



Australian Government
Department of Defence
 Defence Aviation Safety Authority

Defence Aviation Safety Authority

Capability First, Safety Always

RECORD OF CHANGE – DASR RELEASE 20 AUG 2026

1. This document records all changes to the Defence Aviation Safety Regulation (DASR) introduced in the 20 August 2026 release. An overview of noteworthy changes is available in the [Notification of Change](#).
2. An index of all changes, grouped by DASR part, is provided in Table 2 below. Each entry is hyperlinked to an Amendment Record in Enclosure 1 that documents the rationale for the change, previous text and revised text.
3. Each change is classified as Major, Minor or Editorial according to its impact. Table 1 below provides classification definitions and identifies the colour coding used in Table 2.
4. The DASR Change Proposal (DCP) reference number associated with each change is provided for traceability. A single DCP may introduce several changes having similar effect and may affect multiple DASR parts. Any Notices of Proposed Amendment and associated Comment Response Documents issued by DASA are available on the DASA web site and are identified by the same DCP reference number.
5. This document is intended to be accessed in electronic format using bookmarks for navigation; the page numbers applied to Amendment Records do not reflect page numbers within this compiled Record of Change.

Table 1. Change classifications and colour coding

Major	Introduces significant regulation change with a corresponding change to compliance requirements.
Minor	Improves the regulation but does not change the intent or impose new regulation.
Editorial	Applies changes such as corrections or updates to terminology.





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Table 2. Index of changes

Short Title (DCP Reference)	Amendment Record	Change Classification	DASR Clause
DASR GR.40 – Occurrence reporting			
Update AMC and GM to GR.40 (DCP-0035)		Major	DASR GR.40 DASR Glossary DASR Acronym List DASR GM1 21.A.3A(b) DASR AMC1 21.A.3A(b)(2) DASR M.A.202 DSAR 145.A.60
DASR SPA – Specific Purpose Approval			
Delete GM SPA.30.e (DCP-0082)		Minor	DASR GM SPA.30.e DASR GM SPA.30(c)3ii.a
DASR ORO – Organisation Requirements for Air Operations			
ORO.85 Flight Recorder and Locating Equipment (DCP-0084)		Minor	DASR AMC ORO.85.A 8 DASR AMC ORO.85.A 9

BP59896610

DASR NDR – Non-Defence Registered aircraft

AMC NDR.05.B and Vol 3Ch5AnnexA - 'Suitability of flight' term (DCP-0085)



Editorial

DASR AMC NDR.05.B 7

ENCLOSURE:

- 1. Aug 26 DASR Amendment Records

DASR GR.40 'OCCURRENCE REPORTING' FOR JUL 26 RELEASE

Contents

- [Section 1:](#)** Additions and modifications to the DASP Manual Glossary of Terms and Acronym List
- [Section 2:](#)** Complementary policy and DASR changes due to DASR GR.40 updates
- [Section 3:](#)** New DASR GR.40 Part only
- [Section 4:](#)** New DASR GR.40 Part, Acceptable Means of Compliance (AMC) and Guidance Material (GM)

SECTION 1: ADDITIONS AND MODIFICATIONS TO THE DASP MANUAL GLOSSARY OF TERMS AND ACRONYM LIST

1. DASA will add the following new or modified definitions to the DASP Manual Glossary of Terms:

ENTRY	DEFINITION
Occurrence (new) – note: ‘new’ does not need to be placed into the Glossary, it only highlights to DASA HQ that it is a new term that does not yet exist	Any event where an Aviation system (including the human element) fails to perform in the expected manner and adversely affects, or is perceived by an individual as having the potential to adversely impact Aviation Safety.
Occurrence Reporting (to be deleted)	The reporting of any failure, malfunction, defect, act, omission or other occurrence which has resulted in or may result in an unsafe condition. The objective of occurrence reporting is to use the reported information to contribute to accident prevention and the improvement of Aviation Safety. Further detailed information regarding occurrence reporting including reportable incidents, timeframes and occurrence reporting types is contained in AMC DASR GR.40 – Occurrence Reporting.
Serious Incident (new)	An Occurrence involving circumstances indicating that there was a high probability of an Aircraft Accident.
Aircraft Accident (new)	An Occurrence associated with the operation of an Aircraft in which a person is fatally or seriously injured, the Aircraft is destroyed or sustains substantial damage, or the Aircraft is missing or is completely inaccessible.
Event Risk Classification (new)	A standardised methodology developed by DASA to assess the risk associated with an Occurrence, considering both the actual and potential consequences of the event.

2. DASA will add the following new or modified acronyms to the DASP Acronym list:

ACRONYM	DEFINITION
ADL	Aircraft Damage Level
ERC	Event Risk Classification
OR	Occurrence report, or Occurrence reporting
PIL	Personal Injury Level
PRL	Perceived Risk Level

SECTION 2: COMPLEMENTARY POLICY AND DASR CHANGES DUE TO DASR GR.40 UPDATES

DASR 21

21.A.3A - Failures, malfunctions and defects

The following replaces the extant GM1 21.A.3A(b) – Occurrence reporting (AUS) and AMC1 21.A.3A(b)(2) in toto.

GM1 21.A.3A(b) - Occurrence reporting (AUS)

1. DASR GR.40 – Occurrence reporting and management sets out the requirements for Occurrence reporting across the DASR. This should be read in conjunction with the requirements, AMC and guidance contained in DASR 21.
2. Relevant DASR 21 organisations are to independently report on Occurrences to the Authority, with a focus on the design integrity and production quality.
3. Relevant DASR 21 organisations will become aware of issues through a variety of sources based on their Failure, Malfunction and Defect collection network, which is to include:
 - a. interfaces with foreign operators, Authorities and OEMs
 - b. sovereign DASR 145 and Continuing Airworthiness Management Organisations (CAMO) fulfilling reporting requirements under DASR 145 and DASR M.

AMC1 21.A.3A(b)(2) - Reporting to the Authority (AUS)

1. Reporting under DASR 21.A.3A reporting obligations are to be made using the [DASR Form 44](#).
2. Urgent unsafe conditions should be reported by the fastest possible means, ie via telephone, in the first instance. All reporting should be followed up by a written report, within 72 hours.
3. The Occurrence reporting process, content and format should be defined in the relevant organisation exposition or handbook.
4. Each report should contain at least the following information:
 - a. Identifying details (such as: organisation, type, technology, occurrence background)
 - b. Risk classification and unsafe condition assessment, and
 - c. Where relevant, immediate rectification actions and controls.

DASR M

The following replaces the extant DASR M.A.202 – Occurrence reporting, paragraphs (a) through (e), and associated AMC and GM, in toto.

M.A.202 - Occurrence reporting

Refer to [DASR GR.40 Occurrence reporting and management](#).

DASR 145

The following replaces the extant DASR 145.A.60 – Occurrence reporting, paragraphs (a) through (e), and associated AMC and GM, in toto.

145.A.60 - Occurrence reporting

Refer to [DASR GR.40 Occurrence reporting and management](#).

SECTION 3: NEW DASR GR.40 PART ONLY

1. The following replaces the extant DASR GR.40 Parts in toto.

DASR GR.40 Occurrence reporting and management

► GM

- (a) Approved Organisations must:

1. implement an Occurrence reporting and management system that: ► GM ► AMC
 - a. ensures Occurrence-related safety information is:
 - a) collected
 - b) disseminated
 - c) reported
 - d) actioned
 - e) stored
 - f) protected.
 - b. includes procedures to:
 - a) identify the level of risk posed by a single Occurrence
 - b) support the identification of adverse trends of similar Occurrences
 - c) document corrective actions taken, or to be taken due to the Occurrence
 - d) manage the investigation of the Occurrence to resolution
 - e) share relevant information within and between organisations.
2. report any Occurrence to DASA as soon as practicable within 72 hours, after identifying an Occurrence that may represent a significant risk to Aviation Safety. ► GM ► AMC
3. submit Occurrence reports in a form and manner established by DASA. ► GM ► AMC
4. ensure immediate notification of Aircraft Accidents and Serious Incidents in accordance with the requirements established by the Defence Flight Safety Bureau (DFSB). ► GM
5. establish and maintain all necessary preparatory and management arrangements to ensure the effective investigation and subsequent management of Aircraft Accidents and Serious Incidents. ► GM ► AMC

- (b) As an exception to [DASR GR.40\(a\)](#), DASR 147 Maintenance Training Organisations (MTOs) do not require an Occurrence reporting and management system.

SECTION 4: NEW DASR GR.40 PART, AMC AND GM

1. The following replaces the extant DASR GR.40 Parts, AMC and GM in toto. **AMC is in purple text.** **GM is in brown text.**

DASR GR.40 Occurrence reporting and management

▼ GM

GMGR.40 – Occurrence reporting and management

- a. **Purpose. (Context)** Occurrence reporting and management is an essential component of the overall Defence Aviation Safety Program safety monitoring function. The objective of Occurrence reporting is to use reported data to contribute to accident prevention, improvement of Aviation Safety, and to promote a generative safety culture. **(Hazard)** Aviation Safety can be compromised when organisations do not effectively report and manage Occurrences that could adversely impact Aviation Safety. **(Defence)** This regulation requires Approved Organisations to manage the reporting, analysis and actioning of Occurrences; and to ensure that all necessary preparatory and management arrangements are in place to support investigation and subsequent management of Aircraft Accidents and Serious Incidents.

(a) Approved Organisations must:

1. implement an Occurrence reporting and management system that: ▶ GM ▶ AMC
 - a. ensures Occurrence-related safety information is:
 - i. collected
 - ii. disseminated
 - iii. reported
 - iv. actioned
 - v. stored
 - vi. protected.
 - b. includes procedures to:
 - i. identify the level of risk posed by a single Occurrence
 - ii. support the identification of adverse trends of similar Occurrences
 - iii. document corrective actions taken, or to be taken due to the Occurrence
 - iv. manage the investigation of the Occurrence to resolution
 - v. share relevant information within and between organisations.

AMCGR.40(a)1 - Occurrence reporting and management

- a. **Occurrence reporting and management integration with the Safety Management System (SMS).** Approved Organisations should integrate Occurrence reporting and management with the organisation's SMS, ensuring that Occurrence reporting and management is clearly traceable.
- b. **Procedures for Approved Organisations (ADF).** Approved Organisations (ADF) should use the Defence Aviation Safety Reporting System (ASRS) and related procedures.
- c. **Procedures for Approved Organisations (non-ADF).** DASA 21 Approved Organisations should use procedures as agreed by the DASA that require the use of [DASR Form 44](#). All other Approved Organisations (non-ADF) should use procedures as agreed by the DASA.
- d. **Classification using the Event Risk Classification Process.** Approved Organisations, other than DASA 21 organisations, should ensure that Occurrences are classified using the standardised Event Risk Classification (ERC) methodology. Approved Organisations should ensure that the ERC process integrates into the organisation's Occurrence reporting and management, to support hazard identification and safety Risk Management.
- e. **DASA 21 Organisations classification of risk.** Risk classification in the design or production domain should be assessed, characterised and communicated based on the Defence WHS Risk Matrix, being an outcome of the known or potential consequence and likelihood of recurrence.
- f. **Reporting between organisations.** Approved Organisations are responsible for integrating safety-related information into safety Risk Management processes to enable assessment and action pertinent to the organisation's system. Approved Organisations should establish Occurrence reporting arrangements that:
 - i. specify reporting criteria between organisations with which the Approved Organisation interfaces
 - ii. are adapted to the organisation's Aircraft type, operations or products, and respective safety policies and procedures
 - iii. include the organisation's contracts and subcontracts
 - iv. enable consistent interpretation of Occurrences
 - v. enable coordination of safety action
 - vi. enable reporting to notify interfacing organisations after the identification of the occurrence, including Occurrences identified retrospectively through analysis or investigation:
 - (a) Within 72 hours for significant risks to aviation safety
 - (b) As soon as practicable for all other occurrences.

- vii. as a minimum, include reporting to and from the following organisations associated with aircraft technical conditions, maintenance and repair of aircraft:
 - (a) DASR 145 AMO to:
 - (i) Military Type Certificate Holder (MTCH)
 - (ii) DASR M Subpart G organisation (CAMO)
 - (iii) another DASR 145 AMO (for Occurrences when maintenance deficiencies are suspected as a causal factor)
 - (b) DASR M Subpart G organisation (CAMO) to:
 - (i) Military Type Certificate Holder (MTCH)
 - (ii) DASR 145 AMO (for occurrences when maintenance deficiencies are suspected as a causal factor)
 - (c) Military Type Certificate Holder (MTCH) to Operators and DASR M Subpart G organisation (CAMO)
 - (d) DASR 21 Subpart F organisation to Military Type Certificate Holder (MTCH) ([DASR 21.A.129\(f\)1](#))
 - (e) DASR 21 Subpart G Organisation (MPOA) to Military Type Certificate Holder (MTCH) ([DASR 21.A.165\(f\)1](#)).
- viii. inform other Approved Organisations, if it is determined that the Occurrence may impact or is related to other aircraft types.
- g. **Actioning Occurrence-related safety information.** An Approved Organisation should:
 - i. assign responsibility to a qualified person with clearly defined authority and status to:
 - (a) co-ordinate action on Occurrences
 - (b) initiate any necessary further investigation and follow-up activity
 - ii. implement closed-loop reporting processes, ensuring that actions are taken to address safety hazards.

GMGR.40(a)1 – Occurrence reporting and management

- a. To foster a generative Aviation Safety culture, individuals should feel encouraged to report Occurrences and any safety-related information they believe could adversely impact Aviation Safety. These reports enable organisations to address specific issues and identify broader trends. Sharing this information within and between organisations, and with DASA,

promotes learning across the Defence Aviation environment and strengthens a culture of continuous improvement.

- b. **Occurrence reporting and management integration with the Safety Management System (SMS).** To implement an effective Occurrence reporting and management system, Approved Organisations may leverage the structures and processes already established, such as the organisation's SMS. This integration can streamline activities including:
 - i. Hazard identification
 - ii. safety risk assessment
 - iii. data analysis
 - iv. safety assurance
 - v. safety communication.
- c. Organisations may utilise existing SMS tools (eg reporting mechanisms, safety databases and investigation processes). The organisation's Occurrence reporting and management should clearly define (including traceability) dedicated procedures that describe how Occurrences are identified as reportable, assessed, documented; and shared within and between organisations.
- d. **Classification using the Event Risk Classification (ERC) Process.** The ERC process provides a standardised approach to assessing the safety risk associated with an Occurrence—considering both the actual and potential consequences of the Occurrence. Its primary purpose is to enable consistent classification of Aviation Safety risk across Approved Organisations. The intent of ERC is to support the identification of the level of risk posed by each Occurrence, rather than to determine the actual consequence of the Occurrence (ie the consequence need not have actually occurred). The ERC process should facilitate the timely identification of higher-risk safety Occurrences requiring immediate action and communication. Additionally, ERC supports the identification of systemic risk areas through the aggregation and comparison of risk data. Additional information is available in Classification of Aviation Safety Events factsheets published in the [ASRS Guidebook](#).
- e. **Reporting between organisations**
 - i. Approved Organisations should actively encourage prompt reporting of Occurrences between organisations to ensure timely awareness of any actual or potential safety hazards.
 - ii. When assessing an Occurrence report, if the organisation identifies safety matters that may be of interest to another organisation, or that may require safety action by another organisation, all pertinent safety-related information should be forwarded as soon as possible to all relevant organisations. Reporting between organisations is required to coordinate timely safety action across interconnected organisations.

- iii. Occurrence reporting is an integral part of an organisation's responsibility to take appropriate corrective action to prevent similar Occurrences. The reporter or organisation should consider if notification to other agencies is required, including:
 - (a) Comcare, for all notifiable Work Health and Safety (WHS) events
 - (b) the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA), for all notifiable events involving actual or potential exposure to radiation.
- 2. report any Occurrence to DASA as soon as practicable within 72 hours, after identifying an Occurrence that may represent a significant risk to Aviation Safety.
▶ GM ▶ AMC

AMCGR.40(a)2 – DASA Reportable Occurrences

a. Flight Operations

- i. The Defence Aviation Safety Reporting System (ASRS) and related procedures articulate the reporting requirements for Occurrences related to Aircraft flight operations.
- ii. No distinction exists between Occurrences reportable to DASA and other Occurrences.

b. Technical Conditions, Maintenance and Repair of the Aircraft

- i. Other than DASR 21 organisations, DASA must be notified of Occurrences related to Aircraft technical conditions, maintenance and repair of the Aircraft when any of the following Event Risk Classification (ERC) thresholds are met:
 - (a) the Perceived Risk Level (PRL) classification of the safety outcome is:
 - (i) Catastrophic, and remaining risk controls are Mostly Effective, Barely Effective or Not Effective
 - (ii) Major, and remaining risk controls are Barely Effective or Not Effective
 - (b) the Personal Injury Level (PIL) classification is Serious Injury or Fatal
 - (c) the Aircraft Damage Level (ADL) classification is Substantial or Destroyed.
- ii. For DASR 21 organisations, DASA must be notified of the following Occurrences which represent a significant risk to Aviation Safety:

- (a) **Production:** Products, parts or appliances released from the production organisation with deviations from applicable design data that could lead to a potential unsafe condition (IAW [DASR 21 GM 21.A.3B\(b\)](#)) as identified with the holder of the type-certificate or design approval.
 - (b) **Design:**
 - (i) Any realised or potential failure, malfunction, defect or other Occurrence that has resulted in or may result in an unsafe condition (IAW [DASR 21 GM 21.A.3B\(b\)](#)) in the product, part or appliance.
 - (ii) Any Airworthiness Directive (AD) or equivalent mandatory Continuing Airworthiness information, issued by foreign Civil Aviation Authority (CAA) or Military Aviation Authority (MAA) relevant to the approval, as identified IAW [DASR 21 AMC3 21.A.3A\(a\)](#) - *System for collection, investigation and analysis of data* (AUS).
- c. **Air Navigation Services, Aerodromes Facilities and Ground Services, Air Battle Management operations and Air Cargo Delivery services:**
 - i. The Defence ASRS and related procedures articulate the reporting requirements for Occurrences related to:
 - (a) Air Navigation Services (ANS)
 - (b) Aerodrome facilities and ground services
 - (c) Air Battle Management Operations (ABMOps)
 - (d) Air Cargo Delivery (ACD) services.
 - ii. No distinction exists between Occurrences reportable to DASA and other Occurrences.
- d. **Notification Timeliness for Occurrences that may represent significant risk:**
 - i. Approved Organisations should report Occurrences that may represent a significant risk to Aviation Safety when sufficient information is known that warrants a report to DASA—including Occurrences identified retrospectively through analysis or investigation.
 - ii. Reporting does not remove the responsibility of the reporter or the organisation to initiate actions to prevent similar Occurrences.

GMGR.40(a)2 – Reportable Occurrences

- a. **Technical Conditions, Maintenance and Repair of the Aircraft**

- i. When reporting Occurrences to DASA, the following list of Maintenance and Continuing Airworthiness Management Occurrences may be used to inform and guide the development of an ERC; however, they do not define an Occurrence by themselves.
 - (a) Serious structural damage (eg cracks, permanent deformation, delamination, de-bonding, burning, excessive wear, or corrosion) found during maintenance of the Aircraft or component.
 - (b) Serious leakage or contamination of fluids (eg hydraulic, fuel, oil, gas, other fluids).
 - (c) Failure or malfunction of any part of an engine, power plant or transmission, resulting in any of the following:
 - (i) non-containment of components or debris
 - (ii) failure of the engine mount structure.
 - (d) Damage, failure or defect of a propeller that could lead to in-flight separation of the propeller or any major portion of the propeller, or malfunctions of the propeller control.
 - (e) Damage, failure or defect of main rotor gearbox or attachment, that could lead to in-flight separation of the rotor assembly or malfunctions of the rotor control.
 - (f) Significant malfunction of a safety-critical system or equipment, including emergency system, or equipment during maintenance testing, or failure to activate these systems after maintenance.
 - (g) Incorrect assembly or installation of components of the Aircraft found during an inspection or test procedure, when that inspection or test procedure is not intended for that specific purpose.
 - (h) Incorrect assessment of a serious defect, or serious non-compliance with Minimum Equipment List (MEL) or Technical logbook procedures.
 - (i) Serious damage to Electrical Wiring Interconnection System (EWIS).
 - (j) Any defect in a life-controlled critical part causing retirement before completion of the specified life of that part.
 - (k) The use of products, components or materials from unknown or suspect origin; or unserviceable critical components.
 - (l) Misleading, incorrect or insufficient applicable maintenance data or procedures that could lead to significant maintenance errors, including a language issue.

- (m) Incorrect control or application of Airworthiness limitations or other critical maintenance task.
- (n) Releasing an Aircraft into service from maintenance in the case of any non-compliance, that endangers the flight safety.
- (o) Serious damage caused to an Aircraft during maintenance activities due to incorrect maintenance, or use of inappropriate or unserviceable ground support equipment, that requires additional maintenance actions.
- (p) Identified burning, melting, smoke, arcing, overheating or fire Occurrences.
- (q) Any Occurrence where the human performance, including fatigue of personnel, has directly contributed to, or could have contributed to, an Accident or a Serious Incident.
- (r) Significant malfunction, reliability issue, or recurrent recording quality issue affecting a Flight Recorder system (such as a Flight Data Recorder (FDR) system, a data link recording system or a Cockpit Voice Recorder (CVR)), or lack of information needed to ensure the serviceability of a Flight Recorder system.
- (s) Aircraft damage due to weapon release or detonation, including defensive aids being carried by that Aircraft.
- (t) External load malfunctions that led, or could have led to, a hazardous or catastrophic event.
- (u) Foreign Objects (FO) or loose articles in areas where these dangerously interfere with Aircraft operation or system functions, such as cockpits egress systems.

3. **submit Occurrence reports in a form and manner established by DASA**
► GM ► AMC

AMCGR.40(a)3 - Report format and content

- a. The Defence Aviation Safety Reporting System (ASRS) is the preferred format. Where not practicable, reporting an Occurrence to DASA should be via a format agreed to by DASA that meets the requirements of paragraph c.
- b. For DASR 21 organisations, [Form 44](#) is the primary means of reporting to DASA.
- c. Where applicable, the Occurrence report should include:
 - i. when (UTC date and time)
 - ii. where (location of Occurrence)

- iii. what (describe what happened, including the outcomes, factual circumstances known at the time of raising the report, and any immediate actions taken)
- iv. aircraft and component related information (unique identifying information, such as Aircraft type and tail-number, component part and serial number, software version)
- v. details of Aircraft, component life or overhaul limitation in terms of flying hours, cycles, landings as appropriate
- vi. aircraft operation and history of flight (operator, type of operation, last departure point, planned destination, flight phase)
- vii. weather (if relevant)
- viii. Air Navigation Services (ANS) related information (Air Traffic Management (ATM) contribution, service affected, Air Traffic Services (ATS) unit name)
- ix. aerodrome-related information (location indicator (ICAO airport code), location on the aerodrome)
- x. infrastructure damage information
- xi. aircraft damage information,
- xii. personal injury including the number and type of injuries to persons on the ground and in the aircraft
- xiii. risk classification using Event Risk Classification (ERC) or for DASR 21 organisations using the Defence WHS Risk Matrix..

GMGR.40(a)3 - Report Format and Content

- a. **Event Risk Classification (ERC).** Organisations should not delay reporting Occurrences to DASA. Full analysis of ERC is not essential prior to reporting.
 - b. Other than DASR 21 Organisations, DASA's requirement to report occurrences is considered satisfied when the organisation submits an ASR on Sentinel. To avoid duplicated reporting, any ASR submitted on Sentinel will be automatically sent to DASA when an ASR meets the threshold defined by [AMC GR.40\(a\)2.b.i.](#)
4. ensure immediate notification of Aircraft Accidents and Serious Incidents in accordance with the requirements established by the Defence Flight Safety Bureau (DFSB) ► [GM](#)

GMGR.40(a)4 – Aircraft Accident and Serious Incident immediate notification requirements

- a. Classification of the Occurrence should use the Event Risk Classification process in combination with professional judgement, taking into account the nature, context, and potential consequences of the event. If there is

doubt whether an Occurrence can be classified as an Aircraft Accident or Serious Incident, the Occurrence should be reported to DFSB, and the classification may be later downgraded if necessary.

- b. Immediate notification of an Occurrence does not constitute a requirement to initiate an Aircraft Accident or Serious Incident investigation.
 - c. Additional information on the process and requirements for immediate notification of an Aircraft Accident or Serious Incident is available on the DFSB intranet and internet websites.
5. establish and maintain all necessary preparatory and management arrangements to enable the effective investigation and subsequent management of Aircraft Accidents and Serious Incidents. ▶ GM ▶ AMC

AMCGR.40(a)5 – Investigation and management of Aircraft Accidents and Serious Incidents

- a. Approved Organisations must implement the policies and procedures prescribed by DFSB.
- b. To ensure coordinated and consistent investigation and management outcomes, these arrangements also extend to Aircraft Accidents and Serious Incidents involving:
 - i. Foreign Military Aircraft operating within Australian sovereign airspace
 - ii. Occurrences subject to civilian reporting obligations as required by the Australian Transport Safety Bureau (ATSB).

GMGR.40(a)5 – Investigation and management of Aircraft Accidents and Serious Incidents

- a. The intent of this regulation is to ensure that Approved Organisations are adequately prepared to respond to, support, and manage, the consequences of Aircraft Accidents and Serious Incidents. This includes defined arrangements for notification, preservation of evidence, site management, and coordination with DFSB, and post Occurrence management activities.
- (b) As an exception to [DASR GR.40\(a\)](#), DASR 147 Maintenance Training Organisations (MTOs) do not require an Occurrence reporting and management system.



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DASR AMENDMENT RECORD DCP 0082

DASR CLAUSE: DASR SPA.30

RATIONALE FOR CHANGE

DASA has removed two references to the Professional ADF Aviators' Reference Manual (PAARM) from guidance material to DASR SPA.30.

DASA does not manage or approve PAARM material and hence there is potential that information contained within the PAARM may differ to the DASR SPA.30 regulation. For this reason, the DASR references to PAARM guidance material is not appropriate in the SPA.30 regulation.

MAOs and UAS Operators who utilise PAARM guidance to support the development of safe display sequences should ensure reference to the PAARM is captured in display flying training LMPs and/or OIP where applicable.

CURRENT REGULATION TEXT

GM SPA.30.e - The Professional ADF Aviators' Reference Manual (PAARM) provides additional Air Display supporting material.

GM SPA.30(c)3ii.a - The Professional ADF Aviators' Reference Manual (PAARM) provides additional guidance to support the development of safe Display Sequences. However, MAOs and UAS Operators should consider the following when developing and approving Display Sequences:

REVISED REGULATION TEXT

GM SPA.30.e – DELETED

GM SPA.30(c)3ii.a - MAOs and UAS Operators should consider the following when developing and approving Display Sequences:





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DASR AMENDMENT RECORD DCP 0084

DASR CLAUSE: DASR ORO.85

RATIONALE FOR CHANGE

During recent introduction into service activities, DASA recognised that not all MAOs have organic flight recorder data download capabilities (eg. security constraints) and rely on alternate arrangements at an external facility. This DCP proposes an amendment to AMC ORO.85 to clarify the regulatory and compliance demonstration requirements when a MAO uses alternate arrangements.

CURRENT REGULATION TEXT

AMC ORO.85.A 8 - DFSB should be provided a download, interpretation and analysis capability prior to the issue of an airworthiness instrument. This ensures compatibility with DFSB equipment and / or safety investigation requirements.

AMC ORO.85.A 9 - To ensure flight recorder integrity, routine data captures should be analysed for serviceability.

REVISED REGULATION TEXT

AMC ORO.85.A 8 - Amend to: 'Dfsb should be provided a download, interpretation and analysis capability prior to the issue of an airworthiness instrument. This ensures compatibility with Dfsb equipment and / or safety investigation requirements. Should the MAO not provide a download, interpretation and analysis capability within Dfsb's facility prior to the issue of an airworthiness instrument, the MAO is to establish arrangements in consultation with Dfsb to do so at a suitable facility.'

AMC ORO.85.A 9 - Amend to: 'To ensure flight recorder integrity, routine data captures should be analysed for serviceability. Should the MAO not have a flight recorder download, interpretation and analysis capability, the MAO is to establish arrangements to do so at a suitable facility.'





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DASR AMENDMENT RECORD DCP 0085

DASR CLAUSE: DASR NDR and Vol 3 Ch 5.3

RATIONALE FOR CHANGE

The term 'suitability for flight' was removed from DASR during routine updates in favour of the term 'Aviation Safety'. It was recently discovered the term 'suitability of flight' remains in AMC NDR.05.B paragraph 7 and Vol 3 Chapter 5.3 Annex paragraph 5. This DCP will be an Editorial to replace the term with the same alternate term 'Aviation Safety'.

CURRENT REGULATION TEXT

AMC NDR.05.B Paragraph 7:

7. Where there is doubt surrounding the suitability of flight of a particular NDRA activity, the Sponsor that is responsible for authorising operation of an NDRA and therefore the associated aviation outcomes should seek specific aviation safety advice from DASA prior to authorising the activity.

Vol 3 'Chapter 5.3 Annex A – Military Air Operator' Paragraph 5:

5. MAO is a regulatory term that is applicable to an organisation approved by the DASA to conduct Defence aircraft flight operations. To become a MAO the commander of the organisation nominated by their Service must apply to DASA by submitting an Operations Compliance Statement (OCS). DASA assesses information in the OCS to assure that it forms the basis of judgement for the suitability of flight operations of an airworthy aircraft, maintained operated to approved standards and limitations, by competent and authorised individuals, who are acting as a member of an approved organisation.



REVISED REGULATION TEXT

Replace AMC NDR.05.B Paragraph 7 in toto with:

7. Where there is doubt surrounding the Aviation Safety of a particular NDRA activity, the Sponsor that is responsible for authorising operation of an NDRA (and therefore the associated aviation outcomes) should seek specific Aviation Safety advice from DASA prior to authorising the activity.

Replace Vol 3 Chapter 5.3 Annex A – Military Air Operator Paragraph 5 in toto with:

5. A MAO is an organisation approved by DASA to conduct Defence aircraft flight operations to a defined scope. To obtain MAO approval, the commander (ie Accountable Manager) of an organisation nominated by their Service must apply to DASA by submitting an Operations Compliance Statement (OCS). DASA assesses information contained in the OCS to determine compliance with the applicable DASR. This assessment includes the adequacy of organisational structures, resources, instructions, data, procedures and practices; and the assurance of Aviation Safety for the scope of flight operations specified in the approved OpSpec.