Defence Aviation Safety Authority

Military Aerodrome Certification Review Item

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| **Aerodrome Details:** | <*Aerodrome Name> <ICAO Identifier*> | | | |
| **MACRI No:** | <*Application Identifier>*.<*001*> | | | |
| **Issue No / Date:** | <*001*> /  <*DD Month YYYY*> | | **Doc ID:** | <*Insert the document identification number e.g. Objective ID*> |
| **Title / Subject:** | <*MACRI title or subject*> | | | |
| **Status:** | *<Not Approved / Authority Approved>* | | | |
| **Category:** | *<Choose applicable category: Equivalent Safety Finding, Exception>* | | | |
| **Relevant CB Requirement:** | <*Identify the CB design requirement(s) applicable to this MACRI. Where the CB requirement is short, provide the full requirement in this section. However, if the CB requirement is long (e.g. few paragraphs or longer), provide a reference to the requirement here and provide detail in the discussion section below>* | | | |
| **Tailored Requirement(s)** | *<Document the tailoring of the provisional CB that has been proposed through this MACRI, including specifying if the requirement is not met>*  *<If the requirement is met through conditions and limitations – specify “requirement met with conditions/limitations” and specify these below>* | | | |
| **Conditions and Limitations:** | | | | |
| **Air Operator / Pilot** | | **Aerodrome Operator** | | |
| <*List the conditions and/or limitations that are related to the air operator/pilot*> | | <*List the conditions and/or limitations that are related to the Aerodrome Operator*> | | |
| **Aerodrome Operator Agreement (If applicable):** | <If applicable, provide reference to the Aerodrome Operator agreement to the proposed tailoring of the standard and any related conditions and limitations (e.g. Decision brief, ADIP) – required for Exception MACRI> | | | |
| **Air Operator(s) Agreement (If applicable):** | <If applicable, provide reference to the Air Operator agreement to the proposed tailoring of the standard and any related conditions and limitations (e.g. Decision brief, ADP) – required for Exceptions> | | | |

*<Delete the ‘<’ ‘>’ symbols and the italic guidance throughout as information is provided or the guidance is followed.>*

**STATEMENT OF ISSUE**

*<A broad description of the issue should be provided. Background information can be provided to assist with understanding; however, unless it adds to resolution of the issue, background should be kept to a minimum>*

*<For Information: Military Aerodrome Certification Review Items (MACRIs) are employed to record the changes made to the aerodrome Certification Basis>*

*<All MACRIs require agreement from the Authority>*

*<An Equivalent Safety Finding (ESF) MACRI is used when it is not possible to demonstrate compliance to the CB and it is determined that it is not reasonably practicable to change the design of the aerodrome to become compliant to the CB, however, the Applicant is able to demonstrate compliance with a tailored design requirement and demonstrate that an Equivalent Level of Safety (ELOS) has been achieved>*

*<An Exception MACRI is used to detail tailoring to a CB design requirement or design standard when there will be an enduring retention of risk above that presented by a compliant design. If Defence has a well-defined capability imperative that would be impeded if compliance was required and warrants seeking operator retention of residual risk, the Applicant must use Defence’s 7-Step Safety Risk Management (SRM) process to demonstrate that risks arising from the non-compliance have been eliminated or otherwise minimised So Far As is Reasonably Practicable (SFARP)>*

*<MACRIs may contain ‘grouped’ certification elements only if they share a topic that may be summarised succinctly and meaningfully. MACRIs cannot have multiple categories (e.g. ESF and Exception argument in the same MACRI) and instead must be split by type of tailoring, including splitting a single requirement or element across an ESF and Exception MACRI if so required>*

**DISCUSSION**

*<Record the discussion explaining and justifying the proposed CB tailoring. This must include the basis of the applicant recommending that CB tailoring is reasonable and include the Capability imperative that will be impeded if compliance was required and warrants seeking operator retention of residual risk.* *The Applicant should, in the first instance, confirm that options to generate further evidence to demonstrate compliance have been exhausted, or otherwise that it is not reasonably practicable to change the design>*

*<The MACRI should clearly outline how the design does not meet the requirement – the non-compliance, what (if any) standard or requirement the design does meet instead, and any relevant controls that have been agreed to enable the tailoring>*

*<For ESF MACRI provide reference to the safety assessment that demonstrates that an equivalent level of safety has been achieved i.e. the risk(s) to safe flight operations inherent in an aerodrome designed IAW the tailored requirement is not greater than the risk(s) to safe flight operations inherent in an aerodrome designed IAW the original provisional CB requirement. If the argument is straight forward and succinct it can be included in the MACRI itself. If tailoring involves limitations which may be contentious, an Aerodrome Issue Paper (ADIP) may be used to capture the safety argument in a structured way and provide evidence that the safety assessment, CB tailoring and any controls required to demonstrate an ELOS includes both Technical and Operational input. Any limitations and controls provided in an ESF MACRI must be captured in an Authority approved document>*

*<For exception MACRI, discussion of the risk should not be included in the MACRI, but the MACRI should confirm that the Aerodrome Operator and the Air Operator (where applicable) is aware of, and have agreed to, the change to the level of safety as a result of the tailoring. Any risk discussion should be contained in an Aerodrome Issue Paper (ADIP) or equivalent document containing the full 7-Step safety risk management process. The MACRI is to reference the ADIP or other risk management document as demonstration that the risks to safe flight operations have been eliminated or otherwise minimised SFARP>*

**APPLICANT POSITION**

*<This section communicates the applicant’s position, from the basis of the above ‘Discussion’. This should summarise what tailoring is proposed and the basis of that recommendation>*

**DASA POSITION**

*<This section details the Authority’s position>*

**CONCLUSION**

*<Conclusion is provided by the Authority>*

*<Summarise the agreed MACRI outcomes. The conclusion should be sufficient in detail to allow a reader of the MACRI to understand exactly how the MACRI has tailored the CB through this section alone>*

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| APPLICANT DECLARATION | | |
| I declare that the information presented in this MACRI:   * is true and correct, and * is supported by the combined Technical and Operational evaluation of the tailoring to the provisional CB, and   I also confirm that relevant updates to the Aerodrome Manual have been made. | | |
|  |  |  |
| Date | Name / Position | Signature |
| <*Any additional comments related to the declaration should be included here (optional)*> | | |

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| AUTHORITY ATTESTATION | | |
| For and on behalf of the Defence Aviation Safety Authority,  I am assured that:   * the discussion and assessment presented in this MACRI provides reasonable justification for the change to the CB, and * the evaluation in this MACRI includes both Technical and Operational input for the proposed changes to the CB, and * The AD OPR and relevant MAOs and CAOs have approved any operational conditions and limitations required.   I approve the following changes to the Authority-agreed CB.   * <*summarise the changes to the Authority-agreed CB*> | | |
|  |  |  |
| Date | Name / Position | Signature |
| <*Any additional comments related to the declaration should be included here (optional)*> | | |