# NOTICE OF PROPOSED AMENDMENT FOR DASR CHANGE PROPOSAL 0005 Revision 0

# DASR 139—AERODROMES

## INTRODUCTION

### Applicability

1. This proposal is applicable to Defence Aerodrome Operators (AD OPRs) and supporting agencies.

### Purpose

2. The purpose of this Notice of Proposed Amendment (NPA) is to enable community input for the development of *Defence Aviation Safety Regulation (DASR) 139—Aerodromes*, ahead of its formal release in February 2027.

### Background

3. DASA conducted a comprehensive review of Defence regulation and policy related to Aerodromes. The review included benchmarking against Civil Aviation Authority (CAA) and Military Aviation Authority (MAA) regulations, and discussion with the Defence Aviation Safety community. The review concluded that Defence has insufficient regulation, Acceptable Means of Compliance (AMC) and Guidance Material (GM) for the effective management of Aerodrome-related Aviation Safety hazards.

4. This NPA forms part of the stakeholder consultation process.

### Scope of proposed changes

5. This NPA proposes the update of *DASR 139—Aerodromes* consistent with best practice as applied by DASA-recognised CAAs and MAAs, tailored to the Australian Defence context. The main objective of the proposed DASR 139 changes is to clarify AD OPR responsibilities in relation to:

a. certification and operational requirements for Defence Aerodromes that are used by both civilian and military Aircraft

b. operating Aerodromes that have been formally identified for DASR 139 Aerodrome certification but are pending initial certification

c. requirements for Aerodrome operation and maintenance procedures documented in the Aerodrome Manual and other Aerodrome Operations Orders, Instructions and Publications (OIP)[1]

d. originating and maintaining Aerodrome-related Aeronautical Data published in civilian/Defence Aeronautical Information Publications

[1] For example, obstacle monitoring and reporting requirements.

e. DASR 139 compliance in general, including more comprehensive AMC and GM to support understanding of underlying Aviation Safety hazards and purposive regulatory intent.

**Benefits of proposed changes**

6. The benefits of this proposal include:

a. improved clarity of Defence Aerodrome operation and certification requirements

b. more comprehensive AMC and GM, to prevent AD OPRs needing to cross-reference with other documents (eg the *CASA Part 139 (Aerodromes) Manual of Standards* (MOS 139)) to understand compliance requirements

c. deficiencies addressed to ensure the regulation is credible, defensible and aligned with best practice.

**Effects of proposed changes**

7. The proposed regulation will replace the DASR 139 in toto.

8. The proposed regulation introduces additional AMC and GM. However, additions do not increase the scope of DASR 139 requirements, but rather articulate requirements that were previously included in AMC through reference to the basis document only (eg MOS 139). The intent of the proposed approach is for DASR 139 to be a 'one-stop shop' for AD OPRs to understand their compliance requirements, reducing the need to refer to and interpret other standards/legislation.

9. DASA anticipates the compliance burden to be primarily related to the review and updating of the AD OPR Exposition and Orders Instructions and Publications (OIP). However, DASA does not foresee significant Defence Aviation Safety community impediments to implementing the regulatory controls.

10. DASA invites the community to provide comment regarding the regulatory impact of the proposed changes. Community feedback will be taken into consideration in determining the implementation strategy.

**Proposed regulation**

11. The proposed regulation is in Enclosure 1.

**Implementation Strategy**

12. DASA will release the proposed regulation in February 2027. DASA proposes a transition timeframe of 12 months from DASR 139 release.[2]

13. DASA will require each approved AD OPR organisation to submit to DASA an attestation—IAW DASR AMC 139.30(a)g.—pertaining to compliance with the proposed regulation prior to the end of the notified transition period.

[2] During transition, AD OPR are to comply with the extant DASR 139. AD OPR may progressively transition to the updated regulation to achieve full compliance by the implementation date. Additionally, AD OPR may use the introduced guidance material in advance of the implementation date.

## HOW TO SUBMIT COMMENTS ON THIS NPA

**Format**

14. Respondents may submit comments on this NPA using the NPA Response Sheet included at Annex B. Submit the NPA Response Sheet by email to dasa.davnopsanspad@defence.gov.au. Hardcopies are not required.

**Timing**

15. Please forward comments on the NPA for DASR Change Proposal (DCP) 0005 to DASA by close of business **15 May 26**.

**Additional Information**

16. Additional information on this NPA is available from WGCDR Karen Titmuss, DD ANSP/AD (DAVNOPS-DASA), on (02) 5108 6821 or at karen.titmuss@defence.gov.au.

## DISPOSITION OF RESPONSES RECEIVED

17. DASA will prepare and publish a Comment Response Document on the DASA Website. DASA will not individually acknowledge or respond to comments or submissions.

nicholas.pausina

Digitally signed by nicholas.pausina
Date: 2026.04.02 10:06:38 +11'00'

**N Pausina**
GPCAPT
DAVNOPS
On behalf of the Defence Aviation Safety Authority
Tel: (02) 5131 8235

Apr 26

**Annex:**
A. NPA Response Sheet – NPA for DCP-0005 Revision 0 – *DASR 139—Aerodromes*

**Enclosure:**
1. NPA for DCP-0005 Revision 0 – Proposed *DASR 139—Aerodromes*

# NPA Response Sheet – NPA for DCP-0005 Revision 0

# DASR 139—Aerodromes

**Please forward this sheet as an email attachment to dasa.davnopsanspad@defence.gov.au by 20 Feb 26. Response formats in MS Excel (preferred) and MS Word are available at Obj ID: BP34901852 and BO3960659 respectively, or alternatively contact DASA.**

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?**<br><br>**ie Is your response the authoritative response from your organisation?** | Responding on behalf of :<br><br>Individual [ ]<br><br>Regulated Military entity [ ]<br><br>Regulated Commercial entity [ ]<br><br>Wing HQ [ ]<br><br>Group HQ [ ]<br><br>ADF Regulatory, Technical or Logistics policy agency [ ]<br><br>Other commercial entity [ ],<br><br>Other [ ] Please describe: |
| **Do you consent to your name being published as an NPA respondent within the NPA Summary of Responses:** | YES [ ]<br><br>NO [ ] |

# NPA 0005 REVISION 0

# PROPOSED DASR 139

# 'AERODROMES'

**Contents**

# SECTION 1: ADDITIONS TO THE DASP GLOSSARY AND ACRONYMS LIST

1. The following **new** definitions are proposed for the DASP glossary:

**Aerodrome Boundary***

The defined outer limit of the land area designated as the Aerodrome, normally encompassing the land owned, leased, or otherwise controlled by the AD OPR and used for the facilities, infrastructure, and operational areas supporting Aircraft arrival, departure, and surface movement.

**Aerodrome Certification Basis*** *(from DASR 139.80 Aerodrome Certification)*

The complete set of design requirements against which DASA certifies a Defence Aerodrome.

**Aerodrome Reference Code (ARC)*** *(from the CASA Part 139 (Aerodromes) Manual of Standards 2019)*

A three-part categorisation of Aircraft types which establishes whether a particular Aircraft is able to use a particular Aerodrome, based on the Aircraft reference field length (code number or runway code number), the Aircraft wingspan (code letter) and the Outer Main Gear Wheel Span (OMGWS).

**Aerodrome Manual (ADMAN)*** *(from CASA AC 139.C-01 v1.1 Aerodrome Manual)*

The document that describes how an Aerodrome's infrastructure and operational procedures achieve safe operational outcomes.

**Aerodrome Operator Certificate (ADOPRC)*** *(from DASP Glossary definitions for commensurate organisational approval certificates)*

A certificate issued by the Defence AA (or delegate) to authorise an Aerodrome Operator (AD OPR) to operate and maintain a Certified Aerodrome(s) as listed in the accompanying Operations Specification (OpSpec) and in accordance with the DASR.

**Civilian Aerodrome on a Defence Establishment*** *(from AC SI(OPS) 05-06 and GPCAPT Wade BP42847224)*

A civilian-administered Aerodrome located on a Defence establishment that is regulated in accordance with *the Civil Aviation Safety Regulations 1998*, with the exception of military-only areas and infrastructure (for example, RAAF Base Wagga).

**Joint-User Aerodrome*** *(from the Airports Act 1996)*

A jointly civilian and Defence-administered Aerodrome promulgated in *the Airports Act 1996*, for which both *the Civil Aviation Safety Regulations 1998* and the DASR apply for areas and operations defined by the respective regulatory authorities, implemented through agreements between the civilian airport operator and Defence. RAAF Bases Darwin and Townsville are the only Joint-User Aerodromes promulgated in the Airports Act.

**Military Priority Aerodrome*** *(from AC SI(OPS) 05-06)*

A Defence administered Aerodrome where Defence aviation operations have priority over civilian aviation operations (for example, RAAF Base Williamtown).

**Military Exclusive Aerodrome*** *(from AC SI(OPS) 05-06)*

A Defence administered Aerodrome where civilian aviation operations (excluding civilian Aircraft supporting Defence activities) are not generally permitted due to fundamental incompatibility with normal Defence aviation operations (for example, RAAF Base Pearce).

**NOTAM*** *(based on accepted international common use)*

A rapid operational notice to pilots and air traffic services about temporary changes or hazards that could affect flight safety.

**PANS-OPS Surface (also known as PANS-OPS Airspace)*** *(from ICAO Doc 8168 Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS)*

The imaginary 3D surfaces around a runway determined by design requirements for Instrument Flight Procedures as defined in *ICAO Doc 8168 Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS)*

**Visual Segment Surface (VSS)*** *(from CASA AC 139-21 v1.1 Visual Segment Surface (VSS) Monitoring Requirements & Reporting Obstacles)*

A PANS-OPS design segment of a straight-in instrument approach procedure, which needs to be monitored and kept clear of any penetrations by Obstacles.

**Wildlife Hazard Management Plan (WHMP)*** *(from CASA AC 139.C-16 v1.0 Wildlife Hazard Management)*

A method for an Aerodrome Operator to implement reasonable wildlife risk controls, address Aerodrome features that may attract wildlife, and control the presence of wildlife on (and in the vicinity of) an Aerodrome.

2. The following **modified** definitions are proposed for the DASP glossary:

**Non-Certified Aerodrome*** *(Amended to differentiate from a Certified Aerodrome that is pending initial DASA certification)*

A Defence Aerodrome that does not meet the criteria for DASR 139 certification (as specified in DASPMAN Vol 3 Ch 11) or for which Defence has identified a requirement that justifies operation as a Non-Certified Aerodrome.

**Operations Specification (OpSpec)***

An integral component of the Military Air Operator Certificate (MAOC), Air Cargo Delivery Service Provider Certificate (ACDSPC), Aerodrome Operator Certificate (ADOPRC) and Air Battle Management Operator Certificate (ABMOC), but prepared on a separate form and detailing key positions of the MAO, ACDSP, AD OPR and ABMO, Aircraft types or operations authorised, and operating provisions. Roles and tasks, specific approvals and any limitations/conditions (where necessary) for each approved Aircraft type, Aerodrome or operation are detailed in separate annexes.

3. The following new or modified acronyms are proposed for the DASP Acronyms List:

| ACRONYM | EXPANSION |
|---|---|
| **ADMAN** | Aerodrome Manual |
| **ADOPRC** | Aerodrome Operator Certificate |
| **ACR** | Aircraft Classification Rating |
| **ARC** | Aerodrome Reference Code |
| **BAEO** | Base Airfield Engineering Officer |
| **MAGS** | Movement Area Guidance Sign |
| **MOWP** | Method of Working Plan *(correction of current expansion)* |
| **NOTAM** | Notice to Airmen |
| **OMGWS** | Outer Main Gear Wheel Span |
| **PCR** | Pavement Classification Rating |
| **RV** | Runway Visibility |
| **TIFP** | Terminal Instrument Flight Procedure |
| **VSS** | Visual Segment Surface |
| **WSO** | Works Safety Officer |

# SECTION 2: NEW DASR 139 PART ONLY

The following replaces the extant DASR 139 Part *in toto*.

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# DASR 139 – Aerodromes

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## 139.10 – GENERAL (AUS)

(a) **Scope.** For these regulations, the terms airport, airfield, airbase, land-based Heliport or Shipborne Heliport, are all appropriate when referring to an Aerodrome. ▸ GM

(b) Defence Aerodromes must be defined in accordance with the following Defence Aerodrome classifications: ▸ GM

1. Civilian Aerodrome on a Defence Establishment
2. Joint-User Aerodrome
3. Military Priority Aerodrome
4. Military Exclusive Aerodrome.

(c) DASA will determine a Defence Aerodrome to be categorised as a:

1. Certified Aerodrome, or ▸ GM
2. Non-Certified Aerodrome. ▸ GM

(d) A Certified Aerodrome must be operated:

1. by an Aerodrome Operator (AD OPR) approved by DASA
2. in accordance with DASR 139 requirements.

(e) Where DASA has determined that an Aerodrome will be categorised as certified, but has not yet issued an Aerodrome Certificate for the respective Aerodrome, the Aerodrome must be operated: ▸ GM

1. by an AD OPR approved by DASA
2. in accordance with DASR 139 requirements. ▸ AMC

## 139.20 – ORGANISATIONAL APPROVAL (AUS)

(a) Certified Aerodromes must only be operated by an approved AD OPR, to approved standards and procedures, as defined by the level and scope of the organisational approval issued by DASA. ▸ GM ▸ AMC

## 139.30 – AD OPR CERTIFICATE (AUS)

(a) An AD OPR (or applicant) must use an AD OPR Exposition to apply to DASA for: ▸ GM ▸ AMC

1. issue of an AD OPR Certificate and attached Operations Specification (OpSpec)

2. variation to an AD OPR Certificate and/or attached OpSpec.

## 139.40 – ORGANISATIONAL STRUCTURE (AUS)

(a) An AD OPR must define its organisational structure to include: ▸ GM ▸ AMC

1. the authority, duties and responsibilities of all personnel performing AD OPR functions, including the management positions responsible for safety and quality management functions

2. the relationships and reporting lines between these positions and other parts of the AD OPR organisation

3. formal relationships with external agencies that may directly influence the safety of Aerodrome operations.

## 139.50 – AERODROME OPERATIONS ORDERS, INSTRUCTIONS AND PUBLICATIONS (OIP) (AUS)

(a) An AD OPR must establish, utilise and maintain authorised OIP that are easily accessible and contain procedures, instructions and information:

1. required for AD OPR personnel to perform their duties ▸ GM ▸ AMC

2. that ensures the quality and integrity of Aerodrome information published in civilian and Defence Aeronautical Information Publication (AIP). ▸ GM ▸ AMC

(b) An AD OPR must promulgate Aerodrome operations OIP for each Certified Aerodrome that includes:

1. an Aerodrome Manual (ADMAN) ▸ GM ▸ AMC

2. an Aerodrome Emergency Plan (AEP) ▸ GM ▸ AMC

3. a Wildlife Hazard Management Plan (WHMP). ▸ GM ▸ AMC

(c) An AD OPR must ensure the ADMAN contains information, procedures and processes that cover the following elements:

1. Aerodrome information ▸ GM ▸ AMC

2. Defence Aerodrome classification ▸ GM ▸ AMC

3. Aerodrome administration ▸ GM ▸ AMC

4. Aerodrome certification category and reference to the Aerodrome Certification Basis ▸ GM ▸ AMC

5. Aerodrome serviceability inspections ▸ GM ▸ AMC

6. Aerodrome lighting ▸ GM ▸ AMC

7. Aerodrome serviceability reporting ▸ GM ▸ AMC

8. Obstacle management ▸ GM ▸ AMC

9. Aerodrome works safety ▸ GM ▸ AMC

10. Aerodrome safety management ▸ GM ▸ AMC

11. Aerodrome Technical Inspections (ATIs) ▸ GM ▸ AMC

12. Aerodrome security ▸ GM ▸ AMC

13. Disabled Aircraft removal ▸ GM ▸ AMC

14. Airside access and vehicle control ▸ GM ▸ AMC

15. Protection of Communication, Navigation and Surveillance (CNS) and meteorological (MET) facilities ▸ GM ▸ AMC

16. Low Visibility Procedures (LVP) ▸ GM ▸ AMC

17. Foreign Object Debris (FOD) prevention ▸ GM ▸ AMC

18. Aerodrome Rescue and Fire Fighting (ARFF) arrangements. ▸ GM ▸ AMC

## 139.60 – SAFETY MANAGEMENT SYSTEM (AUS)

(a) An AD OPR must establish, utilise and maintain a Safety Management System (SMS) in accordance with DASR SMS. ▸ GM

## 139.70 – QUALITY MANAGEMENT SYSTEM (AUS)

(a) An AD OPR must establish, utilise and maintain a Quality Management System (QMS) to achieve consistency, continuity and compliance of safe Aerodrome operations through: ▸ GM ▸ AMC

1. quality planning

2. quality assurance

3. quality control

4. quality improvement.

## 139.80 – AERODROME CERTIFICATION (AUS)

▸ GM

(a) **Initial Aerodrome Certification.** For DASA to issue an Aerodrome Certificate, the AD OPR must:

1. define the Aerodrome Certification Basis for DASA agreement ▸ GM ▸ AMC

2. demonstrate and declare that the Aerodrome design and construction complies with the agreed Aerodrome Certification Basis ▸ GM ▸ AMC

3. implement arrangements to support continued compliance with the agreed Aerodrome Certification Basis ▸ GM ▸ AMC

4. provide Aerodrome design information to support continuing safe operation. ▸ GM ▸ AMC

(b) **Changes to Aerodrome Certification.** The AD OPR must present changes to Certified Aerodrome design or construction to DASA for certification—except where those changes have no appreciable effect on the safety of flight operations. ▸ GM ▸ AMC

## 139.90 – AERODROME MAINTENANCE (AUS)

(a) An AD OPR must develop, undertake and document an Aerodrome maintenance program for each Certified Aerodrome to ensure the Aerodrome remains in a condition to support safe flight operations. ▸ GM ▸ AMC

## 139.100 – PERSONNEL COMPETENCY (AUS)

(a) An AD OPR must ensure that AD OPR personnel are qualified, competent and authorised to undertake their assigned duties. ▸ GM ▸ AMC

# SECTION 3: NEW DASR 139 PART, AMC and GM

The following replaces the extant DASR 139 Part, AMC and GM *in toto*. AMC in purple text. GM in brown text.

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# DASR 139 – Aerodromes

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## 139.10 – GENERAL (AUS)

(a) Scope. For these regulations, the terms airport, airfield, airbase, land-based Heliport or Shipborne Heliport, are all appropriate when referring to an Aerodrome. ▼ GM

### GM 139.10(a) – General (AUS)

a. **Purpose. (Context)** Aerodromes and associated infrastructure and systems support safe flight operations. **(Hazard)** Aerodromes that do not meet safety and security standards can compromise Aviation Safety. **(Defence)** This regulation requires Defence Certified Aerodromes to meet certification standards and comply with operational requirements to ensure they support safe flight operations.

b. This regulation articulates DASA's requirements for the operator approval, certification and management of Defence Certified Aerodromes. The Defence Aviation Authority or delegate will determine those Defence Aerodromes requiring certification.

c. As much as possible, these regulations align with the requirements of ICAO Annex 14, CASR Part 139 and associated guidance material—with amplifying requirements and guidance incorporated in the regulation to cater to the Defence aviation context.

d. The Defence Aviation Safety Design Requirements Manual (DASDRM) contains Aerodrome design requirements.

e. The Military Air Operator (MAO) is ultimately accountable for safe Aircraft operations. In accordance with DASR ORO.05, the MAO is approved to operate at Defence Aerodromes where it is safe to do so—regardless of the Defence Aerodrome certification category. MAOs may rely on the DASR 139 certification process—and information from the Aerodrome Operator (AD OPR) and other supporting units—to make reasonably informed risk decisions when applying DASR ORO.05.

(b) Aerodromes must be defined in accordance with the following Defence Aerodrome classifications: ▼ GM

## GM 139.10(b) – Defence Aerodrome classifications (AUS)

a. **Purpose. (Context)** Defence Aerodromes and associated infrastructure and systems support safe flight operations for both military and civilian Aircraft. **(Hazard)** Benchmarking against civil regulations for Aerodromes may not consider or treat hazards unique to military flight operations. Military specific regulations may not consider or treat all hazards to civilian flight operations. **(Defence)** This regulation requires the classification of Defence Aerodromes in accordance with the nature and extent of military and civilian aviation activities, and consideration of the certification authority, to ensure hazards to all Aerodrome users are identified and managed appropriately.

b. Defence Aerodrome classifications may be determined by different authorities. For example, Joint-User Aerodromes are federally legislated within the Airports Act 1996, whereas Chief of Air Force (and the respective Navy and Army capability manager equivalents) will determine the appropriate classification for Military Priority and Military Exclusive Aerodromes.

c. Different Defence Aerodrome classifications involve regulatory leads as follows:

   i. **Civilian Aerodromes on Defence Establishments:** CASA is the primary certification authority

   ii. **Joint-User Aerodromes:** CASA is the primary certification authority

   iii. **Military Priority Aerodromes:** DASA is the sole certification authority

   iv. **Military Exclusive Aerodromes:** DASA is the sole certification authority.

d. **Certification of Civilian Aerodromes on Defence Establishments.** CASA certifies Civilian Aerodromes on Defence Establishments in accordance with CASR Part 139, with the exception of military-only areas and infrastructure. DASA will not require DASA Aerodrome certification for areas already certified by CASA. However, military-only areas and infrastructure might be subject to supplementary DASA Aerodrome certification where:

   i. a MAO-AM(s) identifies an Aviation Safety hazard(s) associated with military-only areas or infrastructure

   ii. the MAO-AM(s) consults with the relevant civilian and Defence AD OPRs to determine whether the hazard(s) poses an unacceptable Aviation Safety risk

   iii. the Defence AD OPR notifies DASA, who determines whether or not the hazard(s) can/should be addressed through DASA certification of the areas/infrastructure (DASA will consider if the certification will materially contribute to the safety outcomes and will take advice and requests from the Defence AD OPR).

e. **Certification of Joint-User Aerodromes.** CASA certifies Joint-User Aerodromes in accordance with CASR Part 139, with the exception of military-only areas and infrastructure (ie limited to the areas of the Joint-User Aerodrome that are used by civilian Aircraft). DASA, in consultation with the relevant AD OPR Accountable Manager (AD OPR-AM), MAO-AM(s) and CASA, may determine that military-only areas and/or military-only infrastructure, aids or other Aerodrome elements require DASA certification—depending on the nature and extent of the associated Aviation Safety hazards.

f. Some military-only infrastructure on Joint-User Aerodromes (eg Aircraft arrestor cables) may intrude on the safety of civilian Aircraft operations. As CASA certifies to the requirements and standards in the *CASA Part 139 (Aerodromes) Manual of Standards* (MOS 139), CASA may not be able to certify military-only infrastructure. In this case, CASA will require the AD OPR (in this case the civilian AD OPR) to present a safety argument to CASA that confirms the infrastructure does not cause an unacceptable hazard to civilian Aircraft operations. Defence should be intimately involved in this activity, and may be required to generate and drive the submission on behalf of the civilian AD OPR. If satisfied, CASA will approve an Alternative Means of Compliance (AltMOC) to the MOS 139. For this reason, any new military-only infrastructure planned for installation at a Joint-User Aerodrome requires careful consideration and consultation with the civilian AD OPR, CASA and DASA.

g. Novel military Aircraft operations at Joint-User Aerodromes are only subject to CASA certification if encompassed within the scope of the civilian AD OPR's Aerodrome Manual, or if there is a related CASA-approved safety case. Novel military Aircraft operations may include operation of large military Aircraft that exceed the CASA-certified Aerodrome limits, tilt-rotor Aircraft, contingency landing areas, and Night Vision Device operations. Even where CASA certification of a Joint-User Aerodrome encompasses novel military usage, these activities may present additional hazards beyond those considered during the CASA certification. These hazards may require additional risk management by the MAO, the Defence AD OPR or other Defence agencies as appropriate. Further, if the military usage presents a risk to the Aerodrome facilities, the civilian AD OPR must be notified to enact safety risk management in conjunction with Defence.

h. **Civilian Aircraft use of Joint-User Aerodromes.** Civilian Aircraft do not need to seek prior approval to operate at Joint-User Aerodromes. However, at times Defence may need to place operational requirements on civilian Aircraft operations at Joint-User Aerodromes to allow for vital military operations. For example, Defence may impose restrictions for air traffic management during military exercises—this typically follows a period of coordination and consultation with civilian operators. The restrictions are communicated to civilian and military operators via promulgation of Aeronautical Information Publication (AIP) or NOTAM.

i. **Civilian Aircraft use of Military Priority and Military Exclusive Aerodromes.** Although DASA is the sole certification authority for these Aerodromes, the AD OPR needs to engage with civilian aviation stakeholders regarding any Aerodrome design non-compliances that may impact civilian flight operations. This may include civilian Air Transport Operations and general aviation Aircraft operating at Military Priority Aerodromes, and Defence-contracted civilian Aircraft supporting Defence aviation activities at Military Exclusive Aerodromes. Defence AD OPRs should implement prior permission requirements for civilian Aircraft access to Military Priority and Military Exclusive Aerodromes, and publish these requirements in appropriate OIP and relevant civilian documents. Civilian operators should be notified that Defence has no responsibility for certification of areas of the AD allocated for sole use by civilian Aircraft.

j. **Civilian airport lessees.** Military Priority Aerodromes may involve a civilian airport leasing arrangement (eg RAAF Tindal leasing arrangement with Katherine Town Council). Civilian airport lessees and associated civil areas/infrastructure at Military Priority Aerodromes are not subject to CASA approval or certification in accordance with CASR Part 139. DASA certification of Military Priority Aerodromes (categorised as Certified Aerodromes) may cover the entire Aerodrome, taking into consideration the nature and frequency of civilian Aircraft use.

k. **Shipborne Heliports.** The relevant authority (IAW GM 139.10(b)b.) should classify Shipborne Heliports as either Military Exclusive or Military Priority Aerodromes, as appropriate. Although Shipborne Heliports are likely to be classified predominantly as Military Exclusive Aerodromes, there may be circumstances that warrant Shipborne Heliport classification as Military Priority Aerodromes (for example, during prolonged periods of Shipborne Heliport use by civilian Aircraft).

1. Civilian Aerodrome on a Defence Establishment

2. Joint-User Aerodrome

3. Military Priority Aerodrome

4. Military Exclusive Aerodrome.

(c) DASA will determine a Defence Aerodrome to be categorised as a:

1. Certified Aerodrome, or ▼GM

## GM 139.10(c)1 – Certified Aerodromes (AUS)

a. A Certified Aerodrome is a Defence Aerodrome which is operated by an Approved Organisation, in accordance with approved standards, and in respect of which an Aerodrome Certificate is in force.

b. DASPMAN Vol 3 Ch 11 contains the determination criteria for Defence Aerodrome certification category.

c. **Civilian Aerodromes on Defence Establishments.** Civilian Aerodromes on Defence Establishments are not subject to categorisation as a Defence Certified or Non-Certified Aerodrome, by default. Where DASA determines that military-only areas or infrastructure at a Civilian Aerodrome on a Defence Establishment are subject to supplementary DASA Aerodrome certification (in accordance with GM 139.10(b)), DASA will formally determine whether these areas/infrastructure constitute grounds for categorisation as a Certified Aerodrome under DASR 139.

2. Non-Certified Aerodrome. ▼GM

## GM 139.10(c)2 – Non-Certified Aerodromes (AUS)

a. DASR 139 requirements do not apply to Non-Certified Aerodromes. However, the underlying principles in DASR 139 and the DASDRM Section 6 may guide the commander responsible for managing a Non-Certified Aerodrome to ensure that the Aerodrome equipment, systems and installations support safe flight operations.

b. Although DASR 139 requirements do not apply to Non-Certified Aerodromes, commanders and managers are still responsible for ensuring risks to Aviation Safety at Non-Certified Aerodromes are eliminated, or otherwise minimised, so far as is reasonably practicable (SFARP)—in accordance with their obligations under *the Work Health and Safety (WHS) Act 2011*.

c. Commanders and managers of Non-Certified Aerodromes should provide information on relevant hazards and Aviation Safety risks to support MAO-AM compliance with DASR ORO.05 requirements—where it is reasonably practicable to do so.

d. **Non-Certified Aerodrome re-categorisation.** The responsible commander or relevant authority may apply to DASA to re-categorise a Non-Certified Aerodrome as a Certified Aerodrome, if the:

i. operating intent or context for the Non-Certified Aerodrome has changed since the initial Non-Certified Aerodrome category determination

ii. the responsible commander/relevant authority assesses that the Non-Certified Aerodrome meets one or more of the determination criteria for Defence Certified Aerodromes (in DASPMAN Vol 3 Ch 11).

e. For example, a Non-Certified Aerodrome may be re-categorised as a Certified Aerodrome—and consequently be required to comply with DASR 139—where it has undergone infrastructure upgrades with the intent to support regular military exercises involving frequent Aircraft operations. The changes to the Aerodrome may introduce new hazards, or increased use of the Aerodrome may escalate the risk associated with extant hazards. Where operation of the Aerodrome as a Certified Aerodrome mitigates risk to tolerable levels, re-categorisation of the Aerodrome is warranted.

f. DASA may also initiate a determination for a Non-Certified Aerodrome to be re-categorised as a Certified Aerodrome—in consultation with the responsible commander/relevant authority.

(d) A Certified Aerodrome must be operated:

1. by an Aerodrome Operator (AD OPR) approved by DASA

2. in accordance with DASR 139 requirements.

(e) Where DASA has determined that an Aerodrome will be categorised as certified, but has not yet issued an Aerodrome Certificate for the respective Aerodrome, the Aerodrome must be operated: ▼ GM

## GM 139.10(e) – Arrangements when Aerodrome Certificate not yet issued (AUS)

a. **Purpose. (Context)** Aerodrome certification and AD OPR approval support safe flight operations by ensuring Defence Certified Aerodromes meet required standards. **(Hazard)** Defence Aerodromes that DASA has determined require DASR 139 certification, but have not yet been issued an Aerodrome Certificate by DASA, can compromise Aviation Safety if they are not operated in accordance with contemporary requirements and standards. **(Defence)** This regulation requires Defence Aerodromes which have been categorised as certified by DASA but not yet issued and Aerodrome Certificate to be operated by an approved AD OPR in accordance with DASR 139 requirements.

b. Aerodrome technical certification is subject to relevant resource constraints, which influences the rate at which DASA and the Defence Aviation Safety community can collate, submit and process the technical data required to issue Aerodrome Certificates. Approved AD OPRs should operate Aerodromes that DASA has determined will be certified, in accordance with DASR 139 requirements—regardless of whether DASA has issued an Aerodrome Certificate for the respective Aerodrome. This ensures that the AD OPR is applying the most contemporary, credible and defensible regulatory framework to operations at the respective Aerodrome(s), to those Aerodromes identified to pose the most threats to safe flight operations, to assist the AD OPR-AM to fulfil their WHS Act obligations.

c. DASA will include all Aerodromes that DASA has determined will be certified, in the AD OPR Certificate Operations Specification (OpSpec). The OpSpec will indicate whether an Aerodrome has met all requirements for categorisation as a Certified Aerodrome, or if some requirements are still pending. Pending requirements may include the issue of an Aerodrome Certificate, or a DASA assessment that the AD OPR has demonstrated an acceptable level of DASR 139 compliance with respect to operation of the Aerodrome (or both).

1. by an AD OPR approved by DASA

2. in accordance with DASR 139 requirements. ▼ AMC

### AMC 139.10(e)2 – DASR 139 references to Certified Aerodrome (AUS)

a. An AD OPR should apply DASR 139 requirements to Aerodromes for which they are accountable that DASA has determined will be certified.

## 139.20 – ORGANISATIONAL APPROVAL (AUS)

(a) Certified Aerodromes must only be operated by an approved AD OPR, to approved standards and procedures, as defined by the level and scope of the organisational approval issued by DASA. ▼ GM ▼ AMC

### GM 139.20(a) – Organisational Approval (AUS)

a. **Purpose. (Context)** Aerodrome certification and AD OPR approval support safe flight operations by ensuring Defence Certified Aerodromes meet required standards. **(Hazard)** Defence Certified Aerodromes that are operated by unapproved organisations may not meet required standards, and can compromise Aviation Safety. **(Defence)** This regulation requires organisations operating Defence Certified Aerodromes to be approved by DASA.

b. The AD OPR is to ensure that the Aerodrome(s) listed in their AD OPR Certificate OpSpec are maintained and operated in accordance with credible and defensible standards and procedures—regardless of whether the Aerodrome(s) have been issued an Aerodrome Certificate or are pending initial certification.

### AMC 139.20(a) – Organisational approval (AUS)

a. **External agencies.** An AD OPR should ensure external agencies that contribute to Aerodrome support functions, operate to standards equivalent to those with which the AD OPR is required to comply.

## 139.30 – AD OPR CERTIFICATE (AUS)

(a) An AD OPR must use an AD OPR Exposition to apply to DASA for: ▼ GM ▼ AMC

### GM 139.30(a) – AD OPR Certificate and Operations Specification (AUS)

a. **Purpose. (Context)** Defence Aerodromes and associated infrastructure and systems support safe flight operations. **(Hazard)** Ineffective Aerodrome management, operation and maintenance can compromise Aviation Safety. **(Defence)** This regulation requires the AD OPR-AM to ensure Certified Aerodromes are operated safely by an Approved Organisation.

b. **Initial issue of an AD OPR Certificate and attached OpSpec.** DASA will issue the AD OPR an organisational approval when satisfied the AD OPR meets the requirements of DASR 139. The AD OPR Certificate authorises the organisation to operate Defence Certified Aerodromes listed in the attached Operations Specification (OpSpec).

c. The AD OPR Certificate contains:

   i. AD OPR name

   ii. AD OPR location

   iii. reference to the OpSpec, including the words ‘operations will be conducted in accordance with the attached OpSpec’

   iv. date of issue.

d. The AD OPR Certificate OpSpec contains:

   i. details of the AD OPR-AM

   ii. Hazard Tracking Authority appointment(s)

   iii. Aerodrome name, ICAO identifier/unique designator, International Airline Transport Association (IATA) code (where applicable) and location for each Aerodrome subject to DASR 139 requirements, that the AD OPR is accountable for operating,

   iv. operating provisions

   v. reference to contracts, agreements or other arrangements between the AD OPR and supporting third parties

   vi. conditions, operational limitations and exemptions (as applicable)

   vii. the signature of the DASA delegate authorising the OpSpec

   viii. annexes for each Certified Aerodrome, including:

      a. reference to the Aerodrome Certificate (if issued)

      b. Aerodrome key personnel/appointments

      c. reference to the Aerodrome Manual (ADMAN) and other key Aerodrome Orders, Instructions and Publications (OIP).

e. **Specific approvals/exemptions and operational limitations.** DASA may prescribe specific approvals/exemptions and operational limitations to assure safe Aerodrome operations within the ability or maturity of the AD OPR or the physical attributes of the Aerodrome(s). Specific approvals/exemptions and operational limitations may apply to all or specific Certified Aerodromes operated by the AD OPR, and usually include reference to a plan and timeline for removal upon DASA review.

f. A Certified Aerodrome may have operational limitations imposed due to legacy infrastructure issues or during the introduction of a major modification into service. Additionally, the Aerodrome Certification Basis may exclude certain operations from the Aerodrome's certification scope (for example, exclusion of rotary wing operations from certification against the relevant design standards). In this case, the AD OPR may still facilitate the operations excluded from the Aerodrome Certification Basis, but should be cognisant that associated design non-compliances may be unknown - and implement suitable risk controls accordingly.

g. Application for AD OPR Certificate re-issue or variation. The AD OPR should amend the extant AD OPR Exposition and associated Compliance Matrix, and submit these to DASA—highlighting the AD OPR Certificate elements being varied. When satisfied the AD OPR has met all requirements, DASA will issue a new AD OPR Certificate.

h. **Application for OpSpec variation.** The AD OPR should amend the extant AD OPR Exposition and associated Compliance Matrix, and submit these to DASA—highlighting the OpSpec elements being varied. When satisfied the AD OPR has met all requirements, DASA will issue an updated OpSpec.

i. At a minimum, an application for an OpSpec variation is required for:

    i. the addition or removal of an Aerodrome

    ii. a request to remove specific approvals or exemptions

    iii. a request to remove operational limitations

    iv. a significant change to a Certified Aerodrome or associated support infrastructure

    v. a significant change to third party arrangements involved in the operation of an Aerodrome.

j. **Addition of a Certified Aerodrome to the OpSpec.** Once DASA issues an Aerodrome Certificate for a Certified Aerodrome, the AD OPR is required to submit an application to update the OpSpec to include the Aerodrome Certificate and associated details. Typically, this requires the AD OPR to submit a DASR Form 302 and updated ADMAN to DASA, which references the agreed Aerodrome Certification Basis and incorporates risk controls identified during the certification process. When satisfied the AD OPR meets all DASR 139 requirements for operating and maintaining the Certified Aerodrome, DASA will amend the OpSpec—thereby approving the AD OPR to operate the Aerodrome as a Certified Aerodrome.

k. **Compliance Matrix and evidence.** A Compliance Matrix is typically a spreadsheet (or similar) that maps compliance demonstration evidence to each DASR 139 requirement—based on any relevant AMC criteria. An AD OPR should make full use of existing data, documents and OIP to demonstrate compliance, rather than creating unique documents with no enduring value once the AD OPR approval is issued. Where existing documents are used as evidence, the AD OPR Exposition or associated Compliance Matrix should reference these documents (including hyperlinks where appropriate) and may include relevant sections as attachments.

l. **Alternative Means of Compliance.** The AD OPR Exposition or associated Compliance Matrix should highlight where Alternative Means of Compliance (AltMOC) has been used against a particular DASR 139 requirement. The AD OPR should ensure the AltMOC has been approved by the appropriate authority prior to being implemented.

m. **Significant change.** A significant change is one that will have an appreciable effect on safe flight operations. This may include (but is not limited to):

    i. a change to a Certified Aerodrome's design or construction that presents a major change to the Aerodrome Certification Basis and has an appreciable effect on the safety of Aerodrome operations

    ii. changes to third party arrangements to the extent that they impact safe flight operations

iii. a change to operational procedures or organisational structure that will have an impact on an Aerodrome's operational capability, or will require Aerodrome users to make changes to technology, procedures or organisational structure.

n. **Managing non compliance.** The attestation by the AM is acknowledgement of accountability for compliance. Accountability for compliance means either being compliant or appropriate management of non-compliances (risk assessment and notification via AIP/NOTAM), Demonstrating how the AM (by virtue of his ADMAN procedures) will notify deficiencies and differences by inclusion in NOTAM or AIP data IAW 139.50 (a) 2 (as described by the AMC or agreed AltMOC) shows compliance with AMC 139.30(a) e.

o. An AD OPR Certificate remains valid until revoked by DASA, or a replacement is issued following significant change.

## AMC 139.30(a) – Preparation of an AD OPR Exposition (AUS)

a. The AD OPR Exposition should include the following information for the AD OPR Certificate:

i. **AD OPR name.** Force Element Group or equivalent

ii. **AD OPR location.** Where the AD OPR is headquartered

iii. **Declaration.** A statement that operations will be in accordance with the attached OpSpec.

b. The AD OPR Exposition should include the following information for the AD OPR Certificate OpSpec:

i. Accountable Manager, listed by command position (eg 'CDR CSG')

ii. Hazard Tracking Authority (HTA) appointment(s)

iii. Safety Manager appointment(s)

iv. the Aerodrome(s) that the AD OPR operates, including Aerodrome classification and certification status.

c. The AD OPR Exposition should include (or provide a link to) a Compliance Matrix to demonstrate DASR 139 compliance.

d. **Specific approvals/exemptions and operational limitations.** The AD OPR Exposition should include details of any specific approvals/exemptions or operational limitations requested by the AD OPR for a particular Aerodrome (or for all Aerodromes).

e. The AD OPR Exposition should demonstrate how the AD OPR will meet each applicable regulatory requirement and safely conduct operations. The AD OPR Exposition should reference applicable OIP for Aerodromes that the AD OPR is accountable for operating in accordance with DASR 139.

f. The AD OPR Exposition should contain details of external agencies involved in the provision of services, facilities or support infrastructure at each Aerodrome operated that the AD OPR is accountable for operating in accordance with DASR 139. Details should include the:

i. name and functions of the external organisation(s)

ii. contracted period for the provision of the services, including specific dates/times

iii. content of the relevant Service Level Agreement(s) or other quality and service continuity assurance arrangements

iv. arrangements for formal review (through the AD OPR's SMS/QMS) to provide the AD OPR-AM assurance that the external organisation is meeting the required outcomes.

g. The AD OPR-AM should make the following attestations and sign the AD OPR Compliance Statement:

i. I am accountable for [insert organisation] compliance with the Defence Aviation Safety Regulation.

ii. This Exposition for AD OPR approval and Operations Specification is complete and correct.

iii. I am satisfied that appropriate arrangements are in place to meet the regulations and support the scope of operations contained in the Operations Specification.

h. The AD OPR should review the AD OPR Compliance Statement:

i. at least annually, and

ii. where there has been a change requiring a variation to the AD OPR Certificate OpSpec.

1. issue of an AD OPR Certificate and attached Operations Specification (OpSpec)

2. variation to an AD OPR Certificate and/or attached OpSpec.

## 139.40 – ORGANISATIONAL STRUCTURE (AUS)

(a) An AD OPR must define its organisational structure to include: ▾ GM ▾ AMC

### GM 139.40(a) – Organisational Structure (AUS)

a. **Purpose. (Context)** Defence Aerodromes and associated infrastructure and systems support safe flight operations. **(Hazard)** Ineffective Aerodrome management, operations and maintenance can compromise Aviation Safety. **(Defence)** This regulation requires the AD OPR to ensure Aerodromes are managed and operated safely by personnel with suitably defined roles and responsibilities.

b. The AD OPR may define the organisation structure using an organisation chart in the form of a wire diagram or similar.

c. The AD OPR-AM retains overall accountability for any Aerodrome-related tasks and activities that support safe flight operations—including those conducted by external agencies. As such, the AD OPR should establish routine oversight of any tasks and activities subject to formal arrangements with external agencies, to ensure continued DASR 139 compliance. The AD OPR may use the principles in Appendix II to AMC M.A.201(h)(1) - Contracting/tasking of continuing airworthiness management tasks to support the development of procedures and processes for managing and overseeing external agencies/personnel performing functions on behalf of the AD OPR.

d. External agencies may include both Defence organisations and organisations or agencies external to Defence. Examples of relationships with external agencies that may directly influence the safety of the Aerodrome(s) that the AD OPR is accountable for operating in accordance with DASR 139 include (but are not limited to):

   i. Aeronautical Information Service (AIS) providers—both civilian and military

   ii. Terminal Instrument Flight Procedure (TIFP) designers—both civilian and military

   iii. Air Traffic Control units (where applicable)

   iv. external agencies tasked with completing Obstacle Limitation Surface (OLS) surveys, Aerodrome Technical Inspections (ATI) (eg Security and Estate Group, and External Service Providers)

   v. external agencies that are responsible for conducting AD OPR functions (eg flying squadrons, Security and Estate Group)

   vi. a civilian AD OPR or airport lessee, in the case of Joint-User Aerodromes or other Defence Aerodromes that involve a civilian airport leasing arrangement.

e. **Joint-User Aerodromes.** At Joint-User Aerodromes, harmonisation of procedures and OIP between the respective civilian and Defence AD OPRs may include the development of combined (or aligned) Aerodrome Manual(s), Aerodrome Emergency Plan(s) or Wildlife Hazard Management Plan(s).

## AMC 139.40(a) – Organisational Structure (AUS)

a. Key components of the AD OPR organisational structure should include:

   i. an Accountable Manager (usually a FEG Commander or equivalent)

   ii. an appropriate Chain of Command

   iii. sufficient suitably competent and authorised personnel

   iv. sufficient and suitable facilities for key personnel to fulfil their duties

   v. a suitable system of OIP—including documented policies, processes, procedures and supporting checklists

   vi. a Safety Management System (SMS) in accordance with DASR 139.60

   vii. a Quality Management System (QMS) in accordance with DASR 139.70.

b. Where possible, the AD OPR should establish formal arrangements with external agencies that may directly influence the safety of the Aerodrome(s) that the AD OPR is accountable for operating in accordance with DASR 139.

c. **Joint-User Aerodromes.** At Joint-User Aerodromes, the Defence AD OPR should establish processes and arrangements with the civilian AD OPR to ensure:

   i. there is clear delineation of roles and responsibilities for specific Aerodrome areas/infrastructure—including any shared responsibilities

   ii. the civilian AD OPR can continue to meet their CASR Part 139 requirements

   iii. harmonisation of procedures and OIP as far as possible

iv. there are appropriate mechanisms for consultation on Aerodrome operations, works and maintenance that may affect safe flight operations.

1. the authority, duties and responsibilities of all personnel performing AD OPR functions, including the management positions responsible for safety and quality management functions

2. the relationships and reporting lines between these positions and other parts of the AD OPR organisation

3. formal relationships with external agencies that may directly influence the safety of Aerodrome operations.

## 139.50 – AERODROME OPERATIONS ORDERS, INSTRUCTIONS AND PUBLICATIONS (OIP) (AUS)

(a) An AD OPR must establish, utilise and maintain authorised OIP that are easily accessible and contain procedures, instructions and information:

1. required for AD OPR personnel to perform their duties ▾ GM ▾ AMC

### GM 139.50(a)1 – Aerodrome Operations OIP (AUS)

a. **Purpose. (Context)** Defence Aerodromes and associated infrastructure and systems support safe flight operations. **(Hazard)** Incorrect, unsuitable or inaccessible Aerodrome operations OIP can compromise Aviation Safety. **(Defence)** This regulation requires the AD OPR to ensure personnel have access to accurate and suitable OIP required to perform their duties.

b. Aerodrome operations OIP covers all aspects of Defence Aerodrome management and operation, including operations, engineering and maintenance.

c. Aerodromes operations OIP will predominantly comprise the OIP listed at DASR 139.50(b). However, the AD OPR may also utilise other forms of OIP to describe procedures and processes related to Aerodrome management (for example, unit Standing Instructions). The AD OPR should include reference to other relevant OIP in the AD OPR Exposition or associated Compliance Matrix.

### AMC 139.50(a)1 – Aerodrome Operations OIP (AUS)

a. The basis for Aerodrome operations OIP (in order of precedence) should include (but is not limited to):

i. *CASA Part 139 (Aerodromes) Manual of Standards* (MOS 139)

ii. ICAO Annex 14 – *Aerodromes*

iii. ICAO Doc 9981 – *Procedures for Air Navigation Services (PANS) – Aerodromes*.

2. that ensures the quality and integrity of Aerodrome information published in civilian and Defence Aeronautical Information Publication (AIP). ▾ GM ▾ AMC

## GM 139.50(a)2 – Aeronautical Data Originator requirements (AUS)

a. **Purpose. (Context)** Defence Aerodromes and associated infrastructure and systems support safe flight operations. **(Hazard)** Inaccurate published Aerodrome information can compromise Aviation Safety. **(Defence)** This regulation requires the AD OPR to utilise authorised OIP that contain procedures to ensure published Aerodrome information is complete, current and accurate.

b. Published Aeronautical Information includes AIP published by civilian Aeronautical Information Service providers (eg Airservices Australia) and Defence Aeronautical Information Service providers (eg Aeronautical Information Service – Air Force (AIS-AF)).

c. An AD OPR is responsible for ensuring published Aeronautical Information for any Aerodrome(s) they operate is complete, accurate and current. This includes both permanent Aeronautical Information published in AIP (eg En Route Supplement Australia) and aeronautical charts, temporary Aeronautical Information published via Notice to Air Missions (NOTAM), and coordination of essential Aerodrome information broadcast by Air Traffic Control.

d. **Integrity.** Integrity is a measure of the trust that can be placed in the correctness and completeness of data and its freedom from corruption. In the context of Aeronautical Data, the term integrity has a specific and formal meaning used in ICAO and related aviation standards. In this context, integrity refers to the assurance that Aeronautical Data has not been altered or corrupted during origination, processing, storage, or transmission. It ensures that Aeronautical Data critical to the safety of air navigation remains accurate and reliable throughout its lifecycle.

e. Examples of suitably qualified personnel who the AD OPR may authorise to submit changes to published permanent or temporary Aeronautical Information include:

   i. Aerodrome Managers

   ii. Base Airfield Engineering Officers (BAEO)

   iii. Base Aviation Safety Officers (BASO)

   iv. Air Traffic Control (ATC) personnel, as agreed with the relevant ATC unit.

## AMC 139.50(a)2 – Aeronautical Data Originator requirements (AUS)

a. The basis for AD OPR Aeronautical Data Originator OIP should include (but is not limited to):

   i. MOS 139

   ii. CASR Part 173 – *Instrument Flight Procedure Design*

   iii. CASR Part 175 – *Aeronautical Information Management*

   iv. *NOTAM Data Quality Requirements for Australian Defence Force, C-MAN0282*.

b. **Reporting information for AIP to AIS providers.** The AD OPR should report the following information for publishing in AIP, through the relevant civilian or military AIS provider:

   i. Aerodrome information

   ii. Aerodrome Movement Area information

   iii. visual aid information

iv. navigation aid information

v. Aviation Rescue and Fire Fighting (ARFF) information

vi. ground services information

vii. Aerodrome operational procedures.

c. The AD OPR should report the information above in the format specified by the civilian or military AIS provider. The information should include the details referenced in MOS 139 Chapter 5 'Aerodrome Information for the AIP and the Aerodrome Manual'.

d. The AD OPR should ensure the Defence Aerodrome classification—in accordance with DASR 139.10(b)—is published in the 'remarks' field of the applicable En Route Supplement Australia (ERSA) entry. The AD OPR should ensure any temporary Aerodrome re-classifications during periods of national contingency are promulgated via a Notice to Air Missions (NOTAM).

e. The AD OPR should ensure the ADMAN contains:

i. the information for AIP specified in AMC 139.50(a)2.b and d

ii. a list of suitably qualified personnel who are authorised to submit changes to published Aeronautical Information (including NOTAM submission requests).

f. **Annual review.** At least annually, the AD OPR should review published Aeronautical Data and Aeronautical Information related to the Aerodrome(s) operated by the AD OPR.

g. **Reporting changes**. The AD OPR should report any changes to published Aerodrome information to the relevant civilian or military AIS provider. The AD OPR should ensure only suitably qualified and authorised personnel can report changes to Aerodrome information published in AIP. The AD OPR should ensure procedures for managing and reporting changes to published Aerodrome information are documented in authorised OIP.

h. **NOTAM submission requests.** The AD OPR should ensure only suitably qualified and authorised personnel can submit requests for issue, change and cancellation of NOTAMs related to Aerodrome information.

i. **Shipborne Heliport requirements.** The AD OPR of a Shipborne Heliport should ensure equivalent information to AMC 139.50(a)2.b requirements is published via a suitable means and format to ensure Aircraft operators are appropriately informed of key Shipborne Heliport information—including any change to Shipborne Heliport status or information that may affect safe flight operations.

(b) An AD OPR must promulgate Aerodrome operations OIP for each Certified Aerodrome that includes:

1. an Aerodrome Manual (ADMAN) ▾ GM ▾ AMC

## GM 139.50(b)1 – Aerodrome Manual (AUS)

a. **Purpose. (Context)** Defence Aerodromes and associated infrastructure and systems support safe flight operations. **(Hazard)** Ineffective Aerodrome management and operations can compromise Aviation Safety. **(Defence)** This regulation requires the AD OPR-AM to publish and maintain an Aerodrome Manual (ADMAN) containing documented procedures to ensure Aerodromes are managed and operated safely.

b. The ADMAN is the authoritative source of Aerodrome information published in civilian and Defence AIP, and provides supporting information for DASR 139 Aerodrome certification.

c. The ADMAN provides a means to establish data quality and integrity so that other Aeronautical Information products that draw from ADMAN information—such as those used by flight crew for planning purposes—are correct.

d. **ADMAN format.** The ADMAN should be in a format that is accessible, usable and can be readily updated. The ADMAN may be issued in separate parts with the order of content at AD OPR discretion. The ADMAN may be retained in either printed or electronic form, or a combination of both—provided it is conveniently accessible to Aerodrome personnel, and the readability and accuracy of information is assured.

e. An AD OPR may utilise CASA-produced ADMAN guides and templates to assist in producing an ADMAN for a Defence Aerodrome. However, the AD OPR must ensure the ADMAN meets all requirements specified in DASR 139.50(c)—some of which may not be included in CASA ADMAN guidance material.

f. **Shipborne Heliport requirements.** Where required, specific Shipborne Heliport ADMAN requirements are detailed in the AMC for each ADMAN element listed in DASR 139.50(c). A Shipborne Heliport AD OPR may publish required ADMAN content in other OIP in lieu of a standalone ADMAN.

g. **Annual review.** The AD OPR is responsible for ensuring the information documented in the ADMAN (including any directly linked or subsidiary documents) are an accurate representation of the Aerodrome and the Aerodrome's operating environment. Annual ADMAN review should validate the accuracy of ADMAN information and may occur as part of the Aerodrome Technical Inspection (ATI)—with the appropriate AD OPR personnel to make any required changes as a result of the ATI, approved by the relevant ADMAN authority. The extent of changes to ADMAN content resulting from an annual review will vary, depending on whether there have been changes to regulations, operating procedures, Aerodrome facilities, published Aerodrome information or organisational structure. Where no changes are required, the AD OPR should still document completion of the annual review.

h. **Substantial changes.** The AD OPR may request DASA review of any substantial ADMAN changes. Examples of substantial changes may include (but are not limited to):

   i. introduction of a new navigation aid

   ii. a runway extension

   iii. construction of additional Aerodrome Manoeuvring Area elements

   iv. a new operational squadron (or equivalent) based at the Aerodrome, resulting in increased traffic volume and/or complexity

   v. decommissioning of a runway.

## AMC 139.50(b)1 – Aerodrome Manual (AUS)

a. In developing and maintaining an ADMAN, the AD OPR should:

   i. record any operational deviations from ADMAN procedures, and provide such records to DASA on request

   ii. ensure the ADMAN references the applicable Aerodrome Emergency Plan (AEP), Wildlife Hazard Management Plan (WHMP) and any other key Aerodrome operations OIP

   iii. review the ADMAN annually.

b. **ADMAN document control.** The ADMAN should contain the following document control information:

i. current ADMAN version number

ii. date of release for each section or page, or the entire ADMAN, as appropriate

iii. a description of the ADMAN amendment and revision process, including the:

a. individual(s) or position(s) responsible for approving amendments and revisions

b. method used to advise relevant personnel and organisations of ADMAN changes.

c. **Shipborne Heliport requirements.** Where an AD OPR uses other OIP to publish Shipborne Heliport ADMAN content, the AD OPR should use an ADMAN compliance matrix to demonstrate evidence of Shipborne Heliport ADMAN compliance with applicable elements in DASR 139.50(c).

d. **Joint-User Aerodromes.** At Joint-User Aerodromes, the Defence AD OPR should consult with the civilian AD OPR to determine the most suitable form of ADMAN (for example, use of either a single combined ADMAN, or separate but aligned civilian and Defence ADMANs).

e. A Defence ADMAN for a Joint-User Aerodrome should:

i. not contain procedures that contradict those contained within the respective civilian ADMAN

ii. support civilian AD OPR compliance with CASR Part 139 requirements.

2. an Aerodrome Emergency Plan (AEP) ▾ GM ▾ AMC

## GM 139.50(b)2 – Aerodrome Emergency Plan (AEP) (AUS)

a. **Purpose. (Context)** Defence Aerodromes and associated infrastructure and systems support safe flight operations. **(Hazard)** Ineffective Aerodrome emergency response and management can compromise Aviation Safety. **(Defence)** This regulation requires the AD OPR to publish and maintain an Aerodrome Emergency Plan (AEP) to ensure Aerodromes are prepared for emergency response and recovery.

b. The AEP is a critical document that outlines key requirements to support the safe management of Aircraft emergencies and/or accidents at the Aerodrome. The AEP involves many stakeholders—both Defence and civilian. Periodic testing of the AEP should involve as many stakeholders as possible to ensure robust continuous improvement.

c. The AEP should consider both the response to the emergency, as well as recovery of operations from the outset. This ensures operational continuity and timely resumption of Aerodrome operations to enable use by other Aircraft (that may need—or urgently need—to use the Aerodrome).

d. The AD OPR may incorporate maps and diagrams within the AEP to highlight:

i. the emergency operations centre

ii. the mobile command post(s)

iii. defined staging and assembly areas

iv. emergency access routes/points

v. fire hydrants

vi. extant hazards

vii. support facilities

viii. location of medical facilities (where available).

e. **AEP committee.** AEP committee stakeholders should include representatives from key external agencies, including:

i. police

ii. fire

iii. ambulance

iv. ATC

v. other agencies that may be required to assist in an emergency, as appropriate.

f. AD OPRs may elect to establish an AEP committee for Aerodromes that do not have scheduled international air transport operations.

g. DASPMAN Vol 3 Ch 6.2 *Safety Management Systems* contains guidance on developing and maintaining an Emergency Response Plan—the principles of which also apply to AEPs.

## AMC 139.50(b)2 – Aerodrome Emergency Plan (AEP) (AUS)

a. The AD OPR should develop and maintain the AEP in accordance with DASR SMS.10(a)4 *Emergency Response Plan* (which includes periodic testing requirements).

b. The AEP should also describe:

i. notification procedures to initiate an emergency response

ii. the Aerodrome's emergency facilities and equipment, and procedures for keeping them in a state of readiness for an emergency

iii. procedures for an operational response to an emergency, including:

a. Aerodrome access

b. escorting personnel off the Aerodrome

c. emergency assembly

d. establishing an emergency command post

e. setting up Aerodrome emergency facilities, including reception facilities (as applicable)

f. establishing emergency communications systems (as applicable)

g. preserving the safety of the Aerodrome Movement Area during an emergency

h. preserving emergency site security—whilst continuing to ensure Airside security

i. Airside emergency response by AD OPR personnel

iv. definitions of Full Emergency and Local Standby (as appropriate)

v. procedures for a local standby (at controlled Aerodromes)

vi. procedures to return the Aerodrome to operational status after an emergency

vii. arrangements for periodic review and testing of the AEP.

c. **AEP committee.** The AD OPR should establish an AEP committee for Aerodromes with scheduled international air transport operations. The AEP should detail AEP committee arrangements, including:

i. details of AEP committee stakeholders and representatives

ii. frequency of AEP committee meetings (at least annually)

iii. AEP committee responsibilities to include:

a. preparing and maintaining the AEP

b. planning emergency response arrangements

c. reviewing the AEP at least annually, and following a test or activation.

d. **Land-based emergency scenarios.** The AEP for land-based Aerodromes should consider the following scenarios:

i. an Aircraft crash

ii. a full emergency

iii. a disabled Aircraft

iv. a health or medical emergency involving a multiple casualty incident in an Aircraft

v. events involving hazardous materials on the Aerodrome Movement Area

vi. an Aircraft fire in a location that would affect the safety of other Aircraft, including (but not limited to) the Aerodrome Movement Area

vii. other emergencies likely to present a hazard to Aircraft.

e. **Aerodrome emergency response kit.** The AD OPR should ensure an Aerodrome emergency response kit ('crash kit') is compiled and maintained with appropriate equipment necessary for response to an aviation emergency, on or near the Aerodrome.

f. **Shipborne Heliports.** Emergency procedures for Shipborne Heliports should cover the following situations:

i. emergency recoveries/precautionary landings

ii. emergency recoveries using Night Vision Devices (NVDs)

iii. recoveries of helicopters with damaged or malfunctioning systems

iv. crash on deck considerations.

g. **Joint-User Aerodromes.** At Joint-User Aerodromes, the Defence AD OPR should consult with the civilian AD OPR to determine the most suitable form of AEP (for example, use of either a single combined AEP, or separate but aligned civilian and Defence AEPs).

3. a Wildlife Hazard Management Plan (WHMP). ▾ GM ▾ AMC

## GM 139.50(b)3 – Wildlife Hazard Management Plan (WHMP) (AUS)

a. **Purpose. (Context)** Defence Aerodromes and associated infrastructure and systems support safe flight operations. **(Hazard)** Ineffective management of wildlife hazards at Aerodromes can compromise Aviation Safety. **(Defence)** This regulation requires the AD OPR to develop and maintain a Wildlife Hazard Management Plan (WHMP) to ensure Aerodrome wildlife hazards are managed effectively.

b. Wildlife hazard management involves influencing wildlife behaviour on or in the vicinity of an Aerodrome, to achieve a specific objective with respect to altering behaviour, population or geographic distribution of birds or wildlife—so that they are less likely to occupy critical safety zones where Aircraft operate.

c. The development, implementation and documenting of a WHMP ensures a plan is in place to address the presence of wildlife in the vicinity of an Aerodrome, to minimise associated risks to Aviation Safety.

d. **Wildlife hazard monitoring.** The AD OPR may incorporate wildlife hazard monitoring and recording processes as part of Aerodrome serviceability inspections.

e. **Wildlife hazard mitigation.** Wildlife hazard mitigation controls may include:

i. modifying wildlife habitat and environment, including grass and vegetation management

ii. implementing land use practices to discourage wildlife being attracted to Aerodromes (eg waste management)

iii. regular wildlife patrols and use of ‘chaser’ vehicles

iv. fencing and other wildlife barrier infrastructure

v. repellents and deterrents (eg bird fright and wildlife dispersal techniques).

f. **Wildlife hazard management training.** Wildlife hazard management training may cover the following areas:

i. conducting wildlife observations and identifying high-risk species

ii. assessing wildlife populations and describing their behaviour

iii. recording information

iv. collecting and disposing of wildlife strike remains

v. reporting the outcomes of observation, monitoring and strike collection activities

vi. engaging in active wildlife management and hazard mitigation without causing an Aviation Safety hazard

vii. assessing the effectiveness of wildlife hazard mitigations and controls.

g. **Shipborne Heliports.** The WHMP for a Shipborne Heliport need only address wildlife hazards specific to the Shipborne Heliport environment (eg maritime birdlife) and is therefore likely to be less detailed than a typical WHMP for a land-based Aerodrome.

## AMC 139.50(b)3 – Wildlife Hazard Management Plan (WHMP) (AUS)

a. The basis for the WHMP should include CASR Part 139 – *Aerodromes* and MOS 139.

b. The AD OPR should develop the WHMP using the 7-step Safety Risk Management process, commensurate with the size and complexity of the Aerodrome and its operations.

c. At a minimum, the WHMP should:

i. identify key personnel with wildlife hazard management responsibilities

ii. identify sources and locations of wildlife attraction on or in the vicinity of the Aerodrome

iii. describe procedures for detecting, monitoring, assessing and mitigating wildlife hazards

iv. describe procedures for reporting wildlife hazards to Aircraft (eg via NOTAM, Air Traffic Control or the Common Traffic Advisory Frequency (CTAF))

v. describe procedures for reporting wildlife strikes, including strikes involving civilian Aircraft

vi. define requirements for key wildlife management personnel competency and authorisation (including record-keeping requirements).

d. **WHMP review.** The AD OPR should annually review the risk assessment underpinning the Aerodrome's WHMP, and subsequently update the WHMP to reflect any changes required as a result of the risk assessment review.

e. In addition to annual WHMP review, the AD OPR should review the WHMP if:

i. multiple wildlife strikes are experienced within a 24 hour period

ii. an Aircraft experiences substantial damage following any wildlife strike

iii. an Aircraft experiences an engine ingestion of wildlife

iv. an RPT Aircraft cancels a flight operation following a wildlife strike

v. the ongoing presence of wildlife is observed on the Aerodrome in size or numbers reasonably capable of causing any of the above events.

f. **Shipborne Heliports.** Shipborne Heliport operations OIP should include a WHMP commensurate with the nature of wildlife hazards in the Shipborne Heliport environment.

g. **Joint-User Aerodromes.** At Joint-User Aerodromes, the Defence AD OPR should consult with the civilian AD OPR to determine the most suitable form of WHMP (for example, use of either a single combined AEP, or separate but aligned civilian and Defence WHMPs).

(c) An AD OPR must ensure the ADMAN contains information, procedures and processes that cover the following elements:

1. Aerodrome information ▾ GM ▾ AMC

## GM 139.50(c)1 – Aerodrome information (AUS)

a. **Purpose. (Context)** Accurate and current Aerodrome information supports safe and efficient flight planning and Aircraft operations. **(Hazard)** Inaccurate, outdated or incomplete Aerodrome information can lead to operational errors, navigation hazards, or compromised Aviation safety. **(Defence)** This regulation requires AD OPRs to establish, utilise and maintain processes for the collection, verification and dissemination of Aerodrome information to authorised users and Aeronautical Information Service providers in accordance with Defence and ICAO standards.

## AMC 139.50(c)1 – Aerodrome information (AUS)

a. The ADMAN should contain information for publishing in AIP through the relevant civilian or military AIS provider, in accordance with AMC 139.50(a)2.b.

b. The ADMAN should contain the following additional Aerodrome information:

i. a scaled plan of the Aerodrome showing:

a. the Aerodrome Manoeuvring Areas

b. the Aerodrome reference point

c. each wind direction indicator

d. the Aerodrome boundary

e. each visual approach slope indicator system (if installed)

f. each approach lighting system (if installed)

ii. a plan of any Aerodrome facilities or equipment managed by the AD OPR that is located outside the Aerodrome boundary

iii. the nominated Aerodrome reference code letter and number, and outer main gear wheel span (OMGWS), for all runways and taxiways

iv. the instrument classification of each runway

v. any taxiway restrictions

vi. a description of engine run-up positions (if present)

vii. a description of ordnance loading areas (if present)

viii. a description of alert aprons (if present)

ix. a description of compass swing areas (if present)

x. a description of Aircraft arrestor systems (if installed)

xi. any parking restrictions

xii. reference to the Airfield Pavement Strength Evaluation Manual (APSEM)

xiii. details of navigation aids, surveillance and communication systems associated with Aerodrome

xiv. Prior Permission Requirements in accordance with the relevant Aerodrome classification.

c. **Shipborne Heliport information.** The Shipborne Heliport ADMAN (or equivalent OIP) should contain the following information in lieu of the requirements in AMC 139.50(c)1.b:

i. general operational information, including:

a. ship class, name and hull number

b. Helicopter deck-strength (lbs/kg) and landing/movement area dimensions

c. deck height above water line, maximum height of ship structure (mast height)

ii. a physical description of the Heliport and supporting structures, including markings and location of any Obstacles

iii. the Heliport operational capability, including certified level and class, limitations and cross-deck operational procedures

iv. visual aid systems information, such as:

a. Heliport lighting

b. approach and obstruction lighting

c. deck status indicators

d. visual glide slope indication and horizontal reference systems

e. night vision capabilities

f. any visual docking system used for Heliport management

v. available Heliport facilities and services, including:

a. deck handling and mooring aids (lashings, securing fittings, Recovery Assist, Secure and Traverse (RAST) / Aircraft Ship Integrated Secure and Traverse (ASIST) systems)

b. hangar and maintenance services

c. on-deck refuelling and Helicopter in-flight refuelling (HIFR)

d. Aircraft power

vi. details of navigation aids, surveillance and communication systems associated with the ship

vii. considerations for operations to the ship by non-Defence Aircraft (eg for a Medical Evacuation (MEDEVAC))

viii. a description of Heliport areas, including:

a. potential or known hazards

b. the location of services, such as fuelling, securing, earthing, Helicopter In-Flight Refuelling (HIFR), control stations and flight deck access points

c. visual approach and landing aids

d. Heliport boundaries/landing and Aerodrome Movement Areas

e. movement and parking restrictions

f. vertical replenishment (VERTREP) and transfer locations

g. ordnance loading areas.

2. Defence Aerodrome classification ▾ GM ▾ AMC

## GM 139.50(c)2 – Defence Aerodrome classification (AUS)

a. **Purpose. (Context)** Defence Aerodromes are classified to ensure facilities, services and operational standards are appropriate for the types of Aircraft and operations they support. **(Hazard)** Misrepresentation of infrastructure, services or procedures may compromise Aviation safety and mission capability. **(Defence)** This regulation requires Defence Aerodromes to be used and maintained in accordance with defined classification criteria and operational needs.

b. Identification and communication of specific conditions for non-Defence Aircraft operating at Defence Aerodromes may be required to ensure civilian Aircraft operators are fully aware of the conditions under which access is granted to the Defence Aerodrome.

c. Specific conditions for non-Defence Aircraft operating at Defence Aerodromes may include advice that:

i. the Defence Aerodrome (including Aerodrome Rescue and Fire Fighting services and navigation aids) may not be fully compliant with the relevant Civil Aviation Safety Regulations (CASR) requirements

ii. the non-Defence Aircraft operator is responsible for gaining any CASA operational approvals or exemptions required to operate at the Defence Aerodrome

iii. operating hours at Defence Aerodromes may change at short notice to meet Defence operational requirements

iv. non-Defence Aircraft approved to access a Defence Aerodrome should not assume or expect continued access to the Defence Aerodrome in the future

v. Defence may recover the full cost of any additional cost incurred as a result of providing a non-Defence Aircraft access to a Defence Aerodrome

vi. Defence Aircraft operations have priority over non-Defence Aircraft operations at all times—other than in non-Defence Aircraft emergency situations

vii. Defence may withdraw the non-Defence Aircraft operator's approval to access the Defence Aerodrome in the event that:

a. a regulator or other authority determines that extant Defence facilities or services must be extended or upgraded to support a non-Defence Aircraft's operations at the Defence Aerodrome

b. safety or security concerns warrant cancellation or suspension of Aerodrome access.

d. The operation and management of Joint-User Aerodromes and Civilian Aerodromes on Defence Establishments are established through formal arrangements between Defence and the relevant civilian AD OPR, such as leasing arrangements and joint user deeds, which detail associated non-Defence Aircraft access arrangements. As such, Non-Defence Aircraft access to Aerodromes of these classifications are subject to requirements in ERSA and applicable CASR.

## AMC 139.50(c)2 – Defence Aerodrome classification (AUS)

a. The ADMAN should state the Defence Aerodrome classification in accordance with the definitions in DASR 139.10(b).

b. The ADMAN should detail any standing civilian use agreements and the approval process for non-Defence Aircraft access to the Aerodrome. Agreements and approvals should include:

i. any conditions or restrictions that apply to non-Defence Aircraft (as appropriate for the Defence Aerodrome classification)

ii. the point of contact for regular non-Defence user organisations by position, including 24-hour contact details.

c. Specific conditions are not required for non-Defence Aircraft to operate at a Joint-User Aerodrome or a Civilian Aerodrome on a Defence Establishment.

3. Aerodrome administration ▾ GM ▾ AMC

## GM 139.50(c)3 – Aerodrome administration (AUS)

a. **Purpose. (Context)** Effective administration underpins safe and compliant operation of Defence Aerodromes. **(Hazard)** Poor administrative control can lead to non-compliance, inadequate recordkeeping or unclear accountability—increasing the risk of unknown or untreated hazards to Aerodrome operations. **(Defence)** This regulation requires the establishment of administrative arrangements—including defined roles, responsibilities and documentation—to ensure compliant Aerodrome management.

b. Duties performed by the individual(s) or positions(s) responsible for ADMAN administration may include:

i. reviewing, maintaining, amending and controlling the ADMAN content

ii. ensuring compliance with DASR 139 ADMAN format, content, retention and amendment requirements

iii. remaining familiar with ADMAN procedures and Aerodrome operational safety requirements.

c. The AD OPR-AM ultimately remains accountable for ADMAN compliance with DASR 139.

## AMC 139.50(c)3 – Aerodrome administration (AUS)

a. The ADMAN should contain Aerodrome administration information for publishing in AIP through the relevant civilian or military AIS provider, in accordance with AMC 139.50(a)2.b and c (and AMC 139.50(a)2.i for Shipborne Heliports).

b. The ADMAN should contain the following additional Aerodrome administration information:

i. the organisational structure and management positions responsible for Aerodrome operation and maintenance, including the AD OPR-AM

ii. defined relationships with external agencies, including contracted service providers, TIFP designers and civilian airport operators (as applicable)

iii. a master contact list of relevant management positions responsible for Aerodrome operation and maintenance

iv. details of the individual(s) or position(s) responsible for ADMAN administration.

4. Aerodrome certification category and reference to the Aerodrome Certification Basis ▾ GM ▾ AMC

## GM 139.50(c)4 – Aerodrome certification category (AUS)

a. **Purpose. (Context)** The certification category ensures Defence Aerodromes meet applicable design and operational standards for intended use. **(Hazard)** Uncertified or improperly classified Aerodromes may expose Aircraft to operational safety hazards or lead to regulatory non-compliance. **(Defence)** This regulation requires AD OPRs to include Aerodrome certification category information in the ADMAN, as appropriate for operational requirements and applicable standards.

b. The ADMAN provides supporting information towards DASA Aerodrome certification, in accordance with DASR 139.80.

c. The ADMAN only needs to include the elements in AMC 139.50(c)4 if DASA has issued the Aerodrome an Aerodrome Certificate.

## AMC 139.50(c)4 – Aerodrome certification category (AUS)

a. The ADMAN should include:

i. reference to the Aerodrome's DASR 139 Aerodrome Certificate (if issued)

ii. reference to any non-compliances with the Aerodrome Certification Basis or design standards (if applicable)

iii. all risk controls incorporated to address non-compliances with the Aerodrome Certification Basis or design standards (if applicable).

5. Aerodrome serviceability inspections ▾ GM ▾ AMC

## GM 139.50(c)5 – Aerodrome serviceability inspections (AUS)

a. **Purpose. (Context)** Continuous monitoring of Aerodrome serviceability ensures Aircraft operations are conducted on safe and suitable surfaces, with safe and suitable facilities. **(Hazard)** Deteriorated or unserviceable surfaces and facilities may cause Aircraft damage or accidents. **(Defence)** This regulation requires the AD OPR to implement inspection and reporting systems to verify and maintain Aerodrome serviceability.

b. Aerodrome serviceability inspections ensure the:

i. continuing serviceability of the Aerodrome

ii. timely identification of hazards

iii. detection of deterioration in the condition of an Aerodrome facility before Aviation Safety is compromised

iv. actions taken to remediate identified hazards or issues are recorded and communicated appropriately and IAW DASR 139.50(c)7.

c. **SMS integration.** Utilising the AD OPR's SMS to inform Aerodrome serviceability inspections ensures:

i. the frequency of inspections is commensurate with the level of risk associated with identified hazards and environmental/operational conditions

ii. appropriate risk controls are implemented to eliminate, or otherwise minimise, risks associated with identified hazards SFARP

iii. effective communication of Aerodrome hazards and risks

iv. collection of accurate hazard data to inform relevant Safety Performance Indicators and continuous improvement activities.

d. The AD OPR should also apply safety risk management processes to the conduct of Aerodrome serviceability inspections where environmental circumstances may create a work, health and safety hazard prohibiting safe inspection conduct (eg extreme weather events, such as lightning in the area). The risk management process should ensure the AD OPR is reasonably informed of the hazard to determine the most appropriate course of action. Risk controls may include Aerodrome personnel delaying a required Aerodrome serviceability inspection until the next available safe opportunity.

e. Lighting systems and pavement seals will require increased frequency of inspections as their time in service increases.

f. In addition to the requirements in AMC 139.50(c)5.a and b, an AD OPR may conduct an Aerodrome serviceability inspection during other periods. For example, the AD OPR may conduct periodic inspections to all Aerodrome support structures for integrity issues and visibility status of markings.

g. An AD OPR may assess the complexity and conditions of the local operating environment to establish a monitoring and inspection program commensurate with the identified risk level. The AD OPR may then adjust the planned Aerodrome serviceability inspection schedule in accordance with the associated risks.

h. Specific Aerodrome serviceability inspection item guidance:

i. **Foreign objects.** Any significant object found should be immediately reported to ATC (if active). Examples of significant objects include Aircraft parts, tools and equipment, or wildlife remains.

ii. **Surface conditions of the Aerodrome Movement Area.** Any signs of pavement distress or surface irregularities may require maintenance or verification that adequate surface friction or texture is present. The Aerodrome Movement Area also includes any corresponding strips for runways and taxiways.

iii. **Cleanliness of the Aerodrome Movement Area.** Hazards created during and after construction activity may include hazards arising from vehicles and plant travelling over unpaved, wet or contaminated areas.

iv. **Wildlife on, or in the vicinity of, the Aerodrome Movement Area:**

a. Seasonal and environmental conditions may act as a wildlife attractant, and should be recorded/reported accordingly.

b. Evidence of wildlife shelter may be present in buildings, equipment and gable markers.

c. Wildlife attraction sources may include mowing activities, seeding, standing water bodies, smoke, uncovered waste disposal, and deceased wildlife or offal.

i. **Aerodrome serviceability inspection records.** Aerodrome serviceability inspection records may include a checklist of the required Aerodrome serviceability inspection items, and photographs or sketches showing identified deficiencies. Records may be in paper or electronic form. Records of deficiencies found during an inspection should contain sufficient detail to ensure appropriate remedial action can be taken.

j. **Aerodrome serviceability inspection personnel.** The AD OPR may utilise external or internal training courses/programs to ensure personnel conducting Aerodrome serviceability inspections meet the requirements listed in AMC 139.50(c)5.

k. **Operating on the Aerodrome Manoeuvring Area.** Personnel and vehicles conducting Aerodrome serviceability inspections are subject to the operating and communication requirements specified for the relevant Airside access level. This may involve communicating with ATC or making broadcasts on CTAF (as applicable), obtaining clearances to enter or cross active runways, and ensuring vehicles are correctly displaying the required lighting.

## AMC 139.50(c)5 – Aerodrome serviceability inspections (AUS)

a. The ADMAN should contain Aerodrome serviceability inspection procedures that cover both scheduled and unscheduled inspections, informed by the AD OPR's SMS.

b. **Scheduled Aerodrome serviceability inspections.** At a minimum, the AD OPR should schedule and conduct Aerodrome serviceability inspections at the following times:

   i. before the first known daily Aircraft movement:

      a. if before first light, the safety critical elements of the serviceability inspection (ie FOD, visual aids and significant hazards) should be conducted before the Aircraft movement, with remaining inspection elements conducted as soon as sufficient daylight is available (which may occur after the first Aircraft movement)

   ii. within two hours prior to last light, where there are known night flying operations

   iii. at least twice weekly, with at least 48 hours between inspections.

c. **Unscheduled Aerodrome serviceability inspections.** The AD OPR should conduct an Aerodrome serviceability inspection as soon as possible when:

   i. there has been a severe wind event, a severe storm, or a period of heavy or prolonged rainfall

   ii. requested by Air Traffic Control (ATC)

   iii. an Aircraft operator, ARFF services or other Aerodrome personnel report a hazard

   iv. directed by DASA.

d. **Aerodrome serviceability inspection items.** At a minimum, the Aerodrome serviceability inspection should include checking the following items:

   i. foreign objects

   ii. surface condition of the Aerodrome Movement Area for the presence of:

      a. surface irregularities, including cracking or spalling

      b. pavement deflections, including rutting or slipping

c. pooling or ponding of water, or poor drainage

d. build-up of rubber or other contaminants that may reduce surface friction

e. surface damage caused by spillage of corrosive fluids

f. sub-surface leaks or pressure, including broken water mains or inadequate/defective drainage

g. scour or erosion ditches

h. termite mounds, sink holes or other ground Obstacles obscured by grass

i. soft ground, particularly in combination with surface roughness and slipperiness

j. any other signs of pavement distress that have the potential to rapidly develop into a hazard for Aircraft

iii. Aerodrome markings, lighting, wind direction indicators and ground signals, for:

a. loss of visibility of markers or markings

b. incorrect markers or markings

c. any disturbance to the correct intensity level and alignment of lights

d. discoloured or dirty lenses

e. unserviceable, incorrectly fitted, or misaligned lights

f. stand-by power equipment serviceability, including fuel availability (if applicable)

g. the condition of light bases, Aerodrome Movement Area guidance signs (MAGS) and navigation equipment within the Aerodrome Movement Area (including strips)

h. exposed edges around footings and other Aerodrome installations

i. damage to wind indicator assembly or mounting

j. wind indicator damage to sleeve fabric or loss of conspicuous colour

k. correct operation of pilot activated lighting (if installed)

l. correct operation of the broadcast Aerodrome weather station (if installed)

iv. cleanliness of the Aerodrome Movement Area, for:

a. foreign objects

b. work tools, small items of equipment and personal items

c. debris

d. hazards created during and after construction activity

v. Obstacles that are visible from the Aerodrome, and are infringing or present within:

   a. the take-off, approach and transitional elements of the Obstacle Limitation Surface (OLS)

   b. Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) airspace, including any critical Terminal Instrument Flight Procedure (TIFP) Obstacles that would otherwise affect the safety or integrity of PANS-OPS airspace

vi. wildlife on or in the vicinity of the Aerodrome Movement Area, including:

   a. the condition of Aerodrome fencing and the security of access points to the Aerodrome Movement Area

   b. monitoring the presence and behaviour of any wildlife on—or likely to be on—the Aerodrome

   c. monitoring evidence of wildlife shelter provided by Aerodrome infrastructure

   d. checking for off-Aerodrome wildlife attraction sources that are observable from within the Aerodrome boundary (eg refuse facilities, factories, parks)

   e. the presence and operating condition of any wildlife hazard mitigating equipment incorporated in the Aerodrome's wildlife hazard management procedures

vii. Aerodrome fencing and signage, for:

   a. damaged fences

   b. unsecured gates

   c. signs of attempted entry onto the Aerodrome Manoeuvring Areas by either land-based wildlife or unauthorised persons

viii. correct functioning of the Aerodrome frequency response unit (if present)

ix. currency and accuracy of all active NOTAMs.

e. **Aerodrome serviceability inspection records.** The AD OPR should retain Aerodrome serviceability inspection records for a minimum of three years that include (at a minimum):

   i. the date and time of completion of each Aerodrome serviceability inspection

   ii. the results of each inspection

   iii. a description of any action taken.

f. **Aerodrome serviceability inspection personnel.** The ADMAN should detail the individual(s) or position(s) responsible for managing and conducting Aerodrome serviceability inspections, including subsequent reporting and remediation actions.

g. **Aerodrome serviceability inspection personnel competency.** The AD OPR should ensure that Aerodrome serviceability inspections are conducted (or at least supervised) by suitably trained personnel with:

i. sound knowledge of the physical characteristics of the Aerodrome Movement Area, OLS and PANS-OPS Surfaces, markings, visual aids (including lighting) and the correct operation of essential Aerodrome safety equipment

ii. an understanding of Aerodrome information published in AIP

iii. the ability to conduct an Aerodrome serviceability inspection in accordance with the requirements in AMC 139.50(c)5.d

iv. the ability to conduct reporting requirements in accordance with the requirements in AMC 139.50(c)7

v. the ability to conduct Aerodrome wildlife monitoring and management functions, where these functions are not assigned to a dedicated Aerodrome wildlife manager or equivalent

vi. knowledge of ADMAN procedures related to:

a. Aerodrome works safety

b. Aerodrome emergency planning and response

c. Airside access and vehicle control

d. low visibility operations.

h. **Shipborne Heliport serviceability inspections.** The AD OPR should conduct Shipborne Heliports serviceability inspections in accordance with the requirements in AMC 139.50(c)5.a-g, with the exception of those serviceability items that are specific to land-based environments (eg termite mounds, grass-related ground hazards).

6. Aerodrome lighting ▾ GM ▾ AMC

## GM 139.50(c)6 – Aerodrome lighting (AUS)

a. **Purpose. (Context)** Aerodrome lighting systems enable safe Aircraft operations during periods of darkness and reduced visibility. **(Hazard)** Incorrectly configured, degraded or unserviceable lighting, or inappropriate operational procedures, can lead to navigational errors or runway incursions/excursions. **(Defence)** This regulation requires AD OPRs to promulgate information on the installation, maintenance, operation and testing of Aerodrome lighting systems in accordance with approved standards and operational requirements.

b. ADMAN procedures related to Aerodrome lighting may require input and involvement from third parties, such as Air Traffic Control and Airfield Ground Lighting contractors.

## AMC 139.50(c)6 – Aerodrome lighting (AUS)

a. The ADMAN should include Aerodrome lighting procedures for:

i. the inspection and maintenance of Aerodrome lighting, including any Obstacle lighting that the AD OPR maintains

ii. monitoring the supply of secondary and stand-by power (if any)

iii. conducting inspections and checks of Aerodrome lighting

iv. maintaining records of Aerodrome lighting inspections and conducting subsequent remediation to correct deficiencies

v. switching lights on and off—including intensity selection (if applicable) and back-up arrangements for pilot-activated lighting (PAL)

vi. conducting routine maintenance and emergency maintenance

vii. dealing with partial or total power system failure through secondary power, stand-by power or other means

viii. monitoring hazardous lights, lasers and reflection or glare.

b. The ADMAN should identify the individual(s) or position(s) responsible for managing and conducting Aerodrome lighting procedures, including subsequent reporting and remediation actions.

7. Aerodrome serviceability reporting ▾ GM ▾ AMC

## GM 139.50(c)7 – Aerodrome serviceability reporting (AUS)

a. **Purpose. (Context)** Timely and accurate Aerodrome serviceability reporting ensures that pilots and operators are aware of Aerodrome conditions affecting flight safety. **(Hazard)** Failure to report Aerodrome changes or hazards can result in Aircraft operations being conducted in unsafe conditions. **(Defence)** This regulation requires AD OPRs to establish and promulgate procedures for the prompt assessment and reporting of Aerodrome status, hazards and changes.

b. An AD OPR may consider incorporating the requirements in DASR 139.50(a)2 and relevant sections of CASR 175 into the ADMAN Aerodrome serviceability reporting procedures and criteria for the selection of suitably qualified and authorised Aerodrome serviceability reporting personnel.

c. **SMS integration.** Utilising the AD OPR's SMS to inform Aerodrome serviceability reporting procedures ensures:

i. effective communication of Aerodrome hazards and risks

ii. appropriate notification, coordination and consultation with all stakeholders affected by identified hazards.

d. **Joint-User Aerodromes.** Consultation with civilian AD OPR at Joint-User Aerodromes in relation to responsibility for Aerodrome serviceability reporting ensures the civilian AD OPR can fulfil any regulatory reporting obligations in accordance with their civilian AD OPR Certificate.

e. T**IFP designers.** Defence Aerodromes may have military and/or civilian Terminal Instrument Flight Procedures (TIFP) designed and published for the Aerodrome. Military TIFP are published in the ADF Flight Information Publication – *Terminal Australia* (TERMA) on the AIS-AF product portal website. Civilian TIFP are published in the AIP – *Departure and Approach Procedures* (DAP) on the Airservices Australia AIP website. Both TIFP publications depict the TIFP designer using a logo at the bottom of the TIFP chart.

## AMC 139.50(c)7 – Aerodrome serviceability reporting (AUS)

a. The ADMAN should contain Aerodrome serviceability reporting procedures informed by the AD OPR's SMS, including:

i. **NOTAM Office.** Unless resolved immediately, the AD OPR should report the following Aerodrome serviceability occurrences to the NOTAM Office without delay:

a. any change—whether temporary or permanent—in the published runway information, including changes to information contained in permanent NOTAMs or in the AIP

b. Aerodrome works affecting the Aerodrome Manoeuvring Areas, or the OLS or PANS-OPS Surfaces, including time-limited works that require more than 10 minutes to restore normal safety standards

c. outage or unserviceability of Aerodrome or Obstacle lighting

d. temporary Obstacles to Aircraft operations

e. any significant increase or concentration of wildlife hazards on or near the Aerodrome, which constitute a danger to Aircraft

f. any change within the take-off climb area due to a new or changed Obstacle, which results in a change to the gradient of more than 0.05% from the published gradient for the runway

g. the emergence of new Obstacles

h. a radio navigation aid or landing aid is unserviceable or has returned to service

i. any other event or hazard that may adversely affect Aviation Safety.

ii. **AIS providers.** The AD OPR should advise the relevant civilian or military AIS provider of any changes to Aerodrome information published in AIP.

iii. **Air Traffic Control (ATC).** When ATC is active, the AD OPR should advise ATC of:

a. any unserviceability for which the AD OPR will subsequently issue a NOTAM

b. any hazard that may adversely affect Aviation Safety.

iv. **Obstacles – OLS.** The AD OPR should report any new Obstacles, or changes to existing Obstacles, that may infringe the OLS, to the Directorate of Land Planning and Regulation (DPLR) for assessment. This includes both permanent and temporary Obstacles.

v. **Obstacles – PANS-OPS Airspace.** The AD OPR should report any new Obstacle that may infringe PANS-OPS Airspace, or a change to a critical Terminal Instrument Flight Procedure (TIFP) Obstacle, to the relevant civilian and/or military TIFP designer(s) for assessment. This includes both permanent and temporary Obstacles.

vi. **Obstacles – Vertical Obstruction Database.** The AD OPR should report new or changes to permanent Obstacles in the vicinity of the Aerodrome with a height greater than 30 metres above ground level, to Airservices Australia via the VOD Form (ATS-FORM-0085).

b. **Joint-User Aerodromes.** At Joint-User Aerodromes, the AD OPR should liaise with relevant civilian AD OPR personnel prior to reporting any Aerodrome serviceability occurrences (including Obstacle occurrences).

c. **Aerodrome reporting personnel.** The ADMAN should identify suitably qualified and authorised individual(s) or position(s) responsible for managing and fulfilling Aerodrome serviceability reporting requirements. The AD OPR should ensure Aerodrome reporting personnel are suitably trained in accordance with the requirements in AMC 139.50(c)5.g.

d. **Shipborne Heliport requirements.** The AD OPR of a Shipborne Heliport should report relevant or equivalent Heliport serviceability occurrences to those listed in AMC 139.50(c)7.a.i to the most appropriate agency, to ensure Aircraft are informed of the occurrence(s) as soon as possible after it is observed.

8. Obstacle management ▾ GM ▾ AMC

## GM 139.50(c)8 – Obstacle management (AUS)

a. **Purpose. (Context)** Effective Obstacle management preserves the required Obstacle Limitation Surfaces and safe flight paths for Aircraft operations. **(Hazard)** Uncontrolled Obstacle growth or intrusion may increase collision risk or restrict operational capability. **(Defence)** This regulation requires the promulgation of systems for identification, assessment and control of Obstacles within Aerodrome protected areas.

b. An Obstacle is defined as any fixed or mobile object—whether temporary or permanent—that may:

   i. be located on an area intended for the surface movement of Aircraft

   ii. extend above a defined surface intended to protect Aircraft in flight

   iii. stand outside those defined surfaces but are assessed as being a hazard to air navigation.

c. Obstacle data and monitoring requirements for TIFP will be determined by a qualified TIFP designer or surveyor, and advised to the AD OPR in writing.

d. **New permanent Obstacles.** For new permanent Obstacles that may affect the Aerodrome Certification Basis, DASA will require the AD OPR to:

   i. conduct a risk assessment before Obstacle construction

   ii. identify marking and lighting risk controls as part of the risk management process

   iii. submit updates to ERSA and relevant Aerodrome charts as required.

e. **Joint-User Aerodromes.** Joint User Deeds at Joint-User Aerodromes may include provisions for shared Obstacle-related responsibilities between the Defence AD OPR and the civilian AD OPR.

f. **Obstacle master database.** The Aerodrome Obstacle master database should be documented, retained and reviewed regularly to ensure safe flight operations. The database format is at AD OPR discretion and may include spreadsheets, maps, charts, drawings or other appropriate software tools.

g. **Non-Certified Aerodromes.** An AD OPR may incorporate DASR 139.50(c)8 requirements to monitor and manage Obstacles at a Non-Certified Aerodrome to fulfil WHS Act obligations. This is particularly relevant for Non-Certified Aerodromes that have TIFP.

h. *DASA Factsheet – Defence Aerodrome Obstacle Management* contains additional guidance and information related to AD OPR Obstacle monitoring and reporting requirements.

i. **Shipborne Heliport Obstacles.** In the ship context, an obstruction is defined as any fixed or mobile object—whether temporary or permanent—that may:

   i. be located on an area intended for the surface movement of Aircraft (ie the flight deck)

ii. encroach defined (Aircraft-specific) clearance envelopes for launch, departure, approach and recovery.

## AMC 139.50(c)8 – Obstacle management (AUS)

a. The ADMAN should contain Obstacle management procedures, including:

i. procedures for monitoring:

a. the Obstacle Limitation Surface (OLS)

b. PANS-OPS Airspace

c. any other surfaces and critical Obstacles detailed in agreements with TIFP designers (such as the Visual Segment Surface (VSS))

ii. procedures for notifying relevant agencies of any new Obstacles, or changes to existing Obstacles, in accordance with AMC 139.50(c)7

iii. procedures for maintaining an Aerodrome Obstacle master database containing known Obstacles—including critical Obstacles provided by TIFP designers

iv. procedures for notifying DASA of new permanent Obstacles that may affect the Aerodrome Certification Basis (if applicable)

v. reference to the published Type A charts.

b. **Shipborne Heliport requirements.** In lieu of the requirements in AMC 139.50(c)8.a, the AD OPR of a Shipborne Heliport should document and regularly manage the ship's organic Obstacles that impact Aviation Safety—to ensure safe flight operations and continuing compliance with the ship's Certification Basis.

9. Aerodrome works safety ▾ GM ▾ AMC

## GM 139.50(c)9 – Aerodrome works safety (AUS)

a. **Purpose. (Context)** Works conducted on or near operational areas must be managed to prevent hazards to Aircraft operations. **(Hazard)** Uncontrolled works activities can introduce Obstacles, FOD or personnel hazards on the movement area. **(Defence)** This regulation requires AD OPRs to implement and promulgate a works safety plan to coordinate, control and communicate all works impacting Aerodrome operations.

b. Aerodrome works may be carried out without requiring closure of the Aerodrome, provided safety precautions are adhered to. Any Aerodrome works carried out while the Aerodrome remains active for Aircraft use must have necessary supporting arrangements to ensure the works do not create a hazard to Aircraft or cause confusion for pilots.

c. **SMS integration.** Utilising the AD OPR's SMS to inform Aerodrome works safety procedures ensures:

i. effective communication and risk management of identified Aerodrome hazards

ii. appropriate notification, coordination and consultation with all stakeholders affected by hazards associated with Aerodrome works

iii. continuous improvement activities are informed by safety reporting and lessons learned.

d. **Time-limited works.** Aerodrome works may be carried out as time-limited works if:

i. normal Aircraft operations are not disrupted

ii. the movement area can be restored to normal safety standards following works completion

iii. any hazard created by the works can be removed within 30 minutes of the affected movement area being required for Aircraft operations.

e. Time-limited works may include:

i. maintenance of markings and lights

ii. grass mowing

iii. rolling of surfaces

iv. pavement sweeping

v. minor pavement repairs

vi. detailed surveys, other than wildlife monitoring activities and serviceability inspections.

f. Time-limited works may be required to cease, with normal safety standards restored, to allow an Aircraft operation to occur. The responsible works safety personnel should take all reasonable measures to restore normal safety standards not less than 5 minutes before the scheduled or notified time of an Aircraft operation.

g. **Emergency works.** Aerodrome works are of an emergency nature if they are to:

i. repair unforeseen damage to part of the Aerodrome Manoeuvring Areas

ii. remove an Obstacle.

## AMC 139.50(c)9 – Aerodrome works safety (AUS)

a. The ADMAN should contain procedures for planning and safely conducting Aerodrome works informed by the AD OPR's SMS, including procedures for:

i. preparing a method of working plan (MOWP), including particular procedures to ensure safety standards are met

ii. notifying Aircraft operators and other Aerodrome users of the MOWP

iii. communicating with ATC (if applicable) and Aircraft while works are in progress

iv. conducting time-limited or emergency works

v. notifying Aircraft operators and other Aerodrome users of time-limited or emergency works

vi. conducting works when the Aerodrome is closed to Aircraft operations.

b. **Method of working plan (MOWP).** The AD OPR should prepare a MOWP for all Aerodrome works, unless the:

i. works are time-limited

ii. Aerodrome is closed during the works—provided the AD OPR provides at least 14 days of written notice of the closure to Aerodrome users

iii. works are of an emergency nature

iv. works do not require any restrictions to Aircraft operations.

c. The AD OPR should prepare the MOWP in accordance with the requirements in MOS 139 Chapter 16.

d. **Time-limited works.** An AD OPR should not commence time-limited works that require more than 10 minutes to restore normal safety standards to the movement area (including removing any Obstacles), unless a NOTAM has been issued not less than 24 hours before the works commencing that advises Aerodrome users of the additional restoration time required.

e. **Works Safety Officer.** The AD OPR should appoint a Works Safety Officer (WSO) to ensure the safe conduct of Aerodrome works. The WSO should be present in the vicinity of Aerodrome works at all times, if the works are being conducted while the Aerodrome is open and available for Aircraft operations.

f. The AD OPR should ensure the WSO is suitably trained and qualified to:

i. ensure the safety of Aircraft operations in accordance with the relevant Aerodrome OIP, ADMAN and applicable MOWPs

ii. notify Aerodrome users of Aerodrome works via NOTAM issue, when applicable

iii. provide ATC with necessary works information to ensure Aircraft safety (when ATC is active)

iv. ensure the works party is briefed on a daily basis regarding matters necessary to ensure Aircraft safety

v. ensure unserviceable portions of the movement area, temporary obstructions and works area limits are correctly marked and lit

vi. ensure works vehicles, plant and equipment are:

a. properly marked and lit, and

b. under WSO supervision, or

c. within a properly marked and lit works area

vii. ensure works vehicle, plant, equipment and material comply with all other MOWP requirements

viii. ensure excavation is conducted in accordance with the MOWP—in particular, to avoid damage or loss of calibration to any underground power/control cable associated with a lighting system or navigational aid

ix. immediately report any incident or damage to facilities to relevant Aerodrome personnel that is likely to affect:

a. ATC services

b. Aircraft safety

c. information published in AIP

x. continually supervise works while in progress and the Aerodrome is open

xi. ensure works vehicles, plant and personnel are evacuated from the movement area when necessary for Aircraft safety

xii. ensure the movement area is returned to a safe condition for Aircraft operations following removal of vehicles, plant, equipment and personnel from the works area

xiii. for time-limited works – ensure all reasonable measures are taken to return the works area to normal safety standards not less than five minutes before the time scheduled or notified for an Aircraft movement

xiv. manage floodlighting—and any other lighting required for carrying out Aerodrome works—so that it does not pose a hazard to Aircraft operations.

g. **Shipborne Heliport requirements.** In lieu of the requirements in AMC 139.50(c)9.a-f, the Shipborne Heliport ADMAN (or equivalent OIP) should contain procedures for planning and safely conducting Shipborne Heliport upkeep, upgrade and update works for:

i. de-conflicting between flying operations and Heliport works to ensure safe aviation operations

ii. notifying Aircraft operators and other Heliport users of the works and associated constraints

iii. conducting time-limited or emergency works and communicating with the Flying Control Officer (FLYCO) (if applicable) and Aircraft while works are being conducted.

10. Aerodrome safety management ▾ GM ▾ AMC

## GM 139.50(c)10 – Aerodrome safety management (AUS)

a. **Purpose. (Context)** A Safety Management System (SMS) provides a structured framework for managing safety risks associated with Aerodrome operations. **(Hazard)** Absence of a systematic approach to safety may allow hazards to go unidentified or unmitigated, leading to accidents. **(Defence)** This regulation requires AD OPRs to establish and promulgate an SMS consistent with Defence and ICAO principles.

b. The ADMAN may reference the following risk management documentation:

i. risk tables in relation to non-compliances with the Aerodrome Certification Basis,

ii. core risk profiles, mission risk profiles or risk management plans that address Aviation Safety risks posed by Aerodrome-related hazards, or

iii. risk control plans for implementing risk controls that are not reasonable to immediately implement.

## AMC 139.50(c)10 – Aerodrome safety management (AUS)

a. The ADMAN should reference relevant SMS OIP, including specific Aerodrome risk management documentation.

11. Aerodrome Technical Inspections (ATIs) ▾ GM ▾ AMC

## GM 139.50(c)11 – Aerodrome Technical Inspections (AUS)

a. **Purpose. (Context)** Regular technical inspections verify that Aerodrome facilities and systems continue to meet operational and safety standards. **(Hazard)** Failure to conduct inspections may allow degradation or non-compliance to go undetected, creating safety hazards. **(Defence)** This regulation requires the AD OPR to promulgate procedures for periodic technical inspections to be performed by qualified personnel, with findings recorded and corrective actions implemented.

b. An Aerodrome Technical Inspection (ATI) enables the early detection of Aerodrome facilities and equipment that, without timely remedial works, could make Aerodrome facilities unsafe for Aircraft or otherwise unsuitable for their intended purpose.

c. An ATI provides an opportunity to review and confirm:

   i. the accuracy of information published in AIP

   ii. the AD OPR is appropriately maintaining the OLS, PANS-OPS surfaces and Visual Segment Surface (VSS) (where applicable) to ensure the safety of Aircraft operations

   iii. the AD OPR is conducting Aerodrome operation and maintenance in accordance with approved Aerodrome operations OIP

   iv. key Aerodrome personnel are appropriately trained, qualified and approved to conduct their assigned duties

   v. Airside vehicle control arrangements are functioning safely and effectively, and

   vi. the AD OPR is effectively identifying Aviation Safety hazards and managing associated risks through the SMS—including that relevant risk management plans are functioning as documented and regularly reviewed.

## AMC 139.50(c)11 – Aerodrome Technical Inspections (AUS)

a. The ADMAN should contain procedures for conducting Aerodrome Technical Inspections (ATIs) that include:

   i. ATI elements/items

   ii. the required ATI frequency

   iii. ensuring appropriately qualified personnel conduct the ATI, and are briefed by AD OPR personnel on the inspection scope and any items that require specific inspection

   iv. scheduling an ATI program

   v. recording ATI results

   vi. developing and implementing an action plan utilising ATI recommendations.

b. The ADMAN should identify the position(s), individual(s) or organisation responsible for conducting the ATI, including reference to any contracted arrangements. The AD OPR should ensure that personnel conducting an ATI are technically competent and authorised in accordance with the requirements in MOS 139 Chapter 12 ‘Inspecting and reporting Aerodrome condition and compliance’.

c. **ATI frequency.** All Certified Aerodromes require ATI aligned with periodicity requirements as specified in MOS 139 section 12.07 'Inspections at lower volume movement Aerodromes'.

d. **Shipborne Heliport requirements.** The AD OPR of a Shipborne Heliport should propose a Shipborne Heliport technical inspection frequency to DASA that considers the risk to safe flight operations and the unique military context of Aircraft operations to the particular class of ship and facilities provided.

e. **ATI standards.** The Aerodrome technical inspector(s) should use relevant standards in the DASDRM and MOS 139 as the basis for ATI component requirements at Defence Aerodromes.

f. **ATI elements.** The ATI should include the following elements in accordance with the periodicity requirements in MOS 139 section 12.07:

   i. an instrument survey of the approach, take-off and transitional surfaces

   ii. a check of other surfaces associated with the OLS or PANS-OPS Airspace, such as the Visual Segment Surface (VSS) (if applicable)

   iii. a check of the AD OPR's monitoring of any instrument approach procedure critical Obstacles nominated by the designer

   iv. an inspection and assessment of movement area pavements, drainage and associated strips, including visual inspection and assessment of:

      a. pavement condition

      b. contamination, including from rubber build-up

   v. an inspection, and testing, of Aerodrome lighting and electrical reticulation systems, including:

      a. visual aids on the movement area

      b. apron floodlighting, including apron illumination and parking positions

      c. illuminated wind direction indicators

      d. pilot-activated lighting systems (if applicable)

      e. stand-by and emergency Aerodrome lighting (if applicable)

      f. the visual approach slope indicator system (if applicable)

      g. approach lighting systems (if applicable)

      h. Obstacle lights and beacons maintained by the AD OPR

      i. any earthing points on the apron (if applicable)

   vi. an inspection and assessment of visual aids on the Aerodrome, including:

      a. movement area markings

      b. movement area guidance signs, including Aircraft parking position signs

      c. Airside vehicle control signs

d. protection of navigational aids and meteorological equipment signs

vii. an inspection of Aerodrome equipment or facilities used for:

a. wildlife hazard management—including fencing and gates

b. Aerodrome emergencies

viii. a check of the currency and accuracy of:

a. Aerodrome information published in AIP

b. Aerodrome operating procedures specified in the ADMAN and supporting documents/OIP

ix. a check that the SMS or risk management plan (as applicable) is current and functioning as documented

x. an inspection of Airside vehicle control arrangements (if applicable)

xi. a check that personnel appointed as a reporting officer or WSO are suitably trained and qualified in accordance with relevant regulatory requirements.

g. **Corrective actions.** The AD OPR should address ATI recommendations or findings:

i. in accordance with its QMS

ii. in consultation with DASA for any deficiencies that may affect the Aerodrome Certification Basis.

12. Aerodrome security, ▾ GM ▾ AMC

## GM 139.50(c)12 – Aerodrome security (AUS)

a. **Purpose. (Context)** Security measures protect Defence Aerodromes, personnel and Aircraft from unlawful interference and unauthorised access. **(Hazard)** Inadequate security can result in sabotage, theft or other breaches compromising operational safety and national security. **(Defence)** This regulation requires AD OPRs to implement and promulgate security controls, procedures and physical measures in accordance with Defence policy.

b. Effective Aerodrome security arrangements prevent the unauthorised entry onto the Aerodrome Movement Area (Airside) of personnel, vehicles, equipment, mobile plant or animals, or other things that may endanger Aircraft safety.

c. Aerodrome security procedures may include (but are not limited to) Airside access and vehicle control procedures. Other Aerodrome security measures may include:

i. perimeter fences and access gates—ie extending to areas outside of the defined Aerodrome movement area (Airside), or

ii. other security measures contained in base-wide security management plans, procedures or instructions.

d. AD OPR personnel may liaise with Base Security sections (including Military Police) to obtain information on credible threats to Aerodrome security and safety.

## AMC 139.50(c)12 – Aerodrome security (AUS)

a. The ADMAN should document potential security threats and their credible impact to Aerodrome safety, and associated procedures and information to ensure:

   i. the security of Aerodrome equipment, systems and installations to prevent any unlawful interference impacting operations

   ii. Aerodrome personnel and users understand how security deficiencies and breaches interfering with operations can contribute to Aviation Safety hazards

   iii. Aerodrome personnel effectively manage security-related Aviation Safety hazards.

13. Disabled Aircraft removal, ▾ GM ▾ AMC

## GM 139.50(c)13 – Disabled Aircraft removal (AUS)

a. **Purpose. (Context)** Rapid removal of disabled Aircraft ensures Aerodrome operational continuity and prevents secondary hazards. **(Hazard)** Delayed or poorly managed Aircraft recovery can obstruct runways, disrupt operations or create further damage. **(Defence)** This regulation requires AD OPRs to promulgate and maintain plans, equipment and trained personnel for the timely and safe removal of disabled Aircraft.

b. The AD OPR may reference disabled Aircraft removal procedures published in the AEP to satisfy the requirements in AMC 139.50(c)15.

c. Regulatory and investigation authorities requiring notification of disabled Aircraft removal will depend on whether the Aircraft is military or civilian, and the circumstances leading to the disabled Aircraft situation. Relevant authorities may include the:

   i. Australian Transport Safety Bureau (ATSB)

   ii. Defence Flight Safety Bureau (DFSB)

   iii. Defence Aviation Safety Authority (DASA).

d. Where possible, contact details for personnel responsible for arranging disabled Aircraft removal should include an out-of-hours telephone number.

## AMC 139.50(c)13 – Disabled Aircraft removal (AUS)

a. The ADMAN should contain procedures for removing an Aircraft that is disabled on or near the movement area, including:

   i. the respective roles and responsibilities of the AD OPR and the Aircraft operator

   ii. notifying the Aircraft operator—either civilian or military

   iii. liaising with ATSB, DFSB, DASA, ATC and Comcare (as applicable)

   iv. obtaining appropriate equipment and persons to remove the Aircraft

   v. contact details for personnel responsible for arranging disabled Aircraft removal.

14. Airside access and vehicle control, ▾ GM ▾ AMC

## GM 139.50(c)14 – Airside access and vehicle control (AUS)

a. **Purpose. (Context)** Controlled access and vehicle movement on the Airside are essential to safe Aircraft operations. **(Hazard)** Unauthorised or poorly managed Airside vehicle activity can lead to runway incursions, collisions or FOD hazards. **(Defence)** This regulation requires AD OPRs to implement and promulgate procedures for Airside access control, vehicle operation and driver competency.

b. Airside access and vehicle control procedures are fundamental to maintaining Airside safety. Aerodrome configurations—including apron types, types of activities performed on the apron (eg ordnance loading), types of vehicles used, and mix of Aerodrome Movement Area traffic (including Aircraft, ground vehicles and equipment)—all add to the complexity of Airside access and operations.

c. **Airside driver training.** An AD OPR may determine the competency requirements for Airside driver training—provided they include the requirements in AMC 139.50(c)16.b. Additional competencies may include:

   i. emergency procedures (eg accidents or vehicle breakdown)

   ii. right-of-way requirements

   iii. other Airside operating rules and procedures.

d. The AD OPR may waive Airside driver training requirements for personnel with suitable previous training, qualifications and experience (eg Aircrew and air traffic controllers).

## AMC 139.50(c)14 – Airside access and vehicle control (AUS)

a. The ADMAN should contain Airside access and vehicle control procedures informed by the AD OPR's SMS, including:

   i. controlling Airside access—including escorting personnel and vehicles who are not authorised to access Airside unescorted

   ii. monitoring Airside access control points and barriers, such as fencing

   iii. traffic movement (including speed limits) for vehicles operating on or near the Aerodrome Movement Area, and enforcing traffic rules

   iv. establishing a method of instructing and testing personnel to ensure they do not compromise Aviation Safety when operating Airside.

b. **Airside driver training.** The AD OPR should ensure a driver operating an Airside vehicle is appropriately trained to know and understand:

   i. the terminology used to describe the Aerodrome Movement Area (in accordance with AIP),

   ii. the purpose and location of all Airside areas

   iii. hazardous and prohibited Airside areas

   iv. the significance and meaning of Aerodrome visual aids, signs, markings and ground lights

   v. requirements for communicating with ATC—including requirements for clearances and readbacks

vi. the Airside areas that require a clearance from ATC (or CTAF broadcast, where ATC is not active) prior to entry.

c. The AD OPR should assess personnel for Airside driver competency prior to authorising those personnel to operate Airside unescorted. The AD OPR should develop Airside driver competency assessment and currency requirements in accordance with DASR 139.100.

d. **Vehicle lighting.** The AD OPR should ensure vehicles operating Airside are fitted with appropriate vehicle hazard lighting in accordance with the requirements in MOS 139 section 14.05.

15. Protection of Communication, Navigation and Surveillance (CNS) and meteorological (MET) facilities, ▾ GM ▾ AMC

## GM 139.50(c)15 – Protection of CNS and MET facilities (AUS)

a. **Purpose. (Context)** CNS and MET facilities support safe Aircraft navigation, communication and weather awareness. **(Hazard)** Damage or interference to these facilities may degrade Aircraft situational awareness or navigation accuracy. **(Defence)** This regulation requires AD OPRs to establish and promulgate procedures to protect CNS and MET infrastructure from physical damage, obstruction and electromagnetic interference.

b. CNS and MET facilities at an Aerodrome may include:

i. radio navigation facilities (eg Instrument Landing System (ILS), Tactical Air Navigation System (TACAN), Non-Directional Beacon (NDB))

ii. surveillance sensor sites, including surveillance, Automatic Dependent Surveillance–Broadcast (ADS-B) and multilateration systems

iii. air-ground and point-to-point communications systems, including radio bearer systems and satellite communications sites

iv. ATC towers and centres

v. MET facilities, including transmissometers.

c. CNS and MET facilities at Defence Aerodromes are typically provided and managed by external agencies, such as Surveillance and Control System Program Office (S&CSPO), Airservices Australia and the Bureau of Meteorology.

## AMC 139.50(c)15 – Protection of CNS and MET facilities (AUS)

a. The ADMAN should contain procedures for the protection of CNS and MET facilities located on the Aerodrome, including:

i. controlling activities near relevant facilities, including ground maintenance

ii. in consultation with the facility provider – supplying and installing hazardous emissions warning signs, including electromagnetic and microwave radiation.

b. In consultation with the facility provider, the AD OPR should ensure CNS and MET facility protection measures align with MOS 139 Chapter 19.

16. Low Visibility Procedures (LVP), ▾ GM ▾ AMC

## GM 139.50(c)16 – Low Visibility Procedures (AUS)

a. **Purpose. (Context)** Low Visibility Procedures (LVP) maintain safe Aircraft operations during periods of reduced visibility. **(Hazard)** Failure to implement effective procedures may result in loss of separation, runway incursions or navigation errors. **(Defence)** This regulation requires AD OPRs to develop, maintain, promulgate and implement approved low visibility procedures consistent with operational needs and system capabilities.

b. Aircraft operations at Aerodromes during reduced visibility or low cloud conditions present additional hazards to Aircraft and other Aerodrome users. As visibility reduces, the ability of ATC, pilots, vehicle drivers and other personnel to identify hazards and take remedial action in a timely manner becomes limited. In conditions of low cloud, the time available for the pilot of an approaching Aircraft to assess the Aerodrome environment visually is reduced.

c. LVP are required when visual meteorological conditions (VMC) have degraded to a distance such that Aerodrome surface movement safety may be compromised. The extent of VMC degradation requiring LVP may vary by Aerodrome. However, in addition to the parameters in AMC 139.50(c)18.b, the AD OPR should implement LVP at a suitable surface movement rate if visibility on any part of the Aerodrome is unsuitable to afford safe Aircraft movements.

d. The objectives of LVP include:

   i. protecting the runway(s) in use against incursions by Aircraft, vehicles and pedestrian traffic

   ii. reducing the possibility of conflicts between Aircraft, vehicles and pedestrian traffic

   iii. maintaining the accuracy and integrity of ground-based navigation signals used during departure, approach and landing operations

   iv. assisting ATC and/or apron management personnel to maintain situational awareness of the positions of traffic on the Aerodrome Movement Areas

   v. facilitating coordinated action by various agencies, including the Aerodrome and Aircraft operators, Aerodrome Rescue and Fire Fighting (ARFF) services, vehicle operators/drivers, meteorological and AIS providers, and ATC

   vi. ensuring accurate and timely information is available to pilots regarding the status of relevant supporting systems (eg Aerodrome lighting, radios) to support pilot decision-making and safe flight operations.

e. There are three phases of LVP:

   i. preparation phase – commences when deteriorating meteorological conditions reach, or are forecast to reach, specified height of cloud base or ceiling and/or visibility/Runway Visual Range (RVR) values

   ii. operations phase – activated prior to the commencement of any of the specific conditions requiring LVP (in AMC 139.50(c)18.b)

   iii. termination phase – established to facilitate a smooth transition back to normal operations.

f. **RVR equipment.** Aerodromes may have different categories of lighting systems to support precision approach equipment, such as the ILS. Higher category lighting systems offer lower approach minimums for visibility and decision height, due to higher intensity lighting and more sophisticated equipment. Higher category lighting systems require the installation of RVR equipment to ensure higher accuracy of visibility assessments to support the use of associated precision approach procedures. An AD OPR is only required to install Runway Visual Range (RVR) equipment if the Aerodrome intends to support a type of operation/precision approach category in MOS 139 Table 23.05. AD OPR personnel should engage with civilian/military precision approach procedure designers (as applicable) to clarify what RVR equipment may be required for published precision approach procedures at the relevant Aerodrome, as required.

g. **RV assessments.** Runway Visibility (RV) assessments should be conducted from locations near the threshold or midpoint of the runway—for example, the taxiway holding position for the taxiway adjoining the runway threshold, or at a point adjacent to the runway threshold from which the distance to visibility markers is known. If RV varies during the assessment, the RV assessor should report the lowest value observed. RV observations and assessments cannot be made through a window (such as a vehicle window) unless it is otherwise impossible to conduct the RV assessment.

h. **Non-controlled Aerodromes.** The AD OPR of a non-controlled Aerodrome (ie an Aerodrome at which there is no ATC tower) may elect to establish LVP for the safety of low visibility Aircraft departures during conditions of reduced visibility or low cloud.

## AMC 139.50(c)16 – Low Visibility Procedures (AUS)

a. The ADMAN should contain procedures for the management of ground activities at a controlled Aerodrome where low visibility operations are conducted (informed by the AD OPR's SMS), including:

   i. measuring visibility along a runway and passing the information to ATC

   ii. minimising vehicular traffic within the Aerodrome Movement Area during periods of low visibility operations

   iii. ensuring vehicles do not compromise CNS facilities during periods of low visibility operations

   iv. Aerodrome Manoeuvring Area inspections during periods of low visibility operations

   v. contact details for personnel responsible for managing low visibility operations.

b. In consultation with ATC, the AD OPR of a controlled Aerodrome should ensure that Low Visibility Procedures (LVP) are fully implemented before:

   i. an instrument approach operation will take place when the visibility or cloud ceiling is less than the precision approach CAT I minima for the runway being used

   ii. a take-off operation will take place when the runway visibility (RV) / runway visual range (RVR) is less than 550m for the runway being used, or

   iii. for a runway without a precision approach:

      a. the RV/RVR is 800m or less, or

      b. the cloud ceiling is 200 FT or less.

c. **RV assessments.** The ADMAN should include procedures for assessing RV, including:

i. a system for using visibility markers and/or counting runway lights for assessing RV

ii. establishing and marking fixed locations from which to conduct assessments

iii. if using visibility markers—a visibility markers chart that includes the:

a. visibility markers used to assess RV, showing their distances in metres and bearings from the point of observation

b. identification of day and night visibility markers

c. clear identification of the point of RV observation

iv. if using runway lights—a conversion chart based on the actual spacing of the runway lights

v. conducting the observation by:

a. establishing the farthest visible runway edge lights or visibility markers that can be seen and identified

b. determining the distance (in metres, to the nearest 50m increment) using the conversion table or visibility markers chart

c. immediately reporting the RV to ATC (if available) or to the person who requested the report

vi. names of personnel authorised to conduct RV assessments.

d. The AD OPR should ensure that personnel authorised to conduct RV assessments are suitably trained, qualified and approved in the procedures in AMC 139.50(c)16.c and meet relevant Airside access requirements.

e. **Shipborne Heliport requirements.** In lieu of the requirements in AMC 139.50(c)16.a-d, the AD OPR of a Shipborne Heliport should establish and document LVP appropriate to the ship's specific equipment and capabilities.

17. Foreign Object Debris (FOD) prevention, and ▾ GM ▾ AMC

## GM 139.50(c)17 – FOD prevention (AUS)

a. **Purpose. (Context)** Foreign Object Debris (FOD) management prevents Aircraft damage and operational disruption from debris on Aerodrome Movement Areas. **(Hazard)** Uncontrolled FOD can cause Aircraft engine ingestion, tyre damage or system failures. **(Defence)** This regulation requires AD OPRs to establish, promulgate and maintain a FOD prevention program including inspection, removal and reporting processes.

b. Foreign objects are substances, debris or articles alien to a vehicle or system that has potential to cause damage to Aircraft. Examples of FOD include Aircraft and vehicle parts, tools, rocks, sand, paper, wood, metal, broken pavement and ramp equipment.

## AMC 139.50(c)17 – FOD prevention (AUS)

a. In addition to Aerodrome serviceability inspection requirements (related to the cleanliness of Aerodrome Movement Areas and damage caused by Foreign Object Debris (FOD)), the ADMAN should include procedures to ensure all paved runway, taxiway and apron surfaces are kept clear of foreign objects or debris that could cause damage to Aircraft, including:

i. regular sweeping of Aerodrome Movement Areas

ii. FOD prevention strategies, such as FOD check signage at Airside access points.

18. Aerodrome Rescue and Fire Fighting (ARFF) arrangements. ▾ GM ▾ AMC

## GM 139.50(c)18 – ARFF arrangements (AUS)

a. **Purpose. (Context)** ARFF services provide immediate response capability to protect life and property in the event of an Aircraft accident or incident. **(Hazard)** Inadequate ARFF arrangements may delay response and increase the severity of outcomes. **(Defence)** This regulation requires AD OPRs to provide and maintain ARFF capability and promulgate procedures for their use appropriate to Aerodrome classification and operational risk.

b. ARFF services refer to specialised rescue and fire fighting services provided at an Aerodrome, which are dedicated to the support of Aircraft safety. ARFF services may involve incident response, hazard mitigation, evacuation, and possible rescue of passengers and crew of an Aircraft involved in an Aerodrome (or potentially off-Aerodrome) ground emergency.

c. Determining the appropriate ARFF category required at an Aerodrome is critical to ensuring the required ARFF resources (eg fire fighting agents, appliances, vehicles and personnel) are readily available when responding to Aircraft ground emergencies.

d. At Military Priority and Military Exclusive Aerodromes, the appropriate ARFF CAT is determined within the Aerodrome Certification process (refer DASR 139.80) and aligned with Defence's operating intent for the Aerodrome. For Aerodromes with a resident civilian Aerodrome operator, Defence should directly communicate the ARFF services provided, including when there are changes to the published service provisions. Refer to the DASDRM Section 6 for further information on ARFF design requirements.

e. At Joint-User Aerodromes and Civil Aerodromes on Defence establishments, ARFF CAT is determined IAW MOS 139H.

## AMC 139.50(c)18 – ARFF arrangements (AUS)

a. The ADMAN should contain, or provide reference to, Aerodrome-specific ARFF information and procedures, including:

i. the Aerodrome ARFF category

ii. a description of the ARFF services available at the Aerodrome, including:

a. the role and responsibilities of ARFF services and personnel

b. details of ARFF vehicles

c. ARFF emergency access routes

d. ARFF response times

e. ARFF operating constraints, either on or off site

f. out-of-hours ARFF operations and arrangements (if applicable)

iii. hours of ARFF operation

iv. ARFF personnel training and competency requirements

v. reference to other ARFF procedures documented in OIP, to demonstrate compliance with applicable operating and technical standards.

b. ARFF related information and procedures—including ARFF personnel training and competency requirements—should align with the *CASA Part 139H Manual of Standards* and *ICAO Annex 14* standards and recommended practices, so far as is reasonably practicable.

c. Where an AD OPR is unable to support ARFF services at the determined Aerodrome category, the AD OPR should consult with the relevant civilian or military Aircraft operator(s) to ensure they are reasonably informed of the lower ARFF category, and can manage any associated Aviation Safety hazards and risks as required.

d. **Shipborne Heliport requirements.** In lieu of the requirements in AMC 139.50(c)20.a-c, the AD OPR of a Shipborne Heliport should document Heliport rescue and fire fighting (HRFF) information and procedures in the ADMAN (or equivalent OIP), including:

i. information and procedures related to the HRFF services available for the preservation of life and material in the event of an Aircraft accident or incident

ii. operating constraints, such as rescue response for Aircraft ditching

iii. emergency access and response timeframes

iv. available crash rescue boats and rescue equipment

v. evidence of compliance with applicable operating and technical standards.

## 139.60 – SAFETY MANAGEMENT SYSTEM (AUS)

(a) An AD OPR must establish, utilise and maintain a Safety Management System (SMS) in accordance with DASR SMS. ▼ GM

### GM 139.60(a) – Safety Management System (AUS)

a. **Purpose. (Context)** Defence Aerodromes and associated infrastructure and systems support safe flight operations. **(Hazard)** Ineffective management or operation of Aerodromes can compromise Aviation Safety. **(Defence)** This regulation requires the AD OPR to establish, utilise and maintain a Safety Management System (SMS) for Defence Aerodromes.

b. **Third parties.** The SMS should provide assurance to the AD OPR-AM that services or systems provided by third parties do not compromise safety. Associated risk controls may include formal agreements that specify safety requirements.

c. **SMS integration.** The AD OPR may integrate the Aerodrome SMS with the organisation's existing SMS. For example, if an AD OPR is also an approved Air Cargo Delivery Service Provider or Military Air Operator, they may utilise one SMS that encompasses all aviation operations/functions. Alternatively, the AD OPR may utilise a separate SMS specific to managing Aerodromes.

d. **Joint-User Aerodromes.** At a Joint-User Aerodrome, the Defence AD OPR's SMS should align and integrate as far as possible with the respective civilian AD OPR's SMS.

e. **GR.40.** AD OPR SMS OIP should reference the AD OPR's Occurrence reporting and management system IAW GR.40. The *Defence Aviation Safety Reporting System Guidebook* contains further guidance on occurrence reporting.

# 139.70 – QUALITY MANAGEMENT SYSTEM (AUS)

(a) An AD OPR must establish, utilise and maintain a Quality Management System (QMS) to achieve consistency, continuity and compliance of safe Aerodrome operations through: ▾ GM ▾ AMC

## GM 139.70(a) – Quality Management System (AUS)

a. **Purpose. (Context)** An AD OPR-AM is accountable for ensuring regulatory compliance and conformance. **(Hazard)** Compromised regulatory compliance and conformance can compromise Aviation Safety through degraded risk controls. **(Defence)** An effective QMS enables an AD OPR-AM to be reasonably informed about the level of their organisation's regulatory compliance and conformance at any point in time, to ensure the AD OPR-AM is fulfilling their legal and regulatory requirements.

b. **ISO 9001.** An AD OPR may use ISO 9001 or any other internationally-accepted quality management standard.

c. **QMS integration.** An AD OPR may integrate their QMS with other management systems (eg SMS) as a single management system, commensurate with the size, scope and complexity of the organisation. The AD OPR QMS may also encompass other aviation operations/functions that the same organisation is accountable for (eg Air Cargo Delivery Service Provider functions). However, integrated systems must remain compliant with all relevant DASR requirements.

d. **Third parties.** An AD OPR QMS should provide assurance to the AD OPR-AM that services or technical systems provided by third parties do not compromise safety. Where formal arrangements with third parties exist, the arrangements include safety and quality requirements and processes to enable the AD OPR to remain compliant with regulatory requirements.

## AMC 139.70(a) – Quality Management System (AUS)

a. An AD OPR should have a QMS that achieves the following:

i. **Quality planning.** The AD OPR should demonstrate quality planning that defines the organisation's quality policy and quality management objectives, strategies and targets to inform continuous improvement of Aerodrome operation and management.

ii. **Quality assurance.** The AD OPR should document quality assurance activities—conducted through a quality assurance program—that verify all Aerodrome operation and management activities are conducted in accordance with regulatory requirements (including conformance with AD OPR OIP).

iii. **Quality control.** The AD OPR should document quality control processes to monitor and measure regulatory compliance and the adequacy of procedures and services.

iv. **Quality improvement.** The AD OPR should document quality improvement activities, including reviews and corrective actions, for the continuous improvement of Aerodrome operation and management.

1. quality planning

2. quality assurance

3. quality control

4. quality improvement.

## 139.80 – AERODROME CERTIFICATION (AUS)

▼GM

### GM 139.80 – Aerodrome Certification (AUS)

a. **Purpose. (Context)** Defence Aerodromes and associated infrastructure and systems support safe flight operations. **(Hazard)** Aerodromes that do not meet credible and defensible standards recognised by DASA, or are not managed and operated effectively, can compromise Aviation Safety. **(Defence)** This regulation requires the AD OPR-AM to hold an Aerodrome Certificate for each Certified Aerodrome, which confirms the AD OPR has undertaken the relevant steps to ensure the Aerodrome (or parts thereof) meet credible and defensible standards and that suitable arrangements are in place to manage any non-compliances.

b. Each Certified Aerodrome requires an individual Aerodrome Certificate.

c. Aerodromes can vary significantly in their design, maintenance and aviation operations. Consequently, the extent of DASR 139 Aerodrome certification is commensurate with the overall Aerodrome complexity and operating intent, and is reflected in the agreed Aerodrome Certification Basis.

d. The certification scope is specific to each Certified Aerodrome—with consideration to the Aerodrome's operating intent as defined by the AD OPR—and may contain limitations on the use of Aerodrome facilities.

e. The intent of certifying an Aerodrome with a limited certification scope is to prioritise areas of higher risks to provide the most effective use of limited AD OPR certification resources. A limited certification scope during initial Aerodrome certification does not preclude the AD OPR from seeking full certification at a later stage, if resources allow. Following initial certification, DASA will work with the AD OPR—with commensurate resource assignment—to certify additional Aerodrome facilities, areas and infrastructure where there is a clear value proposition to Defence.

f. **Non-Certified Aerodromes.** Although DASR 139 does not apply to Non-Certified Aerodromes, the underlying principles in this regulation may assist a Commander responsible for a Non-Certified Aerodrome to ensure the Aerodrome facilities and infrastructure support safe Aircraft operations.

(a) **Initial Aerodrome Certification.** For DASA to issue an Aerodrome Certificate, the AD OPR must:

1. define the Aerodrome Certification Basis for DASA agreement ▼GM ▼AMC

### GM 139.80(a)1 – Define the Aerodrome Certification Basis (AUS)

a. **Purpose. (Context)** Defence Aerodromes and associated infrastructure and systems support safe flight operations. **(Hazard)** Aerodromes that do not meet acceptable standards, or are not managed and operated effectively, can compromise Aviation Safety. **(Defence)** This regulation requires the AD OPR and DASA to agree on the basis on which the Aerodrome is certified, to ensure the Aerodrome meets safety and operational standards commensurate with its intended use.

b. The agreed Aerodrome Certification Basis is the complete set of design requirements against which DASA certifies an Aerodrome, commensurate with its intended use.

c. DASA prescribes Aerodrome design requirements in Section 6 of the DASDRM. The DASDRM prescribes separate requirements for land-based Aerodromes, land-based Heliports and Shipborne Heliports.

d. **Aerodrome Certification Basis scope.** The Aerodrome Certification Basis scope may be limited to Aerodrome systems and functions that are necessary to support safe flight operations, aligned with the Aerodrome design elements listed in DASDRM S6 C1 Annex A. Following appropriate consultation between the AD OPR and DASA, the Aerodrome Certification Basis scope may be further limited to those areas and facilities deemed critical for take-off and landing.

e. DASA will assess and approve the Aerodrome Certification Basis proposed by the AD OPR when satisfied the Aerodrome Certification Basis is suitable, having considered the Aerodrome's intended operations, usage requirements and safety needs.

f. Defence may elect to specify additional Aerodrome design requirements to support capability outcomes. These may not form part of the Aerodrome Certification Basis.

g. **Changes to design requirements.** DASA may approve a change to a design requirement for a particular Aerodrome if the AD OPR:

   i. presents a safety argument showing the alternate design requirement achieves an equivalent level of safety, or

   ii. 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. As the respective AD OPR-AM and MAO-AM(s) are shared duty holders, both are required to agree on risk treatments and retain residual risks.

h. The AD OPR should also demonstrate to DASA that they have informed relevant civilian Aircraft operators of any risks resulting from changes to design requirements that may impact civilian Aircraft operations.

## AMC 139.80(a)1 – Define the Aerodrome Certification Basis (AUS)

a. The Aerodrome Certification Basis is proposed by the AD OPR and approved by DASA.

b. The Aerodrome Certification Basis includes:

   i. the applicable design requirements prescribed in Section 6 of the DASDRM that are effective on the date of Aerodrome Certificate application (unless otherwise specified by DASA)

   ii. any special technical requirements that are needed to address unique issues beyond the scope of the DASDRM Section 6 design requirements

   iii. any tailoring to the design requirements, approved by DASA on the basis that:

      a. a safety argument demonstrates an equivalent level of safety that can be achieved through a tailored design requirement

      b. compliance with the design requirement would adversely affect Defence capability, and Aviation Safety risks can be eliminated (or otherwise minimised SFARP) through alternate means.

c. **Aerodrome Certification Basis tailoring proposals.** The AD OPR should support proposals for Aerodrome Certification Basis tailoring with a documented safety argument and rationale that includes:

i. confirmation that Defence has a well-defined capability imperative that would be impeded by meeting the applicable design requirements

ii. a description of the proposed tailoring, including any additional operational procedures that the AD OPR will employ to eliminate or otherwise minimise risk SFARP

iii. confirmation that the AD OPR has appropriately consulted and coordinated with all persons who hold a shared duty to ensure the health and safety of Aerodrome users

iv. confirmation that the AD OPR—with assistance from Aerodrome users—has clearly characterised the risk due to the tailored design requirements

v. confirmation that the relevant Military Air Operators (MAOs) have agreed that risks have been eliminated or otherwise minimised SFARP, and that the AD OPR and MAOs have agreed to retain and manage any residual risk(s)

vi. confirmation that the AD OPR has consulted relevant civilian Aircraft operators and communicated any risks that may impact civilian Aircraft operations.

d. The AD OPR should reference the Aerodrome Certification Basis (including any agreed tailoring) in the ADMAN.

2. demonstrate and declare that the Aerodrome design and construction complies with the agreed Aerodrome Certification Basis ▼ GM ▼ AMC

## GM 139.80(a)2 – Demonstrate and declare compliance with agreed Aerodrome Certification Basis (AUS)

a. **Purpose. (Context)** Defence Aerodromes and associated infrastructure and systems support safe flight operations. **(Hazard)** Aerodromes that do not meet acceptable design and construction standards can compromise Aviation Safety. **(Defence)** This regulation requires the AD OPR to demonstrate that the Aerodrome meets the agreed design and construction standards.

b. Aerodrome Certification Basis compliance demonstration evidence may consist of reports, drawings, specifications, calculations, analysis or other documentation that is credible and defensible. It is the AD OPR's responsibility to ensure the evidence is suitable to demonstrate compliance with the agreed Aerodrome Certification Basis.

c. DASA may inspect compliance demonstration evidence on a non-exhaustive basis. DASA may request additional evidence from the AD OPR where the evidence provided does not sufficiently demonstrate compliance.

## AMC 139.80(a)2 – Demonstrate and declare compliance with agreed Aerodrome Certification Basis (AUS)

a. The AD OPR is responsible for demonstrating—through the production of evidence—that the design and construction of the Aerodrome meets the Aerodrome Certification Basis agreed with DASA.

b. To enable DASA to issue an Aerodrome Certificate, the AD OPR should:

i. compile a list of evidence that has been produced to demonstrate compliance against each line of the Aerodrome Certification Basis

ii. provide a formal declaration that the design and construction of the Aerodrome entirely meets the requirements of the Aerodrome Certification Basis.

c. The AD OPR is to complete all compliance demonstrations before providing the final declaration of compliance.

d. The AD OPR should make compliance demonstration evidence available to DASA, including listing the documentation showing compliance.

e. Partial compliance with a design requirement within the agreed Aerodrome Certification Basis is not permitted.

f. Where the AD OPR cannot justify meeting a design requirement within the agreed Aerodrome Certification Basis, the AD OPR should pursue DASA approval of Aerodrome Certification Basis tailoring in accordance with AMC 139.80(a)1.

3. implement arrangements to support continued compliance with the agreed Aerodrome Certification Basis, and ▼GM ▼AMC

## GM 139.80(a)3 – Arrangements to support continued Aerodrome compliance (AUS)

a. **Purpose. (Context)** Defence Aerodromes can have a long service life, during which changes are often made to the Aerodrome design, construction and operation. Additionally, the original Aerodrome design or construction may include latent defects. **(Hazard)** Changes to Aerodromes post-construction and latent defects can compromise Aviation Safety. **(Defence)** This regulation requires the AD OPR to demonstrate suitable arrangements to support continued Aerodrome compliance with the agreed Aerodrome Certification Basis.

## AMC 139.80(a)3 – Arrangements to support continued Aerodrome compliance (AUS)

a. For DASA to be assured that the AD OPR will retain the safe design of the Aerodrome throughout its service life, the AD OPR should demonstrate systems and procedures to:

i. retain all relevant design information, drawings and test reports—including Aerodrome inspection records—to provide the information necessary to ensure continued compliance with the agreed Aerodrome Certification Basis, and conditions of safe Aerodrome operation

ii. manage the Aerodrome design configuration

iii. collect, investigate and analyse reports of—and information related to—failures, malfunctions, defects or other occurrences that might adversely affect safe Aerodrome operation

iv. implement corrective action if warranted

v. ensure continued application of these systems and procedures.

b. The AD OPR is responsible for continued implementation and monitoring of the above systems and procedures.

4. provide Aerodrome design information to support continuing safe operation. ▼GM ▼AMC

## GM 139.80(a)4 – Continuing safe Aerodrome operation (AUS)

a. **Purpose. (Context)** Defence Aerodromes can have a long service life, during which changes are often made to the Aerodrome design, construction and operation. Additionally, the original Aerodrome design or construction may include latent defects. **(Hazard)** Ineffective maintenance and monitoring of Aerodromes post-construction and latent defects can compromise Aviation Safety. **(Defence)** This regulation requires the AD OPR to produce key information and procedures related to the design or construction of a Certified Aerodrome that will enable the AD OPR to ensure the Aerodrome is kept in a condition for safe flight operations.

b. The AD OPR is responsible for ensuring the Aerodrome—at any time in its operating life—is in a condition to support safe operation. However, to execute this responsibility, the AD OPR may be reliant upon information and procedures that are the domain of the Aerodrome designer.

## AMC 139.80(a)4 – Continuing safe Aerodrome operation (AUS)

a. For DASA to be assured that the AD OPR will ensure the Certified Aerodrome is kept in a condition for safe flight operation, the AD OPR should provide DASA with documented evidence that:

i. describes specific, scheduled Aerodrome maintenance tasks and their completion frequency

ii. details processes to ensure periodic update of ADMAN information and the Aerodrome Obstacle master database

iii. contains descriptive data and accomplishment instructions that enable inspections, processes and procedures necessary to keep the Aerodrome in a condition for safe flight operation.

(b) **Changes to Aerodrome Certification.** The AD OPR must present changes to Certified Aerodrome design or construction to DASA for certification, except where those changes have no appreciable effect on the safety of flight operations. ▼ GM ▼ AMC

## GM 139.80(b) – Changes to Aerodrome certification (AUS)

a. **Purpose**. **(Context)** Defence Aerodromes and associated infrastructure and systems support safe flight operations. **(Hazard)** Changes to Aerodrome infrastructure or systems can compromise Aviation Safety. **(Defence)** This regulation requires the AD OPR to demonstrate that changes to Aerodrome infrastructure or systems meet agreed design and construction standards and do not compromise Aviation Safety.

b. Initial Aerodrome certification is relevant only for the configuration presented to DASA at the time of certification. Subsequent configuration changes may invalidate the Aerodrome certification, necessitating re-certification by DASA.

c. DASA does not expect the AD OPR to approach DASA for re-certification for minor Aerodrome design or construction changes, provided the change does not have an appreciable effect on the safety of flight operations at the Aerodrome.

d. DASA expects the AD OPR to use safety risk management processes in accordance with their SMS, to determine whether a design or construction change may have an appreciable effect on the safety of Aerodrome operations. When in doubt, the AD OPR should consult DASA for advice.

### AMC 139.80(b) – Changes to Aerodrome certification (AUS)

a. Where a proposed Aerodrome design or construction change will have an appreciable effect on safe flight operations, the AD OPR should propose to DASA how the AD OPR will achieve compliance with DASR 139.80(a) to the extent required as a result of the change to ensure Aviation Safety is not compromised as a result of the change.

b. The AD OPR should conduct a safety risk assessment (in accordance with the AD OPR's SMS) to determine and document whether or not the change to Aerodrome design or construction will have an appreciable effect on the safety of Aerodrome operations.

c. **Joint-User Aerodromes.** For new or changes to military-only areas or infrastructure at Joint-User Aerodromes, the Defence AD OPR should consult with the respective civilian AD OPR to ensure the proposal supports continued civilian AD OPR compliance with CASR Part 139 requirements.

## 139.90 – AERODROME MAINTENANCE (AUS)

(a) An AD OPR must develop, undertake and document an Aerodrome maintenance program for each Certified Aerodrome to ensure the Aerodrome remains in a condition to support safe flight operations. ▾ GM ▾ AMC

### GM 139.90(a) – Aerodrome maintenance (AUS)

a. **Purpose. (Context)** Defence Aerodromes and associated infrastructure and systems support safe flight operations. **(Hazard)** Deterioration of Aerodrome infrastructure or systems can compromise Aviation Safety. **(Defence)** This regulation requires the AD OPR to develop, undertake and document an Aerodrome maintenance program to support safe flight operations at Certified Aerodromes.

b. An AD OPR may tailor Aerodrome maintenance and inspection schedules to cater for Aerodromes that are not in regular operational use or that are expanded for surge or exercise activities.

c. DASA may withdraw an AD OPR approval and/or an Aerodrome Certificate in circumstances where a shortfall in Aerodrome maintenance aspects adversely affects safe flight operations.

d. DASR 139.50(c)11 contains detailed requirements and guidance material related to Aerodrome Technical Inspections.

### AMC 139.90(a) – Aerodrome maintenance (AUS)

a. At a minimum, the AD OPR should develop, undertake and document an Aerodrome maintenance program that includes:

i. a maintenance schedule and routines to ensure the Aerodrome continues to meet design requirements

ii. details and schedules of technical inspections that confirm Aerodrome facilities are fit for their intended purpose and are acceptable for use, including the timing of Aerodrome Technical Inspection elements

iii. the engagement of suitably competent and authorised personnel to conduct Aerodrome inspections and maintenance

iv. procedures for recording details of Aerodrome inspections and maintenance performed.

b. Where the AD OPR has tailored Aerodrome inspection and maintenance activities for surge or exercise activities, the AD OPR should document the inspection and maintenance activities required to ensure the Aerodrome is suitable for the expanded activities. The AD OPR should conduct a safety risk assessment (in accordance with the AD OPR's SMS) to determine the required inspection and maintenance activities.

c. The organisation responsible for maintaining AD facilities is to be identified in the ADMAN for each AD.

## 139.100 – PERSONNEL COMPETENCY (AUS)

(a) An AD OPR must ensure that AD OPR personnel are qualified, competent and authorised to undertake their assigned duties. ▼ GM ▼ AMC

### GM 139.100(a) – Personnel Competency (AUS)

a. **Purpose. (Context)** Defence Aerodromes and associated infrastructure and systems support safe flight operations. **(Hazard)** Operation, maintenance or inspection of Aerodrome infrastructure or systems by incompetent or unauthorised personnel can compromise Aviation Safety. **(Defence)** This regulation requires the AD OPR to ensure personnel are suitably qualified, competent and authorised to undertake their assigned duties.

b. This regulation applies to personnel (including contractors) involved in:

i. Aerodrome serviceability inspections

ii. Aerodrome Technical Inspections (ATIs)

iii. Airside access

iv. Aerodrome Rescue and Fire Fighting (ARFF)

v. Aerodrome operations, engineering and maintenance roles

vi. quality management roles

vii. Aviation Safety roles.

c. An AD OPR is responsible for ensuring personnel competencies for Aerodrome operations, maintenance or other roles that support safe flight operations, are suitable and current—including for third party contractors.

d. There may be differing levels of competency required amongst AD OPR personnel, depending on their role and responsibilities. By nature of the varied equipment and systems in use, the AD OPR has the responsibility to determine those levels of competencies considered appropriate to conduct Aerodrome support activities.

e. DASA does not prescribe any particular competency or licensing framework for AD OPR personnel competency requirements. AD OPR may consider using relevant competency requirements from CASA MOS 139, where applicable.

### AMC 139.100(a) – Personnel Competency (AUS)

a. To ensure personnel achieve and maintain effective competency, the AD OPR should:

i. ensure Aerodrome support activities are undertaken only by suitably competent and authorised personnel—including contractors

ii. maintain adequate numbers of personnel to conduct Aerodrome operations, engineering and maintenance activities consistent with the nature and frequency of Aerodrome use

iii. maintain training, competency assessment and regular evaluation of participating personnel as applicable.