



ICAO

The Fourth Meeting of the Aerodromes Operations and Planning Sub-Group (AOP/SG/4)

Video Teleconference, 10 to 13 November 2020

Agenda Item 4: Provision of AOP in the Asia/Pacific Region
– **Certification and Operations of Aerodromes**

ALTERNATIVE SAFETY OVERSIGHT FRAMEWORK FOR MILITARY AERODROMES UNDERTAKING LIMITED CIVIL INTERNATIONAL OPERATIONS

(Presented by Australia)

SUMMARY

In APAC Region, there are a number of military aerodromes designated as alternates for international flights or receiving international flights on a limited scale and / or ad hoc basis. This paper proposes a way forward for the safety oversight of those military aerodromes in Australia undertaking the aforementioned operations.

1. INTRODUCTION

1.1 Recognizing the Ministers' commitment to certify all aerodromes used for international operations by 2020 through the Beijing Declaration, the 55th Conference of the Asia Pacific Director Generals of Civil Aviation in Action Item 55/42 urged:

- a) Aerodrome operators to prepare, apply for and maintain the certification for all aerodromes used for international operations;
- b) States to establish an Aerodrome Certification Plan, in accordance with their national regulations, incorporating the identification of gaps and implementation of solutions to overcome those gaps, including the safety risk assessment and development of mitigation measures in areas of noncompliance, and allocate the necessary resources to implement the plan to meet the 2020 target;
- c) States, if and when required, to request ICAO (Regional Office, COSCAPs, TCB and GAT) and PASO support for the implementation of the aerodrome certification plan of their respective States including training and technical assistance in aerodrome certification; and
- d) International Organizations, Champion/Volunteer States, Industry, and other Aviation Agencies to support States and aerodrome operators in the implementation of the Aerodrome Certification Plans.

1.2 Considering the commitment, the Australian Civil Aviation Safety Authority (CASA), has identified a number of military aerodromes undertaking ad hoc civil international operations.

1.3 The Australian Defence Aviation Safety Authority (DASA) had advised CASA it will develop its own standards (Defence Aviation Safety Regulations - DASR) with reference to Annex 14 and civilian standards.

1.4 CASA will work with the DASA to ensure safety oversight of the aerodromes in question is appropriate for the operations being undertaken.

2. DISCUSSION

ICAO Annex 14 Requirements on Certification of Aerodromes

1.4.1 of Annex 14 Volume I

2.1 States shall certify aerodromes used for international operations in accordance with the specifications contained in this Annex as well as other relevant ICAO specifications through an appropriate regulatory framework.

Note. — Specific procedures on the stages of certifying an aerodrome are given in the PANS-Aerodromes (Doc 9981). Further guidance on aerodrome certification can be found in the Manual on Certification of Aerodromes (Doc 9774).

1.4.2 of Annex 14 Volume 1

2.2 States should certify aerodromes open to public use in accordance with these specifications as well as other relevant ICAO specifications through an appropriate regulatory

1.4.3 of Annex 14 Volume 1

2.3 The regulatory framework shall include the establishment of criteria and procedures for the certification of aerodromes.

Note. — Guidance on a regulatory framework is given in the Manual on Certification of Aerodromes (Doc 9774).

Alternative Safety Oversight Framework for Military Aerodromes undertaking Limited Civil International Operations

2.4 Instead of going through an aerodrome certification exercise, it is proposed CASA and the DASA agree on an appropriate written framework to ensure there is effective safety oversight of those military aerodromes undertaking limited civil international operations. This is to be commensurate with the current and future expected level of international civil operations at said aerodromes.

2.5 Military aerodromes undertaking limited civil international operations will include those (1) designated as alternates for international flights; and (2) used for international operations on a limited scale and on an ad hoc basis. “Limited scale” refers to a tiny and insignificant amount of flights when compared to the overall traffic volume of that State, the military aerodrome and a civil aerodrome used for international operations in that State. “Ad hoc” refers to that the international flights are sporadic and irregular in nature.

2.6 Safety oversight activities may include audits, inspections, or acceptance of an appropriate aerodrome manual, as examples. These activities would be conducted by the appropriate agency, be it CASA, DASA or both.

2.7 The aerodromes in question would be required to comply with the ICAO SARPs, procedures, and other relevant guidance material as much as practicable.

2.8 Aerodrome users shall be informed of this alternate safety framework at AIP AD 1.5.

2.9 The proposed alternative safety oversight framework for military aerodromes undertaking limited civil international operations in Australia may be a practical solution for other States, where the certification of such aerodromes by civil aviation authorities may prove difficult and, considering the limited presence of civil international flights, an alternative safety oversight framework could be adopted. As such, AOP/SG/4 is invited to endorse the following Draft Conclusion for consideration by APANPIRG/31:

Draft Conclusion AOP/SG/4-x: Alternative Safety Oversight Framework for Military Aerodromes undertaking Limited Civil International Operations	
<p>What: That, recognizing: (1) certain military aerodromes in States are undertaking limited civil international operations; (2) certification of such aerodromes by civil aviation authorities may prove difficult; and (3) an alternative safety oversight framework may be appropriate in consideration of the low level of civil international operations at such aerodromes;</p> <p>ICAO HQ is invited to consider deriving an alternative safety oversight framework in lieu of certification for such military aerodromes.</p>	<p>Expected impact: <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical</p>
<p>Why: To provide an alternative safety oversight framework for military aerodromes undertaking limited civil international operations.</p>	<p>Follow-up: <input type="checkbox"/> Required from States</p>
<p>When: 16-Dec-20</p>	<p>Status: Draft to be adopted by PIRG</p>
<p>Who: <input checked="" type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:</p>	

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper.
- b) endorse the Draft Conclusion formulated in Paragraph 2.9 for consideration by APANPIRG/31; and
- c) discuss any relevant matters as appropriate.