



SENIOR EXECUTIVE REVIEW INTO DASR 66/147 REPORT AND RECOMMENDATIONS

DASA wishes to advise that the full report from the Senior Executive Review into DASR 66/147 is on the DASA Website – see [Military Aircraft Maintenance Licencing](#) web page. Recommendations from the report should be read in context with the list of consolidated recommendations published alongside the report. This list of consolidated recommendations contains minor adjustments after review by responsible parties.

In February 2023, DG DASA commissioned an independent review of the implementation of DASR-66/147 across DASA and the Defence Aviation Community. The intent of this review was to confirm the overall value proposition of Military Aircraft Maintenance Licences (MAMLs) and, where appropriate, make recommendations for improvement. The catalyst for the review was continued negativity over implementation of DASR-66 and doubts over claimed safety, efficiency and productivity benefits.

Overall, the review supports continuation and increasing/appropriate alignment to DASR 66/147 and found significant opportunity for realising efficiencies across DASR 66/147, for both the Defence Aviation Community and DASA. The report made 37 recommendations to support these findings, mostly allocated to DASA and Air Force. Some key findings from the review include:

- The DASR 66/147 maintenance licensing/training system should be retained, noting it is a credible and defensible system that has been incorporated ‘beyond the tipping point’. Specifically, the review found that the revocation of the system would incur significant cost and waste the current investment, notwithstanding there is no evidence of an alternate system that offers a similar level of safety or legal defensibility.
- Ongoing *adaptation* of DASR-66 (as distinct from adoption) presents the best opportunity for Defence to optimise maintenance support to aviation operations under DASR-66/147.
- Organisational maturity, in exploiting the efficiencies available within the regulations, is still developing and would benefit from transformational change – including a review of trade structures and alternate training pathways.
- A lack of clarity and consistency exists in the language used in the DASRs, particularly around differences between supervision, task sign-off and certification of maintenance. This lack of clarity has hindered realisation of DASR 66/147 efficiencies.
- The utilisation of foreign-trained aviation technicians, within ADF aviation maintenance organisations, is inefficient. Particularly, the absence of specific processes for the ‘on-boarding’ foreign-trained laterally recruited aviation technicians, and limited use of DASR flexibility provisions for risk based authorisation of certifying staff without a Military Aircraft Maintenance Licence (MAML).
- Computer based maintenance management systems (e.g. CAMM2) and other ADF common IT systems need functionality and training to align with contemporary DASR practices and requirements

DASA will deliver virtual briefings on the Senior Executive Review into DASR 66/147 in early July 2024 (advertised in separate Newsbreak). The briefing sessions will not provide an open Q&A session due to probable audience size. Consequently, you are encouraged to send any

questions on the report to DASA in advance at dasa.dcadagr66@defence.gov.au with the e-mail subject title, “DASR 66/147 Review Questions”.

As an initial action, to address the lack of clarity and consistency in the language used in the DASRs – particularly around differences between supervision, task sign-off and certification of maintenance, DASA is delivering Aviation Maintenance Supervision & Certification Seminars on 07 & 13 Jun 24 – see [Newsbreak - Aviation Maintenance Supervision & Certification Seminars](#)

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