



Australian Government
Department of Defence
Defence Aviation Safety Authority

Directorate of Aviation Operations (DAVNOPS)

Town Hall – DASA Safety Management Systems Transition

29 May 26



Objective: BP57553520

SQNLDR Joshua Hamson

DAVNOPS SMS Team (SO2 SMS 4)

To defend Australia and its national interests in order to
advance Australia's security and prosperity
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Opening Comments

Director Aviation Operations
GPCAPT Nicholas Pausina





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Aim:

Engage the Aviation Safety community on the February 2026 release of *DASR SMS*.

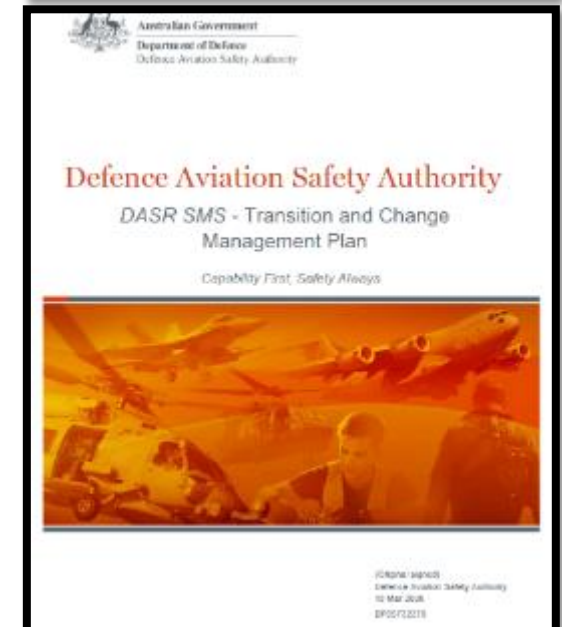
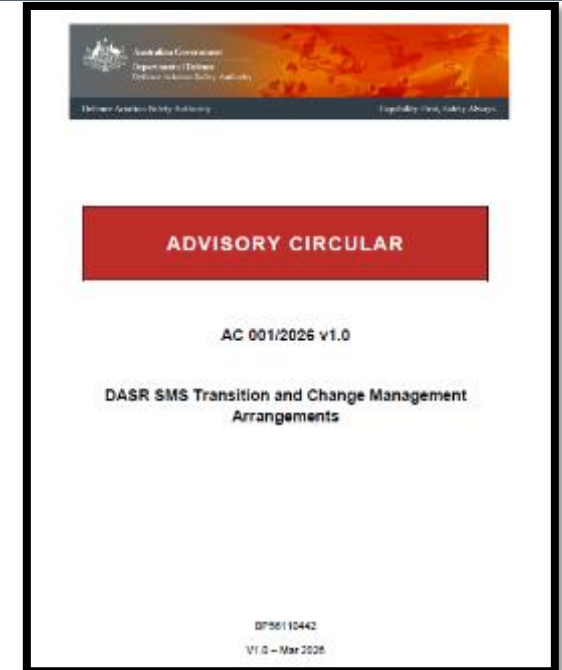


Scope

- **DASR SMS Transition**
 - AC 001/2026 – *DASR SMS* Transition and Change Management Arrangements
 - DASR SMS Changes
 - Transition timeline
 - Demonstrating compliance
 - Withdrawal of the *DASM*
- **SMS Transition – Themes from Oversight & Enforcement (O&E)**
- **Other Regulation Updates**
 - DASR GR.40 Occurrence Reporting – Status Update

SMS Transition and Change Management Plan

- AC 001/2026 DASR SMS Transition and Change Management Arrangements
 - SMS ‘Town Halls’
 - MAO SMS / QMS reviews and workshops
 - Transition education and training (inc. FAQs)
 - Pause on SMS findings (except Level 1).
 - Change Management Plan
 - DASM-DASPMAN cross-reference matrix (live document)



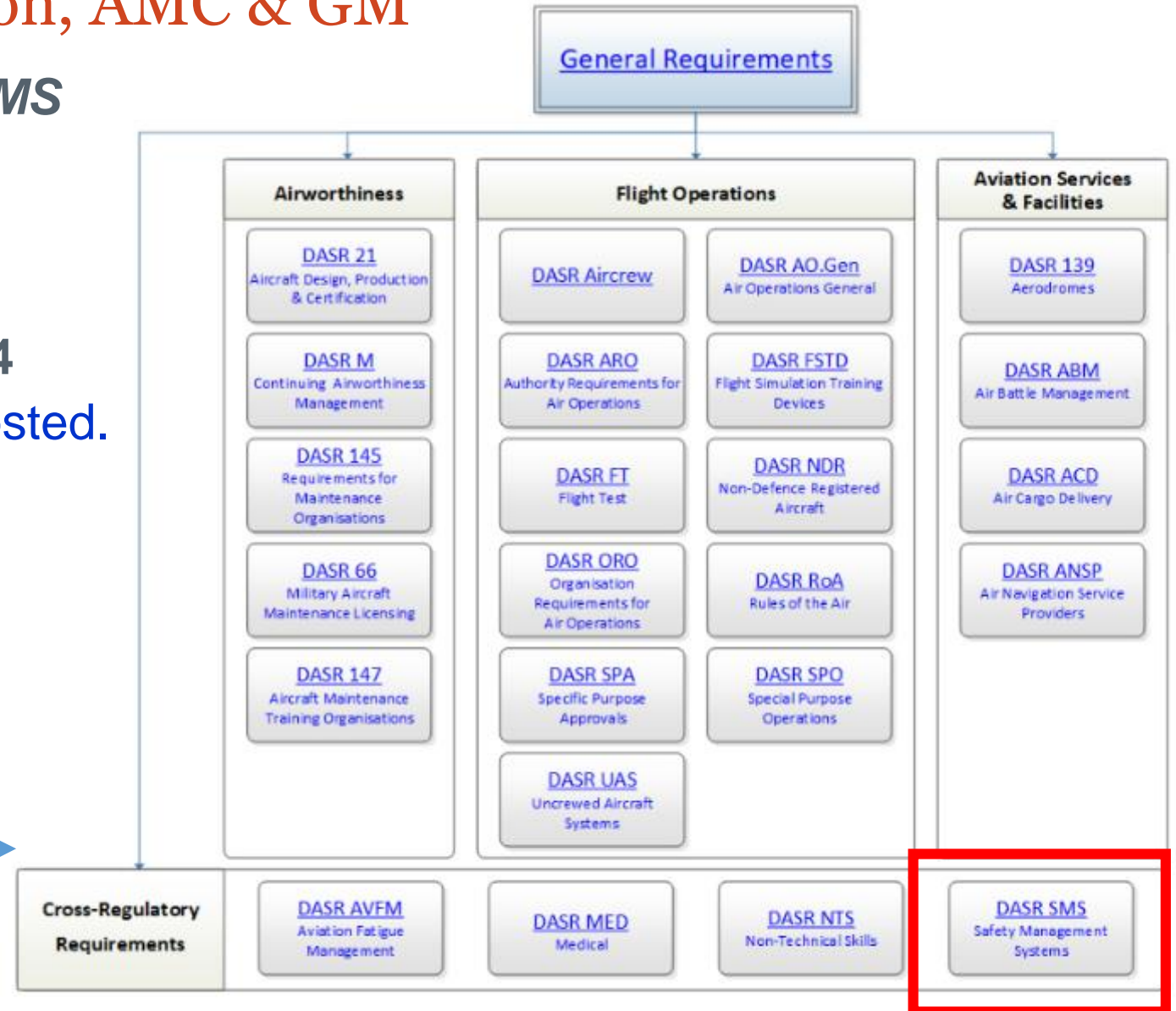
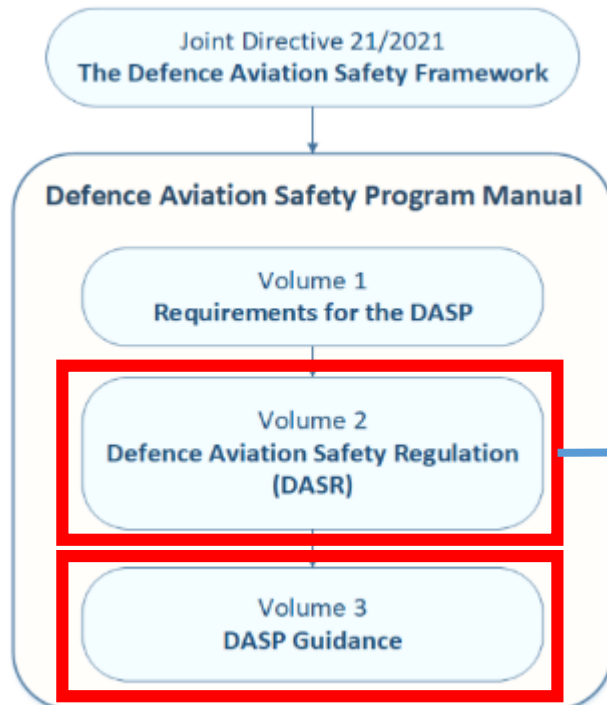
DASR SMS Update - Regulation, AMC & GM

DASPMAN Volume 2 – DASR SMS

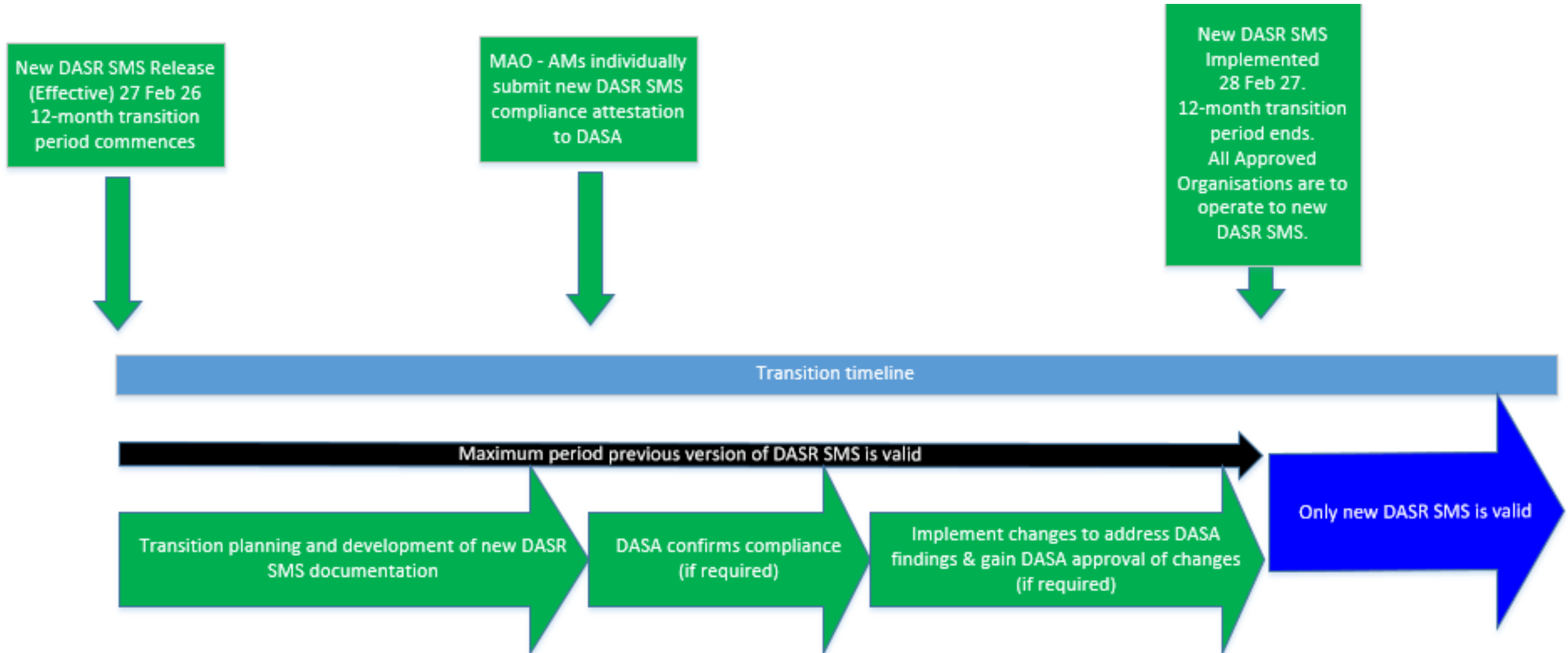
- Regulation and AMC
- ADF & Non-ADF flexibility

DASPMAN Volume 3 Chapter 14

- 129 Pages of GM – Now Hosted.



SMS Transition Plan - Transition Timeline



SMS Transition and Change Management – Demonstrating Compliance

Things for you to do:

1. Engage with DASA early.
2. Get familiar with 'New Look' *DASR SMS* regulation and AMC.
3. Use the PSOE Evaluation Tool to identify gaps.
4. Understand the potential workload (and resources required) to achieve compliance (eg relied on references to DASM or AC 003/2018?).
5. Plan the transition.
6. Update SMS documentation and artefacts.
7. MAO-AMs – Submission of compliance evidence to DASA for evaluation and transition to the new regulation (new process).

Transition Process – DASR 21, 145 and M Organisations

- Always contact your DASA Desk Officer and confirm the process for your organisation –

Typical process (DASR 21, 145 and M Organisations):

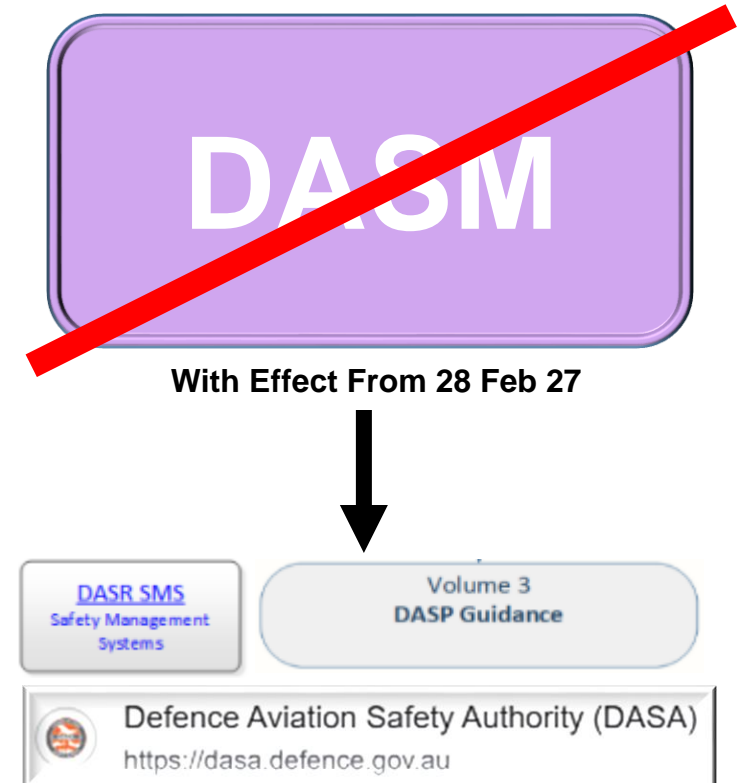
1. Review and update extant SMS documentation for compliance with the new SMS requirements.
2. Changes should be assessed to determine if they represent a significant change.
 - a. **Significant / Major:** Submit the appropriate DASR Form (see table) with supporting documentation.
 - b. **Not Significant / Minor:** Approve internally and supply DASA with copies of the updated SMS Documentation.

Organisation Type	DASR Form for Significant / Major change	Update to handbook / exposition for other changes
DASR M – Continuing Airworthiness Management	DASR Form 2	M.A.704(c)
DASR 145 – Maintenance Organisations	DASR Form 2	145.A.70(c)
DASR 21		
Military Design Organisation Approval (MDOA) – Subpart J	DASR Form 82 (AMC 21.A.253)	21.A.243(c)
Military Production Organisation Approval (MPOA) – Subpart G	DASR Form 51 (AMC 21.A.153)	21.A.143(b)
Military Type Certificate Holder Organisations (MTCHO) – Subpart C	DASR Form 80C (GM 21.A.79)	21.A.77

SMS Transition Plan – Withdrawal of the DASM

The DASM will be formally withdrawn 28 Feb 2027.

- It may continue to be used as the ‘corporate solution’ during the transition period.
- No information from the DASM will be orphaned – redirected to:
 - DASR SMS Vol 2
 - DASR SMS Vol 3
 - DASA Webpage
 - Defence Flight Safety Manual (reporting and investigations)
 - SMS Handbooks
- DASM to DASPMAN Vol 2 & 3 cross reference matrix
- Changes to DASR SMS (Feedback welcome)
 - DASPMAN Vol 2 – DASR Change Proposal (Form 111) (DASA website)
 - DASPMAN Vol 3 – email (dasa.asms@defence.gov.au)
 - FAQ



SMS Transition - Resources

- Transition resources will continue to be updated on the DASA Safety Management Systems [webpage](#).
- If you have issues accessing these resources, contact us at: dasa.asms@defence.gov.au



The 01/25 Defence Aviation Safety Board approved a 12-month pause to DASA oversight and enforcement activities for MAOs, commencing June 2025. This is a result of direct DASA observations of the DASC and DASC feedback. In place of MAO oversight, DASA will conduct an SMS and QMS review to assist MAOs to improve understanding and compliance, on non-jeopardy agreement, with SMS and QMS requirements.

DASA is conducting SMS Town Halls to engage the safety community to provide regular updates and opportunity for Q & A. Previous SMS Town Hall recordings, transcripts and FAQs are available below:

[SMS Town Hall Video 27 Mar 26](#)

[SMS Town Hall Transcript 27 Mar 26](#)

[SMS Town Hall Presentation 27 Mar 26](#)

[SMS Town Hall Presentation 24 Apr 26](#)

[SMS FAQs](#)

DASA has also the DASM to DASP Manual Volume 2 and 3 Cross Reference chart below:

[DASM to DASP Manual Volume 2 & 3 Cross Reference Chart](#)

SMS Transition – Themes from O&E

- Key Safety Personnel
 - Inexperienced, Not Trained, Poorly Resourced
- Safety Performance Indicators
 - Frequently lagging, compliance-based, or absent
- SMS / QMS Integration
 - Not conscious, not deliberate
- Management of Change
 - Overlooked or limited implementation



O&E Theme – Key Safety Personnel

- General trend of key safety personnel (KSP) being:
 - Inexperienced (Junior or Incorrect vocation)
 - Not Trained
 - Poorly resourced.
- Especially in ADF Organisations.

Consider:

- Comprehensive handovers/takeovers
- Applying for training early (Start with DASA's [Matrix](#))
- Allocating time to learn SMS requirements & responsibilities
- Resourcing positions
- Establishing position pre-requisites

Safety Management System Training and Education Matrix						
Course Name	Course Code	Command and Management Staff	Unit Aviation Safety Officers (ASO)	Other Aviation Safety Officers (ASO)	Base Aviation Safety Officers (BASO)	RO & RMA
Risk Management Foundation	214959	YES	YES	YES	YES	YES
Safety RM Continuation Training	215190	YES	YES	YES	YES	YES
Deliberate Risk Management (DRM)	215040	Optional	YES	YES	YES	YES
Immediate RM Course (IRM)	217028	YES	YES	YES	YES	YES
Aviation Safety Officer Initial (ASO(I))	209130	Optional	YES	YES	YES	Optional
Aviation Safety Officer Advanced (ASO(A))	111632	Optional	Optional	YES	YES	Optional
Aviation Incident Investigation	215188	Optional	YES	YES	YES	Optional
Emergency Preparedness & Response Training	N/A	YES	Optional	Optional	YES	Optional
DASR Safety Management System (SMS) Practitioner	216450	Optional	YES	YES	YES	Optional
DASR Safety Management System (SMS) Assessor	217565	Optional	Optional	Optional	Optional	Optional
Assistant Aviation Safety Officer	215188	Optional	Optional	YES	Optional	Optional

This is a good starting point for Key Safety Personnel Training...

O&E Theme – Safety Performance Indicators (SPIs)

- Safety Performance Indicators (SPIs), Safety Performance Targets (SPTs) are often:
 - Frequently lagging, rarely leading
 - Compliance rather than performance metrics
 - Absent
- This topic will be revisited in future Town Halls.
- There is no one-size-fits-all solution but there is plenty of guidance material:
 - DASP Volume 3, Chapter 14 – *Safety Management Systems*
 - ICAO Doc 10159 – *Safety Intelligence Manual* - [Link](#)
 - ICAO Doc 9859 – *Safety Management Manual* - [Link](#)

Safety performance indicator. A data-based parameter used for monitoring and assessing safety performance.

Safety performance target. The planned or intended target for a safety performance indicator **over a given period** that aligns with the safety objectives.

Trigger. An established level or criteria value for a particular safety performance indicator that serves to initiate an action required.

SMART

O&E Theme – The Integration of SMS & QMS

- SMS and QMS **do not** need to be integrated.
- That said, both are requirements and share similar structures.
- Be conscious & deliberate when deciding how to integrate SMS & QMS.
 - Perhaps its as simple as letting one system do secondary audits on the other.
 - Perhaps its letting one system drive the other as a subset of requirements.
- You can read more on this topic in:
 - DASP Volume 3, Chapter 14 – *Safety Management Systems*
 - ICAO Doc 9859 - Safety Management Manual - [Link](#)



A fully integrated SMS & QMS is not the holy grail...

O&E Theme – The Management of Change

- The management of change (Element 3.2) is often overlooked or is limited in its implementation.
- Its not an afterthought...It's a significant part of the Safety Risk Management process.
- Consider how your organisation identifies hazards associated with changes to personnel, location, equipment etc. and how these are documented.
- This topic will be revisited in future Town Halls.
- See guidance material on the subject.
 - DASP Volume 3, Chapter 14 – *Safety Management Systems*
 - ICAO Doc 9859 – *Safety Management Manual* - [Link](#)





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QUESTIONS

Email: dasa.asms@defence.gov.au

Internet: dasa.defence.gov.au/safety-management-systems



GR.40 Occurrence Reporting – Status Update

Where to from here?

- Comments collated, assessed and incorporated
 - Clarification and feedback provided(as necessary)
- Submission to Defence Aviation Safety Board (DASB)
- DASR GR.40 Occurrence Reporting and Management release
 - DB to DG DASA release approval
 - Jul 2026



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QUESTIONS

Next SMS Town Hall – 26 June 2026



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Closing Comments

Director Aviation Operations
GPCAPT Nicholas Pausina

