



## NOTICE OF TUMUT AERODROME COMMITTEE MEETING

Notice is hereby given that an Aerodrome Committee Meeting of Snowy Valleys Council will be held in the Riverina Room located on the 1st Floor of the Riverina Highlands Building, 76 Capper Street, Tumut on, **Tuesday, 12 September, 2017**, commencing at **5:30 PM**.

<b>Distribution: 9</b>	<b>Present:</b>	<b>Apology:</b>	<b>Absent:</b>
Design Engineer – Edward Greig (Delegate)			
Fred Kell			
Peter Wilson			
Graham Smith			
David Francis			
Tim Gallard			
Bridget Ryan			
Ashley Parker			
<b>Information Only</b>			
Director assets & Infrastructure Services-Matthew Christensen			
Coordinator Utilities, Open Space & Facilities – Brad Beed			
Public			

### **Business**

1. Apologies
2. Confirmation of Minutes
3. Business arising from Minutes
4. Declarations of Interest and Reportable Political Donations
5. Committee Reports
6. Correspondence
7. General Business

D Aber  
**Acting Interim General Manager**



## **TUMUT AERODROME COMMITTEE MEETING – AGENDA**

Tuesday, 12 September, 2017, commencing at 5:30 PM.

### **APOLOGIES**

### **CONFIRMATION OF MINUTES OF PREVIOUS MEETING/S-**

- . Tumut Aerodrome Committee Meeting – 14/03/2017 3

### **BUSINESS ARISING FROM MINUTES**

### **DECLARATIONS OF INTEREST AND REPORTABLE POLITICAL DONATIONS**

### **COMMITTEE REPORTS**

- . Aerodrome Committee Matters for September 2017 5

### **GENERAL BUSINESS**

### **NEXT MEETING**

The next meeting date is scheduled to be held in early 2018.

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**MEETING COMMENCEMENT:** 5:32 pm

**PRESENT:**

<b>Participants:</b>	<b>Present:</b>	<b>Apology:</b>	<b>Absent:</b>
Glenyce Francis (LRC Member Delegate)	•		
Scott Stevenson (LRC Member Alt. Delegate)			
Design Engineer – Edward Greig (Delegate)	•		
Fred Kell	•		
Mark Crain		•	
Peter Wilson		•	
Graham Smith		•	
David Francis	•		
Tim Gallard	•		
Bridget Ryan	•		
Ashley Parker	•		

Council staff in attendance were **Edward Greig**.

**APOLOGIES:**

**AC01. RESOLVED** that the apologies from G. Smith & P. Wilson be received.  
(Note: Mark Crain was also an apology. This was not noted during the meeting.)

B. Ryan/ F. Kell

**CONFIRMATION OF MINUTES:**

**AC02. RESOLVED** that the minutes of the **Aerodrome Committee** held on **13-September-2016** be accepted as read.

B. Ryan / A. Parker

**BUSINESS ARISING FROM MINUTES:**

See reports section.

**DECLARATIONS OF INTEREST AND REPORTABLE POLITICAL DONATIONS**

Nil.

**COMMITTEE REPORTS:**

General Discussion

**Aerodrome Issues for March 2017 (.)**

**1. Grounds Maintenance**

Concerns include:

- Runway strip long grass: north eastern side, to be mowed more regularly.
- Paspalum weed: consider poison regime from October through November.
- Fence: repairs to fence from cattle damage.

**AC03. RESOLVED**

That the Committee notes this report.

B. Ryan/ F. Kell

**GENERAL BUSINESS:**

Nil.

**NEXT MEETING**

The next meeting will be held on Tuesday, 13 June, 2017.

**CLOSED:**

The meeting closed at 6:00 pm.

**REPORT NUMBER:** ADC 1  
**SUBJECT:** Aerodrome Committee Matters for September 2017  
(.)  
**REPORT AUTHOR:** Edward Greig  
**RESPONSIBLE MANAGER:** Matthew Christensen

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**PURPOSE OF REPORT:** To inform the committee of matters concerning the Tumut Aerodrome.

#### KEY ISSUES

- Review of CASR 139 and MOS 139 – NPRM Consultation

#### INTRODUCTION

##### 1. Review of CASR 139 and MOS 139 – NPRM Consultation

The current rules for aerodromes are a blend of requirements adapted from Annex 14 to the Chicago Convention and historic Australian regulatory standards, including the Rules and Practices for Aerodromes. Part 139 of CASR and the subsidiary Part 139 MOS were implemented in 2003.

By 2014, both CASA and industry recognised the need to re-align the Part 139 framework with contemporary aerodrome policy. Changes to International Civil Aviation Organisation (ICAO) standards, industry developments and evolutions in technology also needed to be considered. In response to this need, CASA set up a post implementation review (PIR).

The post-implementation review of Part 139 identified the following key drivers for amendment of the Part 139 rules:

- Address modernised risk management and aircraft performance;
- Harmonisation with ICAO;
- Update to reflect current drafting standards.

CASA has prepared a *Notice of Proposed Rule Making NPRM 1426AS*, addressing the various issues raised by industry and CASA staff during consultation with the Part 139 post-implementation review (aerodromes) project team.

The NPRM contains a proposed new regulation, or proposed amendment to existing regulations, that may be pursued as a future regulatory change. No rule changes will be undertaken until CASA has considered all NPRM responses and submissions received by the closing date. The NPRM is open for consultation from 29 August 2017 through 8 December 2017.

The proposed amendments to Part 139 of CASR and the Part 139 MOS aim to:

- more closely reflect the Standards and Recommended Practices (SARP) for Annex 14, Aerodromes to the International Convention on Civil Aviation (the Chicago Convention);
- simplify the categorisation of aerodromes by moving to two categories: certified aerodromes (regulated) and uncertified aerodromes (unregulated);
- introduce a graduated structure for aerodrome certification requirements to ensure that regulatory requirements are commensurate with the operation(s) being conducted at the aerodrome;
- re-write existing regulations in an outcome-based format, where appropriate;
- reduce existing regulatory costs;
- provide a more streamlined and clearer regulatory framework for Part 139.

Some of the more significant proposed changes include:

- Part 139 of CASR would be simplified to focus only on those regulatory requirements that must be met for the issue of an aerodrome certificate. The revised structure would establish a clear 'head of power' for each subsidiary element to be described in the revised Part 139 MOS.
- Provisions would allow for CASA to grant an enduring approval of specific non-compliance with the standards in instances where compliance is not physically possible and an exemption is not appropriate.
- CASA proposes to move to a single certification framework, consistent with ICAO standards. The classifications for existing 'registered' and 'certain other' aerodrome would be removed and replaced by a new scalable certification framework, wherein which regulatory requirements would be commensurate with the complexity of the aerodrome operation and resultant risk.
- Operators of aerodromes with no published terminal instrument flight procedures can elect not to transition to the new regulatory framework or can continue to be certified ('opt-in'). Existing aerodromes with terminal instrument flight procedures, however, must be certified.
- Revised grandfathering provisions would clearly establish when existing infrastructure must be upgraded to the new Part 139 standards (note: not as the result of maintenance).
- The numeric and alphabetic components of the aerodrome reference code would be revised in line with proposed changes to the Annex 14 SARP.
- Outer main gear wheel span categories, instead of wingspan, would be linked to key physical characteristics (e.g. runway width) in line with the current amendments to the Annex 14 SARP.
- Duplicated standards for the provision of aerodrome data would be removed from the Part 139 MOS, where otherwise covered by Part 175 of CASR or specified by the AIS provider through the aerodrome data product specification.

- More flexible parameters for transverse slope on runways and taxiways at intersections would be introduced to reflect practical engineering situations.
- Runway width requirements for Code F aircraft would be clarified in line with the proposed amendments to Volume 1 of Annex 14 to the Chicago Convention. Specific references to A380 and other aircraft types would be removed.
- Runway and taxiway widths—including strips, shoulder requirements and separation clearances—would be amended to reflect the proposed Annex 14 SARP amendments.
- Tolerances would be added to the dimensions of markers and markings to reflect practical realities.
- Approach lighting specifications and requirements would be updated to more closely reflect ICAO standards and international best practice.
- The provision of signal areas and aerodrome beacons would become optional.
- Existing helicopter related markings would be updated.
- Standards for LED lighting would be included.
- Apron lighting requirements would be expanded to provide more options whilst improving safety.
- Annual inspection and reporting requirements for all aerodromes would be amended to support risk-based regulatory surveillance and their commensurate application against aerodrome activity and risk.

Following consideration of responses to the NPRM, CASA will prepare a summary of consultation and will then make revisions to the draft CASR and MOS as considered necessary. A preliminary date for the proposed rules to be made is the third quarter of 2018. The proposed rules would come into effect 12 months after making, with the transition period to be determined based on industry feedback to this consultation.

Current consultation information, including the NPRM, may be accessed at:  
<https://www.casa.gov.au/rules-and-regulations/landing-page/changing-rules>

Council will review the NPRM and if considered appropriate, provide a response to the proposed rule changes by 8 December 2017.

## **RECOMMENDATION**

**That the committee note this report.**