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NOTIFICATION OF CHANGE – DASR RELEASE

27 Feb 25

REFERENCES

- A. [Record of Change – DASR Release 27 FEB 25](#)
- B. [Notice of Proposed Amendment 2021/019](#)
- C. [Comment Response Document – NPA 2021/019](#)
- D. [Notice of Proposed Amendment 2024/001](#)
- E. [Comment Response Document – NPA 2024/001](#)
- F. Comment Response Document – DCP 2024/024
- G. [Notice of Proposed Amendment 2024/035](#)
- H. [Comment Response Document – NPA 2024/035](#)

INTRODUCTION

1. This document summarises noteworthy changes incorporated into the Defence Aviation Safety Regulation (DASR) in the 27 Feb 25 release. This release incorporates six major, eleven minor and five editorial changes. Details of all changes, including previous text and rationale for the change, are available at Reference A.

MAJOR CHANGES

- 2. **DASR GR.15 *Defence Registration of Balloons and Warbirds***. This amendment supports the Defence Registration of crewed hot air balloons and Warbirds, Historical, and Replica Aircraft (WHRA). A 12-month transition period is applicable to this change, ending 31 Jan 26.
- 3. It incorporates the following changes:
 - a. a new subclause (c) to DASR GR.15 Airworthiness of Defence Registered Aircraft introduces a provision for the operator of such aircraft to demonstrate airworthiness management that achieves a level of Aviation Safety at least equivalent to comparable Australian civil registered aircraft.
 - b. a new AMC to DASR GR.15(c) provides an acceptable airworthiness management approach for crewed hot air balloons.
 - c. a new subclause 4 within DASR 21.A.174 (b) Application enables a balloon operator to apply to DASA for a Certificate of Airworthiness on the basis of an applicable civil type-certificate.
 - d. an amendment to DASR GR.25 Operation of State Aircraft removes the requirement for aircraft to have a valid type-certificate to conduct operations. This requirement



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was redundant and was in conflict with extant (EMAR-based) provisions within DASR 21 that enable the issue of Certificates of Airworthiness for aircraft that do not have a type-certificate. The extant requirement at DASR GR.25(c) for aircraft to have a valid Certificate of Airworthiness and the exception clause for Military Permits to Fly at paragraph (d) provide sufficient regulatory controls.

- e. an amendment to the DASP Glossary definition of ‘Warbird, Historic and Replica Aircraft’ to remove reference to aircraft registration and instead align to the meaning of the term under the Civil Aviation Act 1988 (see Civil Aviation Order 104.0 Certificates of approval application, grant and conditions).
4. **DASR GR27 *Operation of FMA in Australia.*** Consulted through References B and C, the proposed new regulation, replaces DASR NDR.15, incorporating its intent into the extant DASR GR27. A 12-month transition period is applicable to this change.
 5. DASA’s review of Foreign Military Aircraft (FMA) related regulatory material identified the following issues:
 - a. inferred a scope of Sponsor obligations beyond a Sponsor’s accountabilities under the WHS Act 2011 (ie beyond the obligation to manage the risk to the safety of other airspace users and people on the ground).
 - b. supporting material (ie AMC and GM) lacked the specificity necessary to enable Sponsors to meet their obligations—and was not tested for feasibility against historical exemplar Sponsor performance.
 6. **DASR GR.60 *Oversight and Enforcement.*** This change is to align the definitions of DASR Findings within GR.60 Oversight and Enforcement. The implementation of a review process determined DASA Findings for only Level 1 and 2 findings requires a DASR Form 1299. Level 3 findings will be managed internally within the organisations QMS. Regulation sets that affected include GR and DASR 21/M/145/147.
 7. **DASR SPA.30 *Air Displays.*** This amendment to SPA.30 Air Displays was consulted through References D and E. A 12-month transition period is applicable to this change. The following changes have been incorporated:
 - a. Additional Hazard controls, including:
 - (1) planning and approval requirements
 - (2) supporting Risk Management (RM) requirements
 - (3) considerations for UAS
 - (4) Display crew and Air Display Director selection criteria, training, competency and currency requirements
 - (5) Requiring MAOs and UAS Operators to define Air Display manoeuvres and display sequences (including ‘alternate’ and ‘special venue’ shows)
 - (6) Requirements for use of ground special effects during air displays
 - b. Additional supporting material.



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8. **DASR 21 Subpart C Military Type Certificate Holder Organisation.** In consultation with Chief Engineers and reference F, DASA will introduce a Terms of Approval (ToA) for Military Type Certificate Holders (MTCH) to establish regulatory consistency, promote and accountable culture, clarify responsibilities and grant specific privileges. The MTCH ToA will formalise the MTCH Organisation by introducing an approval framework to reduce oversight and assurance gaps, similar to existing regulatory approvals in DASRs.

9. The ToA clarifies the responsibilities and accountabilities of the MTCH, ensuring existing MTCH obligations under DASR 21.A.44 are executed effectively. Furthermore, the ToA allows DASA to grant specific privileges to MTCHs, such as design classification and validation for civil derivative aircraft, which will allow greater efficiencies within the community and will address any gaps in support arrangements allowing appropriate regulatory oversight.

10. **DASR 21 Operational Suitability Data.** Consulted through references G and H, Operational Suitability Data (OSD) has been required under to European Commission regulation set since 2014, requiring aircraft manufacturers to submit data that is important to ensure safe operation of the aircraft when entering into service. This DCP intends to incorporate the OSD requirements of EMAR Edition 2.0 into DASR 21 with Australian-specific tailoring where required.

NOTEWORTHY MINOR AND EDITORIAL CHANGES

Airworthiness

11. **DASR 145 Alternate Means of Compliance (AltMoc).** AMC1 DASR 145.A.30(f) modified to provide clear expectations on when DASR required personnel performing structural repairs.

12. **DASR 21.** EMAR 21 incorporated into GM 21.A.101 Appendix E. AUS specific content added to advise users of obligations under the WHS Act.

13. **DASR 21 Explosives in Design.** GM 21.A.239(c), AUS specific additions to provide additional guidance for MDOAs to demonstrate compliance when it comes to explosive safety advice by Defence organisations regulated under ESRF.

Flight Operations

14. **DASR Uncrewed Aircraft Systems.** GM2 UAS.10 clarifies regulatory applicability for incorporation of explosives, reflects removal of UAS.80 and reference to GR.27 and no longer states that DASR UAS is an independent regulation and provides improved DASR applicability. UAS.35 (c)1 and UAS.35 (f)1 now enable the use of Military Operating Areas as an equivalent risk control to Restricted Areas.

15. UAS.35(f) Standard Scenario for Weaponised Evaluation is a new regulation designed to accommodate the demand for development of weaponised UAS in Defence.

Aviation Services & Facilities

16. **DASR Air Navigation Service Provider.** GM ANSP.80.(b)a change to ATC Licensing DoSA, realigns requirements to ensure consistency with DASPMAN Vol 3



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section 4.3.2.

ADMINISTRATION

17. Access to DASR and related forms should always be through the online portal, where available. DASR change proposals should be submitted via [DASR Form 111 – DASR Change Proposal](#). The DASR User Guide can assist users to navigate, print and search the DASR. DASR-related queries may be submitted through a [DASR Form 110 - Query Form](#) and general feedback may be provided via email to dasa.dasr@defence.gov.au.

18. To request a copy of the DASR for use offline, please contact DASA at the email address above.

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