



REVISION TO DEFENCE AVIATION SAFETY DESIGN REQUIREMENTS MANUAL (DASDRM)

DASA wishes to advise that the DASDRM was revised on 1st April 2026.

The following changes were made:

Administrative.

Cover page, list of abbreviations and note to readers were updated to reflect changes from DASDRM V.43 to V.44.

Terminology Changes.

Standardisation of terms related to aviation authorities, for example – ‘*Airworthiness authority*’ to ‘*Aviation Authority*’, ‘*National Aviation Authority (NAA)*’ to ‘*Civil Aviation Authority (CAA)*’ etc. These changes are incorporated throughout DASDRM: Section 1 (CH1, 2 and 3), Section 2 (CH2, 3, 4, 7 and 11), Section 3 (CH4, 6, 7 and 11) and Section 4 (CH2).

Updated Chapters.

The following chapters have been updated;

- a. **Section 2 Chapter 12 - Cyber Security** replaces outdated cybersecurity guidance with current RTCA DO-355A (2020),
- b. **Section 3 Chapter 4 – Navigation Systems** updates to superseded reference to civilian airspace navigation requirements,
- c. **Section 3 Chapter 5 - Surveillance and Avoidance Systems** updates to Identification Friend or Foe (IFF) system certification reference from a superseded AIMS standard to the latest baseline requirements issued by the US DoD AIMS Program Office. It also clarifies ambiguous language and a terminology error,
- d. **Section 3 Chapter 10 - Air Vehicle Subsystems (Mechanical)** removes capability and interoperability design requirements that do not contribute to airworthiness, therefore streamlining the chapter to better align with DASDRM intent,
- e. **Section 3 Chapter - 12 - Aircraft Structures** introduces a Safety-Based Structural Life Limit to explicitly define and verify the finite operational life for which fatigue and durability certification evidence remains valid,
- f. **Section 5 Chapter 2 - Aeronautical Life Support Equipment (ALSE)** introduces revisions to improve clarity, safety, and integration guidance. Key changes include removal of obsolete references (e.g. DASR ARO.40 Crash Protection), expanded definitions and domain categorisation, and new guidance on helmet fit and physiological considerations. Additional requirements were added for visor integration, restraint strength, and material properties,
- g. **Section 6 Chapter 4 - Defence Shipborne Heliports** change references from MMRS DEF (AUST) 5000 to Australian Naval Classification Rules (ANCRs).

New Chapters.

- a. **Section 2 Chapter 13 - Airborne Electronic Hardware (AEH)** provides design requirements to address increasing complexity of AEH in Defence aircraft. It mandates early complexity assessment, integration of AEH safety into system safety, and assurance aligned with Development Assurance Levels, endorsing RTCA DO-254 Design Assurance Guidance for Airborne Electronic Hardware while allowing approved alternatives. Guidance covers custom devices and COTS components, ensuring alignment with civil and military standards for robust certification and hazard management.
- b. **Section 3 Chapter 16 - Health and Usage Monitoring Systems (HUMS)** provides supplemental design requirements to ensure the integrity and certification of HUMS functions that influence airworthiness. It mandates end-to-end system safety analysis, including ground elements, and requires type certification approval for functions with failure conditions more severe than Minor. The chapter also prescribes instructions for continuing airworthiness and aligns HUMS certification with system safety principles, supporting safe operation, maintenance, and use of HUMS outputs.

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