



## NOTIFICATION OF CHANGE – DASR RELEASE 31 Jul 2025

### REFERENCES

- A. [Record of Change – DASR Release 31 Jul 25](#)
- B. [Notice of Proposed Amendment for DASR Change Proposal DCP - 0024](#)
- C. [Comment Response Document for DASR Change Proposal DCP - 0024](#)

### INTRODUCTION

1. This document summarises noteworthy changes incorporated into the Defence Aviation Safety Regulation (DASR) in the 31 Jul 25 release. This release incorporates two major, five minor and four editorial changes. Details of all changes, including previous text and rationale for the change, are available at Reference A.

### MAJOR CHANGES

- 2. ***DASR GR.60 Oversight and Enforcement.*** Consulted through References B and C, the proposed new regulation provides Finding definitions that will be better aligned with classification definitions used in the Defence Aviation Safety Reporting system, and are harmonised with all DASRs, including Flight Operations regulations.
- 3. The current Finding definitions were developed primarily from European Military Airworthiness Requirements and are sub-optimal for non-Airworthiness regulations. As a result, this change revises the current Finding definitions for Level 1, Level 2, and Level 3 Findings contained within DASR GR.60(d), as well as GM GR.60(d) that provides an interpretation of Finding Levels in the context of DASR 147.
- 4. Specific changes to Finding Levels in DASR GR.60 include:
  - a. Inclusion of content on residual safety controls aligned to the Defence Aviation Safety Reporting system
  - b. *DASR Level 1 finding:* Replacement of "which lowers the safety standard and seriously hazards flight safety" with "that presents a credible serious hazard to aviation safety"
  - c. *DASR Level 2 finding:* Replacement of "which lowers the safety standard and possibly hazards flight safety" with "that presents a credible hazard to aviation safety"
  - d. *DASR Level 3 finding:* Replacement of "could lower the safety standard and possibly



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hazards flight safety" with "if left untreated, would likely manifest into a credible hazard to aviation safety"

- e. Minor changes to the interpretation of Finding Levels in the context of DASR 147, to align with new finding definitions, as well as some editorial improvements

5. ***DASR UAS.35 (G) Standard Scenarios for UAS Operations.*** This addition to DASR UAS.35 Subpart G - Standard Scenarios for UAS Operations was developed as an opportunity to improve DASA regulatory functions and reduce regulatory burden. This change is classified as a MAJOR (non-significant) amendment and consultation to targeted key stakeholders was performed in lieu of a Notice of Proposed Amendment (NPA).

6. The UAS.35(g) Standard Scenario for limited operations over land/water not controlled by Defence is new regulation to alleviate the expected demand for UASOPs for operations over land / water not controlled by Defence, and has been developed to provide a defensible level of assurance aligned, where practicable, to recognised best practice for UAS operations. It makes no change to the currently accepted air environment for operations under UAS.35(c) Standard Scenario for Defence Ranges and Exercise Areas.

### NOTEWORTHY MINOR AND EDITORIAL CHANGES

7. ***DASR M and 145.*** Further clarification added to differentiate between accountability and responsibility when a Form 4 holder is absent from duty, stressing that accountability cannot be delegated.

8. ***DASR 139.50 Aerodrome Manual.*** This is an amendment to DASR 139.50 to provide additional AMC in relation to Shipborne Heliports. It defines the relevant sub sections that are either not applicable or may require an alternative means of compliance in the preparation, publication and compliance requirements for all Shipborne Heliport Aerodrome Manuals.

9. ***Removal of terms.*** There are several references to 'participating member state', 'participating military state', and 'pMS' that exist within the DASR regulation, AMC and GM with 21, M and 145. In each case, they refer to the current 27 European States of the European Union. The term is not applicable to DASR and will either be removed or replaced with Military Aviation Authority (MAA).

### ADMINISTRATION

10. 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](mailto:dasa.dasr@defence.gov.au).



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

*Original Signed at BP50596672*

**JPD Badgery, AM**

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Jul 25

