



Australian Government

Civil Aviation Safety Authority

Notice of Proposed Change (NPC 139/03)

Proposed Amendments to Manual of Standards (MOS) Part 139 – Aerodromes

Who this NPC applies to

It is expected that the proposals for change will have an effect on the following groups in the aviation community:

Operators of aerodromes intending to accommodate A380 operations at their aerodrome and airline operators intending to operate the A380 aircraft.

Issued as part of the process of public consultation by
CASA's Regulatory Development Management Branch

Document NPC 139/03 – August 2007

Foreword

Background

Part 139 of the current Civil Aviation Safety Regulations prescribes the rules and procedures for aerodromes that are used for air transport operations. The regulations, which came into effect in May 2003, are supported by the Manual of Standards (MOS) Part 139 – Aerodromes which sets out the applicable safety standards for aerodromes.

The standards in MOS Part 139 are based on the International Civil Aviation Organisation (ICAO) standards and recommended practices. MOS Part 139 applies to new aerodrome facilities that are brought into operation, or to an existing aerodrome facility that is being replaced or upgraded or as specified to be applicable by a future date. When aerodromes cannot meet the required standards to accommodate certain aircraft types, and to avoid costly or impracticable upgrades to aerodrome facilities, the aerodrome operator can apply for an exemption. The exemption would only be allowed if the aerodrome is able to demonstrate through a safety case acceptable levels of safety comparable to those if the standards were met.

The Airbus A380 is a Code letter F aeroplane and would normally be required to operate at an aerodrome with physical characteristics prepared to Code F standards.

The aeroplane has received certification approval from the European Aviation Safety Agency (EASA) and United States Federal Aviation Administration (FAA) to operate on 45m wide runways, the runway width of existing Code E aerodromes.

In accordance with the EASA/FAA decision, CASA proposes to modify the runway and taxiway width requirements specifically to allow the A380 to use existing Code E runways and taxiways providing certain mitigating measures are put in place. Details of these measures are outlined in the proposed changes. This will help to alleviate the concerns of operators of existing Code E aerodromes who are unable to upgrade their current facilities and will enable the A380 to operate into those aerodromes without the need for a formal aerodrome exemption.

In making the decision on the proposed changes CASA has taken into consideration overseas developments on A380 aerodrome compatibility and particularly advice from the International Civil Aviation Organization (ICAO). In this respect CASA has been guided by the Circular on New Large Aeroplane Operations at Existing Aerodromes—Circular 305 developed by ICAO and published in June 2004, in response to the introduction of the A380 to the world.

The approach CASA proposes is not something new. CASA currently permits, for example, under regulation CAR 235A of the Civil Aviation Regulations, aircraft to operate under certain conditions on runways narrower than would normally be required by the standards without the need for an aerodrome exemption.

CASA does not propose to change the current Code letter F standards for A380 operations in respect of separation distances between movement area facilities or the location of holding positions. Where these requirements cannot be met an application for an operational exemption supported by a safety case will need to be assessed by CASA.

It is important to remember this is a new large aeroplane type. It has yet to be fully tested in a real aerodrome environment and the rest of the world will also be looking to see how it actually performs. What is being proposed will be conditional on how the A380 performs under normal commercial operations. The operations will be closely monitored by flight crew, air traffic control and aerodrome operators.

This Notice of Proposed Change (NPC) proposes to amend the standards in Chapter 6 of MOS Part 139 to allow the A380 to use existing aerodromes with 45m wide runways and 23m wide taxiways conditional on the provision of specific shoulder treatments.

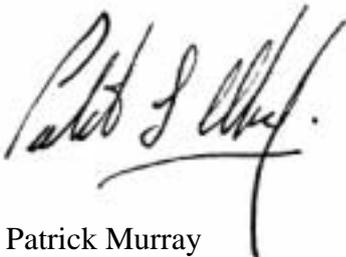
Information on the aerodrome reference code and aeroplane characteristics for the new A380 aeroplane type are proposed to be included in Chapter 2 of MOS Part 139 which deals with the application of standards to aerodromes. The opportunity also has been taken to include details of the Bombardier de Havilland Dash 8 Q400 aircraft.

Consultation

NPCs are CASA's method of formally consulting with the public and the aviation community on changes to Manuals of Standards. This NPC invites your comments on proposals to amend runway and taxiway width standards for the A380 Code F aeroplane to operate at Australian aerodromes. The proposals, and their impact, are explained in detail in this NPC.

To ensure the aviation community has safety standards that are clear and relevant, we need the benefit of your knowledge, skill and experience. To make a submission, please read the NPC, consider the issues, and complete a response form (preferably online or as printed in this NPC). **Responses are required to be submitted by 21 September 2007.**

I would like to assure you that no changes will be made to the relevant MOS standards until all the responses we receive to this NPC, by the closing date, have been considered and taken into account.



Patrick Murray
Group General Manager
Air Transport Operations Group

23 August 2007

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* <u>YOU CAN RESPOND ONLINE OR BY FAX, POST OR E-MAIL</u> *	
<p>A web-based online response form is offered as an alternative to the printed form in this NPC. Online submission is the preferred method of sending your comments to CASA. If you are connected to the Internet, type casa.gov.au/newrules/ors into your web browser and follow the links for this NPC.</p>	
Annex A – Proposed Amendments to Chapter 2 and Chapter 6 of the Manual of Standards (MOS) Part 139 – Aerodromes.....	A1

Abbreviations

CASA	Civil Aviation Safety Authority
CASR	Civil Aviation Safety Regulations 1998
ICAO	International Civil Aviation Organization
MOS Part 139	Manual of Standards for CASR Part 139
NFC	Notice of Final Change (closes MOS amendment consultation)
NPC	Notice of Proposed Change (for consultation on proposed MOS change)
ORS	Online Response System (CASA web-based comment/response system)
SCC	Standards Consultative Committee

The Proposed Changes

1. The MOS Consultation Process

1.1 CASA is committed to working cooperatively with the aviation community to maintain and enhance aviation safety. The CASA Standards Consultative Committee (SCC) is a joint industry/CASA forum that brings together CASA staff and representatives from a diverse range of aviation industry organisations, to jointly develop regulatory change material. The SCC examines proposed regulatory changes to determine if they are worth pursuing and assists CASA in establishing and servicing change projects. CASA and industry experts work together in SCC sub-committees and project teams, to develop regulatory material (both new regulations and amendments). The SCC process has been followed in the development of the proposals in this NPC.

1.2 Subpart 11.J of the *Civil Aviation Safety Regulations 1998* (CASR) specifies the procedures for consultation on a Manual of Standards (MOS) or amendments to a MOS.

1.3 CASA conducts consultation on the initial development of a MOS, generally in conjunction with the development of the particular CASR Part and through a Notice of Proposed Rule Making (NPRM). The objective is to improve the quality of the document and to ensure that persons likely to be affected by the proposals have an adequate opportunity to comment on the content of the proposed changes.

1.4 A Notice of Proposed Change (NPC) is CASA's preferred method of articulating all subsequently proposed changes to a MOS for aviation community/stakeholder comment in accordance with CASR 11.280. The NPC is published on the CASA RRP website and provided on CD-ROM on request. The availability of the NPC is notified through the CASA website and where relevant to affected stakeholders.

1.5 Consultation on proposed changes to a MOS will generally be directed to a particular body or organisation that sufficiently represents, or combinations of particular bodies or organisations that together sufficiently represent, the interests of most persons likely to be affected by the proposed changes to the MOS.

1.6 All comments to proposed MOS changes should be submitted in writing to CASA, preferably by using the Online Response System (ORS), by email or by facsimile. Details of how to submit comments can be found on the Response Sheet and the rear cover of this NPC.

What CASA does with your comments

1.7 At the end of the response period, all submissions will be analysed, evaluated and considered by the relevant project/working group.

1.8 CASA is required to register each comment and submission received, but will not individually acknowledge a response unless specifically requested.

1.9 A consolidation of all comments received, CASA's response and disposition actions, and the final amendments will be prepared and provided to all respondents to the NPC. This information will be published in a document called a Notice of Final Change (NFC) and will close the consultation on the changes proposed by the NPC. The NFC will generally be published on the CASA RRP website and provided on CD-ROM on request.

2. Purpose of Changes

2.1 To provide details of the aerodrome reference code and aeroplane characteristics for the new Airbus A380–800, about to commence commercial operations at Australian aerodromes, and the Dash 8 Q400 already operating at Australian aerodromes into Chapter 2 of MOS Part 139 – Aerodromes.

2.2 To alter the aerodrome standards in Chapter 6 of MOS Part 139 – Aerodromes to allow the A380, a Code F aeroplane, to operate into existing aerodromes with runway width and taxiway width designed for Code E aircraft operations.

2.3 Over the last five years aerodrome operators and international aviation regulatory authorities have wrestled with the problem of developing aerodrome facilities which are adequate for the A380. ICAO, in close consultation with Airbus and the European and US authorities, has come up with guidelines in anticipation that the A380 will be certificated to operate on 45m wide runways. The aircraft certification process is now complete and it is now appropriate to incorporate the ICAO recommended changes into Australian standards.

2.4 This amendment will make it possible for operators of existing Code E aerodromes to avail their aerodrome for A380 operations, in respect of runway and taxiway operations, without the need for an aerodrome exemption. The proposed amendment also addresses specific runway shoulder treatment in the event of the aeroplane running off the runway and jet blast protection to prevent ingestion of foreign objects by the outer jet engines.

3. Persons Affected

3.1 CASA has identified the persons most affected by the proposed changes as being operators of aerodromes intending to accommodate A380 operations at their aerodrome and airline operators intending to operate the A380 aircraft.

4. Proposed Changes

4.1 The details of the proposed changes together with an explanation are provided in Annex A of this NPC.

4.2 This NPC relies upon a number of studies and technical documents for the proposal to change standards. These documents include:

- ICAO Circular 305 - New Larger Aeroplane Operations at Existing Aerodromes;

- ICAO Circular 301 - New Larger Aeroplanes- Infringement of the Obstacle Free Zone: Operational Measures and Aeronautical Study at Existing Aerodromes;
- A380 Airport Compatibility Group (AACG) study;
- European Aviation Safety Agency (EASA) A380 runway width certification;
- US FAA A380 runway width certification;
- Taxiway Deviation Studies undertaken in Australia; and
- Aeronautical Studies on A380 runway operations at world International Airports.

4.3 Persons interested in reviewing the original source documentation should contact the Project Leader.

5. Synopsis of Change Proposals

5.1 The process that CASA has adopted for the categorisation of MOS changes is that each proposed change is divided into one of three categories:

- E (Editorial/correction/clarification);
- O (Omission); and
- S (Changes made to existing standard).

5.2 As well, the reasons for each change are set out alongside each proposed change.

5.3 Proposed changes are shown as new text added (in orange or grey-scale) and or original text deleted (struck through) in respect of each affected paragraph.

6. Impact of Changes

6.1 The Office of Regulation Review at the Productivity Commission has advised that a Regulation Impact Statement (RIS) is not required for amendments to Manuals of Standards. However, CASA is obliged to advise stakeholders of the likely impact of any regulatory changes in consultation documents such as this NPC.

6.2 The changes will only affect persons who are operators of aerodromes intending to accommodate the A380 and operators of airlines intending to operate the A380.

6.3 The changes will provide clear guidance on what needs to be done at existing aerodromes intended to safely accommodate the A380.

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NPC 139/03 Response Form

PROPOSED AMENDMENT TO MOS PART 139 – AERODROMES

**Please complete your response by 21 September 2007
and return it by one of the following means:**

Online (preferred method*) casa.gov.au/newrules/ors

Fax 1800 653 897 (free call in Australia)

Post (no stamp required in Australia)

CASA Regulatory Development Management Branch
Reply Paid 2005, Canberra ACT 2601, Australia

E-mail (use the response format in this NPRM)

npc139_03@casa.gov.au

* A web-based online response form is offered as an alternative to the printed form in this NPRM. Online submission is the preferred method of sending your comments to CASA. If you are connected to the Internet, type casa.gov.au/newrules/ors into your web browser and follow the links for this NPRM.

Your Details

Please provide relevant information below and indicate your acceptance or otherwise of the proposal presented in this Notice of Proposed Rule Making by ticking [✓] the appropriate boxes.

Your name: _____ ARN* (if known): _____

Organisation: _____ ARN* (if known): _____

Address: _____

*Aviation Reference Number, usually your CASA-issued licence or certificate number

Your telephone number (optional): _____ (to enable the Project Manager to contact you as necessary)

Do you consent to have your name published as a respondent to this NPRM? YES [] NO []

Signed: Date:

How are you responding to this questionnaire/proposal, i.e. whose views are represented in your response?

Private individual
 Aviation industry body/association
 Staff association/union
 Government agency/authority/department/council
 Aviation business owner/service provider
 Other

Please advise your main involvement in aviation:

Passenger/public consumer of aviation services
 Air crew for passenger-carrying activities
 Air crew for non-passenger-carrying activities
 Ground support for passenger-carrying activities
 Ground support for non-passenger-carrying activities
 Other (specify below*)

* **Details:** _____

Are you satisfied with CASA's consultation on this issue?

Very satisfied
 Satisfied
 No opinion
 Dissatisfied
 Very dissatisfied

Your Response to the proposed amendments to the MOS Part 139, Chapter 2 and Chapter 6

(Please refer to Annex A of this NPC)

CASA invites you to advise your acceptance, or otherwise, for the proposed changes to the standards contained in this NPC by indicating your preference and commenting below. Refer to **Annex A** for full details of the proposed amendment.

MOS Part 139, Chapter 2, Section 2.1.6 – Aerodrome Reference Code and Aeroplane Characteristics

- acceptable without any changes
- acceptable but would be improved if changes were made
- not acceptable but would be acceptable if changes were made
- not acceptable under any circumstances
- no opinion

Additional explanation (and, if appropriate, an estimate of any consequential impacts including costs): _____

MOS Part 139, Chapter 6, Section 6.2 – Runways; and Section 6.3 – Taxiways

- acceptable without any changes
- acceptable but would be improved if changes were made
- not acceptable but would be acceptable if changes were made
- not acceptable under any circumstances
- no opinion

Additional explanation (and, if appropriate, an estimate of any consequential impacts including costs): _____

MOS Part 139, Chapter 6, Section 6.3 – Taxiways

- acceptable without any changes
- acceptable but would be improved if changes were made
- not acceptable but would be acceptable if changes were made
- not acceptable under any circumstances
- no opinion

Additional explanation (and, if appropriate, an estimate of any consequential impacts including costs): _____

Thank you

Your response ensures balanced consideration by CASA of the interests of the aviation community and consumers.

Please forward your response to CASA by
21 September 2007
by one of the following means:

Online (preferred method)

casa.gov.au/newrules/ors

Fax

To: Regulatory Documentation Coordinator
1800 653 897 (free fax) or international +612 6217 1691

Post (no stamp required in Australia)

Reply Paid 2005

Regulatory Documentation Coordinator
CASA's Regulatory Development Management Branch
Canberra ACT 2601, Australia

E-mail (use the response format in this NPC)

npc139_03@casa.gov.au

Additional information is available from:

Frank Leonardi, Project Leader

Post (no stamp required in Australia) Reply Paid 2005

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