an 'appreciable' effect on safety, and when in doubt should consult the Authority.

AMC to 139.80.B (1) – Changes to Aerodrome Certification (AUS)

1. Where a proposed design or construction change to an aerodrome may have an appreciable effect on the safety of flight operations, re-certification of the aerodrome by the Authority is to be pursued. In such circumstances, the applicant is to propose to the Authority how compliance with regulations 139.80.A1, 139.80.A2, 139.80.A3, 139.80.A4 and 139.80.A5 will be achieved to the extent as a result of the change.

139.90 – Maintenance of Aerodromes

- A. The Aerodrome Operator must develop, document and undertake an aerodrome maintenance program to ensure the aerodrome remains in a condition to support safe flight operations.

GM to DASR.139.90 A - Maintenance of Aerodromes

Purpose: The purpose of this regulation is to establish measures to ensure that an aerodrome is sufficiently maintained, as to not compromise safe flight operations.

1. The authority may withdraw aerodrome operator approval and/or aerodrome certification in circumstances where a shortfall in maintenance aspects of the aerodrome adversely affects safe flight operations.

AMC to DASR.139.90 A - Maintenance of Aerodromes

1. The aerodrome maintenance program should include, as a minimum:
 - a. Maintenance schedule and routines to ensure the aerodrome continues to meet the design requirements.

- b. Technical inspections that confirm facilities are fit for their intended purpose and acceptable for use.
- c. The engagement of suitably qualified personnel to conduct maintenance.

139.100 - Personnel competency

A. Aerodrome Operators must ensure that personnel responsible for the conduct of activities in support of individual aerodromes are competent, qualified and authorised to undertake their duties.

GM to 139.100.A - Personnel competency (AUS)

Purpose. The purpose of this regulation is to require that personnel employed to undertake a role in support of a Defence Aerodrome including any airside awareness, ARFF, operations, engineering, and maintenance roles are adequately trained and authorised to provide that particular service.

1. For all personnel involved in the provision of a service, aerodrome operators or their delegates are responsible for ensuring appropriate competencies for the different types of supporting roles are adequate and remain current for the duration of the task.
2. There may be differing levels of competency required amongst support personnel depending on what aspects are applicable to the overall safety and support service of the aerodrome. The aerodrome operator, by the nature of the varied equipment and systems in use; therefore, has the responsibility to select, monitor or reject those level of competencies considered appropriate or inappropriate to carry out support arrangements.
3. The authority does not prescribe any single competency/licensing framework for these competency requirements.

AMC to 139.100.A - Personnel competency (AUS)

1. In order to ensure personnel obtain, complete and maintain effective competency, aerodrome operators should:
 - a. Ensure aerodrome specific tasks are undertaken only by suitably competent and authorised personnel, including when engaging contractors for the task.
 - b. maintain adequate numbers of personnel to provide the service consistent with the defined and reasonable level of overall demand; and
 - c. Maintain training, competency assessment and regular evaluation of these programs for participating personnel where applicable.

NPA 02/2019
PROPOSED CHANGES TO COMPANION REGULATION
DASR ORO.05

ORO.05 – CONDUCT OF FLYING OPERATIONS

Defence registered aircraft must be operated:

1. within the approved Statement of Operating Intent and Usage (SOIU) and Configuration Role and operating Environment (CRE) parameters
2. in accordance with the Type Certificate and MAOC limitations
3. in accordance with the procedures in Defence AIP, except as required by the NAA of the state of operation
4. as detailed in the Aircraft Flight Manual and applicable OIP
5. in accordance with Defence OIP
6. At Certified Aerodromes, Non-Certified Aerodromes and any other non-defined areas where it is safe to do so.

GM to ORO.05 - CONDUCT OF FLYING OPERATIONS

Aerodromes

1. It is the responsibility of the MAO to determine which aerodromes are safe and suitable for the operation of their aircraft. The suitability of an aerodrome depends on aircraft capabilities, the declared features of the aerodrome and the mission being carried out.
2. Certified aerodromes operated under the oversight of a recognised NAA or MAA have systems in place to ensure the ongoing safety of the aerodrome. Defence aerodromes are regulated under DASR.139. NAA/MAA systems include design and maintenance standards, operational controls and reporting mechanisms to ensure that published data remains valid. Operations at these aerodromes therefore, have a lower level of risk than those at non-certified aerodromes.
3. Non-certified aerodromes may still meet the physical and operational characteristics as that of certified aerodromes, however there may be less oversight and assurance by an NAA or MAA.
4. Aircraft can be operated from a non-defined area. Non defined areas are not aerodromes, but may be used for operational reasons where safe to do so.
5. The MAO should consider a system to assess, control and manage the risk of operating at aerodromes other than those that are certified. The MAO is expected to use professional judgement in determining whether an aerodrome meets the requirements for safe operation of their aircraft in the absence of formal certification.

NPA 02/2019 Response Sheet

DASR.139 (Aerodromes)

Please forward this sheet to DASA as an email attachment to [DASA](#) by 30 Aug 2019

Please indicate your acceptance or otherwise of this proposal by ticking the appropriate box below. Additional comments, suggested amendments or alternative action are welcome and may be provided on this response sheet or by separate correspondence.

- The proposal is **acceptable without change.**
- The proposal is **acceptable but would be improved if the following changes were made:**
- The proposal is **not acceptable but would be acceptable if the following changes were made:**

LSN	NPA Reference: (i.e Regulation number, NPA paragraph etc)	Comment or suggested change	Explanation
1			
2			
3			
4			
5			

RESOURCE IMPLICATIONS

Please provide specific comment on any significant resource implications that this proposal may have for your organisation, for both its implementation and ongoing compliance. Your comments should address both financial and human resource considerations.

Resource implications – Proposal implementation	
Resource implications – Proposal sustainment	

RESPONDENT DETAILS

Your name:	
Submission date:	
Your organisation:	
Email address:	
Postal address:	
Phone:	
Whose views are represented in your response? i.e. Is your response the authoritative response from your organisation?	Responding on behalf of : Individual [] Regulated Military entity [] Regulated Commercial entity [] Wing HQ [] Group HQ [] ADF Regulatory, Technical or Logistics policy agency [] Other commercial entity [], Other [] Please describe:
Do you consent to your name being published as an NPA respondent within the NPA Summary of Responses:	YES [] NO []