



DEFENCE AVIATION SAFETY AUTHORITY

**NOTICE OF PROPOSED AMENDMENT  
FOR DASR CHANGE PROPOSAL DCP - 0024**

## **DASR GR.60 OVERSIGHT AND ENFORCEMENT - FINDING DEFINITIONS AMENDMENT**

### **INTRODUCTION**

#### **Applicability**

1. This proposal is applicable to all DASR users who are involved with or subject to compliance with DASR.

#### **Purpose**

2. The purpose of this document is to allow for community consultation in regards to a proposed amendment to DASR GR.60 *Oversight and enforcement*. The proposed amendment aims to provide an improved definition for DASR findings.

3. The benefit of this proposal is a definition for DASR findings that is better aligned and harmonised with all DASR including Flight Operations regulations.

#### **Background**

4. The DASA Oversight and Enforcement Community of Practice, identified a need to amend the current definitions of DASA Findings, to provide definitions in DASR GR.60 *Oversight and enforcement* that were broadly applicable to all DASR, including Flight Operations regulations. Previous definitions were developed primarily from European Military Airworthiness Requirements and were sub-optimal for non-Airworthiness regulations. New finding definitions are also aligned with classification definitions used in the Defence Aviation Safety Reporting System.

#### **Proposed Amendment**

5. The proposed amendment is to amend the current definitions for findings in DASR GR.60 *Oversight and enforcement*. The proposed changes are in Annex A.

#### **Implementation Strategy**

6. The proposed amendment is intended to be released by DASA in the DASR 31 Jul 25 release.



## HOW TO SUBMIT COMMENTS ON THIS NPA

### Format

7. Responses to this NPA are to be recorded on the NPA Response Sheet included at Annex B.
8. Responses are to be submitted by email to [DASA.DCA Regs](#). Hardcopies of the NPA Comment Sheet are not required.

### Timing

9. Comments on NPA for DCP - 0024 are to be forwarded to DASA by close of business 06 Jun 25.

### Additional Information

10. Please send any requests for additional information or questions concerning this NPA to DASA at [DASA.DCA Regs](#).

## DISPOSITION OF RESPONSES RECEIVED

11. A Comment Response Document will be prepared and published on the [DASA Website](#). DASA will not individually acknowledge or respond to comments or submissions, but may seek to clarify or discuss submissions with originators to ensure feedback is fully understood.

### AR Newman

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Director Continuing Airworthiness  
Defence Aviation Safety Authority  
Tel: (02) 5109 5415

May 25

### Annexes:

- A. NPA for DCP - 0024 - Proposed Changes to DASR
- B. NPA for DCP - 0024 - Response Sheet

**NPA FOR DCP - 0024**

**DASR GR.60 OVERSIGHT AND ENFORCEMENT - FINDING DEFINITIONS AMENDMENT**

**GR.60 Oversight and enforcement**

**GR.60(d)**

**Current DASR text**

(d) When objective evidence is found showing non-compliance with the applicable requirements of the DASR, DASA will issue a finding which shall be classified as follows:

- (1) DASR Level 1 finding - Any non-compliance with the DASR requirements which lowers the safety standard and seriously hazards flight safety.
- (2) DASR Level 2 finding - Any non-compliance with the DASR requirements which lowers the safety standard and possibly hazards flight safety.
- (3) DASR Level 3 finding - Any non-compliance with the DASR requirements or potential problem that could lower the safety standard and possibly hazards flight safety.

**Proposed DASR text**

(d) When objective evidence is found showing non-compliance with the applicable requirements of the DASR, DASA will issue a finding which shall be classified as follows:

- (1) Level 1 Finding: Any non-compliance with the DASR requirements which presents a *serious* hazard to aviation safety, where no organisational safety controls remain in place or the organisational safety controls in place are not effective to treat the hazard.
- (2) Level 2 Finding: Any non-compliance with the DASR requirements which presents a *credible* hazard to aviation safety, where organisational safety controls remain, but their total effectiveness is minimal to treat the hazard.
- (3) Level 3 Finding: A non-compliance or potential problem that if left untreated would *likely* manifest into a credible hazard to aviation safety.

**GM GR.60(d) – Oversight and enforcement (AUS)****GM GR.60(d)****Current DASR GM text**

1. An interpretation of Finding Levels in the context of DASR 147 are as follows:
  - a. DASR 147 Level 1 Finding – A non-compliance that ‘lowers the safety standard and seriously hazards flight safety’ in a DASR 147 environment would result from a critical failure of a training product that degrades training outcomes impacting airworthiness. Examples might include a failure to follow established training procedures that have a direct impact to training outcomes, significant deviation from approved training product, significant unapproved changes to the training organisation, or awarding training outcomes that have not been fully achieved.
  - b. DASR 147 Level 2 Finding – A non-compliance that ‘lowers the safety standard and possibly hazards flight safety’ in a DASR 147 environment would result from a major failure of a training product or a major failure to comply with training governance requirements that has the possibility to degrade training outcomes impacting airworthiness. Examples might include a deviation in training processes that impacts training outcomes or a major deviation from approved training product.
  - c. DASR 147 Level 3 Finding – A non-compliance, or potential problem, that ‘could lower the safety standard and possibly hazard flight safety’ in a DASR 147 environment would result from a minor failure of a training product or minor failure to comply with training governance requirements. Examples might include minor errors in documentation or minor procedural deviations that if left untreated could manifest into a lowering of safety standards, or a minor failure to achieve training governance requirements.

**Proposed DASR text**

1. An interpretation of Finding Levels in the context of DASR 147 are as follows:
  - a. Level 1 Finding: A non-compliance that presents a serious hazard to aviation safety in a DASR 147 environment would result from a critical failure of a training product that degrades training outcomes impacting airworthiness. Examples might include a failure to follow established training procedures that have a direct impact to training outcomes, significant deviation from approved training product, significant unapproved changes to the training organisation, or awarding training outcomes that have not been fully achieved.
  - b. Level 2 Finding: A non-compliance that presents a credible hazard to aviation safety in a DASR 147 environment would result from a major failure of a training product or a major failure to comply with training governance requirements that has the possibility to degrade training outcomes impacting airworthiness. Examples might include a deviation in training processes that impacts training outcomes or a major deviation from approved training product.
  - c. Level 3 Finding: A non-compliance, or potential problem, that would likely manifest into a credible hazard to aviation safety in a DASR 147 environment would result from a minor failure of a training product or minor failure to comply with training governance requirements. Examples might include minor errors in documentation or minor procedural deviations that if left untreated could manifest into a lowering of safety standards, or a minor failure to achieve training governance requirements.

## NPA FOR DCP - 0024 Response Sheet

### DASR GR.60 OVERSIGHT AND ENFORCEMENT - FINDING DEFINITIONS AMENDMENT

Please forward this sheet as an email attachment to [DASA.DCA Regs](#) by 06 Jun 25. A word version of this response sheet can be found via Obj No: [BO3960659](#) or alternatively contact [DASA](#).

Please indicate your acceptance or otherwise of this proposal by ticking the appropriate box below. Additional comments, suggested amendments or alternative action are welcome and may be provided on this response sheet or by separate correspondence.

- ☐ The proposal is **acceptable without change**.
- ☐ The proposal is **acceptable but would be improved if the following changes were made:**
- ☐ The proposal is **not acceptable but would be acceptable if the following changes were made:**

LSN	NPA Reference: (i.e Regulation number, NPA paragraph etc)	Comment or suggested change	Explanation
1			
2			
3			
4			
5			

#### RESOURCE IMPLICATIONS

Please provide specific comment on any significant resource implications that this proposal may have for your organisation, for both its implementation and ongoing compliance. Your comments should address both financial and human resource considerations.

Resource implications – Proposal implementation	
Resource implications – Proposal sustainment	

**RESPONDENT DETAILS**

<b>Your name:</b>	
<b>Submission date:</b>	
<b>Your organisation:</b>	
<b>Email address:</b>	
<b>Postal address:</b>	
<b>Phone:</b>	
<b>Whose views are represented in your response?</b>  <b>i.e. Is your response the authoritative response from your organisation?</b>	Responding on behalf of :  Individual [ ]  Regulated Military entity [ ]  Regulated Commercial entity [ ]  Wing HQ [ ]  Group HQ [ ]  ADF Regulatory, Technical or Logistics policy agency [ ]  Other commercial entity [ ],  Other [ ] Please describe:
<b>Do you consent to your name being published as an NPA respondent within the NPA Summary of Responses:</b>	YES [ ]  NO [ ]

