

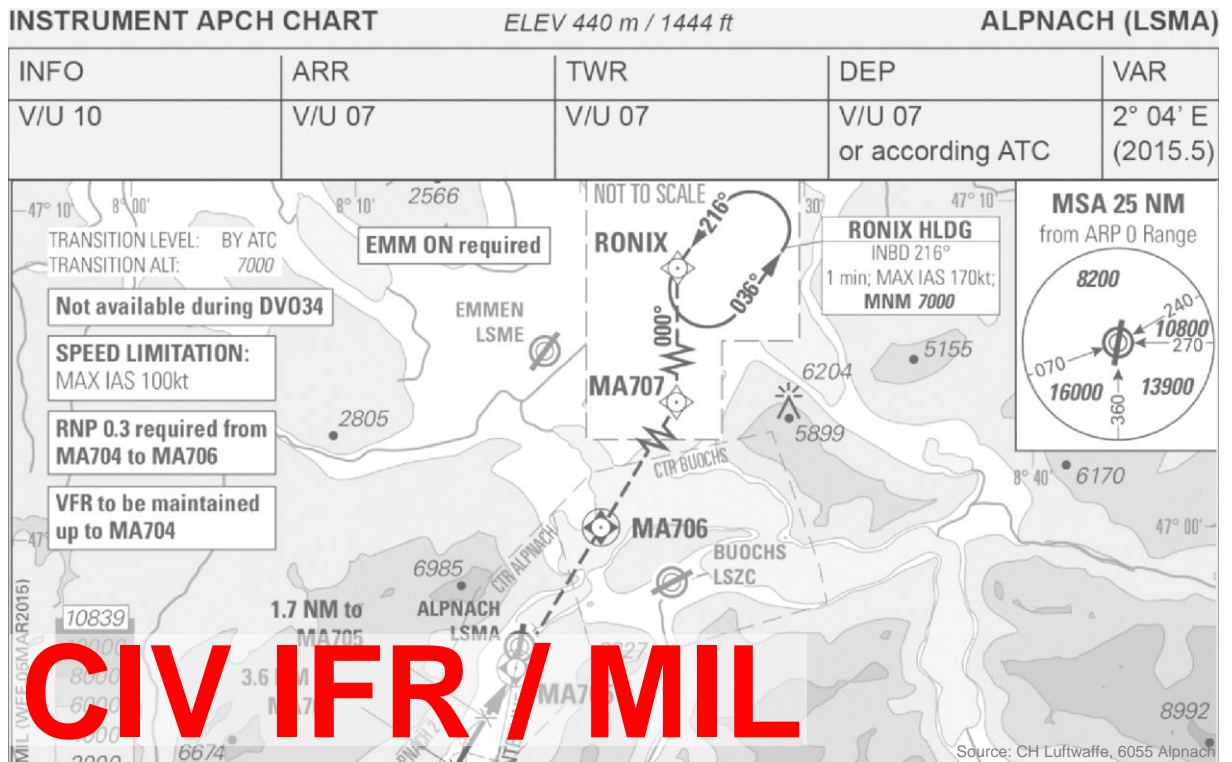


FOCA GM/INFO

Guidance Material / Information

CIV IFR at MIL Aerodromes

Civil Instrument Flight Rules at Military Aerodromes or in Military Controlled Airspace



Scope	Operational Approval for Civil IFR Operations at Military Airports
Applies to	Aircraft Operators
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Purpose	Guidance / Information

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List of Effective Chapters

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List of Abbreviations

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The following abbreviations are within this GM/INFO:

Abbreviation	Definition	Abbreviation	Definition
3D	Three-dimensional	PBN	Performance-based Navigation
AIP	Aeronautical Information Publication	PinS	Point-in-space
AOC	Air Operators Certificate	PRA	Proposed Revision / Amendment
APP	Approach	RAIM	Receiver Autonomous Integrity Monitoring
APV	Approach Procedure with Vertical Guidance	RFFS	Rescue and Fire Fighting Services
ATS	Air Traffic Service	SID	Standard Instrument Departure
CAT	Commercial Air Transport	SBAS	Satellite-based Augmentation System
CIV	Civil	SOP	Standard Operating Procedures
EC	European Commission	SPO	Specialised Operations
EU	European Union	SRA	Surveillance Radar Approach
FOCA	Federal Office of Civil Aviation	STAR	Standard Terminal Arrival Route
GLS	GNSS Landing System		
GM	Guidance Material		
GNSS	Global Navigation Satellite System		
IFR	Instrument Flight Rules		
ILS	Instrument Landing System		
INFO	Information		
MEL	Minimum Equipment List		
MIL	Military		
MLS	Microwave Landing System		
MPA	Motor-Powered Aircraft		
NCC	Non-Commercial operations with Complex motor-powered aircraft		
NOTAM	Notice to Airmen		
NPA	Non-precision Approach		
OM	Operations Manual		
OMM	Organisation Management Manual		
OP	Operational Procedures		
PA	Precision Approach		
PAR	Precision Approach Radar		

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0 Introduction

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All Guidance Material / Information (GM/INFO) are intended to assist the organisation/operator in administrative matters. The administrative requirements and processes will facilitate liaising with the Federal Office of Civil Aviation (FOCA). It is to be considered a tool for the organisation/operator in order to ease processes of obtaining required and defined approvals and authorisations issued by the Federal Office of Civil Aviation (FOCA). Using the GM/INFO will be conducive to establishing compliance with FOCA requirements and will lead through the respective certification or variation process in regard to administrative tasks.

0.1 Legal References

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Commission Regulation (EU) No 965/2012 (including amendments thereto):

- CAT.OP.MPA.125
- NCC.OP.115
- SPO.OP.115

0.2 Purpose of this GM/INFO

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This GM/INFO is intended to provide guidance for civil operators wishing to conduct IFR operations at military aerodromes where official state publications are missing (i.e. no 'procedures established by the State of the aerodrome' [compare 965/2012] available).

These operations must be in compliance with the civil requirements concerning airworthiness, operational procedures, and training of all involved personnel or assure the same level of safety.

The process of approval includes the adoption of all parts of the operations manual system in the respective chapters as well as the amendment of affected procedures and tasks. For non-AOC holders, equivalent documentation must be established.

0.3 Definitions

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Approach procedure with vertical guidance (APV)

A performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A (i.e. an approach with a minimum descent height or decision height at or above 75 m (250 ft)).

Instrument approach procedure

A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply. Instrument approach procedures are classified as follows:

- Type A: a minimum descent height or decision height at or above 75 m (250 ft); and
- Type B: a decision height below 75 m (250 ft).

Performance-based navigation (PBN)

Area navigation based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure or in a designated airspace.

Point-in-space (PinS) approach

The point-in-space approach is a procedure designed for helicopters only. It is aligned with a reference point located to permit subsequent flight manoeuvring or approach and landing, using visual manoeuvring in adequate visual conditions.

Precision Approach Radar (PAR) procedure

An instrument approach procedure based on primary radar equipment used to determine the position of an aircraft during final approach, in terms of lateral and vertical deviations relative to a nominal approach path, and in range relative to touchdown.

Standard instrument departure (SID)

A designated instrument flight rule (IFR) departure route linking the aerodrome or a specified runway of the aerodrome with a specified significant point, usually on a designated ATS route, at which the en-route phase of a flight commences.

0.4 Terms and Conditions

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When used throughout the GM/INFO the following terms shall have the meaning as defined below:

Term	Meaning	Reference
<i>shall, must, will</i>	These terms express an obligation, a positive command.	EC English Style Guide: Ch. 7.19
<i>may</i>	This term expresses a positive permission.	EC English Style Guide: Ch. 7.21
<i>shall not, will not</i>	These terms express an obligation, a negative command.	EC English Style Guide: Ch. 7.20
<i>may not, must not</i>	These terms express a prohibition.	EC English Style Guide: Ch. 7.20
<i>need not</i>	This term expresses a negative permission.	EC English Style Guide: Ch. 7.22
<i>should</i>	This term expresses an obligation when an acceptable means of compliance should be applied .	EASA Acceptable Means of Compliance publications FOCA policies and requirements
<i>could</i>	This term expresses a possibility.	http://oxforddictionaries.com/definition/english/could
<i>ideally</i>	This term expresses a best possible means of compliance and/or best experienced industry practice.	FOCA recommendation

Note: To highlight information or an editorial note a specific note box is used.

- The use of the male gender should be understood to include male and female persons.

1 Responsibilities of the Operator

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A formal authorisation from the concerned military authority is mandatory and must be provided to FOCA by the operator.

The operator has to ensure that all parts of the operations manual system are revised accordingly. IFR operations in military environment should be conducted with an equivalent level of safety with respect to civil operations.

Non-AOC holders must have equivalent documentation available. To ensure operations at an infrastructure with unknown certification standards (e.g. military aerodrome, military navigation infrastructure, etc.), a safety assessment should be performed for each airport or point-in-space (PinS) located in a military airspace. These assessments should include but not be limited to:

1. A statement that any requirements specified in the operations manuals regarding operations at military aerodromes are up to date and can be complied with
2. A statement that the correct performance criteria and requirements applicable to the types of aircraft operated will be met
3. Local traffic regulations
4. Noise abatement procedures
5. Flight procedures and surrounding airspace classification
6. The presence and status of aircraft arresting barriers and aircraft arresting cables, and make sure that they are taken into account
7. Air traffic services (ATS) availability
8. Rescue and fire fighting services (RFFS) availability
9. Airport / heliport infrastructure
 - general availability of necessary services
 - runway / helipad physical characteristics and markings
 - approach light system, runway and other lighting including secondary power supplies
 - declared distances
10. Radio navigation
11. Approach types
 - precision
 - non-precision
 - approach with vertical guidance (APV)
 - precision approach radar (PAR)
 - surveillance radar approach (SRA)
12. Aircraft equipment
 - approach capability
 - communication capability
 - onboard navigation database
13. Flight planning
 - aeronautical information publication (AIP)
 - notice to airman (NOTAM, SBAS NOTAM)
 - meteorological information
 - communication
 - airport charts (STAR, SID, APP, TAXI)
 - RAIM prediction tool
 - coordination with airport authorities

14. Crew training

- initial
- recurrent

Additional subjects to be covered:

- **Standard operating procedures (SOP)** as well as Training Programmes must be defined and implemented in the OM system.
- **Regional specific operational procedures** and information must be implemented (OM-C).
- **Occurrence reporting procedures** have to be established and described accordingly (OM-A / OMM).

2 Formal Application – Operational Approval

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Phase	Topic	Aim
1	Safety assessment and amendment of the documentation	<ul style="list-style-type: none"> • For each airport or PinS, the civil operator performs a safety assessment regarding the implementation of the operation and the identification of differences between civil and military procedures. • OM amendments / revisions. For non-AOC holders, equivalent documentation must be established.
2	Application	<p>The application shall be submitted with the following information:</p> <ul style="list-style-type: none"> • Formal authorisation from the concerned military authority • Safety assessment for each airport or PinS • OM revisions (Proposed Revision / Amendment)
3	Documentation evaluation	<ul style="list-style-type: none"> • Document evaluation of the application, the manuals, and submitted reports from the operator • Establish a written evaluation report • Review corrective actions from the operator
4	Issue of the Compliance List	Issuance of the signed PRA & Compliance List for the evaluated documentation or, for non-AOC holders, equivalent approval

3 Operational Approval Checklist

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1) Formal Considerations

Availability of formal approval from concerned military authority

OK
 not OK
 n/a

2) Documentation

The required documentation for the intended operation is available:

- Approach charts OK
- List of available infrastructure not OK
- Difference list to civilian standards n/a

3) Safety Risk Assessment

A safety risk assessment has been performed

- Hazards are identified not OK
- Acceptabel level of safety is reached n/a

4) Policies and Procedures

Relevant parts of the organisation's documentation is revised/amended:

- OM-A
- OM-B (if applicable)
- OM-C OK
- OM-D not OK
- MEL (if applicable) n/a
- OMM

Note: Non-AOC holders must have equivalent documentation available.