



## COMMENT RESPONSE DOCUMENT TO NPA 03/2019 – MANAGEMENT OF DEFECTS

Objective Id: BO4384533

### INTRODUCTION

1. **General.** This Comment Response Document (CRD) outlines DASA's agreed policy and intended regulation changes and finalises the public consultation process in respect of this NPA. Only under extreme or unusual circumstances will DASA consider views or arguments opposing the views expressed in the CRD. Any member of the public having views or arguments to support an appeal against the decisions documented in this CRD may petition DASA to consider such an appeal.
2. **Background.** On 22 Aug 19, DASA released NPA Management of Defects 03/2019 for comment. The period for public comment on the proposals contained in this NPA closed on 20 Sep 19.
3. DASA staff received responses to the NPA from eight respondents via the formal NPA response template. The quality of comments received was high and as a consequence, some concerns with the proposed regulation changes have been identified. This Comment Response Document discusses those comments, and provides a DASA response and disposition.
4. DASA would like to thank everyone who has taken the time to respond to the NPA. The final regulation changes when released will, to the greatest extent possible, reflect the content of comments received.

### ANALYSIS OF COMMENTS

#### General

5. All comments received were evaluated and where appropriate, suggestions will be incorporated into the next DASR release. Comments of a general nature are addressed collectively in this CRD rather than individually. All respondents will be subsequently contacted regarding their individual comments. Changes introduced following DASA review of the NPA responses are:
  - a. DASR AMC M.A.301(a)(2) paragraph 4 updated to include restrictions contained in credible data as a consideration,
    - (1) **NPA 03/2019 version.**

When deferring a defect the cumulative effect of a number of defects occurring on the same aircraft and any restrictions contained in the MEL/CDL or national equivalents, should be considered. Deferred defects should be made known to the pilot / flight crew prior to their pre-flight inspection of the aircraft.
    - (2) **Updated version.**

When deferring a defect the cumulative effect of a number of defects occurring on the same aircraft and any restrictions contained in the **credible data as described at DASR GM M.A.301(a)(2), including MEL/CDL or national equivalents**, should be considered. Deferred defects should be made known to the pilot / flight crew prior to their pre-flight inspection of the aircraft.
  - b. DASR GM M.A.301(a)(2) paragraph 1 updated to align with section 17 of the WHS Act 2011 and
  - c. DASR GM M.A.301(a)(2) paragraph 3 updated to fix multiple typographic errors.



6. There were numerous responses related to content adopted directly from the EMAR and presented as black text within DASR. Unless compelling reasons exist, DASR regulation will remain aligned with EMAR, and in these cases, will remain unchanged.

7. The received responses also included concerns relating to the scope and authority of credible data, as introduced by the proposed amendment. The suite of data considered eligible for inclusion as credible data is not intended to be limited and is expected to be determined by the CAMO. The DASA approved CAME will define the list of credible data. The data sources listed in the proposed DASR amendment are suggestions only and are not considered authoritative and, similarly, the list is not exhaustive.

### **AUTHORITY**

8. The content of this Comment Response Document has been reviewed and is authorised.

**GJ Lamb**  
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A/Director General  
Defence Aviation Safety Authority

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#### **Annex:**

**A.** List of Respondents

**NOTICE OF PROPOSED AMENDMENT – NPA 03/19**

**LIST OF RESPONDENTS**

1. Air Combat Group
2. Air Force Training Group
3. Air Mobility Group
4. Boeing Defence Australia
5. Defence Aviation Safety Authority (3)
6. Fleet Air Arm