

Disposition of Recommendations from the Senior Executive Review into DASR 66/147

Recommendation	Responsible Party	Applicable HQ Response (Accept / Amend / Reject)
Rec 1: (Para 38) We recommend further work by DASA to provide added clarity in DASA products including Fact Sheets, relevant publications including DASR training and promotion material, (and other maintenance management systems), and possibly in DASR AMC or GM.	Responsible Party: DASA (DCA-RLT)	Accept
Rec 2: (Para 38) We recommend LOGBR (with HQAC AFCAMAN support) develop updated CAMM2 (and other maintenance systems) business rules and functionality to align with contemporary DASR practices and requirements.	Responsible Party: LOGBR (DEM-AF) JLC (DLSS)	Amend Amend actionee to include Log Systems Branch within JLC who are the CAMM2 capability manager
Rec 3: (Para 45) We recommend that DASA give priority to developing an education package supported by DASA products including a Factsheet to provide clarity to the nexus between 'certification' and 'supervision'.	Responsible Party: DASA (DCA-CAA)	Accept
Rec 4: (Para 49) We recommend that DASA prioritise development and publication of added guidance material to provide a more detailed supporting narrative on DASR 66/147	Responsible Party: DASA (DCA-CAA)	Accept
Rec 5: (Para 49) We recommend that LOGBR (with HQAC AFCAMAN support) develop immediate updates to IET, P-IET and Unit training programs to align with contemporary DASR practices and requirements	Responsible Party: LOGBR (DEM-AF) AFTG (DLS)	Amend Include AFTG as actionee, and remove reference to AFCAMAN
Rec 6: (Para 50) We recommend that DASA review the mature staffing of the DASR-66 team to ensure sufficient resilience to provide uninterrupted capability support	Responsible Party: DASA (DCA-RLT)	Accept
Rec 7: (Para 54) We recommend careful examination by DASA of an option to delegate, using DoSA provisions already extant within DASR, some MAML licencing activity.	Responsible Party: DASA (DCA-RLT)	Accept
Rec 8: (Para 56) We recommend that DASA consider developing a standardised tool on the DPN to enable the regulated community to assess MAML eligibility prior to application for a new/amended MAML	Responsible Party: DASA (DCA-SSA)	Accept
Rec 9: (Para 57) We recommend that HQAC-A1/A9 ensure that ERP or other ADF common IT systems deliver the functionality currently provided by the 'local unit spreadsheets' operated by Unit QMs.	Responsible Party: HQAC (DMA)	Amend Amend recommendation for HQAC to "advocate for" (not "ensure")
Rec 10: (Para 68) We recommend further work by DASA to provide further details and clarity on expanded Deferred Defect options, including a requirement that appropriate platform-specific 'people competency, process, and data' requirements are defined in relevant CAME, to provide the full flexibility available under M.A.301(a)(2) for aircraft defect deferrals	Responsible Party: DASA (DCA-CAA)	Accept
Rec 11: (Para 71) We recommend that CASG, in coordination with HQAC-A9 assess this MILSTD-1808C / S1000D alignment matrix for wider use	Responsible Party: CASG (ASD & JASD)	Accept
Rec 12: (Para 72) We recommend that CASG ensure, during acquisition, that if aircraft maintenance publications and TMP are not based on S1000D aircraft system structures, that a translation matrix is acquired and sustained for in-service use. In short, 'create once, use across many Types'.	Responsible Party: CASG (ASD & JASD)	Accept
Rec 13: (Para 77) We recommend that DASA seek, as a minimum, legal opinion on the validity of the current age restriction for Cat-A MAML holders and, if no objection to change, revisit the current age restriction with consideration to adjusting the Part 145.A.35(m) 21-year age limit	Responsible Party: DASA (DCA-RLT)	Accept
Rec 14: (Para 91) We recommend that AFHQ (LOGBR), Army (AVNCOMD) and Navy (HQFAA) establish generic Service specific processes for the 'on-boarding' of foreign-trained lateral aviation technicians to streamline the process and minimise the administrative delay evident in current practices.	Responsible Party: LOGBR (DEM-AF) AVNCOMD (DCA) FAA (DAE)	FAA – Amend Seeking AFHQ to act as lead agency AFHQ – Amend Actionee to include Army & Navy AVNCOMD - Accept
Rec 15: (Para 94) We recommend that, in support of future use of DASR-GR.80(c) flexibility provisions, FEGs consider the 'blue text' offered in Annex E during their assessment of UK maintainers, who do not hold a DASR-66 MAML, when considering their authorisation as Certifying staff in a DASR-145 MO.	Responsible Party: HQAC (DMA) AVNCOMD (DCA) FAA (DAE)	FAA – Noted Noted for future applicability if required HQAC – Accept AVNCOMD - Accept
Rec 16: (Para 100) We recommend consideration by DASA for re-instatement of a provision to 'grandfather' ex-ADF technicians with a profile that, had they applied prior to past expiry of this relaxation in March 2020, they would have been eligible for a MAML.	Responsible Party: DASA (DCA-RLT)	Accept
Rec 17: (Para 106) We recommend the Authority's next oversight activity of RAAFSTT confirm that IET course material has been fixed by AFTG and delivery reflects current DASR terminology and concepts.	Responsible Party: DASA (DCA-RLT)	Accept

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<p>Rec 18: (Para 112) We strongly recommend further priority action by AFHQ and HQAC staff to address current trade structure, training, and DASR-66/147 alignment issues</p>	<p>Responsible Party: LOGBR (DEM-AF) HQAC (DMA)</p>	<p>Accept Noting that while accepted in principle, no decision to fundamentally change technical trade structures or training has been made at this time. Any decision to do so would be informed by an appropriate review of aviation technical workforce capability requirements with due consideration of the current strategic environment, emerging operational concepts, and Objective Workforce Growth Project requirements.</p>
<p>Rec 19: (Para 117) We recommend that AFHQ (LOGBR), in conjunction with DASA, develop a licensing education package specific to ARMTECH trade scope and authorisation and be delivered during IET so that ARMTECH understand the privileges of their Licence, also that this package be provided for subsequent continuing professional development (refresher training) at Units.</p>	<p>Responsible Party: DASA (DCA-RLT) LOGBR (DEM-AF)</p>	<p>Amend Amend Actionee to DASA / LOGBR to reflect that DASA should lead this recommendation</p>
<p>Rec 20: (Para 119) We recommend extension of the iMMA approach for ASTTECHs beyond 31Dec23 until a mature solution can be developed</p>	<p>Responsible Party: DASA (DCA-RLT)</p>	<p>Accept</p>
<p>Rec 21: (Para 123) We recommend that AFHQ-LOGBR consider initiating a Training Needs Analysis (TNA) to examine the most feasible training model to provide a post-IET (P-IET) pathway for ASTTECHs to achieve a partial Cat-B1 License</p>	<p>Responsible Party: LOGBR (DEM-AF)</p>	<p>Reject The ASTTECH mustering & associated training pathway will be considered under Recommendation 18 line of effort</p>
<p>Rec 22: (Para 124) We recommend that DASA provide written guidance on how a MAML could be obtained via a DASR-66 module knowledge and experience assessment approach.</p>	<p>Responsible Party: DASA (DCA-RLT)</p>	<p>Accept</p>
<p>Rec 23: (Para 128) We recommend that Air Command consider options (with ATSC attendance being one option) to support Defence Industry MOs (that maintain ADF aircraft) to remove E62 Exclusions as an efficiency and productivity measure. This also includes Industry MOs supporting RAN-FAA and Army Aviation.</p>	<p>Responsible Party: HQAC (DMA)</p>	<p>Accept</p>
<p>Rec 24: (Para 132) We recommend review of FLTLT Fitzgibbon's survey responses by DASA-DCA staff to aid understanding, context and impact of some specific DASR-145/66 implementation issues, recognising that some may already have been subject to updates.</p>	<p>Responsible Party: DASA (DCA-SSA)</p>	<p>Accept</p>
<p>Rec 25: (Para 133) We recommend relevant AFHQ-LOGBR and HQAC staff also review survey responses to aid understanding, context, and impact of concerns on some specific issues, particularly IET, P-IET, alignment of trade structures, employment practices and remuneration issues</p>	<p>Responsible Party: LOGBR (DEM-AF) HQAC (DMA)</p>	<p>Accept</p>
<p>Rec 26: (Para 144) We strongly recommend that appropriate priority and resources be provided to AAvtTC to pursue this initiative to establish a RPL process against DASR-66 modules to achieve this worthwhile capability-enhancing activity</p>	<p>Responsible Party: AVNCOMD (DCA) AFTG (DLS)</p>	<p>Amend HQ AFTG included as a responsible party due DASA 147 MTO oversight</p>
<p>Rec 27: (Para 147) We recommend that DASA, as the aviation Regulator for Defence and Defence Industry and thereby complimenting CASA in their role, take action to obtain permanent representation and voice at the national forum, provisionally called the 'Strategic Industry Task Force'.</p>	<p>Responsible Party: DASA (DCA-RLT)</p>	<p>Accept</p>
<p>Rec 28: (Para 150) We recommend that HQ AFTG investigate the feasibility for a DASR-66 Module assessment system (Knowledge exams and Experience log-books) to support P-IET achievement of a MAML or Exclusion removal while continuing to work in posted location if the CASA self-study training and examination pathway is determined to be unsatisfactory for Defence needs</p>	<p>Responsible Party: AFTG (DLS)</p>	<p>Accept</p>
<p>Rec 29: (Para 155) We recommend that Capability Managers and CASG implement measures ensure that all future acquisitions include suitable maintenance training aids to allow efficient compliance with DASR-66 Appendix 3 requirements.</p>	<p>Responsible Party: CASG (ASD & JASD)</p>	<p>Accept</p>
<p>Rec 30: (Para 159) We recommend a review, internal to HQAFTG's Quality Review Committee of the current MTO construct to examine whether further efficiencies are possible with revisions to the current model.</p>	<p>Responsible Party: AFTG (DLS)</p>	<p>Accept</p>
<p>Rec 31: (Para 170) We recommend that DASA, AFTG and HQAC-A9 examine the merits of both adopting AFLS processes (or part thereof) within Authority endorsed documents such as the MTOE and HQAC's AFCAMAN, and options for practical training in the context of 'adapting' DASR-147 to better leverage RTO practices, and options for practical training in the context of 'adapting' DASR-147 to better leverage RTO practices.</p>	<p>Responsible Party: AFTG (DLS) DASA (DCA) HQAC (DMA)</p>	<p>Accept</p>
<p>Rec 32: (Para 171) We recommend that the DASR-147 Air Domain MTO (HQAFTG) and the FEGs who are delivering Type training be prioritised and resourced commensurate with the agility expected from the training system; if not, FTFs accorded close management to minimise the disruption of being a known training 'choke point' restricting capability</p>	<p>Responsible Party: AFTG (DLS) HQAC (DMA)</p>	<p>Accept</p>
<p>Rec 33: (Para 173) We recommend consideration of a Review by AFHQ (LOGBR), in consultation with Army AVNCOMD and Navy FAA, to examine centralised and dispersed options for optimising IET and P-IET delivery for the three Services, recognising the flexibility and multiple career pathways being considered by HQAC-A9 and AFHQ (LOGBR) that, along with Navy and Army career pathways, collectively meet CDF Directive 16/2022.</p>	<p>Responsible Party: AFTG (DLS) LOGBR (DEM-AF)</p>	<p>Amend Any such review will need to be heavily supported by AFTG as the manager of joint training (MJT)</p>

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Rec 34: (Para 176) We recommend action by HQAC-A9 staff to approve the conduct an initial trial to assess potential efficiencies in process and resources associated with adopting the Army eJournal whereby a single signature can be used to sign-off like tasks across the multiple journals to streamline journal requirements	Responsible Party: HQAC (DMA)	Accept
Rec 35: (Para 179) We recommend that LOGBR as a matter of urgency, remediate the identified inadequacies of CAMM2 training	Responsible Party: LOGBR (DEM-AF)	Accept
Rec 36: (Para 186) We recommend that DASA provide “skilled worker in a technical trade” GM for DASR-66.A.30(a).	Responsible Party: DASA (DCA-RLT)	Accept
Rec 37: (Para 194) We recommend AFCAMAN promulgate ‘best corporate practice’ for a CAMO to follow when allotting a State Aircraft into a UK MMO in AFCAMAN Book3, Ch 2, as a standing artefact in satisfaction of AMC DASR-M.201(g)2.	Responsible Party: HQAC (DMA)	Accept
Implied Recommendation DASA to develop guidance on a risk based certification authorisation for foreign trained maintainers to enable agile coalition operations (relevant to Rec 14).	Responsible Party: DASA (DCA-RLT)	Accept