Autralia Government Presenteer of Thefance Aerodrome Operator Supporting Staff Course: (Version: November 2023) Module 1 – Course Overview

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Antralian Government______ Department of Definese Definese Avaines Safety Antrachy

References

- Defence Aviation Safety Regulations (DASR)*
- Advisory Circular 04/2020 Transition to DASR.139*
- Joint Directive 21/2021 The Defence Aviation Safety Framework*
- Civil Aviation Safety Regulations (CASR Part 139)
- Manual of Standards Part 139
- Defence Aviation Safety Design Requirements Manual (DASDRM)*
- Defence Aviation Safety Assurance Manual (DASAMAN)*
 NULS Act 2014
- WHS Act 2011

Australian Government _____ Department of Defence Definee Aviation Safety Authority

Learning Outcomes

- 1. Describe the Defence Aviation Safety Framework
- Describe the roles and responsibilities of those appointments responsible for the promotion and enhancement of safe flight operations at Certified Defence Aerodromes under DASR 139.(LL2)

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- 3. Describe the DASR 139 requirements for the certification and maintenance of aerodromes
- Describe the purpose and scope of the Aerodrome Manual under DASR 139
 Describe the role of the Quality Management System (QMS) and the Safety management System (SMS) in satisfying the DASR 139 requirements for safe aerodrome operations
- 6. Describe oversight and enforcement functions under DASR 139
- Explain why risk management and risk-based decision making are central to the management of aerodromes under DASR 139

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d its National Interests www.defence.gov.au

OFFICIAL 臺 Government of Defence **Course Content** Module 01 – Course Overview . Module 02 – DASF and DAS-AR Overview • Module 03 – Aerodrome Operator Roles and Responsibilities Module 04 – Certification and Maintenance Module 05 – Aerodrome Manual Module 06 - QMS & SMS • Module 07 - Maintenance of the AD OPR Certificate • Module 08 – Oversight and Enforcement . Module 09 - Risk Based Decision Making Live module (if offered) Module 10 - Further Resources and Discussion -OFFICIAL

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¹⁰ State 2 ¹⁰ Department of Defence Defence Available Safety Authority
Opening Remarks
PMKeyS Reportable
 DASR 139 Aerodrome Operator Supporting Staff Course (217300)
Attendance list
Assessment
 Each module has a small quiz
 Engagement with Q&A session
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Course Critique	
Please complete at the end of each module	
Please return to facilitator at end of course	
 Name not mandatory but hopefully you will state name and contact details if you are recommending improvement or have criticism so we can discuss with you 	
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OFFICIAL 7	



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References
 Defence Aviation Safety Regulations (DASR)
 Advisory Circular 04/2020 – Transition to DASR.139
 Joint Directive 21/2021 – The Defence Aviation Safety Framework
 Civil Aviation Safety Regulations (CASR Part 139)
Part 139 Manual of Standards
 Defence Aviation Safety Design Requirements Manual (DASDRM)
DASP Manual
WHS Act 2011
 10 Ways to Better Aviation Regulation Edition 2
Advisory Circular 003/2022 v1.0 – Changes to the structure of Defence Aviation Safety Policy
Australia base a la sector de provinció.

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Autralian Government OFFICIAL Department of Defence Detroce Aviants Safety Authority	
Learning Outcomes	
 Describe the Defence Aviation Safety Framework (DASF) 	
2. Explain the relationship between the WH&S Act and the DASF	
3. Explain the implementation of the DASF including:	
Authority	
Structure	
Appointments	
Principle documents	
4. Explain the role of the Defence Aviation Safety Annual Report	
5. Choose to display a positive attitude towards Aerodrome Operator	
Safety Framework.	
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Scope	
Defence Aviation Safety Framework (DASF)	
Application of WHS Act	
DASF – Framework	
 Joint Directive 21/2021 	
 Defence Aviation Authority 	
 Defence Aviation Safety Authority 	
 Defence Aviation Safety Program 	
 Defence Aviation Safety Regulations 	
 Defence Aviation Safety Assurance Manual 	
 Directorate of Aviation Operations / Directorate of Initial Airworthiness 	
Defence Aviation Safety Annual Report (DAS-AR)	
Definiting Averation and In Vision 4 memory and week defined general week defined general	

OFFICIAL OFFICIAL	
" Department of Defence Defence Aviation Softly Authority	
Applicability of civil regulation to Defence operation	IS
 The Convention on International Civil Aviation (the Chicago Convention of 1944) set the basis for current civil aviation regulations. Article 3 states: 	
'This Convention shall be applicable only to civil aircraft'.	
 Civil Aviation Act 1988 exempts Defence aviation from compliance with the ACT unless specifically directed 	
 Military require bespoke regulations to provide for operational capability and an equivalent level of safety. 	
Deleting Aurora to Micros Header www.defease.com	4
OFFICIAL	12







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Department of Defence Defence Aviation Suffy Authority
Defence Aviation Safety
 Aviation Safety is the state in which risks to personnel arising from
aircraft operations are eliminated or minimised so far as reasonably
practicable through a continuing process of hazard identification and safety risk management.
 In the Defence context, aviation safety encompasses both
 the manner in which aircraft are flown, and
 the tasks, activities and management systems whose primary number is to enable cafe flight
Source: JD 21/2021
Ditining Austria with Material Homes weaksforce grave
OFFICIAL 15

ence Aviation Safety Framework
 cope of aviation safety accountabilities within Defence: Defence registered aircraft, including installed products, parts and appliances
 Civil registered aircraft including installed products, parts and appliances, operated exclusively for or on behalf of Defence where compelling reasons exist to supplement existing NAA oversight Aircraft, including installed products, parts and appliances, that are the subject of statutory airworthiness responsibilities placed on Defence by CASA
Other aircraft and / or aviation systems as determined by the Defence AA; including UAS, ANSP, and Aerodromes
Source: JD 21/2021
Detending Austria and its National Insteads www.detence.gov.au









DFFICIAL Defence Aviation Safety Program Manual Volume 3 – DASP Guidance DASP Guidance addresses a gap in the current suite of supporting information by providing a single reference document that: • provides an overview of the DASP and how its various elements collectively achieve the required safety objectives • contains enduring supporting information to promote understanding	
of, and compliance with, requirements or provisions established through Volumes 1 and 2.	*
OFFICIAL	20





Australian Government Department of Defence DAVNOPS - Flight Operations (includes DASR.139) Flight Operations are regulated by DAVNOPS DAVNOPS = Executive Director – Flight Operations Sub Directorates – DD FLTOPS / DD SA / DD ANSP-AD / DD UAS/ DD ORA / DD SMS Key DASP Objectives: Do FLTOPS - provides regulatory, training, promotional and oversight support to DASR Operations Personnel, Air Operations, Standard Rules of the Air DO ANSPIAD - provides regulatory, training, promotional and oversight support to DASR Air Navigation Service Providers and Aerodromes (under DASR 139) including approvals for DASR 139 Aerodrome le Mar

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- DD UAS provides regulatory, training, promotional and oversight support to Uncrewed Aircraft Systems including approval of UAS Operating Permits
- DD ORA provides regulatory, training, promotional and oversight support for the maintenance of Operational Specifications, and provision of operational risk assessments and organisational approvals related to introduction-to-service and major changes of type design DD SMS will be responsible for assurance of DASR ASMS, including regulations and education, and
- supporting oversight and enforcement conducted by DIA, DCA and DAVNOPS

OFFICIAL 1 Government of Defence DIA Initial Airworthiness is regulated by DIA Sections DS / IARP / TC / DOA / DTS / TCO&E / UAS / AH CERT Key DASP Objectives: DS - Investigations and management of Design services related to Initial Airworthiness IARP - Promotion and Management of the regulations for Initial Airworthiness ${\rm TC}$ – Establishing and certifying the initial safety requirements and standards for Defence aviation platforms / systems DOA - Approval, oversight and enforcement of design organisations DTS – Prescribing airworthiness design requirements and standards and assessing product compliance TCO&E – Approval, oversight and enforcement of Type Certificate Holders UAS – Prescribing initial safety requirements and conducting product assessment and certification activities for UAS AH CERT – Prescribing initial safety requirements and conducting product assessment and certification activities for Aerodromes -

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OFFICIAL Au De Defence Aviation Safety Annual Report (DAS-AR) Annual report to SEC/CDF based on financial year · Consolidated view of Defence's aviation safety performance • The DAS-AR is a DASA document, but content is drawn from your data - should not be anything you have not seen before · DASA will socialise with Environmental Commanders before publication Delivered to Chiefs of Services Committee (COSC) OFFICIAL





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Australian Government Department of Defence
Defence Aviation Safety Authority
References
 Defence Aviation Safety Regulations (DASR)
 Advisory Circular 04/2020 – Transition to DASR.139
 Civil Aviation Safety Regulations (CASR Part 139)
Manual of Standards Part 139
Defence Aviation Safety Design Requirements Manual (DASDRM)
DASP Manual
WHS Act 2011
 10 Ways to Better Aviation Regulation Edition 2
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OFFICIAL 27

Asstratian Government Department of Deface Deface Availability Sutherity	
Learning Outcomes	
Describe the roles and responsibilities of those appointments responsible for the promotion and enhancement of safe flight operations at Certified Defence Aerodromes under DASR 139.	
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OFFICIAL 2	28

Australia Covenneed Department of Differe Define Availed Mithy Authority	
Scope	
Nomenclature	
Describe Aerodrome Operator Roles and Responsibilities	
• DASR.139	
– .10 – General	
 – .20 – Organisational Approval 	
 30 – Requirements of Approval 	
 40 – Organisational Structure 	
 100 – Personnel Competency 	
Definding Australia and the National Homania www.ofelinice.gov.au	
OFFICIAL 29	



Autralia Government	
Datinace Aviation Solidy Authority	
Roles and Responsibilities	
Command Chain	
 Exploit Air Power whilst meeting statutory safety obligations. 	
 Ensure aviation safety 	
 manage risk 	
 work within the aviation safety system 	
 engender a generative safety culture 	
 conduct Due Diligence (internal assurance) 	
 ensure: to make sure, certain or safe (implying a responsibility to make it happen) 	
Defending Australia and its National Physical www.ceffereig.go.ex.	
OFFICIAL 31	

OFFICIAL
* Soggets in Defense Aviation Safety Authority
Aerodrome Operator (AD OPR)
 The Defence organisation accountable for the overall safe operations of a Defence Aerodrome, which
 has an Accountable Manager
 ensures that operations can be conducted safely
 is capable of complying with DASR
 has an appropriate chain of command
 has appropriately qualified personnel
 has key personnel with appropriate experience to conduct aerodrome operations
 has facilities which are sufficient and suitable for the type of operations conducted
 has suitable, documented processes, procedures and practices
- has a suitable QMS and SMS

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Australian Government
Defence Aviation Safety Authority
Accountable Manager
 Person designated by the Approved Organisation, and identified in the Organisation Exposition (aka Compliance Statement), who is accountable for maintaining safety standards required by relevant DASR and any additional standards specified and has influence and control of resources within the organisation.
 accountable: liable to be called to account (to a person, for an act etc) Accountability cannot be transferred.
Aerodrome Operator Accountable Manager
Provides Command chain with control and oversight
Environmental Commanders retain ultimate accountability
Detending Australia and its National Heinestis www.detence.gov.au
OFFICIAL 33













OFFICIAL Department of Motors Definer Avance Safety Authority	
Authorisations	
 Binding document(s) that are issued to certify, authorise or restrict operation of a Defence aviation system under specified conditions. 	
Aerodrome Operator Certificate and Specification	
 Aerodrome Certificate 	
Definiting Australia and Bi National International Australia and Bi National International Australia and Bi National International Australia and Biological Aust	
OFFICIAL 37	

Australian Covernment OFFICIAL Department of Define Define Avaion Safe Autory	
DASR.139.10 – General	
Defence AD will be classified as either	
 Certified 	
 Non-certified 	
Defence AA (or delegate)	
 Determine ADs for certification 	
Certified Aerodrome Operator (AD OPR) requires Authority approval Non-certified AD operator does not	
Military Air Operator (MAO – Flving organisation equivalent of AD OPR)	
- Ultimately accountable for safe flight ops of aircraft	
OFFICIAL 38	





DASR.139.20 – O	rganisational App	roval
AD OPR ensures A Maintained and	D/s	
 by competent a within limitation 	nd authorised personnel s	(DASR.139.100)
Intent		
 Assurance Accountability 		
Hazard manageme	nt	
		Defending Australia and its National Interests





Applicant must submit Complian	nce Statement
 Operating intent Approved OIP 	
 Personnel competencies 	
 Organisation 	
AMC 139.30(2) lists information	needed in a Compliance Statement

Australia Government Bepartment of Differe Define Avianni Mathy Autority	
Aerodrome Operator Compliance Statement	
CS content	
 AD OPR organisation name 	
 AD OPR location 	
 Evidence of AD/s certification status and limitations/conditions 	
– HTA	
 Key AD appointments 	
– AD Manual	
– SMS	
– QMS	
 Statement of compliance 	
CS is used to apply for or amend an approval – dynamic document	
Differing Australia and its National Insteads	
OFFICIAL 44	







Autralian Covernment OFFICIAL Department of Mense Define Automotive Define Automotiv
DASR.139.100 – Personnel Competency
 Personnel (including contractors) must be Trained and Qualified Authorised Competent and Current
AD OPR selects competencies and training requirements
OFFICIAL

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Summary
Nomenclature
Describe Aerodrome Operator Roles and Responsibilities
DASR.139
– .10 – General
 – .20 – Organisational Approval
30 – Requirements of Approval
– .40 – Organisational Structure
- 100 - Personnel Competency
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References					
Defence Aviat	ion Safety Regulations	(DASR)			
Advisory Circu	ular 04/2020 – Transitio	n to DASR.139			
Civil Aviation	Safety Regulations (CA	SR Part 139)			
CASA Part 13	9 Manual of Standards				
 Defence Aviat 	ion Safety Design Requ	uirements Manual ([DASDRM)		
DASP Manual					
WHS Act 201	I			-	
10 Ways to Be	etter Aviation Regulation	n Edition 2			
				-	

Autralian Government OFFICIAL Department of Defence Defence Aviants Safety Authority	
Learning Outcomes	
LO: Describe the DASR 139 requirements for the certification and maintenance of aerodromes	
1. Describe the DASR 139 requirements for aerodrome certification and the certification process	
2. Describe the Defence aerodrome design requirements and certification basis	
 Describe compliance to the CB, Continued and Continuing requirements 	
4. Describe how to address non-compliance to the certification basis	
 Describe DASR 139 requirements for change and maintaining of aerodrome certification 	
Defending Australia and Its Vational Housian www.defence.gov.ac	
OFFICIAL 53	



DASR.139.80 -	- Aerodrome Certification
 Each certified a 	erodrome requires an aerodrome certificate.
 Certification alig 	ned with complexity.
 Reflected in 	approved aerodrome certification basis.
 Does not apply 	to non-certified aerodromes.
 May guide th 	e Commander.

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Australian Government Department of Defence Defence Aviation Safety Authority		
ASR 139.80 -	Aerodrome Certific	cation Process
Define Operating Intent	Define or Update the Operating Intent of the aerodrome (optional)	 Aerodrome's operating intent / capability is to be captured and understo to support the certification process
Authority Agreement (CB)	Develop Certification Program Plan (optional) Define an Authority-agreed CB (139.80.4(1))	Certification Program Plan used to provide stakeholders an understanding of activities planned for the certification process I dentify the DASOM requirements and any Tailoring Establish means of compliance (optional)
Design Aerodrome		Design and construct aerodrome to comply with provisional CB Man and generate compliance demonstration evidence
Compliance Demonstration and Declaration	Demonstrate Compliance (139.80-A[2]) Prepare Military Aerodrome Certification Review Hems (MACRIs) Declare Compliance (139.80-A[3])	Generate / document and collate compliance demonstration evidence Address non-compliance/shortfalls against the provisional C3 (see the NACR1 Templates) Make a Bucharizon of Compliance (can use Application form)
Continued and Continuing Arrangements	Support continued compliance (129.80.4(4)) Support continuing safe operations (129.80.4(5))	Generate / document and collate continued compliance and continuing safe operations data / information
Submission	Apply for certification (or approval of major changes)	Apply for Aerodrome Certificate (use Application for Aerodrome Certificate form)
Certification	Authority assessment and issue of instrument (or approval of major change)	Authority review of compliance evidence (non-exhaustive) Authority hsue of Aerodrome Certificate
Maintain Certification	Changes to Aerodrome Certification (DASR 139.80.8) Maintenance of Aerodrome (DASR 139.90)	Ba-certification of aerodrome for major changes Develop and maintain Aerodrome maintenance program
		Detending Australia and its National Interests www.defence.gov.au

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	Programman Government Proputational Government of Defence Defence Avides Stiefy Autority	
		_
Op	erating Intent	
•	Defining/ understanding the aerodrome's operating intent and capability regarding the flight operations to occur at the aerodrome lays the foundations for defining the design requirements for the aerodrome.	
	 With the operating intent known, the assessment will inform: The selection of the correct design requirements Tailoring of the design requirements Aerodrome Reference Code Emergency Runway Ordnance Readiness Platforms Arrestor Systems NVD 	
	For certification , the operating intent assessment will: Support definition of the CB Inform compliance evidence development. 	
	57	5

Department of Defice Define Avians Safe Autority				
Defence Aerodrome Design Requirements				
Defence aerodrome design requirements are identified in Defence Aviation Safety Design Requirements Manual (DASDRM)				
Aerodrome Type	Applicable DASDRM Chapter	Primary Aerodrome Design Standard		
Land based aerodromes	Section 6, Chapter 2	Civil Aviation Safety Authority (CASA) Part 139 (Aerodromes) Manual of Standards 2019 (Part 139 MOS) (September 2019), including the MOS Part 139H - Standards Applicable to the Provision of Aerodrome Rescue and Fire Fighting Services (MOS Part 139H) (January 2005).		
Land based heliports	Section 6, Chapter 3	International Civil Aviation Organisation (ICAO) Annex 14 Aerodromes Volume 2 Heliports (July 2020, Fifth Edition) supplemented for expanded military context based on UFC for heliport design.		
Shipborne heliports	Section 6, Chapter 4	Australian Defence Force Maritime Materiel Requirements Set - DEF (AUST) 5000 - Volume 11 Ship Aviation Requirements N(November 2017) for the Royal Australian Navy (RAN), (a collection of requirements and standards) To be aligned to flight safety.		
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Approximation Conversional Approximation Convers	
Certification Basis	
Complete set of design requirements	
Limited to achieve safe aircraft operations	
 Section 6 of DASDRM (examples) 	
 Physical characteristics (direction, length, width, weights) 	
 Wind socks 	
- VASIS	
- Lighting	
 ARFF facilities 	
 Communications 	
 Arresting systems (e.g. cables or barriers) 	
Authority may approve a change	
 Alternative design → equivalent level of safety 	
 Capability imperative drives change 	
www.defence.gov.au	
OFFICIAL 59	

OFFICIAL
Weight and main Convenience Pepartment of Defence Defence Defence
Tailoring Design Requirements
 Establishing a CB involves defining a set of design requirements, starting with the appropriate DASDRM, Section 6 chapter and tailoring this standard to meet an aerodrome's operating intent (SOIU/OSI).
 Tailoring in this context for establishing a CB may involve:
 Removing requirements that are not applicable to the aerodrome's operating context (i.e. NVG requirements as 'Not Applicable').
 Developing and using a special detailed technical requirement (i.e. bespoke requirement) that addresses a unique aspect of the aerodrome that is beyond the scope of recognised standards.
 The CB established at the beginning will be a provisional CB to be approved by the Authority
Definiting Australia and its future if the stational thermatik
OFFICIAL 60

Author Conversion Reperted A Diversion Diversion Autom Marking Automation Compliance Demonstration Overview

 Once a provisional CB has been established, compliance demonstration involves demonstrating, through the production of evidence, that the design and construction of the aerodrome complies with the requirements in the CB.
 A compliance demonstration is...

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- An engineering decision that the design and construction of the aerodrome satisfies the approved CB requirements
- Based on relevant objective quality evidence
- Undertaken by a competent agency or individual
- Relevant to the operating context of the aerodrome
- Ensuring the designers/contractors have provided the depth of evidence a reasonable engineer would expect to demonstrate compliance with a requirement DASA must be satisfied that compliance with the CB has been ensured by the
- Applicant in order to certify the aerodrome and provide any timely recommendations to the Aerodrome Operators/ Force Commanders.

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MACRI Overview

- During compliance demonstration activities shortfalls/ non-compliances against the CB design requirements may be identified.
- Non-compliances against Authority-agreed CB should be examined for impact to certification and safety of flight operations.
- Where it is not reasonably practicable to change the aerodrome design OR where evidence cannot be generated to demonstrate compliance, the shortfall is to be addressed using the Military Aerodrome Certification Review Item (MACRI) – either an Equivalent Safety Finding or Exception MACRI.
- A MACRI only captures the authority approved tailoring of the certification requirement and not
 he associated risk decisions. Therefore, a MACRI must be supported by an appropriate
 document which captures any safety arguments for an equivalent level of safety or safety risk
 management.
- An Aerodrome Issue Paper (ADIP) is available to document the completion of the Defence 7 Step Safety Risk Management (SRM) Process to make risk decisions. An Exception MACRI will always be underpinned by documented Safety Risk Management – nominally in an ADIP. For an ESF MACRI, an ADIP may be provided as formal demonstration of operator agreement to the discussed controls – particularly if they are contentious.

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 i.e. if it is reasonably practicable to initiate a design change to demonstrate compliance with the provisional CB, the Applicant must pursue this option.

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Australian Government Department of Defence Defence Availant Safety Authenty	
Initial Certification	
Define	
 Authority –agreed CB 	
Demonstrate	
 Compliant design and construction 	
 Partial compliance not permitted 	
Declare	
 Compliant design and construction 	
Implement	
 Support arrangements 	
 Retain, Manage, Collect 	
Provide	
 Design information 	Defending Australia and its National Interests www.defence.gov.au
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Australian Government OFFICIAL	
Changes to Certification	
 Initial Certification relevant to original configuration Subsequent changes may invalidate 	
 Changes Require authority certification Except when no appreciable effect on safety of flight 	
If in doubt – contact DASA	

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1	Australian Government
	Definice Aviation Safety Authority
Б	ASA Independent Accurance for Contification
υ	ASA independent Assurance for Certification
•	CB
	 Complete set of requirements based on DASDRM Chapter
	 Justified Tailoring (for removal in line with operating intent)
•	MACRI and ADIP
	 Robust justification of capability imperative
	 Tech and Op assessment
	 Robust SRM applied
	 Aerodrome Operator and MAO approval
•	Application
	 Non-exhaustive review of Compliance Evidence
	- Declaration of compliance made - complete
	OFFICIAL 69

DASR.139.90	– Maintenance o	of Aerodromes	
Aerodrome ma	aintenance program		
 Develop 			
 Document 			
 Undertake 			
 Maintenance p 	program should include	e:	
 Schedule a 	and routines		
 Technical in 	nspections		
 Qualified p 	ersonnel		
Authority may	withdraw approvals ar	nd/or certification	
		Defending Austr	alia and its National Interests





References			
Defence Aviation Safety Regulation Advisory Circular 04/2020 – Transi Civil Aviation Safety Regulations (0 Manual of Standards Part 139 Defence Aviation Safety Design Re DASP Manual WHS Act 2011 10 Ways to Better Aviation Regular	s (DASR) ion to DASR.139 ASR Part 139) quirements Manual on Edition 2	(DASDRM)	-
		Defending Australia and its National Interests	





Autorialian Government OFFICIAL Department of Merce Department of	
DASR.139.50 – Aerodrome Manual	
Requirement for Certified Aerodromes	
Authoritative	
Establishes a baseline for other products	
 Documents all relevant information and procedures Aligns with CASA's MOS139 Integral for aerodrome certification (139.80) 	
 Reviewed annually Substantial change → Authority review 	Defending Australia and Its National Internals www.defence.gov.au
OFFICIAL	76

Antralian Government Department of Effective Detrace Avoids Safety Athoney	
DASR.139.50 – Aerodrome Manual Content	
Content is required	
 Notation as to why an area is not applicable 	-
· Organization and Management structure	
Contact list	
Certification basis	
 Including non-compliances and/or limitations 	
Airfield Pavement Strength Evaluation Manual	
www.defence.giv.au	
OFFICIAL 77	

Autralia Covernment OFFICIAL Detroited Vision Sulfy Automy Detroited Vision Sulfy Automy	
DASR.139.50 – Aerodrome Max Public information – Aerodrome name – Category – ICAO code – Location – Aerodrome Reference Point – Runway and taxiway information	<section-header><list-item><list-item><list-item><list-item><list-item><list-item><list-item><list-item><list-item></list-item></list-item></list-item></list-item></list-item></list-item></list-item></list-item></list-item></section-header>
OFFICIAL	78



Autralian Government Department of Defence Defence Avaient Safety Authority
DASR.139.50 – Aerodrome Manual Content
Aerodrome Serviceability Inspections
 After severe weather event
 Before first flight
 Before last light (if night flying)
 Periodic review
- Other times
Aerodrome Technical Inspections
 Based on combination of pax/acft moves
 As proposed by AD Operator
 As directed
Difunding Australia and its National Hermatia
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Autorlan Government Democ Notice Softy Autority
DASR.139.50 – Aerodrome Manual Content
Aerodrome Rescue and Fire Fighting (ARFF)
Aerodrome Emergency Plans (AEP)
Wildlife Hazard Management Plan (WHMP)
Low Visibility Procedures (LVP)
Obstacle Data Coverage
Foreign Object Debris (FOD) prevention
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References	
Defence Aviation Safety Regulations (DASR)	
 Advisory Circular 04/2020 – Transition to DASR. 	139
 Civil Aviation Safety Regulations (CASR Part 139 	9)
 Manual of Standards Part 139 	
 Defence Aviation Safety Design Requirements M 	lanual (DASDRM)
DASP Manual	
WHS Act 2011	
10 Ways to Better Aviation Regulation Edition 2	
 AS/NZS ISO 9001:2016—Quality Management S 	Systems – Requirements
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Australia Covenued Destance Alfordia Destance Alfordia Learning Outcomes

 Describe the role of the Quality Management System (QMS) and the Safety management System (SMS) in satisfying the DASR 139 requirements for safe aerodrome operations

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- 2. Describe the role of a QMS in aerodrome operations
- $\label{eq:contents} \textbf{3.} \ \textbf{Describe the contents of a QMS}$
- 4. Describe the role of an SMS in aerodrome operations
- 5. List the 12 elements of the DASR SMS
- 6. Explain the DASR 139 SMS maturity assessment process
- 7. Explain why the QMS and SMS are important in ensuring aviation safety at aerodromes

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Australian Government	OFFICIAL	
Defence Aviation Safety Authority		
DASR and Quali	ty Management Syste	m
 DASR philosophy is 	s one of cascading levels of as	ssurance
Chain of Command	provides QMS to provide inte	ernal assurance
DASA will provide of management syste	oversight and enforcement focu ms	ussing on
		Delending Australia and its National Interests www.defence.gov.au
	OFFICIAL	9



Autralian Government Detrace Automation Detrace Aut	
DASR.139.60 – Safety Management Syste	m
Certified AD operations must incorporate an SMS Scalable Summarise risk management methods	
 Incorporate hazard management plans, e.g. Wildlife Hazard Management Plans (WHMP) Low Visibility Procedures (LVP) Aerodrome Emergency Plans (AEP) Aerodrome Rescue and Fire Fighting (ARFF) system 	tems
SMS must be detailed in the Aerodrome Manual	
	Detending Australia and its National Interests www.defence.gov.av
OFFICIAL	11







Australian Government OFFICIAL Defines Avision Stifty Autority
Origins of DASR.SMS
2003 – 12 element ASMS introduced
2004 – Corresponding DASM issued
2007 – Airworthiness Management System review post Sea King BOI
• 2010 – ICAO Annex 19 (SMS)
• 2012 – WHS Act 2011
– SFARP
DASR.SMS developed from ICAO Annex 19 and WHS Act
Sites/guardia and ta National Annual Annu
OFFICIAL 14

















Autoriting Government OFFICIAL Department of Detains				
Summary				
 QMS is for all business outcomes ASMS is focused on aviation safety outcomes Hence, ASMS is a subset/amplification of the organisation QMS. 				
 DASR is based on a management assurance philosophy. Organisations have a management system which is based largely on internal policing (i.e. internal assurance). 				
 Hence the importance of a functional and robust QMS and ASMS to ensure safety. 				
Defending A Letter da National Institution www.orderine.org				
OFFICIAL 19				







OFFICIAL Warmen Entrement Protocol Material Standards Part 139 Civil Aviation Safety Regulations (DASR) Advisory Circular 04/2020 – Transition to DASR 139 Civil Aviation Safety Regulations (CASR Part 139) Manual of Standards Part 139 Defence Aviation Safety Design Requirements Manual (DASDRM) DASP Manual WHS Act 2011 10 Ways to Better Aviation Regulation Edition 2



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Scope
Describe the Aerodrome Operator role responsibility for maintenance of the AD OPR Certificate and OpSpec
Describe the process to include a Certified Aerodrome on the OpSpec
• DASR 139
 .20 —Organisational Approval
 .30 —Requirements for Approval
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Maintaining an approval
The AD OPR must operate IAW the DASA approved system in order to maintain the AD OPRC.
The AD OPR-AM is accountable for ensuring DASA-issued approvals remain current for their organisation and aerodrome operations.
The AD OPR must seek DASA approval for:
 updates to the level or scope of the organisational approval introduction of new capabilities changes to DASR
 significant changes to the organisational management system.
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Why apply for changes?	
Changes that may require Compliance Statement updates include:	
 substantial changes to the AD OPR organisation 	
 changes to an aerodrome's Statement of Operating Intent and Usage (SOIU) 	
change to the certification basis	
 for example, construction of a new taxiway 	
change or withdrawal of a condition or limitation	
 addition or withdrawal of a certified aerodrome 	
 changes resulting from a regulation update 	
 change or withdrawal of a regulation-based requirement. 	
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Applying for changes to the AD OPRC OpSpec			
When an amendment to the AD OPRC and/or OpSpec is required, the			
AD OPR must apply to DASA with an updated Compliance Statement			
containing documented evidence to support the proposed amendment.			
An updated AM attestation is required with each updated Compliance			
olacinent.			
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DASA assurance and AD OPRC OpSpec issue
The AD OPR must submit the changes to DASA via the DASA Registry.
Upon notification, DASA staff will review the application and conduct a
desktop audit of the evidence to confirm whether the AD OPR
management system is suitable for the proposed scope of operations.
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Summary
Describe Aerodrome Operator Roles and Responsibilities
• DASR 139
 – .20 – Organisational Approval
 .30 – Requirements of Approval
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		Detending Australia and its National Hiterests www.defence.gov.au
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Immediate Constraint References • Defence Aviation Safety Regulations (DASR) • Advisory Circular 04/2020 – Transition to DASR.139 • Civil Aviation Safety Regulations (CASR Part 139) • Manual of Standards Part 139 • Defence Aviation Safety Design Requirements Manual (DASDRM) • DASP Manual • WHS Act 2011 • 10 Ways to Better Aviation Regulation Edition 2

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Scope			
 Purpose of oversight and enforcement 			
 Initial and ongoing oversight 		-	
 DASA enforcement philosophy 			
 Independent Boards of Review 		-	
		-	
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Maintenance of AD OPR Specification	
Updates will be required when:	
 Aerodrome becomes certified 	
 Aerodrome Manual receives a major update 	
 Limitations are added or removed 	
Authority will review Aerodrome Manual	
Authority will issue an updated AD OPR Specification	
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DASA ongoing oversight and enforcement		
DASA conducts risk based oversight IAW DASA QMS to assure Defence		
AA that the AD OPR Certificate remains extant		
Initial Audits		
 Annual Audits against DASR 139 requirements 		
 Focused on QMS, SMS and Compliance 		
 Focus on Outputs, People and Conformance 		
 Other Oversight and Enforcement Activities may include: 	· ·	
Airworthiness Boards		
Informal visits	.	
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Compliance and conformance
 Compliance: when an organisation, using approved OIP, complies with the relevant Implementing Regulation
– Present
– Suitable
 Conformance: when personnel and product meet the requirement of the approved OIP. Approved organisations or DASA can never complete a 100% check for conformance
– Operating – Effective
Conformance checks are only a snapshot in time – not a 100% audit
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Interpretation of regulations
 Implementing Regulation:
 A statement that directs a certain action.
 Uses the word 'must'
 Acceptable Means of Compliance (AMC):
 Information published by DASA to identify a means of meeting
one or more requirements of the DASR.
 Regulated entities are not required to comply with AMC and may
instead propose an Alternative Means of Compliance (AltMoC) to
Any such proposal will be subject to separate assessment by
DASA to determine whether the approach is compliant with the
DASR. Deterding Australia and its National Heaves
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Findings				
Levels	DASR Level 1 Finding	DASR Level 2 Finding	DASR Level 3 Finding	DASR Observation
Description	Is any non-compliance with the DASR requirements which lowers the safety standard and seriously hazards flight safety.	Is any non-compliance with the DASR requirements which lowers the safety standard and possibly hazards flight safety.	Any non-compliance identified by objective evidence, that could lower the safety standard and possibly hazards flight safety.	Where potential problems have been identified, that could lower the safety standard and possibly hazards flight safety.
Closure timeframes	21 Calendar Days	3 months If extended, an additional 3 months* *or greater period if agreed by the Authority	ASAO to negotiate with the organisation and specify a compliance time	No defined closure timeframe









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Airworthiness Boards	
Airworthiness Boards (ongoing)	
 Independent Board of Review at 1/2 Star Ranked Level 	
 Assesses if the issue of an Aerodrome Operator Certificate remain valid for the extant aerodromes 	
AwB Outcomes	
 An AwB will provide recommendations regarding the ongoing approval of an operating organisation and airfields. 	
 ACARs, Observations, Notes, and Concerns highlighted by the Board will be documented and provided to the Defence AA and 	
the AM for consideration and remediation.	
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Scope	
Overview of principles of risk based decision making	
Seven step risk management process	
References:	
AC 003/2018—Risk Management in the DASP	
 DFSB provide risk management training: <u>http://drnet/raafi/AirForce/ASMS/Pages/Aviation-Risk-Management.aspx</u> 	
 Foundation, Intermediate & Advanced courses with Continuation Training 	
 Deliberate Risk Management – Form AE628 	
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 Explain the Seven step risk management process Describe the principles of risk-based decision making Explain how risk management is applied to Defence aerodromes Choose to display a positive attitude towards Aerodrome Operator responsibilities, the application of DASR and the Defence Aviation Safety Framework. 	
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Principles of risk based decision making	ng
 Risk is ubiquitous in all areas or life An integral part of all Defence activities. 	
 Defence has a duty of care and the legal requirements the safety of its workers at work. 	ent, to protect
 An effective safety management system prevents i deaths. 	injures and
 Risk Management is a key element of Defence's S Management System. 	afety





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Scenario	
NAS Nowra	
 Two MOS 139 non-compliances on the risk register 	
 Inadequate separation between runway and taxiway 	
 Structure too close to runway 	
 In this module we will work through the inadequate separation betwee runway and taxiway scenario to demonstrate the process There is insufficient spacing between wing tips of Code C aircraft (C130/B737 size or larger) for simultaneous ops on Runway/Taxiway 	en t
man Provided the functional proceeding and provided and the second	: 📣
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- NSS1 Impact is not a good choice of word! suggest will be affected by). Might need a little more explanation on emergency here If it is the one on the runway suggest deleting taking off. Nelson, Shaun SQNLDR, 15/09/2020
- NSS4 Is it on both runways? 03/26 is metnioned... Nelson, Shaun SQNLDR, 15/09/2020

Advantage Covernment OFFICIAL	
 Scenario Step 1 – Establish hazard and risk context Input is ideally gained from all available sources Keep aircraft on runway and taxiway safely separated Enable multiple Code C + ACFT operations at Nowra Activity significance Navy require large aircraft support at Nowra Identify stakeholders COMAUSFLT, ACAUST, NAS NWA OPS, ATC NAS NWA, AMSRG 	G,
Density Aurola of the weader	nce.gov.au





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Step 2 – Be reasonably informed of risk and controls	
Using input from all practical stakeholders identify: – non-conformities Biol/(a) due to page conformities	
Record steps taken to gain reasonable knowledge Identification of <u>ALL</u> possible controls	
Solvering Australia and its National Manufacture and a second	
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Scenario Step 2 – Be reasonably informed of risk and controls	
 Using input from all practical stakeholders identify: Runway/Taxiway separation below MOS 139 STDS Simultaneous operations on runway/taxiway of Code C+ ACFT may result in collision 	ý
 Record steps taken to gain reasonable knowledge Discuss with stakeholders Have independent verification of issue 	
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Step 3 – Eliminate risk SFARP	
 Regardless of the fact this could be a time sensitive decision, you still retain the obligation to eliminate risks SFARP. 	
 ONLY if they cannot be eliminated SFARP do you continue to minimise risk. 	
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Step 4 – Minimise risk SFARP	
Record <u>All</u> additional controls required to minimise the risk SFARP (Form AE 628)	
 Recorded in substantiation 	
 Evidence that risk has been minimised SFARP 	
 Gross disproportionality assessments where measures are 	
identified but not to be implemented	
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Construction Const	
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New Owner Sector	
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OFFICIAL Step 5 - Characterise risk • Recorded in an appropriate manner (voice or written): - A statement of the remaining risks after implementation of all proposed Conditions/Restrictions are a set of risk controls that minimise the risk SFARP. • Recorded in substantiation - The analysis supporting the determination of the risk remaining after implementation of all proposed Conditions/Restrictions to eliminate and minimise risk. • Sufficient evidence to support a declaration that risks have been eliminated/minimised SFARP.









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Scer	nario Step 6 – Outcome	
• A	IC procedures	
• Ei	n Route Supplement Australia	
_	Nowra - 'Aprons and Taxiways' – see entry 6	
	APRONS AND TAXIWAYS	
	 Low strength bitumen areas outside TWY sidelines not AVBL for taxi. TWV C and Chill ADM BCN 10/C 	
	3. TWY J, H and R APN PCN 12/C.	
	4. Firestation APN PCN 7/C.	
	 TWY B and C infringe RWS. MNM 53M wing tip CLR BTN C130 on RWY 03/21 and C130 	
	on TWY B. MNM 23M wing tip CLR BTN C130 on RWY 08/26 and C130 on TWY C. During Code D or larger ACET landing and TKOE OPS, respective primary parallel taxiways not	
	AVBL:	
	 a. when conditions are less than VMC, or b. when ACET are subject to an emergency or 	
1	c. when water on the RWY is described as 'water patches' or 'flooded', or	
	 to Code D or larger ACFT. TWY A2 Inverts 1 and 2 are 14M wide, fixed wing ACFT to exercise caution when using 	
	these inverts. Inverts 3 to 6 are 6.6M wide, AVBL MIL HELO only. Invert 7 is 19M wide.	
	 I WY E2 helicopters only. Fixed wing approved on REQ. RWY 03/21 and TWY E1 HLDG point marking located at incorrect DIST FM RWY CL. 	
	Correct HLDG point location indicated by HLDG point aeronautical GND LGT. ACFT are to	
	hold at TWY E1 HLDG point aeronautical GND LGT.	www.uefence.gov.au
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""gg"" input source to former Define Audion Safety Authority	
Step 7 – Continuous risk monitoring and review	
 The primary focus remains the management of risk Risk should be eliminated, or otherwise minimised SFARP Monitoring should consider: Fit for purpose Suitability for task or activity Continued functioning Records of decisions must be made available to DASA when requested. 	
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