



## DASR RELEASE 27 SEP 18 - TOP LEVEL CHANGES

The second DASR release of 2018 was published on to the [DASA webpage](#) on 27 Sep 18. In this release, the following are the top level changes:

### DASR SMS

1. Recent events surrounding the alignment with WHS legislation and the release of SMS-related ICAO documents have driven major changes in the SMS space. The latest release of the DASR SMS represents the current collective knowledge regarding the SMS topic. Major points of change that should be noted include:
  - a. The SMS elements have been brought out of AMC and are now at the regulation level - This clarifies the expected framework.
  - b. The element 'Third party relationships and interactions' has been removed (there are now 12 elements). This has been done to closer reflect ICAO's structure. The associated content is now an assumed part of safety risk management processes.
  - c. Element 2.2. 'Risk assessment and mitigation' now repeats the critical risk management elements contained within the WHS Act and WHS Regulations. Guidance material for this element now point out to the contents of [AC 003/2018](#) for further detail.
  - d. The 3rd SMS component 'Safety Assurance' has been renamed 'Safety Oversight and Improvement' so as to not confuse the activities contained within, with those of DASA.
  - e. Content relating to safety investigations and safety reporting systems have been moved from element 3.1. to element 2.1. 'Hazard identification'.
  - f. Most guidance material throughout the document has been replaced with a compressed version of the material contained within ICAO's SMM (Doc 9859) 4th Edition draft.

## **DASR 21**

2. Under DASR Change Proposal (DCP) 2018 – 004 (Major changes to type-design), AMC and GM has been amended to address the following:
  - a. Clarify eligibility requirements for MTC holders and Project Offices, including new guidance on use of recognition arrangements in support of engagement of external (but within recognised NAA/MAA system) design organisations.
  - b. Recognition requirements to support leveraging of prior certified designs for relief against the requirement to develop compliance demonstration evidence, including guidance on how those designs are accounted for within the applicant’s declaration of compliance.
  - c. Applicant submitting a major design (or design change) for approval, where that design has been developed through arrangements with an external (within a recognised NAA/MAA system) design organisation, to ensure the recognition framework requirements have been met.
3. Under DCP 2018 – 008 (Risk Management in Aircraft Design), AMC and GM has been amended with the following key outcomes:
  - a. Linking specific instances within DASR 21 regulations where risk management is directly applied in the execution of responsibilities (e.g. corrective action for Airworthiness Directives, managing MCRI, applying for approval of MPTF flight conditions) to the SMS risk management process.
  - b. DASR 21 amendments to better convey semantics relating to duty holders and legislative requirements to eliminate, or where not practicable, minimise risk SFARP.
  - c. Added content to provide instrument and certificate holders with greater clarity on risk management expectations where any design risks to their product, identified via conduct of their 21.A.3A responsibilities, are below the 21.A.3A reporting threshold.

## **DASR SPA**

4. Under DCP 2018 – 001 (DASR.SPA.10 Command Clearance), the previous version of DASR.SPA.10 has been deleted in its entirety and replaced with a completely revised regulation. This is due to the fact that AwB reports and Safety Assurance oversight activities demonstrated that Command Clearance was not clearly understood. There has been no change to the actual regulation, but unnecessary GM and AMC has been removed. DASR.SPA.10 is now outcome-based, allowing for the Ensure organisations to determine how they meet the regulatory requirements.

## **DASR.AvSS/DASR.ANS**

5. Under DCP 2018 – 057, DASR.AvSS and DASR.ANS have been removed and replaced by DASR Air Navigation Service Providers (DASR.ANSP). DASR AvSS and DASR.ANS are Command requirements under the *WHS Act 2011* and do not belong in DASR. Much of what was contained in DASR ANS and DASR AvSS can be found in Command OIP.

## **DASR ANSP**

6. DASR ANSP is a completely new regulation that reflects the MAO concept. An Air Navigation Service Provider (ANSP) will be certified by DASA and will have an Accountable Manager (nominally at 1 star level). DASR ANSP contains both operations and technical regulatory requirements aligning with international practice. DASR ANSP is based on European Aviation Safety regulation but maintains an Australian context. As an outcome based regulation, DASR ANSP affords flexibility to the Accountable Manager. DASR.ANSP will regulate Air Traffic Control, Aeronautical Information Services and Defence Meteorology.

7. DASR ANSP regulation consists of:

- a. **ANSP.10 Organisational Approval** which constrains the ANSP to only provide the service described in the certificate
- b. **ANSP.20. ANSP Certificate** which describes the requirements for obtaining a certificate
- c. **ANSP.30 Organisational Structure** which describes the expected type of organisational structure
- d. **ANSP.40 Safety Management Systems** which describes the expected SMS
- e. **ANSP.50 Quality Management Systems** which describes the expected QMS
- f. **ANSP.60 Operations Manuals** which describes the Orders, Instructions and Publications requirements
- g. **ANSP.70 Equipment, Systems and Installations** which describes the specific technical, engineering and logistics requirements
- h. **ANSP.80 Personnel Competency and Licencing** describes the generic competency requirements for ANSP personnel, as well as specific licencing requirements for Air Traffic Controllers.

## **DASR 145/M**

8. DASA has revised the defect management process through the development of a new [AC 005/18 – Management of Defects](#) (superseding Advisory Circular 005/2017) and AMC (AMC 145.A.50 (e) - Certification of maintenance, AMC M.A.301 (a) (2) - Continuing airworthiness tasks) to provide simple, clear and defensible guidance on the management of defects.

## **DASR 66**

9. Under DCP 2018 – 033, a new AMC and GM has been added to DASR 66.A.20(b)2 which provides QMs with some flexibility in authorising licence holders to use their licences if they do not meet the currency criteria specified in that clause.

## **GENERAL ADMIN**

10. In addition to the above major changes, numerous minor and editorial changes were made to the DASR. Please see online DASR for details.

11. Please note that:

- a. Access to DASR (including AMC, GM and forms) should always be through the online portal.
- b. DASR change proposal or clarification queries should be submitted via [DASR Form 111](#).
- c. Any other DASR related feedback can be provided via: [dasa.dasr@defence.gov.au](mailto:dasa.dasr@defence.gov.au).