



RECORD OF CHANGE – DASR RELEASE 29 FEB 24

1. This document records all changes to the Defence Aviation Safety Regulation (DASR) introduced in the 29 Feb 24 release. An overview of noteworthy changes is available in the [Summary 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 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. Any revised text within the Initial and Continuing Airworthiness regulations that is unique to DASR, i.e. different to the base European Military Airworthiness Requirements, is highlighted green.
6. This document is intended to be accessed in electronic format using bookmarks and hyperlinks 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.





Table 2. Index of changes

LSN	Short Title (DCP Reference)	Amendment Record	Change Classification	DASR Clause
General				
1	Standardised references to Aviation Authorities (DCP 2023-011)		Editorial	Various, including DASP Glossary and Acronym List
2	Removed all references to 'Operational Airworthiness' (DCP 2023-032)		Editorial	GM UAS.10.C GM AO.GEN.05.D GM ORO.10.A GM ORO.15.A GM ORO.50.A ARO.55 GM ARO.50.A AMC NDR.15.A DASP Glossary
3	References to DASR SRoA & DASR OP.GEN and DASR RP removed from DASR (DCP 2023-037)		Editorial	GR.20 GR.25
4	Minor spelling corrections made to align with Macquarie Dictionary (DCP 2024-002)		Editorial	Various
DASR GR – General Requirements				
5	GR.20 <i>Operations Personnel</i> amended to exclude UAS operations except as required by DASR UAS. (DCP 2023-002; see also LSN 15)		Major	GR.20



DASR 21 – Aircraft Design, Production and Certification				
6	Updated GM related to Flight Conditions to align with EMAR (DCP 2021-041)		Editorial	GM to 21.A.708(b)(6) GM 21.A.61(a) and (b)
DASR 139 – Aerodromes				
7	Included an Accountable Manager attestation in the Aerodrome Operator Compliance Statement (DCP 2023-029)		Minor	AMC 139.30
DASR 145 – Requirements for Maintenance Organisations				
8	All references to ‘national equivalent qualification’ removed when directly linked to DASR 66, a MAML or a MAML category/type rating (DCP 2023-016; see also LSN 14)		Minor	145.A.30 & AMC 145.A.35
9	GM 145.A.35(m) <i>Minimum age limit for certifying staff (AUS)</i> removed in order to promote clarity (DCP 2023-036)		Minor	GM 145.A35(m)
DASR 147 – Aircraft Maintenance Training Organisations				
10	Included guidance related to Military Aircraft Type Ratings being updated and current where there have been significant changes to relevant aircraft Type Design (DCP 2023-027)		Minor	GM 147.A.140(a)(7)
DASR ABM – Air Battle Management				
11	DASR ABM <i>Air Battle Management</i> released (DCP 2022-019)		Major	DASP Glossary DASP Acronym List DASR ABMS MED.05 AVFM.10

DASR ACD – Air Cargo Delivery				
12	Revised terminology from ACDSPC Service Provision Conditions (SPC) to ACDSPC Operations Specification (OpSpec) for consistency with other regulated entities (DCP 2023-034)		Editorial	DASP Glossary GM ACD.20 AMC1 ACD.20(a) AMC2 ACD.20(a) GM ACD.20(a)1 GM ACD.20(a)2
DASR ARO – Authority Requirements for Air Operations				
13	Introduced supporting information regarding QMS requirements for MAOs, as well as various minor and editorial amendments. (DCP 2023-019)		Minor	DASP Glossary DASP Acronym List DASR ARO.100
DASR M – Continuing Airworthiness Management				
14	All references to ‘national equivalent qualification’ removed when directly linked to DASR 66, a MAML or a MAML category/type rating. (DCP 2023-016; see also LSN 8)		Minor	M.A.710(b)
DASR NTS – Non-Technical Skills				
15	DASR NTS released and AIRCREW.55 NTS removed (DCP 2023-002; see also LSN 5)		Major	DASR NTS
DASR SPA – Specific Purpose Approvals				
16	DASR SPA.50 <i>Defence Navigation Approvals</i> released (DCP 2022-018)		Major	DASP Glossary DASP Acronym List DASR SPA.50

DASR UAS – Uncrewed Aircraft Systems				
17	Included new GM to DASR UAS.30 <i>Specific Category UAS</i> and new templates for SOIU and CRE (DCP 2023-039)		Minor	GM UAS.30.B(2)

Amendment record for DCP 2023-011 *Standardising references to aviation authorities*

DASP Manual text (Volumes 1 and 2)

Replace all instances of:	with:
airworthiness authority	aviation authority
Airworthiness Authority	Aviation Authority
National Aviation Authority	Civil Aviation Authority
National Military Aviation Authority	Military Aviation Authority
NMAA	MAA
(an) NAA	(a) CAA
(an) N/MAA	(a) CAA/MAA

DASP Glossary

(* means not included in EMAD 1)

Term	Definition	Notes
Civil Aviation Authority*	The governmental entity or entities, however titled, that are directly responsible for the regulation of all aspects of civil air transport, technical (i.e. air navigation and aviation safety) and economic (i.e. the commercial aspects of air transport). Source: ICAO Doc 9734 Safety Oversight Manual Part A.	Direct copy from ICAO Doc 9734 Safety Oversight Manual Part A <i>The Establishment and Management of a State's Safety Oversight System</i> Annex B <i>Definitions</i> .
National Airworthiness Authority*	See Civil Aviation Authority	
National Military Airworthiness Authority*	See Military Aviation Authority	
Military Airworthiness Authority*	See Military Aviation Authority	
Military Aviation Authority*	A person or organisation responsible for the safety oversight of military aviation. An MAA acts independently from the operational, acquisition and sustainment chains of command and is assigned responsibility through a formal instrument such as legislation or an order, directive or decree. For Defence this is the Defence AA.	Copied from extant definition of 'Military Airworthiness Authority', with last sentence deleted (see strikethrough).

DASP Acronym List

Acronym	Expansion
CAA	Civil Aviation Authority
NAA	See CAA
NMAA	See MAA
MAA	Military Aviation Authority



DASR AMENDMENT RECORD DCP 2023 - 032

DASR CLAUSE: GM UAS.10.C

RATIONALE FOR CHANGE

All references to Operational Airworthiness throughout the DASR have been replaced with other terms consistent with their internationally accepted meaning.

CURRENT REGULATION TEXT

3. a. **Certified Category.** Intended for UAS operations where the UAS Operator expects to operate in all airspaces and over all populous areas. Consequently robust initial, continuing and operational airworthiness regulation and Authority oversight is required to manage the safety risk to other parties. Authority approvals for initial and continuing airworthiness and operations are analogous to crewed aircraft.

REVISED REGULATION TEXT

3. a. **Certified Category.** Intended for UAS operations where the UAS Operator expects to operate in all Airspace and over Populous Areas. DASA approvals for Initial Airworthiness, Continuing Airworthiness, and Operations are analogous to crewed Aircraft.



DASR CLAUSE: GM AO.GEN.05.D

CURRENT REGULATION TEXT

1. **Purpose.** The Defence operational airworthiness concept requires that aviation systems be operated to approved standards and limitations. OIP promote the attainment of a known level of safety for aviation operations rules by establishing boundaries for conduct of aviation operations.
2. This regulation is applicable to all aviation publications developed and maintained at the Group, Wing and Unit levels as part of the FMS supporting operational airworthiness.

REVISED REGULATION TEXT

1. **Purpose.** The Defence Aviation Safety Regulation requires that Aviation Systems be operated to approved standards and limitations. OIP establish an organisation's means of compliance with those standards and limitations by defining boundaries for the conduct of aviation operations.
2. This regulation is applicable to all aviation OIP used at the Group, Wing and Unit levels as part of the FMS supporting safe Flight Operations.



DASR CLAUSE: GM ORO.10.A**CURRENT REGULATION TEXT**

2.d. **Flight authorisation.** Flight authorisation underpins safe flying operations by assuring that all contributing factors to operational airworthiness have been considered, and an appropriate basis exists for safe flying operations. The FMS ensures that the flight authorisation process is defined, controlled and recorded. Further guidance on flight authorisation is provided in DASR ORO.30.

4. The interaction of the FMS elements described in the preceding paragraphs is expanded further in Figure ORO.10.A–1. Operational airworthiness management can be considered an interdependent system with the aim of enabling safe and effective aviation operations. An important feature is the role of the defensive mechanisms inherent to the FMS which are designed to allow a culmination of activities to result in safe flying operations.

REVISED REGULATION TEXT

2.d. **Flight Authorisation.** Flight Authorisation underpins safe Flight Operations by assuring that all contributing factors to the conduct of safe Flight Operations have been considered, and an appropriate basis exists for safe Flight Operations. The FMS ensures that the Flight Authorisation process is defined, controlled and recorded. Further guidance on Flight Authorisation is provided in DASR ORO.30.

4. The interaction of the FMS elements described in the preceding paragraphs is expanded further in Figure ORO.10.A–1. The Flying Management System can be considered an interdependent system with the aim of enabling safe and effective Flight Operations. An important feature is the role of the defensive mechanisms inherent to the FMS which are designed to allow a combination of activities to result in safe Flight Operations.



DASR CLAUSE: GM ORO.15.A

CURRENT REGULATION TEXT

4. Personnel who are appointed with operational airworthiness management responsibilities in support of flying operations play an essential role in the overall management of the FMS. Key Staff includes:

REVISED REGULATION TEXT

4. Personnel who are appointed Key Staff in support of Flight Operations play an essential role in the overall management of the FMS. Key Staff includes:



DASR CLAUSE: GM ORO.50.A

CURRENT REGULATION TEXT

1. To maintain the operational airworthiness integrity of Defence flying activities, aircraft operating within the scope of the DASP must be crewed by an appropriate number of crew meeting specified qualification and currency requirements and who have been authorised to conduct the SOIU approved role.

REVISED REGULATION TEXT

1. To maintain Aviation Safety in Defence Flight Operations, Aircraft operating within the scope of the DASP must be crewed by an appropriate number of Crew meeting specified qualification and currency requirements, and who have been authorised to conduct the SOIU-approved role.



DASR CLAUSE: ARO.55

CURRENT REGULATION TEXT

(a) The MAO, or operational commander must cease flight operations under their command or management where an emergent risk compromises the continuing airworthiness of aircraft and / or Operational Airworthiness.

REVISED REGULATION TEXT

(a) The MAO, or operational commander must cease Flight Operations under their command or management where an emergent risk compromises Aviation Safety.



DASR CLAUSE: GM ARO.50.A**CURRENT REGULATION TEXT**

3. AC 001/16 Airworthiness nomenclature under Defence aviation safety regulation explains the SOIU is a key document for aviation commanders to ensure that Operational Airworthiness controls are suitable and sufficient to manage risk of operating and aircraft that may not have completed full or supplemental Type Certification.

4. Operational Airworthiness therefore provides the necessary framework of controls and learned culture for an aviation commander to operate a Defence aircraft temporarily outside the approved configuration, role, environment, limitations and conditions in satisfaction of a non-discretionary activity – often at an elevated level of risk to aircrew, passengers and the general public – while ensuring the hazards are eliminated or minimised so far as is reasonably practicable in accordance with the obligations contained in Australia’s Work Health and Safety Act (WHS) 2011.

REVISED REGULATION TEXT

3. The DASP Glossary definition for the SOIU explains that it is a key document for aviation commanders. It ensures that Flying Management System controls are suitable and sufficient to manage the risk of operating an aircraft that may not have completed full or supplemental Type Certification.

4. The Flying Management System provides the necessary framework of controls and learned culture for an aviation commander to operate a Defence aircraft temporarily outside the approved Configuration, Role and Environment (CRE), and limitations and conditions, to fulfil a non-discretionary activity. These activities are often at an elevated level of risk to aircrew, passengers and the general public. The FMS ensures that risks are eliminated So Far As is Reasonably Practicable (SFARP), and if not possible to do so, minimised SFARP in accordance with the obligations within the Work Health and Safety Act (Cth) 2011.



DASR CLAUSE: AMC NDR.15.A

CURRENT REGULATION TEXT

3. Assessment requirements. This regulation requires that an assessment of the operational and technical airworthiness systems be completed to provide the Defence AA confidence that foreign military aircraft are operated safely within Australian airspace. If the MAA is not Defence AA recognised, advice should be sought from the Authority.

REVISED REGULATION TEXT

3. Assessment requirements. This regulation requires that an assessment of Flight Operations and Airworthiness requirements be completed to provide the Defence AA confidence that Foreign Military Aircraft are operated safely within Australian Airspace. If the MAA is not Defence AA recognised, advice should be sought from DASA.



DASR CLAUSE: GLOSSARY

CURRENT REGULATION TEXT

Flying Management System (FMS) *

A system of processes and procedures within a flying organisation centred on aircraft types or AvSS which establishes the management practices, operational rules, and operator training and qualification requirements that support operational airworthiness.

Operational Airworthiness *

The operation of aircraft, including uncrewed aircraft, and interfacing or supporting systems, in approved roles, with correct mission equipment, by qualified and authorised individuals, in accordance with approved orders, instructions and publications, under a safety framework that recognises and supports compliance with statutory safety obligations, enabling appropriate flexibility provisions to support risk-based command decisions in delivering capability.

REVISED REGULATION TEXT

Flying Management System (FMS) *

A system of processes and procedures within a flying organisation centred on Aircraft types or AvSS which establishes the management practices, operational rules, and operator training and qualification requirements that support safe Flight Operations.

[Delete Operational Airworthiness definition]





DASR AMENDMENT RECORD DCP DCP 2023-037

DASR General Requirements

RATIONALE FOR CHANGE

The DASR General Requirements and structure diagram currently include placeholders for, and references to DASR OP.Gen Operations Personnel - General, DASR RP Remote Pilot and DASR SRoA Standard Rules of the Air. As there is no plan to publish these regulations in the near future, removal of these placeholders and references will promote simplicity and clarity in the DASR.

CURRENT REGULATION TEXT

GR.20 Operations personnel

- (a) Personnel and organisations involved in Defence aviation operations must comply with:
- (1) DASR OP.Gen *Operations Personnel – General*
 - (2) DASR *Aircrew*
 - (3) DASR MED *Medical*
 - (4) DASR AVFM *Aviation Fatigue Management*.

GR.25 Operation of State Aircraft

- (a) The operation of State Aircraft by Defence must be in accordance with:
- (1) DASR AO.Gen *Air Operations – General*
 - (2) DASR ARO *Authority Requirements for Air Operations*
 - (3) DASR ORO *Organisation Requirements for Air Operations*
 - (4) DASR NDR *Non-Defence Registered aircraft*
 - (5) DASR SPA *Specific Purpose Approval*
 - (6) DASR SPO *Special Purpose Operations*
 - (7) DASR UAS *Uncrewed Aircraft Systems*
 - (8) DASR FT *Flight Tests*
 - (9) DASR ACD *Air Cargo Delivery*
 - (10) DASR SRoA.Gen *Standard Rules of the Air – General*
 - (11) DASR RoA *Rules of the Air*.



REVISED REGULATION TEXT**GR.20 Operations personnel**

(a) Personnel and organisations involved in Defence aviation operations must comply with:

~~(1) DASR OP.Gen Operations Personnel – General~~

(1) DASR Aircrew

(2) DASR MED *Medical*

(3) DASR AVFM *Aviation Fatigue Management*.

GR.25 Operation of State Aircraft

(a) The operation of State Aircraft by Defence must be in accordance with:

(1) DASR AO.Gen *Air Operations – General*

(2) DASR ARO *Authority Requirements for Air Operations*

(3) DASR ORO *Organisation Requirements for Air Operations*

(4) DASR NDR *Non-Defence Registered aircraft*

(5) DASR SPA *Specific Purpose Approval*

(6) DASR SPO *Special Purpose Operations*

(7) DASR UAS *Uncrewed Aircraft Systems*

(8) DASR FT *Flight Tests*

(9) DASR ACD *Air Cargo Delivery*

~~(10) DASR SRoA.Gen *Standard Rules of the Air – General*~~

(10) DASR RoA *Rules of the Air*.

[There is no GR reference to DASR RP, however it is identified in the DASR structure diagram and in the list of DASR parts in the annex to DASP Manual Volume 2.]





Australian Government
Department of Defence
Defence Aviation Safety Authority



Defence Aviation Safety Authority

DASR AMENDMENT RECORD
DCP 2024 - 002

DASR CLAUSE: DASP Manual Volume 2 - Various

RATIONALE FOR CHANGE

Correct spelling per Macquarie Dictionary.

REGULATION CHANGES

Replace all instances of 'licencing'/'licenced' with 'licensing'/'licensed'.

Replace all instances of 'recognized' with 'recognised'.





Defence Aviation Safety Authority

**DASR AMENDMENT RECORD
DCP 2023 - 002**

DASR CLAUSE: NTS.10 Non-Technical Skills (NTS)

RATIONALE FOR CHANGE

Defence regulatory material on NTS is insufficient for the regulated community to effectively manage NTS-related aviation safety risks. DASA identified the following key issues:

- a. a lack of:
 - (1) skills-based NTS training requirements
 - (2) regulatory material specifically addressing NTS Facilitator (NTSF) competencies and NTS Trainer (NTST) competencies and training.

- b. insufficient regulatory controls requiring NTS integration with an organisation's:
 - (1) Flying Management System (FMS)
 - (2) Safety Management System (SMS)
 - (3) Quality Management System (QMS).

CURRENT REGULATION TEXT

See Below Enclosure 1 to DCP 2023 002 - DASR NTS for Feb 24 DASR Release (BP36919503)

REVISED REGULATION TEXT

See Below Enclosure 1 to DCP 2023 002 - DASR NTS for Feb 24 DASR Release (BP36919503)



OFFICIAL

ENCLOSURE 1 TO
BP36919503
DASR NTS for Feb 24

BP29608450

DASR NTS FOR FEB 24 DASR RELEASE
'NON-TECHNICAL SKILLS (NTS)'

Contents

- Section 1:** Amendments to GR.20 *Operations personnel*
- Section 2:** New DASR NTS DASR Part only within DASR OPSPERS
- Section 3:** New DASR NTS DASR Part, Acceptable Means of Compliance (AMC) and Guidance Material (GM) within DASR OPSPERS

OFFICIAL

SECTION 1: AMENDMENT TO GR.20

The following is an editorial amendment to GR.20 *Operations personnel* (yellow highlight shows differences):

Current GR.20 *Operations personnel*

- (a) Personnel and organisations involved in Defence aviation operations must comply with:
 - (i) **DASR OP.Gen** *Operations Personnel – General*
 - (ii) **DASR Aircrew**
 - (iii) **DASR MED** *Medical*
 - (iv) **DASR AVFM** *Aviation Fatigue Management.*

Amended GR.20 *Operations personnel*

- (a) Personnel and organisations involved in Defence aviation operations must comply with:
 - (i) **DASR OP.Gen** *Operations Personnel – General*
 - (ii) **DASR Aircrew**
 - (iii) **DASR MED** *Medical*
 - (iv) **DASR AVFM** *Aviation Fatigue Management.*
 - (v) **DASR NTS** *Non-Technical Skills.*
- (b) Paragraph (a) is not applicable to Uncrewed Aircraft Systems except as required by DASR UAS *Uncrewed Aircraft Systems.*

SECTION 2: NEW DASR NTS DASR PART ONLY

The following replaces the extant DASR AIRCREW.55 DASR Part **in toto**, as a new DASR within OPS PERS. The extant DASR AIRCREW.55 is **deleted**.

DASR NTS – Non-Technical Skills (NTS)

NTS.10 – Defence NTS construct (AUS)

▶ GM

- (a) MAOs, ANSPs and ABMOs must utilise defined controls to eliminate NTS-related safety risks SFARP and, if it is not reasonably practicable to do so, to minimise those risks SFARP. ▶ GM
- (b) MAOs, ANSPs and ABMOs management of NTS safety risks must:
1. include within its scope:
 - i. Aircrew
 - ii. Crew who operate UAS IAW [DASR UAS.20\(a\)](#) Certified Category UAS or [DASR UAS.30\(b\)](#) Specific Type A Category UAS, and where DASA has identified a need to comply with [DASR NTS](#) through the OpSpec or UASOP
 - iii. Aircraft Controllers.
 2. be defined using benchmark information acceptable to DASA ▶ GM
 3. be integrated into the organisation's:
 - i. Flying Management System (FMS) (or equivalent) ▶ GM
 - ii. Safety Management System (SMS) ▶ GM
 - iii. Quality Management System (QMS). ▶ GM
 4. include the following NTS training: ▶ GM
 - i. initial knowledge-based training conducted prior to either: ▶ GM ▶ AMC
 - a. conducting Flight Operations
 - b. controlling Defence Aviation operations under an ANSP
 - c. managing Defence Aviation operations under an ABMO.
 - ii. by exception from [DASR NTS.10\(b\)4\(i\)](#), and risk managed IAW [DASR SMS](#), the regulated entity may exempt personnel from the requirement to complete knowledge-based NTS training prior to conducting flight operations, or controlling

or managing Defence Aviation operations ▶ GM

- iii. bridging training conducted:
 - a. during Aircrew or Crew conversion training, or Aircraft Controller endorsement training or equivalent ▶ GM ▶ AMC
 - b. periodically. ▶ GM ▶ AMC
- iv. skills-based training and assessment integrated into the organisation's FMS (or equivalent) ▶ GM ▶ AMC
- v. continuation knowledge-based training conducted no less frequently than every two years ▶ GM ▶ AMC
- vi. by exception from [DASR NTS.10\(b\)4\(v\)](#) and risk managed IAW [DASR SMS](#), MAOs, ANSPs and ABMOs may grant a maximum extension of up to one year ▶ GM

(c) MAOs, ANSPs and ABMOs must:

- 1. utilise defined: ▶ GM ▶ AMC
 - i. selection criteria for NTS Facilitators (NTSF) and NTS Trainers (NTST)
 - ii. Learning Management Plans (LMP) to train NTST
 - iii. qualification processes for NTSF and NTST.
- 2. record NTS training in an enduring format.

SECTION 3: NEW DASR NTS DASR PART, AMC and GM

The following replaces the extant DASR AIRCREW.55 DASR Part **in toto**, as a new DASR within OPS PERS. The extant DASR AIRCREW.55 **is deleted**. **AMC** in purple text. **GM** in brown text.

DASR NTS – Non-Technical Skills (NTS)**NTS.10 – Defence NTS construct (AUS)**

▼ GM

Purpose. (Context) The safe and effective delivery of Defence Aviation capabilities is enhanced by human performance skills that promote reliable and effective task performance in teams and in complex work systems (ie NTS). **(Hazard)** Suitability For Flight can be compromised by the inability to recognise and manage threats, errors and human performance limitations. **(Defence)** This regulation requires MAOs, ANSPs and ABMOs to address NTS-related safety risks in the operating environment to ensure Suitability For Flight.

- (a) MAOs, ANSPs and ABMOs must utilise defined controls to eliminate NTS-related safety risks SFARP and, if it is not reasonably practicable to do so, to minimise those risks SFARP. ▼ GM

GM NTS.10(a) – Defence NTS construct (AUS)

- a. MAOs, ANSPs and ABMOs are identified in the Organisation’s Compliance Statement, and are accountable for maintaining NTS standards.
 - b. The terms NTS and Human Factors (HF) are often utilised interchangeably, which can cause confusion. HF refers to the broader field of study that draws together knowledge from psychology, ergonomics, medical and engineering disciplines to minimise human error and its consequences by optimising the relationships within systems between people, activities and equipment. NTS is a branch of HF that focuses on the mental, social, and personal-management abilities that complement the technical skills of workers and contribute to safe and effective performance in complex work systems.
 - c. NTS training is one example of applied HF training. NTS training provides personnel with the awareness, knowledge and skills required to manage threats and errors in their work environment more effectively.
- (b) MAOs, ANSPs and ABMOs management of NTS safety risks must:
1. include within its scope:
 - i. Aircrew
 - ii. Crew who operate UAS IAW [DASR UAS.20\(a\)](#) Certified Category UAS or [DASR UAS.30\(b\)](#) Specific Type A Category UAS where DASA has identified a need to comply with [DASR NTS](#) through the OpSpec or UASOP

iii. Aircraft Controllers.

2. be defined using benchmark information acceptable to DASA ▼ GM

GM NTS.10(b)2 – Benchmarking (AUS)

MAOs, ANSPs and ABMOs should benchmark aviation NTS risk management against information and solutions used by exemplar operators with comparable CRE, to develop their own local, contextualised solutions. While MAOs, ANSPs and ABMOs can use information from any DASA-recognised MAAs and CAAs to assist with the development of a DASR-compliant NTS risk management solution, DASA developed the *Aviation Non-Technical Skills: Fundamentals for Aviation Professionals* and *Aviation Non-Technical Skills: Essentials for Trainers* guidebooks for MAOs, ANSPs and ABMOs, summarising relevant global benchmarking information. These guidebooks align with ICAO's Standards and Recommended Practices (SARPS) and reflect Defence's unique NTS context. Both are available from the DASA website.

3. be integrated into the organisation's:

i. Flying Management System (FMS) (or equivalent) ▼ GM

GM NTS.10(b)3(i) – FMS integration (AUS)

Integration of NTS into the FMS (or equivalent) improves the transfer of knowledge and skills to operational performance, and ensures the training is contextualised based on task, applicable processes and Aviation System in use.

ii. Safety Management System (SMS) ▼ GM

GM NTS.10(b)3(ii) – SMS integration (AUS)

a. MAOs, ANSPs and ABMOs should consider the following when integrating NTS into the SMS:

- i. ensuring hazard identification defines potential NTS safety issues for assessment and mitigation
- ii. ensuring NTS lessons learned from investigations, both internally and from other organisations, are disseminated widely (eg through safety notices, briefings or training) and incorporated into the FMS (or equivalent) where appropriate.

iii. Quality Management System (QMS). ▼ GM

GM NTS.10(b)3(iii) – QMS integration (AUS)

MAOs, ANSPs and ABMOs have regulatory requirements to ensure compliance and conformance. A functioning QMS enables MAOs, ANSPs and ABMOs to be reasonably informed about the level of compliance and conformance of their organisation, to ensure they are meeting their responsibilities under the DASR. The MAOs, ANSPs and ABMOs QMS should include quality planning, quality assurance, quality control and quality improvement for all NTS training.

4. include the following NTS training: ▼ GM

GM NTS.10(b)4 – NTS training (AUS)

NTS training content should assess an individual's performance against established standards of validity, sufficiency and currency, as well as address NTS skill gaps within the organisation. An assessment against 'all dimensions of competency' means that the assessment is not narrowly based on a task, but embraces all aspects of task performance and represents an integrated and holistic approach to the assessment. NTS training should include an assessment process that takes into account: task skills, management and contingency skills, role skills and transfer skills. The DFSB *Aviation Non-Technical Skills: Essentials for Trainers* guidebook is structured to assist MAOs, ANSPs and ABMOs to develop NTS training programs.

- i. initial knowledge-based training conducted prior to either: ▼ GM ▼ AMC

AMC NTS.10(b)4(i) – Initial knowledge-based NTS training (AUS)

- a. Regulated entities may meet initial knowledge-based NTS training requirements by ensuring that personnel complete the DFSB *Aviation Non-Technical Skills (NTS) Foundation Course* conducted by either:
 - i. DFSB
 - ii. an NTS Trainer (NTST)
 - iii. or if risk managed IAW [DASR SMS](#), by an NTS Facilitator (NTSF) who holds a Defence-recognised instructor qualification.

GM NTS.10(b)4(i) – Initial knowledge-based NTS training (AUS)

- a. The DFSB *Aviation Non-Technical Skills (NTS) Foundation Course* provides Defence Aviation personnel with the theoretical background of aviation NTS and supports the development of practical knowledge relevant to skilled performance. The course provides personnel with a common frame of reference and language, and is designed to be incorporated into the curriculums of initial aviation operations employment training and other aviation-related training courses. *Aviation Non-Technical Skills (NTS) Foundation Course* covers the following topics:
 - i. history and development of NTS training
 - ii. Human Performance and its limitations
 - iii. error and violation
 - iv. culture
 - v. decision-making
 - vi. situation awareness
 - vii. communication
 - viii. managing stress
 - ix. managing fatigue

- x. leading and working in teams
- xi. threat and error management
- xii. automation.
 - a. conducting Flight Operations
 - b. controlling Defence Aviation operations under an ANSP
 - c. managing Defence Aviation operations under an ABMO.
- ii. by exception from [DASR NTS.10\(b\)4\(i\)](#), and risk managed IAW [DASR SMS](#), the regulated entity may exempt personnel from the requirement to complete knowledge-based NTS training prior to conducting flight operations, or controlling or managing Defence Aviation operations ▼ GM

GM NTS.10(b)4(ii) – Initial knowledge-based NTS training exemption (AUS)

- a. The training exception allowed for in [DASR NTS.10\(b\)4\(ii\)](#) should only be applied in extenuating circumstances (ie after the MAO, ANSP or ABMO has conducted risk management IAW [DASR SMS](#), and the operational need to apply an exception is warranted when weighed against the residual risk). Extenuating circumstances:
 - i. could include personnel who are graduates of an exemplar CAA or MAA equivalent NTS or HF training course
 - ii. exclude the routine or casual application of exceptions.
- iii. bridging training conducted:
 - a. during Aircrew or Crew conversion training, or Aircraft Controller endorsement training or equivalent ▼ GM ▼ AMC

AMC NTS.10(b)4(iii)(a) – Conversion or endorsement NTS bridging training (AUS)

- a. MAOs, ANSPs and ABMOs may meet conversion or endorsement NTS bridging training requirements by ensuring that personnel delivering the training are either:
 - i. an NTST
 - ii. or if risk managed IAW [DASR SMS](#), by an NTSF who holds a Defence-recognised instructor qualification.

GM NTS.10(b)4(iii)(a) – Conversion or endorsement NTS bridging training (AUS)

MAOs, ANSPs and ABMOs providing conversion or endorsement training should provide NTS bridging training that contextualises NTS theories and concepts taught during initial knowledge-based NTS training, to the task, applicable processes and Aviation System in use. Such training should

incorporate case studies and examples from the associated organisation and exemplar operators with comparable CRE, to contextualise the theory taught during initial knowledge-based NTS training and support the transition from knowledge to skills-based performance.

- b. **periodically.** ▼ GM ▼ AMC

AMC NTS.10(b)4(iii)(b) – Periodic NTS bridging training (AUS)

- a. MAOs, ANSPs and ABMOs may meet periodic bridging training requirements by ensuring that personnel delivering the training are either an:
- i. NTST
 - ii. NTSF.

GM NTS.10(b)4(iii)(b) – Periodic NTS bridging training (AUS)

- a. SMS processes can be used to identify and address topical and emerging HF and NTS related issues specific to the organisation that may be targeted through NTS bridging training.
- b. Periodic NTS bridging training should be conducted informally in the non-operational environment away from the pressures of the usual working environment, so that the opportunity is provided for personnel to interact and communicate in an environment conducive to learning. Periodic NTS bridging training should be facilitated through small dedicated group sessions (eg no more than 15 personnel). Alternatively, periodic NTS bridging training may be integrated into other training programs, such as NTS continuation training, Aviation Safety days or those outlined within the operator's SMS. NTSF or NTST should use a risk-based approach, relevant case studies and Aviation Safety Events to tailor the training and to encourage the exchange of ideas and concepts regarding topical and emerging NTS issues.

- iv. **skills-based training and assessment integrated into the organisation's FMS (or equivalent)** ▼ GM ▼ AMC

AMC NTS.10(b)4(iv) – Skills-based NTS training (AUS)

- a. MAOs, ANSPs and ABMOs may meet skills-based training requirements by ensuring that personnel demonstrate the application of NTS knowledge during:
- i. FMS (or equivalent) training and assessment events
 - ii. specific NTS training events that include both normal and non-normal situations, and that target relevant and emerging NTS performance issues that are identified through:
 - (a) Aviation Safety Events
 - (b) accident and incident reports from other global operators of the

Aviation System

- (c) contemporary literature.
- b. The skills-based training should:
 - i. be defined in OIP
 - ii. reference the applicable LMP (if implemented)
 - iii. use industry standards, operational knowledge and experience to contextualise the training for the Aviation System and the organisation's roles and tasks
 - iv. be developed with reference to the DFSB *Aviation Non-Technical Skills: Essentials for Trainers* guidebook
 - v. be delivered by an NTST
 - vi. be evaluated and updated IAW [DASR SMS](#) (management of change).

GM NTS.10(b)4(iv) – Skills-based NTS training (AUS)

- a. NTS skills-based performance focuses on competencies such as maintaining situational awareness, decision-making, communication and the management of available resources and involves active practice, assessment and feedback on NTS performance. The DFSB produced *Aviation Non-Technical Skills: Essentials for Trainers* guidebook provides guidance material to support the development of skills-based training.
- b. NTS effects on Aviation Safety are contextual, based on task, people, applicable processes and Aviation System in use. NTS training may be inadequate if unique workplace context factors are not addressed. For example, one Aircraft Type could be operated by multiple MAOs but still necessitate differing NTS management solutions due to different CRE. Therefore, common NTS management solutions may not minimise all risks SFARP.
- v. continuation knowledge-based training conducted no less frequently than every two years ▼ GM ▼ AMC

AMC NTS.10(b)4(v) – Knowledge-based continuation NTS training (AUS)

- a. MAOs, ANSPs and ABMOs may meet knowledge-based NTS continuation training requirements by ensuring that personnel complete either:
 - i. DFSB developed NTS continuation training
 - ii. a course of continuation training that delivers equivalent learning and assessment outcomes to the DFSB developed NTS continuation training.

GM NTS.10(b)4(v) – Knowledge-based continuation NTS training (AUS)

- a. **Continuation NTS training.** A single exposure to an NTS training course

will not have a lasting effect and does not exploit the additional experience personnel have gained since. It is widely acknowledged that the science associated with NTS and HF continues to advance and therefore without ongoing continuation training and reinforcement, knowledge decays. The periodic assessment of NTS theories and concepts is used to ensure that an individual's level of NTS knowledge remains contemporary.

- b. Knowledge-based continuation NTS training should refresh, advance and assess knowledge on topics that include:
 - i. decision-making
 - ii. situation awareness
 - iii. communication
 - iv. managing stress
 - v. managing fatigue
 - vi. leading and working in teams
 - vii. threat and error management
 - viii. automation.
- c. **NTS Currency.** A two-year NTS Currency period for knowledge-based continuation training allows the MAO, ANSP or ABMO to set appropriate compliance periods and aligns with international best practice. MAOs, ANSPs and ABMOs may impose more stringent Currency requirements. Currency requirements may differ across different roles and positions, and the MAO, ANSP or ABMO should consider the function and roles of each position when determining an appropriate Currency interval.
- vi. **by exception from [DASR NTS.10\(b\)4\(v\)](#), and risk managed IAW [DASR.SMS](#), MAOs, ANSPs and ABMOs may grant a maximum extension of up to one year**
▼ GM

GM NTS.10(b)4(vi) – Knowledge-based continuation training extension (AUS)

- a. The extension allowed for in [DASR NTS.10\(b\)4\(vi\)](#) should only be applied either:
 - i. in cases where the MAO, ANSP or ABMO adopts a cyclical training schedule where a subset of the course content is conducted at more frequent intervals with the intent that all content is covered over the extended period
 - ii. in extenuating circumstances (ie after the MAO, ANSP or ABMO has conducted risk management IAW [DASR SMS](#), and the operational need to apply an exception is warranted when weighed against the residual risk). Extenuating circumstances:

- (a) could include personnel who are graduates of an exemplar CAA or MAA equivalent NTS or HF training course
 - (b) exclude the routine or casual application of exceptions.
- (c) MAOs, ANSPs and ABMOs must:
- 1. utilise defined: ▼ GM ▼ AMC

AMC NTS.10(c)1 – NTS Trainers (AUS)

- a. MAOs, ANSPs and ABMOs may meet NTST training requirements by ensuring that personnel complete one of the following courses:
 - i. the *Aviation Non-Technical Skills (NTS) Trainer Course* conducted by DFSB
 - ii. a course of training that delivers equivalent learning outcomes to the DFSB *Aviation Non-Technical Skills (NTS) Trainer Course*.
- b. NTST must:
 - i. hold one of the following aviation qualifications:
 - (a) Aircrew Instructor
 - (b) Check Captain or Category Assessor
 - (c) Flying Supervisor
 - (d) ATC or ABM instructor or Training Officer
 - (e) ATC supervisor.
 - ii. undergo specialised HF and NTS training
 - iii. during their knowledge-based continuation NTS training refresh their knowledge in NTS instruction and assessment.

GM NTS.10(c)1 – NTS Facilitators and Trainers (AUS)

- a. Effective NTS training relies on the quality and integrity of NTSF and NTST to create and implement strategies to support learning. By ensuring the competency of NTSF and NTST, Defence can reduce variance in performance, including the application of NTS between individuals.
- b. DFSB supports tri-Service standardisation of NTST training programs and delivery techniques. However, DFSB does not assess the suitability of candidates or the ongoing standardisation of NTSF or NTST. This is the responsibility of the MAO, ANSP or ABMO.
- c. The DFSB *Aviation Non-Technical Skills (NTS) Trainer Course* provides applicable personnel with the knowledge and skills to support the integration of NTS into the FMS (or equivalent).

- d. **Facilitators.** NTSF enable learning by guiding participants to new insights through discussions, interactions, structured exercises and experiences. NTSF are not required to undergo specialised HF and NTS training nor are NTSF required to hold an instructor qualification. NTSF may be any member of the organisation. However, they should have the right attitude, behaviours, knowledge and skill including:
- i. having an interest in HF and NTS
 - ii. possessing suitable communication and presentation skills
 - iii. having an understanding of the operational context
 - iv. being someone respected by the cohort being trained.
- e. The Defence-recognised instructor qualification for NTSF who deliver initial knowledge-based NTS training, or conversion or endorsement NTS bridging training does not need to be an aviation instructor qualification. Personnel who have completed a Defence-recognised instructor's course or a specialist instructor course (eg Driver Instructor) may hold suitable instructor skills.
- f. **Trainers.** NTST should have the same attitude, behaviours, knowledge and skill as required of an NTSF. Additionally, NTST specialised HF and NTS training should ensure they have sufficient depth of knowledge in HF and NTS to:
- i. impart new NTS knowledge
 - ii. respond with authority to related questions that may arise during HF and NTS training
 - iii. deliver all NTS training and evaluate NTS performance
 - iv. develop and integrate NTS training programs into the organisation's FMS (or equivalent).
- g. It is not the intent of this regulation for MAOs, ANSPs or ABMOs to deliver a specific NTS Trainer course where such specialised HF and NTS training has already been achieved through extant aviation instructor, flight test or supervisor courses.
- h. **Third-party facilitators and trainers.** MAOs, ANSPs and ABMOs may use a third-party provider to deliver NTS training. In this case, the MAO, ANSP or ABMO should ensure that the third-party provider's:
- i. initial knowledge-based NTS training is as required in [AMC NTS.10\(b\)4\(i\)](#)
 - ii. knowledge-based continuation NTS training content covers the topics detailed in [GM NTS.10\(b\)4\(v\)](#)
 - iii. NTSF and NTST understand the operational context, and NTST meet the training requirements of [AMC NTS.10\(c\)1](#).
- i. [selection criteria for NTS Facilitators \(NTSF\) and NTS Trainers \(NTST\)](#)

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ENCLOSURE 1 TO
BP36919503
DASR NTS for Feb 24

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- ii. Learning Management Plans (LMP) to train NTST
 - iii. qualification processes for NTSF and NTST.
2. record NTS training in a format determined to be enduring.

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**DASR AMENDMENT RECORD
DCP 2021-041**

DASR CLAUSE: DASR GM 21.A.708(b)(6)

RATIONALE FOR CHANGE

The purpose of this change is to bring the regulation back into line with the EMAR regulation. This change is considered MINOR to the Guidance Material of 21.A.708(b)(6) as it does not change the overall intent of the regulation.

CURRENT REGULATION TEXT

In most cases a simple reference to existing maintenance requirements will suffice for aircraft where the MPTF supplements a temporarily invalid Certificate of Airworthiness.

REVISED REGULATION TEXT

In most cases a simple reference to existing maintenance requirements will suffice for aircraft that have a temporarily invalid C of A.



DASR AMENDMENT RECORD DCP 2023 - 029

DASR CLAUSE: AMC 139.30

RATIONALE FOR CHANGE

The requirement to include an Accountable Manager attestation in the Aerodrome Operator Compliance Statement needs to be formalised in DASR AMC 139.30.

CURRENT REGULATION TEXT

1. The applicant organisation seeking to be an approved Aerodrome Operator is to submit a Compliance Statement describing the operating intent, approved OIP, personnel competencies and organisation implemented to meet DASR.139 requirements.

PREPARATION OF A COMPLIANCE STATEMENT

2. The Compliance Statement to be provided to the Authority should include the following information:
 - a. Aerodrome Operator Organisational name,
 - b. Aerodrome Operator location,
 - c. Evidence of the certification status of the aerodrome/s and any imposed limitations and / or conditions,
 - d. Relevant Hazard Tracking Authority (HTA) within the Aerodrome Operator Organisation,
 - e. Key aerodrome(s) base, safety or manager appointments,
 - f. Complete and valid aerodrome manual/s,
 - g. Outline of relevant aerodrome management arrangements,



- h. Evidence of a suitable aerodrome Safety Management System (SMS),
 - i. Evidence of a suitable aerodrome Quality Management System (QMS), and
 - j. A statement that operations are to be conducted in accordance with the applicable aerodrome manual(s) and supporting OIP.
3. An applicant may propose operational limitations be imposed in addition to those resulting from the Certification program, in order to support safe flight operations. Examples of operational limitations could include: varied lighting configurations, multiple arrest limits, visual approach slope indicators and any specific or potential hazards being identified.
 4. The Compliance Statement should be subject to ongoing review by the Aerodrome Operator.

REVISED REGULATION TEXT

1. The applicant organisation seeking to be an approved Aerodrome Operator is to submit a Compliance Statement describing the operating intent, approved OIP, personnel competencies and organisation implemented to meet DASR 139 requirements.

PREPARATION OF A COMPLIANCE STATEMENT

2. The Compliance Statement to be provided to the Authority must include the following information:
 - a. Aerodrome Operator Organisational name,
 - b. Aerodrome Operator location,
 - c. Evidence of the certification status of the aerodrome/s and any imposed limitations and / or conditions,
 - d. Relevant Hazard Tracking Authority (HTA) within the Aerodrome Operator Organisation,
 - e. Key aerodrome(s) base, safety or manager appointments,
 - f. Complete and valid aerodrome manual/s,
 - g. Outline of relevant aerodrome management arrangements,
 - h. Evidence of a suitable aerodrome Safety Management System (SMS),



- i. Evidence of a suitable aerodrome Quality Management System (QMS), and
 - j. A statement that operations are to be conducted in accordance with the applicable aerodrome manual(s) and supporting OIP.
3. An applicant may propose operational limitations be imposed in addition to those resulting from the Certification program, in order to support safe flight operations. Examples of operational limitations could include: varied lighting configurations, multiple arrest limits, visual approach slope indicators and any specific or potential hazards being identified.
 4. The Compliance Statement should be subject to ongoing review by the Aerodrome Operator.

ACCOUNTABLE MANAGER ATTESTATION AND SIGNATURE

5. The Accountable Manager must make the following attestations and sign the Compliance Statement:
 - a. I am accountable for [insert Aerodrome Operator organisation name] compliance with DASR.
 - b. This Compliance Statement for Aerodrome Operator Certification and Operations Specification is complete and correct.
 - c. I am satisfied that appropriate arrangements are in place to meet the regulations and support the scope of operations contained in the Operations Specification.



DASR AMENDMENT RECORD DCP 2023 - 029

DASR CLAUSE: GM 139.30

RATIONALE FOR CHANGE

More detailed guidance material needed in DASR 139.30 to sufficiently inform the regulated community of processes and content related to the Aerodrome Operator Certificate and Operations Specification.

CURRENT REGULATION TEXT

1. Purpose. The purpose of this regulation is to ensure the applicant completes a Compliance Statement to achieve Organisational Approval in order to be appointed as an Aerodrome Operator. The Aerodrome Operator has overall accountability for operational procedures for both military and civil aircraft at the specific aerodrome/s.

REVISED REGULATION TEXT

1. Purpose. The purpose of this regulation is to ensure the applicant completes a Compliance Statement to achieve Organisational Approval in order to be appointed as an Aerodrome Operator. The Aerodrome Operator has overall accountability for operational procedures for both military and civil aircraft at the specific aerodrome/s.
2. The Authority will issue an AD OPR Certificate (AD OPRC) when satisfied that the organisation complies with the requirements of DASR 139. The AD OPRC contains the following:
 - a. Aerodrome Operator name
 - b. Aerodrome Operator location
 - c. Reference to Operations Specification including the words 'authorised to operate Defence aerodromes as per the Aerodrome Operator Specification'.
 - d. Authority signature and date of issue.
3. **AD OPRC Operations Specification.** Each AD OPR certificate has attached OpSpec which details:
 - a. Accountable Manager



- b. Hazard Tracking Authority and other key personnel appointments
 - c. List of aerodromes the AD OPR is authorised to operate
 - d. Operating provisions
 - e. Limitations and Conditions (if required). Limitations and Conditions are prescribed by the Authority, and will typically include reference to a plan and timeline to remove upon Authority review.
 - f. Authority signature
 - g. Annexes for each aerodrome, including details of:
 - i. Aerodrome certification status, including reference to the certification basis and any limitations or conditions
 - ii. Aerodrome key personnel aerodrome appointments
 - iii. Reference to the Statement of Operating Intent and Usage (SOIU), if applicable
 - iv. Reference to the Aerodrome Manual
 - v. Aerodrome Reference Code.
4. **Application for variation of an AD OPRC and/or OpSpec.** The AD OPR Accountable Manager is to amend the extant Compliance Statement and submit this to the Authority, highlighting those OpSpec items being varied. The Authority, when satisfied, will issue an updated OpSpec for the AD OPR. Application for variation to OpSpec is required, at a minimum, when there is:
- a. change or withdrawal of a condition or limitation
 - b. addition or withdrawal of an aerodrome by the AD OPR.
5. **Addition of a Certified Aerodrome to the AD OPRC OpSpec.** Once the Authority issues an Aerodrome Certificate, the AD OPR may submit an application to update the AD OPRC OpSpec to include the Certified Aerodrome. On determining that the Certified Aerodrome operations meet all DASR 139 requirements, DASA will amend the AD OPRC OpSpec, thereby approving the AD OPR to operate the DASR 139 Certified Aerodrome.



DASR AMENDMENT RECORD DCP 2023 - 016

DASR 145 and DASR M Various

RATIONALE FOR CHANGE

Defence Aviation Safety Regulation (DASR) is based on European Military Airworthiness Requirements (EMAR). On the initial release of EMAR / DASR 145, the regulation referenced EMAR / DASR 66 Military Aircraft Maintenance Licencing (MAML) regulation even though EMAR / DASR 66 had not yet been released. EMAR / DASR 145 included the text 'national equivalent qualification' to allow Maintenance Organisation, approved IAW DASR 145, to issue certifying and support staff authorisations to personnel who had completed relevant trade training, but had not yet been issued a MAML.

EMAR 66 was released on the 23 Sep 2014 and subsequently EMAR 145 Edition 1.2, was released on the 4 Oct 2016, removing the text 'national equivalent qualification'. As DASR 66 had not yet been released by Oct 2016, DASR 145 retained 'national equivalent qualification' as green text, to continue to allow the use of certifying and support staff qualified under extant training systems.

DASR 66 was released on the 30 Jun 17 and is now considered mature, therefore green text 'national equivalent qualification' can be deleted from DASR 145 as it is no longer required. It is proposed to remove all references to green text 'national equivalent qualification' where it is directly linked to DASR 66, a MAML or a MAML category / type rating.

The proposed changes are to remove green text 'national equivalent qualification' from:

- 145.A.30 sub paras (f), (g), (h), (j) & (k) as well as AMC 145.A.30(g) sub paras 3 & 4
- 145.A.35 sub paras (a), (b) & (j)
- M.A.710 sub para (b) (reference to DASR 145 national equivalent used to assist airworthiness review staff)



DASR CLAUSE: 145.A.30(f)(1)

CURRENT REGULATION TEXT

By way of exception to paragraph (f), a maintenance organisation may authorise those personnel specified in paragraphs (g) and (h)(1), qualified in Category B1 in accordance with DASR 66 or national equivalent qualification, to carry out and/or control colour contrast dye penetrant inspections/visible dye penetrant inspections which are to be detailed in the MOE.

REVISED REGULATION TEXT

By way of exception to paragraph (f), a maintenance organisation may authorise those personnel specified in paragraphs (g) and (h)(1), qualified in Category B1 in accordance with DASR 66, to carry out and/or control colour contrast dye penetrant inspections/visible dye penetrant inspections which are to be detailed in the MOE .



DASR CLAUSE: 145.A.30(g)

CURRENT REGULATION TEXT

Any maintenance organisation maintaining aircraft, except where stated otherwise in paragraph (j), shall in the case of aircraft line maintenance, have appropriate Military Aircraft Type Rated certifying staff, qualified as category B1, B2 or national equivalent qualification in accordance with DASR 66 and DASR 145.A.35.

In addition such maintenance organisations may also use appropriately task trained certifying staff holding the privileges described in DASR 66.A.20(a)(1) or DASR 66.A.20(a)3(ii) or national equivalent qualification and qualified in accordance with DASR 66 and DASR 145.A.35 to carry out minor scheduled line maintenance and simple defect rectification. The availability of such certifying staff shall not replace the need for Category B1, B2 or national equivalent qualification certifying staff as appropriate.

REVISED REGULATION TEXT

Any maintenance organisation maintaining aircraft, except where stated otherwise in paragraph (j), shall in the case of aircraft line maintenance, have appropriate Military Aircraft Type Rated certifying staff, qualified as category B1, B2 in accordance with DASR 66 and DASR 145.A.35.

In addition such maintenance organisations may also use appropriately task trained certifying staff holding the privileges described in DASR 66.A.20(a)(1) or DASR 66.A.20(a)3(ii) and qualified in accordance with DASR 66 and DASR 145.A.35 to carry out minor scheduled line maintenance and simple defect rectification. The availability of such certifying staff shall not replace the need for Category B1, B2 certifying staff as appropriate.



DASR CLAUSE: AMC 145.A.30(g) paragraphs 3 and 4**CURRENT REGULATION TEXT**

3. The requirement of having appropriate aircraft rated certifying staff qualified as Category B1 or B2 or national equivalent as appropriate, in the case of aircraft line maintenance does not imply that the maintenance organisation must have B1 or B2 or national equivalent personnel at every line station. The MOE should have a procedure on how to deal with defects requiring B1 or B2 certifying staff.
4. The NMAA may accept that in the case of aircraft line maintenance a maintenance organisation has only B1 or B2 or national equivalent certifying staff, as appropriate, provided that the NMAA is satisfied that the scope of work, as defined in the MOE, does not need the availability of all B1 or B2 or national equivalent certifying staff. Special attention should be taken to clearly limit the scope of scheduled and non-scheduled line maintenance (defect rectification) to only those tasks that can be certified by the available certifying staff Category.

REVISED REGULATION TEXT

3. The requirement of having appropriate aircraft rated certifying staff qualified as Category B1 or B2 as appropriate, in the case of aircraft line maintenance does not imply that the maintenance organisation must have B1 or B2 personnel at every line station. The MOE should have a procedure on how to deal with defects requiring B1 or B2 certifying staff.
4. The NMAA may accept that in the case of aircraft line maintenance a maintenance organisation has only B1 or B2 certifying staff, as appropriate, provided that the NMAA is satisfied that the scope of work, as defined in the MOE, does not need the availability of all B1 or B2 certifying staff. Special attention should be taken to clearly limit the scope of scheduled and non-scheduled line maintenance (defect rectification) to only those tasks that can be certified by the available certifying staff Category.



DASR CLAUSE: 145.A.30(h)(1)**CURRENT REGULATION TEXT**

In the case of base maintenance of aircraft, have appropriate Military Aircraft Type Rated certifying staff qualified as Category C **or national equivalent qualification** in accordance with DASR 66 **or equivalent** and DASR 145.A.35. In addition the maintenance organisation shall have sufficient Military Aircraft Type Rated staff qualified as Category B1 or B2 **or national equivalent** as appropriate in accordance with DASR 66 **or equivalent** and DASR 145.A.35 to support the category C staff.

REVISED REGULATION TEXT

In the case of base maintenance of aircraft, have appropriate Military Aircraft Type Rated certifying staff qualified as Category C in accordance with DASR 66 and DASR 145.A.35. In addition the maintenance organisation shall have sufficient Military Aircraft Type Rated staff qualified as Category B1 or B2 as appropriate in accordance with DASR 66 and DASR 145.A.35 to support the category C staff.

DASR CLAUSE: 145.A.30(h)(1)(i)**CURRENT REGULATION TEXT**

Category B1 and B2 support staff shall ensure that all relevant maintenance tasks have been carried out to the required standard before the Category C **or national equivalent qualification** certifying staff issues the Certificate of Release to Service (CRS) for aircraft.

REVISED REGULATION TEXT

Category B1 and B2 support staff shall ensure that all relevant maintenance tasks have been carried out to the required standard before the Category C certifying staff issues the Certificate of Release to Service (CRS) for aircraft.



DASR CLAUSE: 145.A.30(h)(1)(ii)

CURRENT REGULATION TEXT

The maintenance organisation shall maintain a register of any such B1 and B2 or national equivalent qualification support staff.

REVISED REGULATION TEXT

The maintenance organisation shall maintain a register of any such B1 and B2 support staff.

DASR CLAUSE: 145.A.30(h)(1)(iii)

CURRENT REGULATION TEXT

The Category C or national equivalent qualification certifying staff shall ensure that compliance with paragraph (i) has been met and that all work has been accomplished during the particular base maintenance check or work package, and shall also assess the impact of any work not carried out with a view to either requiring its accomplishment or agreeing with the appropriate Continuing Airworthiness Management Organisation (CAMO) to defer such work to another specified check or time limit.

REVISED REGULATION TEXT

The Category C certifying staff shall ensure that compliance with paragraph (i) has been met and that all work has been accomplished during the particular base maintenance check or work package, and shall also assess the impact of any work not carried out with a view to either requiring its accomplishment or agreeing with the appropriate Continuing Airworthiness Management Organisation (CAMO) to defer such work to another specified check or time limit.



DASR CLAUSE: 145.A.30(j)

CURRENT REGULATION TEXT

By way of exception to paragraphs (g) and (h), in relation to the obligation to comply with DASR 66 or equivalent the maintenance organisation may use certifying staff qualified in accordance with the following provisions:

REVISED REGULATION TEXT

By way of exception to paragraphs (g) and (h), in relation to the obligation to comply with DASR 66 the maintenance organisation may use certifying staff qualified in accordance with the following provisions:

DASR CLAUSE: 145.A.30(k)

CURRENT REGULATION TEXT

To certify on-aircraft maintenance performed on armament, rescue and escape systems and other military-specific systems, any maintenance organisation maintaining aircraft shall have sufficient staff possessing the Category A, B1 or B2 MAML or national equivalent qualification with the appropriate extensions.

REVISED REGULATION TEXT

To certify on-aircraft maintenance performed on armament, rescue and escape systems and other military-specific systems, any maintenance organisation maintaining aircraft shall have sufficient staff possessing the Category A, B1 or B2 MAML with the appropriate extensions.



DASR CLAUSE: 145.A.35(a)(i)**CURRENT REGULATION TEXT**

'Support staff' means those staff holding a DASR 66 MAML in Category B1 and/or B2 or national equivalent qualification with the appropriate extensions and Military Aircraft Type Ratings, working in a base maintenance environment while not necessarily holding certification privileges.

REVISED REGULATION TEXT

'Support staff' means those staff holding a DASR 66 MAML in Category B1 and/or B2 with the appropriate extensions and Military Aircraft Type Ratings, working in a base maintenance environment while not necessarily holding certification privileges.

DASR CLAUSE: 145.A.35(b)**CURRENT REGULATION TEXT**

Excepting those cases listed in DASR 145.A.30(j) and DASR 66.A.20(a)3(ii) the maintenance organisation may only issue a certification authorisation to certifying staff in relation to the basic categories or subcategories and any Military Aircraft Type Rating endorsed on the MAML, subject to the MAML remaining valid throughout the validity period of the authorisation and the certifying staff remaining in compliance with DASR 66 or national equivalent requirement.

REVISED REGULATION TEXT

Excepting those cases listed in DASR 145.A.30(j) and DASR 66.A.20(a)3(ii) the maintenance organisation may only issue a certification authorisation to certifying staff in relation to the basic categories or subcategories and any Military Aircraft Type Rating endorsed on the MAML, subject to the MAML remaining valid throughout the validity period of the authorisation and the certifying staff remaining in compliance with DASR 66.



DASR CLAUSE: 145.A.35(j)(1)	
CURRENT REGULATION TEXT	
	Details of any MAML held under DASR 66 or national equivalent requirement; and
REVISED REGULATION TEXT	
	Details of any MAML held under DASR 66; and

DASR CLAUSE: M.A.710(b)	
CURRENT REGULATION TEXT	
	The airworthiness review staff of the CAMO shall carry out a physical survey of the aircraft. For this survey, airworthiness review staff not appropriately qualified to DASR 66 or DASR 145 national equivalent and authorised in accordance with DASR 145.A.35, shall be assisted by such qualified/authorised personnel.
REVISED REGULATION TEXT	
	The airworthiness review staff of the CAMO shall carry out a physical survey of the aircraft. For this survey, airworthiness review staff not appropriately qualified to DASR 66 and authorised in accordance with DASR 145.A.35, shall be assisted by such qualified/authorised personnel.





DASR AMENDMENT RECORD DCP 2023 - 036

DASR CLAUSE: GM 145.A.35(m)

RATIONALE FOR CHANGE

DASR 145.A.35(m) is a very clear and unambiguous clause 'The minimum age for certifying staff and support staff shall be 21 years.' Other airworthiness authorities such as European Defence Agency Military Airworthiness Authorities, European Union Aviation Safety Agency and United Kingdom Civil Aviation Authority use the same clause in their respective Part 145. CASA Part 145 has different text but the intent is the same 'at least 21 years of age'. None of these airworthiness authorities provide any additional AMC or GM.

As any misinterpretation of DASR GM 145.A.35(m) could potentially weaken the intent of the regulation, the GM is to be deleted.

CURRENT REGULATION TEXT

GM 145.A.35(m) - Minimum age limit for certifying staff (AUS)

The minimum age limit of 21 only refers to the issuance of a Certificate of Release to Service for on-Aircraft maintenance.

REVISED REGULATION TEXT

Delete GM 145.A.35(m) - Minimum age limit for certifying staff (AUS) in toto.





Defence Aviation Safety Authority

DASR AMENDMENT RECORD
DCP 2023 - 027

DASR CLAUSE: GM 147.A.140(a)(7)

RATIONALE FOR CHANGE

The purpose of this change is to ensure the content of approved Military Aircraft Type Ratings are updated and current, where there have been significant changes to relevant aircraft Type Design.

CURRENT REGULATION TEXT

Not applicable this is new guidance material.

REVISED REGULATION TEXT

GM 147.A.140(a)(7) - Maintenance Training Organisation Exposition (AUS)

Details of approved Military Aircraft Type Ratings should include how the course content maintains alignment with changes to the relevant aircraft type design.





Defence Aviation Safety Authority

DASR AMENDMENT RECORD
DCP 2022 - 019

DASR CLAUSE: DASR ABM Air Battle Management

RATIONALE FOR CHANGE

DASA drafted new regulation DASR ABM - Air Battle Management to address the absence of Defence regulation for the effective management of Air Battle Management aviation safety hazards.

CURRENT REGULATION TEXT

See below Enclosure 1 (BP33652324) to DCP 2022 - 019 - DASR ABM 'Air Battle Management' ver 2 - for Feb 24 DASR Release

REVISED REGULATION TEXT

See below Enclosure 1 (BP33652324) to DCP 2022 - 019 - DASR ABM 'Air Battle Management' ver 2 - for Feb 24 DASR Release



BP33652324

DASR ABM (VERSION 2.0) FOR FEB 2024 DASR RELEASE

‘AIR BATTLE MANAGEMENT’

Contents

- Section 0:** New GR.38 *Air Battle Management*.
- Section 1:** Additions to the DASP Glossary and Acronyms List
- Section 2:** New DASR ABM DASR Part only
- Section 3:** New DASR ABM DASR Part, Acceptable Means of Compliance (AMC) and Guidance Material (GM)
- Section 4:** Amendment to DASR MED.05
- Section 5:** Amendment to DASR AVFM.10

SECTION 0: NEW GR.38 AIR BATTLE MANAGEMENT

The following is a new GR.

GR.38 *Air Battle Management*

- (a) The provision of Air Battle Management operations conducted by Defence, including equipment, systems and organisations, must be in accordance with:
- (1) [DASR ABM](#) *Air Battle Management*
 - (2) the regulations identified in [GR.20](#) *Operations personnel*, as applicable
 - (3) [DASR AO.GEN.05](#) *Management of OIP*.

SECTION 1: ADDITIONS TO THE DASP GLOSSARY AND ACRONYMS LIST

1. The following **new** definitions are proposed for the DASP Glossary:

Air Battle Management (ABM)* *(Source: Australian Defence Glossary)*

The control of military air operations that may include the control and coordination of integrated air and missile defence, offensive counter-air, strategic attack, close air support and other warfighting or supporting air activities.

Air Battle Management Operations (ABMOps)*

Those ABM operations provided to military operations as defined in the Air Battle Management Operator Certificate (ABMOC) and the accompanying Operations Specification (OpSpec).

Air Battle Management Operator (ABMO)*

A generic term for an organisation certified by a Military Aviation Authority (MAA) to conduct Air Battle Management.

Air Battle Management Operator Certificate (ABMOC)*

A certificate issued by DASA to authorise an Air Battle Management Operator (ABMO) to provide Air Battle Management Operations (ABMOps) as defined in the accompanying Operations Specification (OpSpec) and in accordance with DASR.

2. The following **new** acronyms are proposed for the DASP Acronyms List:

ACRONYM	EXPANSION
ABM	Air Battle Management
ABMO	Air Battle Management Operator
ABMOps	Air Battle Management Operations
ABMOC	Air Battle Management Operator Certificate

SECTION 2: NEW DASR ABM PART ONLY

The following is a new DASR ABM Part.

DASR ABM – Air Battle Management

ABM.10 – Organisational approval (AUS)

▶ GM

- (a) An Air Battle Management Operator (ABMO) must operate only to the extent approved in the ABMO Certificate (ABMOC) issued by DASA.
- (b) As an exception from:
 - 1. DASR ABM.10(a), a MAO that conducts ABM does not require a separate ABMO or OpSpec
 - 2. DASR ABM does not apply to Joint Terminal Attack Controllers (JTACs).

ABM.20 – ABMO certificate (AUS)

- (a) An ABMO applicant organisation must utilise a Compliance Statement (CS) to apply to DASA for:
 - ▶ GM ▶ AMC
 - 1. issue of an ABMOC, or attached Operations Specification (OpSpec) ▶ GM
 - 2. reissue of, or variation to an ABMOC, or attached OpSpec. ▶ GM
- (b) As an exception from DASR ABM.20(a), a MAO that conducts ABM does not require a separate ABMOC or OpSpec. However, the MAO OpSpec and CS must reflect the scope of ABM operations provided IAW DASR ABM. ▶ AMC

ABM.30 – Organisational structure (AUS)

- (a) An ABMO must define its organisational structure to include: ▶ GM ▶ AMC
 - 1. the authority, duties and responsibilities of all personnel performing ABMO functions, including the management personnel responsible for safety and quality management functions
 - 2. the relationship and reporting lines between the personnel performing ABMO functions and other parts of the organisation
 - 3. formal relationships with all other contributors to the ABMO that may directly influence the safety of their operations. ▶ GM

ABM.40 – Safety Management System (SMS) (AUS)

- (a) An ABMO must utilise an SMS in accordance with [DASR SMS](#). ▶ **GM**

ABM.50 – Quality Management System (QMS) (AUS)

- (a) An ABMO must utilise a QMS to achieve consistency, continuity and compliance of safe operations—through quality planning, quality assurance, quality control and quality improvement. ▶ **GM** ▶ **AMC**

ABM.60 – Orders, Instructions and Publications (OIP) (AUS)

- (a) An ABMO must utilise authorised ABM OIP. ABM OIP must contain the information required for the safe conduct of ABMOps. ▶ **GM** ▶ **AMC**
- (b) ABM OIP must be easily accessible by relevant personnel.

ABM.70 – Equipment, systems and installations (AUS)

DASR ABM.70 - Reserved.

ABM.80 – Competency management (AUS)

- (a) An ABMO must ensure personnel are competent and authorised to undertake their assigned ABM duties. ▶ **GM** ▶ **AMC**

SECTION 3: NEW DASR ABM PART, AMC and GM

The following is a new DASR ABM Part, AMC and GM. **AMC** in purple text. **GM** in brown text.

DASR ABM – Air Battle Management

ABM.10 – Organisational approval (AUS)

▼ GM

GM ABM.10 – ABM organisational approval (AUS)

Purpose. (Context) Air Battle Management (ABM) is the control of military air operations that may include the control and coordination of integrated air and missile defence, offensive counter-air, strategic attack, close air support and other warfighting or supporting air activities. **(Hazard)** Ineffective ABM provision can compromise Suitability for Flight. **(Defence)** This regulation requires MAOs conducting ABM and Air Battle Management Operators (ABMOs), to ensure Air Battle Management Operations (ABMOps) are conducted safely by an approved organisation.

- (a) An Air Battle Management Operator (ABMO) must operate only to the extent approved in the ABMO Certificate (ABMOC) issued by DASA.
- (b) As an exception from:
 - 1. DASR ABM.10(a), a MAO that conducts ABM does not require a separate ABMOC or OpSpec
 - 2. DASR ABM does not apply to Joint Terminal Attack Controllers (JTACs).

ABM.20 – ABMO certificate (AUS)

- (a) An ABMO applicant organisation must utilise a Compliance Statement (CS) to apply to DASA for:
▼ GM ▼ AMC

AMC ABM.20(a) – Preparation of a Compliance Statement (CS) (AUS)

- a. The ABMO CS should include the following information for the ABMO Certificate:
 - i. **ABMO name.** The Force Element Group (FEG) or equivalent.
 - ii. **ABMO location.** Location of the ABMO headquarters.
 - iii. **Declaration.** A statement that ABMO operations will be in accordance with the attached Operations Specification (OpSpec).
- b. The ABMO CS should include the following information:

- i. the Accountable Manager (AM) listed by command or management position, eg 'CDR SRG'
 - ii. Hazard Tracking Authority (HTA) within the ABMO
 - iii. the safety manager within the ABMO (per [DASR SMS](#))
 - iv. the scope of ABMOps provided.
- c. The CS should demonstrate how the ABMO will safely conduct Air Battle Management Operations (ABMOps) and meet:
- i. [DASR ABM](#)
 - ii. [DASR OP.Gen](#)
 - iii. [DASR Aircrew](#)
 - iv. [DASR MED](#)
 - v. [DASR AVFM](#)
 - vi. [DASR AO.GEN.05.](#)
- d. **Operational limitations.** DASA prescribes operational limitations on the OpSpec to assure safe operations for a particular ABM operation within the ability or maturity of the ABMO. An operational limitation will typically include reference to a plan and timeline to remove the limitation. An ABMO may apply to DASA to remove, or impose, an operational limitation on the OpSpec via the submission of a CS.
- e. **Accountable Manager attestation and signature.** The AM should make the following attestations and sign the CS:
- I am accountable for [insert organisation] compliance with the Defence Aviation Safety Regulation.*
- This Compliance Statement for an Air Battle Manager Operations Certificate and Operations Specification is complete and correct.*
- I am satisfied that appropriate arrangements are in place to meet with the Defence Aviation Safety Regulation and support the scope of operations contained in the Operations Specification.*
- f. **Application for variation of an ABMOC OpSpec.** The ABMO AM should amend the extant CS and submit this to DASA, highlighting those OpSpec items being varied. DASA, when satisfied, will issue an updated OpSpec to the ABMO. Application for variation to an OpSpec is required, at a minimum, when there is:
- i. an addition, removal of, or change to ABMOps
 - ii. a request to impose or remove operational limitations.

GM ABM.20(a) – ABMO Certificate (AUS)

- a. **Purpose. (Context)** Air Battle Management (ABM) is the control of military air operations that may include the control and coordination of integrated air and missile defence, offensive counter-

air, strategic attack, close air support and other warfighting or supporting air activities. **(Hazard)** Ineffective ABM provision can compromise Suitability for Flight. **(Defence)** This regulation requires MAOs conducting ABM and Air Battle Management Operators (ABMOs), to ensure Air Battle Management Operations (ABMOps) are conducted safely by an approved organisation.

- b. **Provision of evidence.** Organisations should make use of existing data and documents to satisfy DASR ABM.20(a), rather than creating unique documents with no enduring value once the ABMOC is issued.

1. **issue of an ABMOC, or attached Operations Specification (OpSpec) ▼ GM**

GM ABM.20(a)1 – ABMO Certificate content (AUS)

- a. The issue of an ABMOC supplies the basis for the judgement of suitability of an ABMO, in that Air Battle Management Operations (ABMOps) will be provided and maintained to approved standards and limitations, by competent and authorised individuals, who are acting as members of an approved organisation.
- b. DASA will issue an ABMOC when satisfied that the applicant organisation can satisfy the requirements of DASR ABM.20. The ABMOC authorises the provision of ABMOps. The ABMOC contains:
- i. the ABMO name
 - ii. the location of the ABMO headquarters
 - iii. reference to the Operations Specification (OpSpec), including the words ‘ABMOps will be conducted in accordance with the attached Operations Specification’
 - iv. period of validity or expiry date.
- c. **ABMOC OpSpec.** Each ABMOC has an attached OpSpec that details the:
- i. Accountable Manager (AM)
 - ii. Hazard Tracking Authority appointments within the ABMO
 - iii. scope of ABMOps provided
 - iv. contracts, agreements or other arrangements between the ABMO and supporting third parties
 - v. operational limitations as prescribed by DASA (typically an operational limitation will include reference to a plan and timeline to remove the limitation)
 - vi. DASA signature, endorsing the OpSpec.
- d. **Initial issue of an ABMOC and attached OpSpec.** DASA will issue an ABMOC and OpSpec when satisfied all requirements have been met.

2. **reissue of, or variation to an ABMOC, or attached OpSpec. ▼ GM**

GM ABM.20(a)2 – Variation to an ABMOC or attached OpSpec (AUS)

- a. **Application for reissue or variation to an ABMOC or OpSpec.** DASA will issue a new ABMOC or OpSpec when satisfied all requirements have been met.
 - b. **Addition of an operation to an ABMOC OpSpec.** The CS for the addition of an operation to an ABMOC OpSpec addresses whether the ABMO can safely operate and maintain their systems, as applicable. The statement does not need to address, but may reference, any acquisition documentation to demonstrate how new capabilities will be transitioned safely into service.
- (b) As an exception from DASR ABM.20(a), a MAO that conducts ABM does not require a separate ABMOC or OpSpec. However, the MAO OpSpec and CS must reflect the scope of ABM operations provided IAW DASR ABM. ▼ **AMC**

AMC ABM.20(b) – OpSpec and CS requirements for MAOs conducting ABM (AUS)

- a. The MAO's Quality Management System (QMS) and Safety Management System (SMS) must incorporate the requirements of DASR ABM.40 and DASR ABM.50.
- b. The MAO must comply with DASR ABM.60 and DASR ABM.70.

ABM.30 – Organisational structure (AUS)

- (a) An ABMO must define its organisational structure to include: ▼ **GM** ▼ **AMC**

AMC ABM.30(a) – Organisational structure (AUS)

- a. The ABMO organisational structure must include:
 - i. an AM, usually a FEG CDR or equivalent
 - ii. an appropriate chain of command or management
 - iii. appropriately qualified personnel
 - iv. Key Staff with appropriate experience
- b. The ABMO organisational structure should account for:
 - i. fixed or mobile facilities that are sufficient and suitable for the type of ABMOps provided
 - ii. suitable, documented processes and procedures
 - iii. a SMS IAW DASR ABM.40
 - iv. a QMS IAW DASR ABM.50.

GM ABM.30(a) – Organisational structure (AUS)

- a. **Purpose. (Context)** Air Battle Management (ABM) is the control of military air operations that may include the control and coordination of integrated air and missile defence, offensive counter-air, strategic attack, close air support and other warfighting or supporting air activities. **(Hazard)**

Ineffective ABM provision can compromise Suitability for Flight. **(Defence)** This regulation requires MAOs conducting ABM and Air Battle Management Operators (ABMOs), to ensure Air Battle Management Operations (ABMOps) are conducted safely by an approved organisation.

- b. An ABMO is an organisation that can consist of operational, maintenance, logistics and engineering personnel, usually as part of a FEG or equivalent force structure, which provides ABMOps to a defined scope.
- c. **Key Staff.** An ABMO should list Key Staff (including engineering and maintenance appointments that contribute to the safe operation of an Aviation System) in their organisational structure. Where those Key Staff that form the core of the ABMO are employed in organisations external to a military unit or the contractor or tasked organisation, then the ABMO must also define the formal relationships with those organisations in which the Key Staff are employed (ie other contributors to the service provision that may directly influence the safety of ABMOps).
 - 1. the authority, duties and responsibilities of all personnel performing ABMO functions, including the management personnel responsible for safety and quality management functions
 - 2. the relationship and reporting lines between the personnel performing ABMO functions and other parts of the organisation
 - 3. formal relationships with all other contributors to the ABMO that may directly influence the safety of their operations. ▼ GM

GM ABM.30(a)3 – Formal relationships with all other contributors to ABMOps (AUS)

The ABMO should define formal relationships with all contributors to ABMOps. This is to define the external inputs to the ABMO that can influence the safety of ABMOps. The ABMO CS should refer to any formal agreements in place.

ABM.40 – Safety Management Systems (SMS) (AUS)

- (a) An ABMO must utilise an SMS in accordance with [DASR SMS](#). ▼ GM

GM ABM.40(a) – Safety Management Systems (AUS)

Purpose. (Context) Air Battle Management (ABM) is the control of military air operations that may include the control and coordination of integrated air and missile defence, offensive counter-air, strategic attack, close air support and other warfighting or supporting air activities. **(Hazard)** Ineffective ABM provision can compromise Suitability for Flight. **(Defence)** This regulation requires MAOs conducting ABM and Air Battle Management Operators (ABMOs), to ensure Air Battle Management Operations (ABMOps) are conducted safely by an approved organisation.

ABM.50 – Quality Management System (QMS) (AUS)

- (a) An ABMO must utilise a QMS to achieve consistency, continuity and compliance of safe operations—through quality planning, quality assurance, quality control and quality improvement.
▼ GM ▼ AMC

AMC ABM.50(a) – QMS (AUS)

- a. The ABMO should have a QMS that achieves the following purposes:
 - i. **Quality planning.** Quality planning defines the quality policy and approach so as to meet the safety needs of the friendly participants and neutral aircraft in the ABMOps.
 - ii. **Quality assurance.** Quality assurance, provided through a quality assurance program, contains procedures to verify all activities are being conducted in accordance with applicable safety requirements.
 - iii. **Quality control.** Quality control is managed by appointed representatives to monitor conformance with, and adequacy of procedures and services, to ensure safe operations.
 - iv. **Quality improvement.** Quality improvement consists of reviews and remedial action as appropriate, for the continuous improvement of the safety of ABMOps.

GM ABM.50(a) – Quality Management Systems (QMS) (AUS)

- a. **Purpose. (Context)** Defence is required to conduct ABMOps involving friendly participants; and neutral and non-friendly aircraft. **(Hazard)** Ineffective ABM provision can compromise Suitability for Flight. **(Defence)** This regulation requires MAOs conducting ABM and Air Battle Management Operators (ABMOs), to ensure Air Battle Management Operations (ABMOps) are conducted safely by an approved organisation.
- b. An ABMO may integrate their QMS with their other management systems (eg SMS) into a single management system, commensurate with the size and scope of the organisation. However, integrated systems must remain compliant with all relevant DASR.

ABM.60 – Orders, Instructions and Publications (OIP) (AUS)

- (a) MAOs conducting ABM and ABMOs must utilise authorised ABM OIP. ABM OIP must contain the information required for the safe conduct of ABMOps. ▼GM ▼AMC

AMC ABM.60(a) – Orders, Instructions and Publications (AUS)

- a. MAOs conducting ABM and ABMOs should maintain ABM OIP that:
 - i. contains the information required by personnel to perform their Air Battle Management Operations (ABMOps) duties
 - ii. ensures personnel are expeditiously informed of amendments
 - iii. ensures personnel perform their duties in accordance with authorised OIP
 - iv. are harmonised with Five Eyes Nations and NATO practices as far as practicable
 - v. should detail as a minimum:

- (a) the identification of appointments, requirements, roles, responsibilities for ABMOps
- (b) planning and briefing requirements
- (c) handover requirements between the ABMO and other agencies
- (d) record retention requirements
- (e) tactics, techniques and procedures
- (f) ABMOps limitations
- (g) the management of ABM equipment, including:
 - (i) instructions for compliance with OEM design specifications
 - (ii) operating and installations instructions
 - (iii) ongoing maintenance requirements and instructions
 - (iv) for the introduction of new equipment, processes for managing the risk of interference or ineffective interoperability with:
 - (A) other ABMO equipment
 - (B) aircraft, ships, Tactical Air Control Parties, Integrated Air and Missile Defence elements, and the AOC
 - (v) ongoing software safety assurance in accordance with authorised standards
 - (vi) defect and unserviceability reporting.
- (h) emergency procedures.

GM ABM.60(a) – Orders, Instructions and Publications (OIP) (AUS)

Purpose. (Context) Air Battle Management (ABM) is the control of military air operations that may include the control and coordination of integrated air and missile defence, offensive counter-air, strategic attack, close air support and other warfighting or supporting air activities. **(Hazard)** Ineffective ABM provision can compromise Suitability for Flight. **(Defence)** This regulation requires MAOs conducting ABM and Air Battle Management Operators (ABMOs), to ensure Air Battle Management Operations (ABMOps) are conducted safely by an approved organisation.

- (b) ABM OIP must be easily accessible by relevant personnel.

ABM.70 – Equipment, systems and installations (AUS)

DASR ABM.70 - Reserved.

ABM.80 – Competency management (AUS)

- (a) An ABMO must ensure personnel are competent and authorised to undertake their assigned ABM duties. ▼ GM ▼ AMC

AMC ABM.80(a) – Competency management

- a. To ensure effective personnel competency, the Air Battle Management Operator (ABMO) should:
 - i. ensure tasks are undertaken by suitably competent and authorised operators and maintainers, including contractors
 - ii. maintain adequate numbers of operators and maintainers, to conduct the operation, consistent with a defined and reasonable level of overall demand
 - iii. maintain training, Competency assessment and checking programs for operators and maintainers.
- b. ABMO and instructor Competency management must be defined in:
 - i. a Learning Management Package (LMP) that considers:
 - (a) education and training needs
 - (b) education and training Competency and proficiency standards
 - (c) education and training instructor standards.
 - ii. approved OIP, including:
 - (a) categorisation of skills or Competencies
 - (b) Currency and recency requirements, including:
 1. minimum criteria
 2. methods of maintaining and regaining currency
 3. identification of circumstances and authority for extensions.
- c. The ABMO should ensure a method of recording Competency and Currency. The recording system should include:
 - i. secure and accessible record storage by users
 - ii. recording methods and formats which are enduring
 - iii. provision for no unauthorised record modifications
 - iv. validation of Competency and Currency criteria listed in the recording system against requirements

- v. record preservation IAW the *Records Management Policy Manual*.

GM ABM.80(a) – Competency management (AUS)

- a. **Purpose. (Context)** The safe delivery of ABM is supported by knowledge, skills and behaviours benchmarked against contemporary training and learning standards. **(Hazard)** Undesired ABM knowledge, skills and behaviours can affect the safe delivery of ABM. **(Defence)** This regulation requires the ABMO to establish a Defence ABM qualification and training system to:
- i. provide the requisite knowledge and skills to support the desired behaviours for safe ABMOps.
 - ii. actively monitor and correct knowledge, skills and behaviours, to ensure that the required standards are maintained.
- b. **Scope.** The scope of DASR ABM.80.a is constrained to apply only to operators and maintainers (including contractor personnel performing operator and maintainer roles).
- c. **Competency.** The ABMO is responsible for ensuring personnel hold appropriate Competencies for the different types of ABM roles and functions and for assessing Competencies of personnel involved in the provision of ABM. Different Competencies will apply to ABMO operators and maintainers, depending on what role they fulfil in ensuring the safety of the overall operation. DASA does not prescribe any single Competency or framework. The ABMO has the flexibility to document these Competencies in approved OIP.
- d. Note, this regulation is a competency and currency management system. It is not a licensing system.
- e. **Aircrew.** Aircrew are subject to [DASR Aircrew.10](#). For a MAO conducting ABM, compliance with DASR Aircrew.10 regarding Aircrew achieves the effect of a competency management system.

SECTION 4: Amendment to DASR MED.05

The following is an editorial amendment to MED.05 *Aviation Medicine (AvMed) Training* (only relevant DASR Parts are shown and **yellow** highlight shows differences).

Current MED.05 Aviation Medicine (AVMED) Training

- (c) The MAO, ANSP, HAPO personnel or Sponsor must ensure all AVMED related training results are recorded for all relevant personnel.
- (d) Where an MAO, ANSP or Sponsor identifies a requirement for additional AVMED-related training to that provided by IAM, this training is to be co-ordinated and approved under the authority of CO IAM.
- (j) Aircraft Controllers within an Air Navigation Service Provider (ANSP) must meet the AVMED training and Currency requirements defined by CO IAM.

Amended MED.05 Aviation Medicine (AVMED) Training

- (c) The MAO, ANSP, **ABMO**, HAPO personnel or Sponsor must ensure all AVMED related training results are recorded for all relevant personnel.
- (d) Where an MAO, ANSP, **ABMO** or Sponsor identifies a requirement for additional AVMED-related training to that provided by IAM, this training is to be co-ordinated and approved under the authority of CO IAM.
- (j) Aircraft Controllers within an Air Navigation Service Provider (ANSP) **or ABMO** must meet the AVMED training and Currency requirements defined by CO IAM.

SECTION 5: Amendment to DASR AVFM.10

The following is an editorial amendment to AVFM.10 Scope (**yellow highlight shows differences**).

Current AVFM.10 Scope

- (a) This regulation applies to organisations operating with approvals granted under [DASR.ARO.100](#) or DASR.ANSP.
- (b) Where organisations are subject to AVFM.10.A, the regulation must apply to: ▶ **GM**
 - 1. personnel who meet the definition of DASR Glossary – Aircrew
 - 2. personnel who provide an Air Traffic Control (ATC) service as defined in DASR Glossary – Air Traffic Control
 - 3. personnel who meet the definition of DASR Glossary – Crew and operate UAS IAW [DASR.UAS 20.A](#) Certified Category UAS or [DASR.UAS.30.A\(1\)](#) Specific Type A Category UAS where the Authority has identified a need to comply with DASR.AVFM.

Amended AVFM.10 Scope

- (a) This regulation applies to organisations operating with approvals granted under **[DASR ARO.100](#), [DASR ANSP](#), or [DASR ABM](#)**.
- (b) Where organisations are subject to AVFM.10(a), the regulation must apply to: ▶ **GM**
 - 1. personnel who meet the definition of DASR Glossary – Aircrew
 - 2. personnel who provide an Air Traffic Control (ATC) service as defined in DASR Glossary – Air Traffic Control
 - 3. **personnel who provide an Air Battle Management (ABM) operation as defined in DASR Glossary – Air Battle Management**
 - 4. personnel who meet the definition of DASR Glossary – Crew and operate UAS IAW [DASR UAS 20\(a\)](#) Certified Category UAS or [DASR UAS.30\(a\)1](#) Specific Type A Category UAS, where the Authority has identified a need to comply with DASR AVFM.



Defence Aviation Safety Authority

DASR AMENDMENT RECORD
DCP 2023 - 034

DASR CLAUSE: ACD

RATIONALE FOR CHANGE

Revised terminology from ACDSPC Service Provision Conditions (SPC) to ACDSPC Operations Specification (OpSpec).

CURRENT REGULATION TEXT

See Enclosure 1 to DCP 2023-034 - ACD Editorial Changes (BP35749865).

REVISED REGULATION TEXT

See Enclosure 1 to DCP 2023-034 - ACD Editorial Changes (BP35749865).



DASR ACD - Editorial changes Sep 2023 (out of cycle) DASR release

Previous text/Revised text

DASR Glossary Of Terms

Air Cargo Delivery Service Provider Certificate (ACDSPC)*

A certificate issued by DG DASA to authorise an Air Cargo Delivery Service Provider (ACDSP) to provide Air Cargo Delivery (ACD) Services as defined in the accompanying ~~Service Provision Conditions (SPC)~~ **Operations Specification (OpSpec)** and in accordance with DASR ACD.

Operations Specification (OpSpec)*

An integral component of the Military Air Operator Certificate (MAOC), **Air Cargo Delivery Service Provider Certificate (ACDSPC)** and **Air Battle Management Operator Certificate (ABMOC)**, but prepared on a separate form (DASR Form 139) and details key positions of the MAO, ACDSP and ABMO, aircraft types **or operations** authorised ~~to operate~~, and operating provisions. Roles and tasks, specific approvals and any limitations/conditions (where necessary) for each approved aircraft type ~~operated~~ **or operation by the MAO** are detailed in separate annexes.

Service Provision Conditions (SPC)*

An integral component of the Air Navigation Service Provider Certificate (ANSPC) ~~or Air Cargo Delivery Service Provider Certificate (ACDSPC)~~ that details:

- (a). key positions
- (b). the types of service the ANSP Air Navigation Service Provider (ANSP) ~~or Air Cargo Delivery Service Provider (ACDSP)~~ is certified to provide
- (c). operating provisions.

The complexity of the service(s) may be further detailed in separate annexes. For example, ATM services may have a separate annex for each Defence site where services are provided

ACD.20 - ACDSP CERTIFICATE (AUS)

▶ GM

- (a) An ACDSP applicant organisation must utilise a Compliance Statement (CS) to apply to DASA for: ▶ GM1 ▶ GM2 ▶ AMC1 ▶ AMC2
1. issue of an ACDSPC, or attached ~~Service Provision Conditions (SPC)~~ OpSpec ▶ GM
 2. reissue of, or variation to, an ACDSPC, or attached SPC OpSpec. ▶ GM
- (b) As an exception from DASR ACD.10(a) and DASR ACD.20(a), a MAO that conducts ACD does not require a separate ACDSPC or SPC OpSpec. However, the MAO Operations Specification (OpSpec) and CS must reflect the scope of ACD services provided IAW DASR ACD. ▶ GM ▶ AMC

AMC1 ACD.20(a) - Preparation of a Compliance Statement (CS) (AUS)

- a. **ACDSP CS.** The ACDSP CS should include the following information for the ACDSP certificate:
- iii. A statement that ACDSP operations will be in accordance with the attached ~~Service Provision Conditions (SPC)~~ OpSpec.
- b. The ACDSP CS should include the following information for the ACDSPC SPC OpSpec:
- c. **Operational limitations.** DASA prescribes operational limitations on the SPC OpSpec to assure safe operations for a particular ACD service within the ability or maturity of the ACDSP. An operational limitation typically will include reference to a plan and timeline to remove the limitation upon DASA review. An ACDSP may apply to DASA to remove or impose an operational limitation on the SPC OpSpec via the submission of a CS.
- e. **Accountable Manager attestation and signature.** The AM should make the following attestations and sign the CS:

I am accountable for [insert organisation] compliance with DASR. This Compliance Statement for ACDSP certification and ~~Service Provision Conditions~~ Operations Specification is complete and correct.

I am satisfied that appropriate arrangements are in place to meet DASR and support the scope of operations contained in the ~~Service Provision Conditions~~ Operations Specification.

- f. **Application for variation of an ACDSPC SPC OpSpec.** The ACDSPC AM should amend the extant CS and submit this to DASA, highlighting those SPC OpSpec items being varied. DASA, when satisfied, will issue an updated SPC OpSpec to the ACDSPC. Application for variation to an SPC OpSpec is required, at a minimum, when there is:

AMC2 ACD.20(a) - ACD services contracted/tasked to an external organisation supporting an ACDSPC (AUS)

- a. In accordance with the CS, the ACDSPC may arrange for the provision of any ACD service listed on its SPC OpSpec, to be carried out by an external organisation that is working under the quality system of the ACDSPC. This refers to work being carried out by an external organisation not itself appropriately approved to carry out tasked/contracted services under DASR ACD.10 and is limited to the work scope permitted under DASR ACD.60 procedures. The ACDSPC that contracts/tasks such work retains responsibility for all these tasked/contracted services irrespective of who is undertaking them. The ACDSPC must list all such external organisations in the CS.

GM ACD.20(a)1 – ACDSPC content (AUS)

- b. DASA will issue an ACDSPC when satisfied that the applicant organisation can satisfy the requirements of DASR ACD.20. The ACDSPC authorises the provision of the ACD service. The ACDSPC contains:
- iii. reference to the ~~Service Provision Conditions (SPC) OpSpec~~, including the words ‘ACD operations will be conducted in accordance with the attached ~~Service Provision Conditions Operations Specification~~’
- c. **ACDSPC SPC OpSpec.** Each ACDSPC has an attached SPC OpSpec that details the:
- vi. DASA signature, endorsing the SPC OpSpec.
- d. **Initial issue of an ACDSPC and attached SPC OpSpec.** DASA will issue an ACDSPC and SPC OpSpec when satisfied all requirements have been met.

GM ACD.20(a)2 - Variation to an ACDSPC or attached SPC OpSpec (AUS)

- a. **Application for reissue or variation to an ACDSPC or SPC OpSpec.** DASA will issue a new ACDSPC or SPC OpSpec as required when satisfied all requirements have been met.
- b. **Addition of a service to ACDSPC SPC OpSpec.** The Compliance Statement (CS) for the addition of a service to an ACDSPC SPC OpSpec addresses whether the ACDSPC can safely operate and maintain their systems and services, as applicable. The statement does not address, but may reference, any acquisition documentation to demonstrate how new capabilities will be transitioned safely into service. Refer to the Defence Aviation Safety Program Manual Volume 3 for further guidance.

DASR AMENDMENT RECORD
DCP 2023 - 019

DASR CLAUSE: DASR ARO.100

RATIONALE FOR CHANGE

DASR ARO.100 has been amended as follows:

1. ARO.100 Part, AMC and GM editorial and format changes throughout to align with DASR Style Guide.
2. ARO.100(c)9 text expanded content for 'Quality Management System' to align with other DASR Parts with QMS related content. Additional content increases clarity for the regulated community.
3. AMC ARO(c)9 added to assist RC compliance with ARO.100(c)9
4. GM ARO.100(c)9 added to provide RC with additional guidance regarding QMS function.

CURRENT REGULATION TEXT

See below Enclosure 1 (BP34066323) to DCP 2023-019 DASR ARO.100 Military Air Operator Certificate (MAOC) Minor change (Ver 2.0)

REVISED REGULATION TEXT

See below Enclosure 1 (BP34066323) to DCP 2023-019 DASR ARO.100 Military Air Operator Certificate (MAOC) Minor change (Ver 2.0)



BP34066323

MINOR AMENDMENT TO DASR ARO.100 (VERSION 2.0)

‘MILITARY AIR OPERATOR CERTIFICATE (MAOC)’

Contents

Section 1: Amendment to DASP Glossary and Acronyms List

Section 2: New DASR ARO.100 DASR Part only

Section 3: New DASR ARO.100 DASR Part, Acceptable Means of Compliance (AMC) and Guidance Material (GM)

SECTION 1: AMENDMENT TO THE DASP GLOSSARY AND ACRONYMS LIST

1. The following **new or modified** definitions are proposed for the DASP Manual Glossary of Terms:

Existing definition:

Aviation Acquisition Management Plan (AAMP)

~~A document that describes the strategy to introduce an aircraft type into Defence service. May include strategy to achieve airworthiness, manage flight operations, and achieve broader capability/logistics milestones.~~

Modified definition:

Aviation Safety Acquisition Management Plan (ASAMP)

A document that describes the safety strategy to introduce an aircraft type into Defence service. May include the safety strategy to achieve airworthiness, manage flight operations, and achieve broader capability/logistics milestones.

2. DASA new or modified **acronyms** proposed for the DASP Manual Acronyms List:

ACRONYM	EXPANSION
AAMP ASAMP	Aviation Safety Acquisition Management Plan
AS	Accomplishment Summary
OCS	Operations Compliance Statement

SECTION 2: NEW DASR ARO.100 PART ONLY

The following replaces extant DASR ARO.100 Parts in toto.

DASR ARO.100 – Military Air Operator Certificate (MAOC)

DASR ARO.100 – Military Air Operator Certificate (MAOC)

▶ **GM**

- (a) Operation of all Defence registered aircraft must be conducted under the authority of a Military Air Operator Certificate (MAOC), issued by the Authority. ▶ **GM**
- (b) Operation of civil registered aircraft by a MAO must be conducted under the authority of a MAOC, issued by the Authority. ▶ **GM**
- (c) The applicant organisation must apply to the Authority for issue of, or a variation to, a MAOC or attached Operations Specification (OpSpec) by submitting a Military Air Operator's Operations Compliance Statement (OCS). The OCS must: ▶ **GM** ▶ **AMC**
 - 1. include the following information:
 - i. the MAO organisation name
 - ii. the location of the MAO headquarters
 - iii. a statement that operations will be in accordance with the attached OpSpec
 - iv. Accountable Manager (AM)
 - v. Continuing Airworthiness Manager (CAM)
 - vi. Hazard Tracking Authority (HTA)
 - vii. all Aircraft types operated by the MAO
 - viii. Aircraft roles in accordance with SOIU CRE
 - ix. specific approvals requested for Aircraft operated by the MAO.
 - 2. identify reference to an approved SOIU for each Aircraft type operated

3. provide a summary of the status of each element of the Flying Management System required by DASR ORO.10
 4. identify the availability and method of document control for MAO OIP and single Service OIP, necessary to safely conduct Flight Operations
 5. identify the approval status of training and qualification requirements necessary for personnel to support Flight Operations in the required CRE
 6. identify the approval status of FSTD requirements necessary to support flying operations in the required CRE
 7. confirm suitable and competent personnel to support Flight Operations
 8. confirm suitable operations facilities and buildings are available for use
 9. utilise a Quality Management System (QMS) to achieve consistency, continuity and compliance of safe operations—through quality planning, quality assurance, quality control and quality improvement ▶ **GM** ▶ **AMC**
 10. identify that the MAO can satisfactorily maintain the Airworthiness of Aircraft types listed on the certificate through a Continuing Airworthiness Management Organisation (CAMO)
 11. demonstrate how the MAO will comply with DASR relevant to the operation
 12. include an attestation by the AM that:
 - i. the AM is accountable for the organisation's compliance with DASR
 - ii. the OCS is complete and correct
 - iii. appropriate arrangements are in place to support the scope of Flight Operations contained in the OpSpec.
- (d) An air operator must establish and maintain a Safety Management System (SMS), in accordance with DASR SMS.

SECTION 3: NEW DASR ARO.100 PART, AMC & GM

The following replaces the extant DASR ARO.100 Parts, AMC and GM in toto. **AMC in purple text.**
GM in brown text.

DASR ARO.100 – Military Air Operator Certificate (MAOC)

DASR ARO.100 – Military Air Operator Certificate (MAOC)

▼ GM

Purpose. (Context) An independent Organisational Approval of organisations that conduct Defence air operations provides assurance that aviation safety will be maintained. **(Hazard)** Compromised management of aviation quality and safety management systems adversely affects the safe delivery of capability. **(Defence)** This regulation requires the MAO to implement controls to ensure the Suitability for Flight, including that an airworthy Aircraft will be maintained and operated to approved standards and limitations, by competent and authorised individuals, who are acting as a member of an approved organisation.

- (a) Operation of all Defence registered aircraft must be conducted under the authority of a Military Air Operator Certificate (MAOC), issued by the Authority. ▼ GM

GM ARO.100(a) – Defence registered Aircraft MAOC

- a. A Military Air Operator (MAO) is an organisation, usually a Force Element Group (FEG) or equivalent force structure, that:
- i. is suitable to ensure that Flight Operations can be conducted safely, in accordance with the aircraft Statement of Operating Intent and Usage (SOIU)
 - ii. is capable of complying with DASR
 - iii. has an appropriate chain of command
 - iv. has appropriately qualified personnel
 - v. has key personnel with appropriate experience to conduct Flight Operations
 - vi. has facilities which are sufficient and suitable for the type of operations conducted
 - vii. has suitable, documented processes, procedures and practices
 - viii. has a suitable SMS

- ix. has a suitable QMS
- x. has an associated CAMO in accordance with DASR M.
- b. The MAO will have an AM, usually FEGCDR or equivalent. Limitations may be placed on the AM in their command directive.
- c. **Continuing airworthiness.** Continuing airworthiness, including DASR.M compliance, is met by the CAMO, including but not limited to: aircraft maintenance programming; military airworthiness review certificates (assurance of the validity of CoA for individual aircraft); maintenance facilities; Ground Support Equipment (GSE); tools and spares; maintenance data; recordkeeping; maintenance scheduling; and performance and certification of maintenance.
- d. The CAM is the Responsible Manager for the CAMO. The CAM is nominated by the Defence chain of command and authorised under DASR M.
- e. **Certificate.** The MAOC is a single page certificate to authorise Flight Operations. The MAOC will be issued when the Authority is satisfied that the MAO can safely conduct Flight Operations. The MAOC contains:
 - i. The MAO organisation name
 - ii. MAO location
 - iii. Reference to OpSpec, including the words 'operations will be conducted in accordance with the attached Operations Specification'
 - iv. MAOC expiry date
 - v. Authority signature and date.
- f. **MAOC OpSpec.** Every MAOC has attached OpSpec which details:
 - i. Accountable Manager (AM). (The command position, eg 'Commander ACG')
 - ii. Continuing Airworthiness Manager (CAM)
 - iii. Hazard Tracking Authorities (HTA) appointments within MAO
 - iv. reserved
 - v. Aircraft Type(s) operated, including UAS
 - vi. Aircraft Roles in accordance with SOIU CRE
 - vii. Specific approvals, such as RNP or RNAV specifications (if required)
 - viii. **Operational limitations (if required).** Operational limitations are prescribed by the Authority to assure safe operations of a particular aircraft type within the ability and maturity of the MAO. Operational limitations are not designed to replicate airworthiness limitations contained in airworthiness instruments or documents such as the MRTC, or AFM. Typically, an operational limitation will include

reference to a plan and timeline to remove the limitation upon Authority review

- ix. Signature by the Authority endorsing the OpSpec.
 - g. **Compliance Statement.** Readiness to conduct Flight Operations in accordance with the requirements of a MAOC shall be demonstrated by an Operations Compliance Statement (OCS), submitted in accordance with DASR ARO.100(c).
 - h. **Authority oversight and audit.** The Authority may use an independent board of review to assess a MAOC, including to:
 - i. provide recommendation on the issue of, or major variation to, a MAOC or associated OpSpec
 - ii. specifically review the proposed addition of an aircraft type to an OpSpec
 - iii. specifically review major modification or STC of an aircraft type listed on an OpSpec
 - iv. review on-going safe operation of aircraft by a MAO.
- (b) Operation of civil registered aircraft by a MAO must be conducted under the authority of a MAOC, issued by the Authority. ▼ **GM**

GM ARO.100(b) – Civil registered Aircraft (AUS)

- a. **Civil Regulator.** Civil registered aircraft are to be operated in accordance with the civil regulations of their State of registration. This may only be varied where there is an agreement in place between the Civil Aviation Authority (CAA) and the Authority.
 - b. Civil registered aircraft operated by the MAO on an on-going basis should be included on the MAOC OpSpec. The Military Air Operator's FMS, OIP, training and qualification, facilities, SMS, continuing airworthiness management, and operational limitations must be adequate to ensure Suitability For Flight of civil registered aircraft. The safety controls and risk management processes should provide an equivalent level of safety to Defence and civil registered aircraft operated by the MAO.
 - c. Civil registered aircraft are likely to be under a civil Air Operator Certificate (AOC), in addition to being included on the MAOC OpSpec.
 - d. **Supplemental Authority oversight.** Where compelling reasons exist, the Authority may impose additional requirements to supplement existing CAA regulation and oversight.
 - e. **Exception.** The regulation is not intended to restrict the operation of non-Defence registered Aircraft under DASR NDR where that regulation is more appropriate. By way of exception to ARO.100(c), civil registered aircraft subject to short term Defence lease, charter or hire may be managed under DASR NDR.
- (c) The applicant organisation must apply to the Authority for issue of, or a variation to, a MAOC or attached Operations Specification (OpSpec) by submitting a Military Air Operator's Operations Compliance Statement (OCS). The OCS must: ▼ **GM** ▼ **AMC**

AMC ARO.100(c) – Preparation of an Operations Compliance Statement (OCS)

- a. The OCS should include the following information for the MAOC:
 - i. **MAO organisation name.** FEG or equivalent
 - ii. **MAO location.** Location of the headquarters
 - iii. a statement that operations will be in accordance with the attached OpSpec.
- b. The OCS should include the following information for the MAOC OpSpec:
 - i. the Accountable Manager (AM), listed by command position, eg 'CDR ACG'
 - ii. Continuing Airworthiness Manager (CAM)
 - iii. Hazard Tracking Authority (HTA) within the MAO
 - iv. safety manager within the MAO (per DASA SMS)
 - v. Aircraft type(s), as follows:
 - (a) Defence registered Aircraft listed by type, eg A-38 ARH Tiger. Each Aircraft type is considered as a fleet. Aircraft types further divided into sub-fleets with different CRE, should be listed separately
 - (b) Civil registered Aircraft as required by DASR ARO.100(b). Where the Aircraft or fleet is primarily operated by Defence, it should be listed on the OpSpec. Aircraft operated under DASR NDR are not contained in the OpSpec or regulated under DASR ARO.100
 - (c) UAS including Defence registered and non-Defence registered. For non-Defence registered UAS, there should be reference to a UASOP, or register for Specific Type B and Open category
 - vi. Aircraft roles in accordance with SOIU CRE
 - vii. specific approvals requested for particular Aircraft type(s), or for all types operated by the MAO (eg RNAV or RVSM).

Flight Operations

- c. The OCS should demonstrate that the MAO can safely conduct Flight Operations, including the following aspects:
 - i. **SOIU.** Identify reference to an approved SOIU for each Aircraft type operated
 - ii. **Flying Management System.** Provide a summary of the status of each element of the flying management system required by DASR ORO.10 - Flying Management System
 - iii. **Orders, Instructions and Publications.** Identify the availability and method of document control for MAO OIP and single Service OIP, eg Air Command SIs, necessary to safely conduct Flight Operations

- iv. **Training and qualification requirements.** Identify the approval status of training and qualification requirements necessary for personnel to support Flight Operations in the required CRE
- v. **Flight Simulation Training Device.** Identify the approval status of FSTD requirements necessary to support Flight Operations in the required CRE
- vi. **Personnel.** Confirm suitable and competent personnel to support Flight Operations
- vii. **Operations facilities.** Confirm suitable operations facilities and buildings (**NOTE:** maintenance facilities and hangars are included under DASR M or DASR 145 compliance)

Continuing Airworthiness

- d. The submission for a MAOC should identify that the MAO can satisfactorily maintain the airworthiness of the Aircraft types listed on the certificate through a CAMO. The CAMO will utilise and oversee services of authorised DASR 21 and DASR 145 organisations, and will:
 - i. engage Military Design Organisation Approval (MDOA) holders under DASR 21 Subpart J for design services as required
 - ii. engage the Military Type Certificate holder for any matters that impact the Aircraft's type design and type certification under MTC, MRTC or an individual Aircraft's Certificate of Airworthiness (CoA)
 - iii. task Approved Maintenance Organisations (AMO) under DASR 145 to maintain products (Aircraft, engines and propellers), parts and appliances
 - iv. provide regulatory governance and oversight to organisations performing DASR M functions on its behalf.
- e. Certified CAMOs will already have submitted an exposition and be authorised by the Authority. The OCS need only refer to that authorisation and the appointed CAM.

Compliance with DASR

- f. The OCS should demonstrate how the MAO will meet DASR in accordance with:
 - i. DASR GR.15
 - ii. DASR GR.20
 - iii. DASR GR.25
 - iv. DASR GR.30
 - v. DASR SMS.
- g. **Accountable Manager attestation and signature.** The AM should make the following attestations and sign the OCS:

I am accountable for [insert organisation] compliance with the Defence Aviation Safety Regulation.

This Operations Compliance Statement for a Military Air Operator Certificate and Operations Specification is complete and correct.

I am satisfied that appropriate arrangements are in place to meet the Defence Aviation Safety Regulation and support the scope of Flight Operations contained in the Operations Specification.

GM ARO.100(c) – MAOC

- a. Readiness to conduct Flight Operations in accordance with the requirements of a MAOC is demonstrated by an Operations Compliance Statement (OCS). The Authority will issue a MAOC when satisfied that the applicant organisation can meet the requirements of DASR ARO.100(a) and DASR ARO.100(b).
- b. **Initial Issue of MAOC and attached OpSpec.** The applicant organisation is to submit an OCS. The Authority, when satisfied that all the requirements have been met, will issue a MAOC and OpSpec.
- c. **Application for reissue of or variation to a MAOC.** The MAO is to amend the extant OCS and submit this to the Authority, highlighting those MAOC items being varied. The Authority, when satisfied, will issue a new MAOC.
- d. **Application for variation of MAOC OpSpec.** The MAO is to amend the extant OCS and submit this to the Authority, highlighting those OpSpec items being varied. The Authority, when satisfied, will issue an updated OpSpec for the MAOC. Application for variation to an OpSpec is required, at a minimum, when there is:
 - i. addition or removal of an Aircraft type
 - ii. change to Aircraft airworthiness instrument, eg transition from SFP to MRTC
 - iii. change to Aircraft Role as specified in SOIU CRE
 - iv. request to impose or remove specific approvals
 - v. request to impose or remove operational limitations.
- e. **Addition of an Aircraft Type to MAOC OpSpec.** The OCS for the addition of an Aircraft type to an MAOC OpSpec addresses whether the MAO can safely operate the Aircraft within its SOIU and maintain them in airworthy condition. The statement does not need to address, but may reference, the attached MTC, MRTC, MPTF, and Aviation Safety Acquisition Management Plan (ASAMP) to demonstrate how the new capability will be transitioned safely into service.
- f. **MTC, MRTC and MSTC.** Major changes to Type Design and issue of MSTCs are regulated under DASR 21. However, where the MSTC significantly alters the role or operation of an Aircraft type, the MAO should submit an OCS addressing that change. The Authority should always be consulted to determine what review requirements the Authority has for such changes to the Aircraft's design or role. The acquisition agency should appoint a

coordinator to liaise with, and obtain the necessary inputs from: the Authority, acquisition agencies, foreign MAAs, other agencies, and MAO staff. The acquisition agency should regularly liaise with the Authority, and MAO staff for guidance and clarification on meeting their requirements, including the evidence required for submission.

1. include the following information:
 - i. the MAO organisation name
 - ii. the location of the MAO headquarters
 - iii. a statement that operations will be in accordance with the attached OpSpec
 - iv. Accountable Manager (AM)
 - v. Continuing Airworthiness Manager (CAM)
 - vi. Hazard Tracking Authority (HTA)
 - vii. all Aircraft types operated by the MAO
 - viii. Aircraft roles in accordance with SOIU CRE
 - ix. specific approvals requested for Aircraft operated by the MAO.
2. identify reference to an approved SOIU for each Aircraft type operated
3. provide a summary of the status of each element of the Flying Management System required by DASR ORO.10
4. identify the availability and method of document control for MAO OIP and single Service OIP, necessary to safely conduct Flight Operations
5. identify the approval status of training and qualification requirements necessary for personnel to support Flight Operations in the required CRE
6. identify the approval status of FSTD requirements necessary to support Flight Operations in the required CRE
7. confirm suitable and competent personnel to support Flight Operations
8. confirm suitable operations facilities and buildings are available for use
9. utilise a Quality Management System (QMS) to achieve consistency, continuity and compliance of safe operations—through quality planning, quality assurance, quality control and quality improvement ▼ **GM** ▼ **AMC**

AMC ARO.100(c)9 – Quality Management System (QMS)

- a. The MAO should have a QMS that achieves the following purposes:

- i. **Quality planning.** Quality planning defines the quality policy and approach so as to meet the safety needs of the MAO.
- ii. **Quality assurance.** Quality assurance, provided through a quality assurance program, contains procedures to verify all activities are being conducted in accordance with applicable safety requirements.
- iii. **Quality control.** Quality control is managed by appointed representatives to monitor conformance with, and adequacy of procedures and services, to ensure safe operations.
- iv. **Quality improvement.** Quality improvement consists of reviews and remedial action as appropriate, for the continuous improvement of the safety of operations.

GM ARO.100(c)9 – Quality Management System (QMS) (AUS)

- a. **Purpose. (Context)** A MAO-AM is required to deliver a military aviation capability. **(Hazard)** Ineffective management of the consistency and continuity of the military aviation capability adversely affects Aviation Safety. **(Defence)** This regulation requires MAOs to implement controls to ensure Flight Operations are conducted as an approved organisation and managed to ensure Aviation Safety.
- b. The MAO may integrate their QMS with their other management systems (eg SMS, DASR M) into a single management system, commensurate with the size and scope of the organisation. However, integrated systems must remain compliant with all relevant DASR.
 10. identify that the MAO can satisfactorily maintain the Airworthiness of Aircraft types listed on the certificate through a Continuing Airworthiness Management Organisation (CAMO)
 11. demonstrate how the MAO will comply with DASR s relevant to the operation
 12. include an attestation by the AM that:
 - i. the AM is accountable for the organisation's compliance with DASR
 - ii. the OCS is complete and correct
 - iii. appropriate arrangements are in place to support the scope of Flight Operations contained in the OpSpec.
- (d) An air operator must establish and maintain a Safety Management System (SMS), in accordance with DASR SMS.



Defence Aviation Safety Authority

DASR AMENDMENT RECORD
DCP 2022 - 018

DASR CLAUSE: DASR SPA.50 Defence Navigation Approvals

RATIONALE FOR CHANGE

DASA drafted new regulation DASR SPA.50 Defence Navigation Approvals to address the absence of Defence regulation for the effective management of Defence navigation operations aviation safety hazards.

CURRENT REGULATION TEXT

See Below Enclosure 1 to DCP 2022 018 - DASR SPA.50 Defence Navigation Approvals (BP25709475)

REVISED REGULATION TEXT

See Below Enclosure 1 to DCP 2022 018 - DASR SPA.50 Defence Navigation Approvals (BP25709475)



BP25709475

DASR SPA.50 (VERSION 3.1) FOR FEB 2024 DASR RELEASE

‘DEFENCE NAVIGATION APPROVALS’

Contents

- Section 1:** Additions and modifications to the DASP Manual Glossary of Terms and Acronym List
- Section 2:** New DASR SPA.50 Part only
- Section 3:** New DASR SPA.50 Part, Acceptable Means of Compliance (AMC) and Guidance Material (GM)

SECTION 1: ADDITIONS TO THE DASP GLOSSARY AND ACRONYMS LIST

1. [DASA will add the following new or modified definitions to the DASP Manual Glossary of Terms:](#)

Area Navigation (RNAV)

Method of navigation that permits aircraft operation on any desired flight path within the coverage of ground-based or spaced-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

Note: Area navigation includes PBN as well as other operations that do not meet the definition of PBN.

Civil Aviation Authority (CAA)* ¹

The CAA means the authority that is responsible for regulating civil aviation in the country; and includes:

- a. for Australia—the Civil Aviation Safety Authority
- b. if the European Aviation Safety Agency (EASA) carries out functions on behalf of the country—EASA
- c. for China, for matters relating to Hong Kong—the Civil Aviation Department of Hong Kong.

Performance Based Navigation (PBN)

Area navigation based on performance requirements for aircraft operating along an Air Traffic Services (ATS) route, on an instrument approach procedure or in a designated airspace.

Note: Performance requirements are expressed in navigation specifications (ie RNAV specification, RNP specification) in terms of accuracy, integrity, continuity, availability and functionality needed for the proposed operation in the context of a particular airspace concept.

Reduced Vertical Separation Minima (RVSM)

Reduced vertical separation minimum of 300 m (1000 ft) between FL 290 and FL 410 inclusive.

¹ Civil Aviation Authority (CAA) replaces the National Airworthiness Authority (NAA) term in DASP Manual Glossary.

Required Navigation Performance (RNP)

A statement of the navigation performance necessary for operation within a defined airspace.

Note: Navigation performance and requirements are defined for a particular RNP type or application.

2. **DASA will add the following new acronyms to the DASP Acronym List:**

ACRONYM	EXPANSION
CAA	Civil Aviation Authority
EUROCAE	European Organisation for Civil Aviation Equipment
FLTAUTH	Flight Authorisation
FLTAUTHO	Flight Authorisation Officer
GNSS	Global Navigation Satellite System
OCS	Operations Compliance Statement
PBN	Performance Based Navigation
RNP	Required Navigation Performance
RNAV	Area Navigation
RTCA	Radio Technical Commission for Aeronautics
RVSM	Reduced Vertical Separation Minima

SECTION 2: NEW DASR SPA.50 PART ONLY

The following is a new DASR Part.

DASR SPA – Specific Purpose Approval

SPA.50 – DEFENCE NAVIGATION APPROVALS (AUS)

▶ GM

- (a) The MAO must obtain approval IAW [DASR ARO.100](#) for the following Defence navigation Operations: ▶ GM1 ▶ GM2 ▶ AMC
1. Performance Based Navigation (PBN)
 2. Reduced Vertical Separation Minima (RVSM)
 3. North Atlantic High-Level Airspace (NAT HLA).
- (b) The MAO must utilise navigation equipment and management, monitoring and alerting controls for Defence navigation Operations defined at DASR SPA.50(a), that: ▶ GM
▶ AMC
1. complies with initial Airworthiness and Aircraft eligibility ▶ GM1 ▶ GM2 ▶ AMC
 2. ensures operations will not compromise Suitability For Flight. ▶ GM1 ▶ GM2
▶ AMC1 ▶ AMC2
- (c) The MAO must utilise defined training and Currency requirements IAW [DASR AIRCREW.10](#) for all Defence navigation Operations. ▶ GM

SECTION 3: NEW DASR SPA.50 PART, AMC and GM

The following is the DASR SPA.50 Part, AMC and GM. **AMC in purple** text. **GM in brown** text.

DASR SPA – Specific Purpose Approval

SPA.50 – DEFENCE NAVIGATION APPROVALS (AUS)

▼ GM

GM SPA.50 – Defence navigation approvals (AUS)

- a. **Purpose. (Context)** CAAs have introduced Performance Based Navigation (PBN), Reduced Vertical Separation Minima (RVSM) and North Atlantic High Level Airspace (NAT HLA) requirements to deliver global improvements in air navigation safety, capacity and efficiency. Defence can utilise PBN, RVSM and NAT HLA when operating in national and international Airspace. **(Hazard)** Suitability For Flight can be compromised by inadequate compliance with PBN, RVSM and NAT HLA requirements causing reduced separation from obstacles or other Aircraft. **(Defence)** This regulation requires MAOs that utilise PBN, RVSM or NAT HLA capabilities to implement defined controls to ensure Suitability For Flight.
- b. The following additional acronyms and terms are used in DASR SPA.50:

Acronym	Description
ADS-C	Automatic Dependent Surveillance – Contract
APCH	Approach
APV	Approach with Vertical Guidance
AR	Authorisation Required
A-RNP	Advanced RNP
B-RNAV	Basic RNAV
CPDLC	Controller-Pilot Data Link Communications
FL	Flight Level
FRT	Fixed Radius Transition
LNAV	Lateral Navigation
LNAV / VNAV	Lateral Navigation with Vertical Navigation
LP	Localiser Performance
LPV	Localiser Performance with Vertical Guidance
NAT HLA	North Atlantic High Level Airspace
P-RNAV	Precision RNAV
RF	Radius to Fix
RNP	Required Navigation Performance
RNP APCH	RNP Approach
RNP AR	RNP Authorisation Required
RNP AR APCH	RNP Authorisation Required Approach
RNP AR DP	RNP Authorisation Required Departure Procedures

SBAS	Satellite Based Augmentation System
TOAC	Time of Arrival Control
UTC	Coordinated Universal Time
VNAV	Vertical Navigation

Term	Definition
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Calendar day	A 24-hour period from midnight to midnight based on either UTC or local time, as selected by the MAO. All calendar days are considered to run consecutively.
Conventional routes and procedures	Published navigation routes and instrument procedures defined by ground-based navigation aids.
Fixed Radius Transition (FRT)	In an FRT, a fixed radius value is associated with a waypoint, and the area navigation system is required to fly by that waypoint using the same turn radius regardless of the Aircraft ground speed.
Navigation specification	A set of Aircraft and Aircrew requirements needed to support PBN Operations within a defined Airspace, being either of: <ol style="list-style-type: none">RNAV specification. A navigation specification based on area navigation that does not include the requirement for on-board performance monitoring and alerting, designated by the prefix RNAV (eg RNAV 5, RNAV 1).RNP specification. A navigation specification based on area navigation that includes the requirement for on-board performance monitoring and alerting, designated by the prefix RNP (eg RNP 4, RNP APCH).
Radius to Fix (RF)	A constant radius circular path around a defined turn centre that terminates at a fix.
Time of Arrival Control (TOAC)	TOAC is a system capability that determines the necessary and available adjustments to Aircraft speed and vertical profile necessary to satisfy a required time of arrival at a fix.

- (a) The MAO must obtain approval IAW [DASR ARO.100](#) for the following Defence navigation Operations: ▼ **GM1** ▼ **GM2** ▼ **AMC**

AMC SPA.50(a) –OpSpec variations for PBN, RVSM and NAT HLA (AUS)

- The MAO should use [DASR Form 139a](#) to request an OpSpec variation.
- The MAO should use [DASR Form 1307](#) and an updated OCS to request new or revised navigation approvals in the OpSpec for the following:
 - PBN navigation specifications:

- (a) RNAV 10 (RNP 10)
 - (b) RNAV 5
 - (c) RNAV 2
 - (d) RNAV 1
 - (e) RNP 4
 - (f) RNP 2
 - (g) RNP 1
 - (h) A-RNP
 - (i) RNP 0.3 (Helicopter)
 - (j) RNP APCH, including:
 - (i) LNAV
 - (ii) LNAV / VNAV
 - (iii) LP
 - (iv) LPV
 - (k) RNP AR (RNP AR APCH and RNP AR DP Operations may include One Engine Inoperative (OEI) procedures), including:
 - (i) RNP AR APCH
 - (ii) RNP AR DP
 - (iii) PBN supplementary capabilities:
 - (a) APV / Baro-VNAV
 - (b) Radius to Fix (RF)
 - (c) Fixed Radius Transition (FRT)
 - (d) Time of Arrival Control (TOAC)
 - (e) use of suitable area navigation systems on conventional routes and procedures (both en route and terminal)
- ii. RVSM
 - iii. NAT HLA.

GM1 SPA.50(a) – Defence navigation approvals (AUS)

The DASR requirement for MAOs to obtain approval for all RNP specifications differs from CASA. Under the CASA system an Operator is required to seek approval for a limited number of specifications (RNP AR APCH, and RNP 0.3). Operations under the remaining specifications require the Operator to utilise TSO equipment. However, DASA approvals may not require TSO equipment provided capability, functionality and performance equivalence can be demonstrated. In addition, CASA requires that the Aircraft Flight Manual states that the aircraft is capable of the particular navigation specification—where DASA does not. CASA surveillance includes an annual audit of the Operator’s PBN training program. Whereas, DASA does not require an annual audit of the MAO’s PBN training program.

GM2 SPA.50(a) – Defence navigation approvals and specifications in context (AUS)

- a. Table GM2 SPA.50(a)–1 lists typical Defence navigation Operations and corresponding navigation approvals and specifications.

LSN	Typical Defence navigation operations	Applicable navigation approvals and specifications
1	Australian continental Operations not entering oceanic Airspace that include en route, terminal and RNAV (GNSS) approach.	<ul style="list-style-type: none"> • RNP 2 • RNP 1 • A-RNP • RNP APCH (LNAV)
2	Australian continental Operations not entering oceanic Airspace that include en route, terminal and RNAV (GNSS) approach with Baro-VNAV.	<ul style="list-style-type: none"> • RNP 2 • RNP 1 • A-RNP • RNP 0.3 (Helicopter) • RNP APCH (LNAV) • RNP APCH (LNAV/VNAV) • RNP AR
3	Operations entering oceanic Airspace as well as continental Operations that include en route, terminal and RNAV (GNSS) approach.	<ul style="list-style-type: none"> • RNAV 10 (RNP 10) • RNP 2 • RNP 1 • A-RNP • RNP APCH (LNAV)
4	Operations entering oceanic Airspace as well as continental Operations that include en route, terminal and RNAV (GNSS) approach that will also be operating in Airspace with the service volume of a Space Based Augmentations System (SBAS) system.	<ul style="list-style-type: none"> • RNAV 10 (RNP 10) • RNP 2 • RNP 1 • A-RNP • RNP APCH (LP) • RNP APCH (LPV)
5	Operations entering oceanic Airspace with reduced separation (30 NM lateral and longitudinal separation) as well as continental Operations that include en route, terminal and RNAV (GNSS) approach. Note: There are likely to be additional requirements for Aircraft to be equipped with Controller-Pilot Data Link Communications (CPDLC) and Automatic Dependent	<ul style="list-style-type: none"> • RNAV 10 (RNP 10) • RNP 4 • RNP 2 • RNP 1 • A-RNP • RNP APCH (LNAV)

LSN	Typical Defence navigation operations	Applicable navigation approvals and specifications
	Surveillance – C (ADS-C) to support reduced separation Operations in oceanic Airspace.	
6	Aircraft that operate in B-RNAV Airspace in Europe.	<ul style="list-style-type: none"> • RNAV 5
7	Aircraft that operate in European P-RNAV Airspace or US RNAV Type A or Type B Airspace.	<ul style="list-style-type: none"> • RNAV 1 • RNAV 2
8	Aircraft that operate in RVSM Airspace (FL290 to FL410)	<ul style="list-style-type: none"> • RVSM
9	Aircraft that operate in North Atlantic High Level Airspace between FL285 and FL420	<ul style="list-style-type: none"> • NAT HLA

Table GM2 SPA.50(a)-1 – Typical Defence navigation Operations and the corresponding navigation approvals and specifications

- b. Note, an RVSM approval is valid globally provided that the MAO prescribes any operating procedures specific to a given region in OIP.
 - 1. Performance Based Navigation (PBN)
 - 2. Reduced Vertical Separation Minima (RVSM)
 - 3. North Atlantic High-Level Airspace (NAT HLA).

(b) The MAO must utilise navigation equipment and management, monitoring and alerting controls for Defence navigation Operations defined at DASR SPA.50(a), that: ▼ **GM**
▼ **AMC**

AMC SPA.50(b) – Navigation equipment and management, monitoring and alerting controls (AUS)

The MAO must utilise the navigation equipment and management, monitoring and alerting controls defined in [DASA Form 1307](#) for the relevant navigation approvals.

GM SPA.50(b) – DASA Form 1307-Application for Navigation Specification Approval (AUS)

- a. MAOs should submit a completed DASR Form 1307 for Defence navigation approval requests. DASA assesses the evidence MAOs submit for each specification approval sought against the eligibility requirements. The eligibility requirements include technical and operational components.
- b. MAOs, that cannot meet Aircraft eligibility requirements outright, may demonstrate alternate compliance via DASR Form 1307.
 - 1. complies with initial Airworthiness and Aircraft eligibility ▼ **GM1** ▼ **GM2** ▼ **AMC**

AMC SPA.50(b)1 – Demonstration of compliance for Aircraft Eligibility (AUS)

- a. **Equipage Requirements.** The level of equipage provided to meet aircraft eligibility requirements must be included in the TCB.
- b. **Demonstration of Compliance.** Demonstration of compliance with Aircraft Eligibility requirements can be met IAW AMC to DASR 21.A.20 through either:
 - i. Compliance Demonstration evidence developed by a MDOA holder (or alternative as agreed by the Authority); or
 - ii. through appropriate evidence of prior certification provided by another CAA / MAA.

GM1 SPA.50(b)1 – Demonstration of compliance for Aircraft Eligibility (AUS)

If approval is being sought as part of initial Aircraft acquisition, aircraft eligibility will be documented in the aircraft TCB and TCDS when the MTC is issued. Where a Defence aircraft has not previously been certified for PBN or RVSM, a major change to Type Design will be required, to update the aircraft's Type Certification Basis (TCB). Supplementation may be required to include equipage requirements, and will be implemented through agreed tailoring. See AMC1 to DASR 21.A.17A.

GM2 SPA.50(b)1 – Alternate means of demonstrating compliance

Defence aircraft, in particular aircraft which are not civil derivative, will not often be able to achieve strict compliance with the civil PBN and RVSM requirements. In this case, an alternative means of establishing compliance with the civil standards, in which equivalent performance outcomes are demonstrated, may be acceptable to the Authority. These alternate means will achieve an equivalent level of safety and will be implemented through agreed tailoring to the TCB documented by MCRI. See AMC1 to DASR 21.A.17A.

2. **ensures operations will not compromise Suitability For Flight.**
▼ GM1 ▼ GM2 ▼ AMC1 ▼ AMC2

AMC1 SPA.50(b)2 – Suitability For Flight (AUS)

- a. MAO controls for Defence navigation Operations should include:
 - i. OIP that address Defence navigation Operations, inclusive of:
 - (a) PBN, RVSM and NAT HLA Airspace, route or procedure operating criteria
 - (b) procedures where navigation Operations are not able to sustain promulgated navigation management, monitoring and alerting requirements
 - (c) consideration of:
 - (i) oceanic and remote continental region Operations

- (ii) Minimum Equipment List (MEL) requirements, or equivalent requirements
 - (iii) degraded navigation Operations
 - (iv) GNSS integrity availability scenarios during Flight Planning
 - (v) navigational error management pre-Flight and in-Flight
 - (vi) use of suitable area navigation systems on conventional routes and procedures (both en route and terminal)
- ii. risk assessments in accordance with [DASR SMS](#), including consideration of the scope of Operations for the requested navigation approvals.

AMC2 SPA.50(b)2 – Navigation database integrity (AUS)

- a. MAO controls to ensure the integrity of the navigation Operations database should include:
- i. evidence that navigation data received by the MAO will satisfy prescribed requirements for required navigation approvals and routes
 - ii. OIP for the management of navigation data integrity for navigation approvals and routes flown, including:
 - (a) descriptions of MAO interfaces to, and product from, applicable commercial navigation database providers and the Aeronautical Information Service – Air Force (AIS-AF)
 - (b) in circumstances where blended commercial and AIS-AF navigation database products are necessary, the corresponding database integrity controls
 - (c) management, maintenance (where applicable) and verification of navigation databases
 - (d) the identification, management and closure of navigation database discrepancies with the database provider
 - (e) Aircrew procedures for:
 - (i) checking navigation database validity
 - (ii) loading or selecting a new navigation database
 - (iii) verifying the navigation database required for the specific PBN Operation includes the routes and procedures required for the Flight
 - (iv) navigation database expiry contingencies
 - iii. that where the navigation database has expired:

- (a) an Aircraft that is operated IAW a MEL (or equivalent) that includes navigation database relief may operate for up to three calendar days after the database expires
 - (b) an Aircraft that is not operated with a MEL (or equivalent) may operate for a period of not more than 72 hours from the time that the database expires.
- b. Navigation data should satisfy the requirements of RTCA DO-200 or EUROCAE ED-76 (latest revisions) for the requested navigation approvals and routes, and be compatible with the intended function of the Aircraft equipment used.

GM1 SPA.50(b)2 – Flight Authorisation (FLTAUTH) (AUS)

A Flight Authorisation Officer (FLTAUTHO) who has experience in the navigation Operation being authorised, may support improved hazard identification through a better appreciation of factors affecting such operations, including degraded or failed navigation equipment or aircraft instruments. FLTAUTHOs should self-assess their competency to conduct the FLTAUTH for the Defence navigation Operations being authorised, inclusive of potential abnormal or alternate procedures required.

GM2 SPA.50(b)2 – Navigation database integrity and discrepancies (AUS)

Additional navigation database integrity and discrepancy guidance is available from CASA [Civil Aviation Order 20.91](#) (*Instructions and directions for Performance Based Navigation*) Instrument 14, of 2 Nov 2018.

- (c) The MAO must utilise defined training and Currency requirements IAW [DASR AIRCREW.10](#) for all Defence navigation Operations. ▼ **GM**

GM SPA.50(c) – Defence navigation Operations training and Currency requirements (AUS)

PBN, RVSM and NAT HLA Operations training development supporting material is accessible from the *Aviation Operations Supporting Material* webpage of the DASA internal website.



DASR AMENDMENT RECORD DCP 2023 - 039

DASR CLAUSE: GM UAS.30.B(2)

RATIONALE FOR CHANGE

DASA intend to publish additional guidance material under GM UAS.30.B(2) on the use of DASA developed templates for a UAS SOIU or CRE. The use of these templates by the Regulated Community (RC) is optional, hence their inclusion under GM and not AMC. Further, the guidance will include a direct link to both templates that the RC can download and use when documenting their role and operating environment for Specific Category UAS.

For UAS SOIU Template (first link) ref: BP36407672

For UAS CRE Document Template (second link) ref: BP36407668

CURRENT REGULATION TEXT

[N/A]

REVISED REGULATION TEXT

[Insert at UAS.30.B(2)]

GM UAS.30.B(2) - Documenting UAS role and operating environment

1. When DASA directs that the UASOP applicant must document the role and operating environment in an SOIU, the UASOP applicant may use the UAS SOIU template <link to DASR Templates>. SOIU approval is IAW AMC ARO.50.A. When an SOIU is not required, the UASOP applicant may use a UAS CRE document template for capturing the Configuration, Role and operating Environment (CRE) <link to DASR Templates>. The Commander/Group Head (or delegate) may approve the UAS CRE document. In any case, a UASOP applicant must reference the document defining the designated CRE as per AMC UAS.30.B.3(b) in the relevant DASR Form 152.

