



**Civil Aviation Advisory  
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*This publication is advisory.*

*Always read this in  
conjunction with the  
appropriate CAR section.*

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**CAAP 89I-2 (0)**

# Aerodrome Emergency Planning

## The relevant regulations and standards

- CAR 89I and Schedule 10.
- Rules and Practices for Aerodromes Chapter 9 Section 8.

## Who should read this CAAP

- Operators of licensed aerodromes.

## Why this publication was written

At an industry seminar on Airport Emergency Planning held in September 1992, it was noted that the lack of standardisation of terminology and structure used in airport emergency plans (AEPs) was an unnecessary and inherently dangerous imposition on aircraft crews who were required to be familiar with procedures at a great number of airports.

As a result, a committee representing major aerodrome operators and emergency service organisations, under the co-ordination of the Federal Airports Corporation, after wide consultation with interested bodies including airlines and the Civil Aviation Authority, developed a standard framework for AEPs in Australia.

This framework has been published in the document "Airport Emergency Planning in Australia".

The purpose of this CAAP is to draw attention to that publication.

## Status of this CAAP

This is the first CAAP written on aerodrome emergency planning.

A minor editorial change has been made to page 3.

### **The “Airport Emergency Planning in Australia” document**

This document provides excellent guidance on emergency planning, including:

- planning process;
- plan contents;
- establishment of emergency committee;
- role and responsibilities of responding agencies;
- plan management;
- emergency response facilities;
- operational response;
- recovery phase;
- supporting plans.

Emphasis is placed on the use of standard plan contents list and format, and standard terminology relating to levels of response to emergencies and facility names.

Operators of aerodromes should note that the aerodrome emergency plan is a document which co-ordinates the activities of all participants in the plan.

The plan does not replace or alter the operating procedures of the reporting agencies as far as their individual roles are concerned.

### **Standard terminology**

Information on the terminology to be used to define the level of emergency response required has recently been published in AIP. The terms adopted are those recommended by ICAO.

The terms, “LOCAL STANDBY”, “FULL EMERGENCY” and “CRASH” are fully explained in the planning booklet and AIP. Other terms must not be used in AEPs to define the required response level to an aerodrome emergency.

### **Benefit of using document**

By using this document to develop aerodrome emergency plans, aerodrome emergency committees will:

- ensure that all necessary subjects are considered for inclusion in the plan; and
- produce a plan which has a standard structure and uses standard terminology for ease of reference by those personnel in the aviation industry who are required to refer to plans of many different aerodromes.

**Emergency Plans to be appropriate**

The “Airport Emergency Planning in Australia” document was developed for major aerodromes, and the contents are necessarily complex and comprehensive. Operators of other aerodromes should develop aerodrome emergency plans commensurate with aviation activities and available resources.

The standard contents list should still be followed, but with an appropriate notation where required, e.g. “This section is not appropriate for this aerodrome because .....

**Where to get the reference document**

Members of the Australian Airports Association should get copies of the “Airport Emergency Planning in Australia” from their organisation. The document can be obtained from the Airservices Australia Library (Aviation Information Centre, phone 1300 300 719) or by downloading from the CASA internet web site: <http://casa.gov.au/aerodromes/casainfo.htm>.