

## SUMMARY OF CHANGES – 10 APR 2020 DASR RELEASE

Additional text introduced in the Apr 20 DASR release is indicated below in red, while deletions are indicated by ►◄. In both cases, the reason for the change is provided in the 'Rationale' column.

DASR Clause	DCP Reference	Change Classification	Former Text	Revised Text / Implemented Change	Rationale
<b>General</b>					
DASR Acronym List	<a href="#">DCP 2019 - 055</a>	Editorial	See Annex A	See Annex A	<b>Update to the Glossary of Terms and DASR Acronym list</b>  Part of an ongoing cycle of review to ensure that they remain current and support the readers understanding of the information contained in the DASRs.
Glossary of Terms			See Annex B	See Annex B	
Glossary of Terms	<a href="#">DCP 2019 - 052</a>	Minor	Nil	<b>Critical Part:</b>  Critical parts are those parts required to be identified by the following airworthiness code clauses:  FAR 27.602 FAR 29.602 CS 27.602 CS 29.602 FAR 33.70 (termed engine life-limited parts) CS-E 515	<b>Added definition for 'Critical parts'</b>  While 'critical parts' are mentioned a number of times in DASRs, there is currently no definition for what constitutes a critical part.  In seeking a definition, it is noted that there is not a single definition of a 'critical part' amongst the various national airworthiness standards and regulations. For example, the definition of 'critical part' differs between helicopters and engine airworthiness standards.  Accordingly, the DASR Glossary has been amended to define 'critical part' through reference to a number of airworthiness codes that provide respective definitions.
<b>DASR 21</b>					
AMC 21.A.163(e)	<a href="#">DCP 2019 - 048</a>		<b>Procedure for the issue of a military permit to fly including approval of the flight conditions</b>  <b>2.2 Approval of the flight conditions (when relevant)</b>  The procedure should include the process to establish and justify the flight conditions, in accordance with <a href="#">DASR 21.A.708</a> and how compliance with DASR 21.A.710(c) is established, and include the <a href="#">DASR Form 18b—Flight Conditions for a Military Permit to Fly (Approval Form)</a> , as defined in <a href="#">DASR AMC 21.A.709(b)</a> for the approval under the MPOA privilege. If the flight test is to be conducted by an organisation outside of the MPOA holder approving the MPTF, flight conditions may only be approved by competent staff of a Military Air Operator (MAO) as determined by the relevant Delegate of the Safety Authority (DoSA) - Flight Test	<b>Procedure for the issue of a military permit to fly including approval of the flight conditions</b>  <b>2.2 Approval of the flight conditions (when relevant)</b>  The procedure should include the process to establish and justify the flight conditions, in accordance with <a href="#">DASR 21.A.708</a> and how compliance with DASR 21.A.710(c) is established, and include the <a href="#">DASR Form 18b—Flight Conditions for a Military Permit to Fly (Approval Form)</a> , as defined in <a href="#">DASR AMC 21.A.709(b)</a> for the approval under the MPOA privilege. If the flight test is to be conducted by an organisation outside of the MPOA holder approving the MPTF, flight conditions may only be approved after operational endorsement by competent staff of a Military Air Operator (MAO) as determined by the relevant Delegate of the Safety Authority (DoSA) - Flight Test	<b>Change to MAO and Authority/DoSA responsibilities with respect to flight condition approvals and operational endorsements.</b>  AMC has been altered to correctly reflect MAO and Authority/DoSA responsibilities.  Flight conditions approval can only be completed by the Authority/DoSAs or privileged MPOA/MDOA holders.  Competent staff of a MAO can only complete operational endorsement of flight conditions.
<b>DASR 139</b>					
All	<a href="#">DCP 2018 - 021</a>	Major	Nil	<a href="#">See Enclosure 1 (BP8692027)</a>	<b>New regulation introduced for the management of aerodromes.</b>  The previous five separate aerodromes regulations no longer reflected good practise and did not align with the updated DASRs. In order to better align with contemporary policy within the DASRs and the updated 2019 CASR Part 139 the latest amendment to the DASRs introduces the DASR 139 – Aerodromes regulations. These regulations incorporate significant

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					changes to the existing set of regulations and bring aerodrome regulations up to a contemporary standard.
<b>DASR 147</b>					
AMC1 147.A.105(f)	<a href="#">DCP 2019 - 057</a>	Minor	<b>Experience and Qualifications (AUS)</b>  Paragraph 1.b.(ii)  <b>Contractor instructors.</b> Instructors at contractor MTOs are to have a TAE 'Enterprise Trainer' skill set (Mentoring or Presenting) or equivalent qualification plus an Aeroskills Cert IV (or higher qualification) in the trade related to the subjects in which the individual is instructing or a DASR / CASA 66 B1 / B2 licence.	<b>Experience and Qualifications (AUS)</b>  Paragraph 1.b.(ii)  <b>Contractor instructors.</b> Instructors at contractor MTOs are to have a TAE 'Enterprise Trainer' skill set (Mentoring or Presenting) or equivalent qualification plus an Aeroskills Cert IV (or higher qualification) in the trade related to the subjects in which the individual is instructing or a DASR / CASA 66 B1 / B2 licence, with a Type rating relevant to the course(s) the instructor is delivering.	<b>Qualification requirements for instructors at a contractor Military Training Organisation (MTO).</b>  This AMC has been amended to provide additional clarification regarding the experience and qualifications for Contractor Instructors.  It identifies that the DASR / CASA 66 B1 / B2 licences held by instructors at Contractor MTOs should have a Type rating relevant to the course(s) the instructor is delivering.
Annex A to AMC 147.A.140	<a href="#">DCP 2019 - 054</a>	Minor	See Annex C	See Annex C	<b>Guidance for development of a 147 MTO Exposition (MTOE).</b>  This update expands the existing table of contents to include a guide for the development of a 147 MTOE.
<b>DASR Aircrew</b>					
AIRCREW.55	<a href="#">DCP 2020 - 001</a>	Editorial	<b>AIRCREW.55 CREW RESOURCE MANAGEMENT (CRM)</b>  (a) The MAO must ensure that crew resource management (CRM) training is conducted in accordance with approved OIP that includes: <ol style="list-style-type: none"> <li>CRM practices to be employed</li> <li>CRM training objectives and assessment criteria</li> <li>requirements for currency and re-qualification.</li> </ol>	<b>AIRCREW.55 NON-TECHNICAL SKILLS (NTS)</b>  (a) The MAO must ensure that ► Non-Technical Skills (NTS) ◀ training is conducted in accordance with approved OIP that includes: <ol style="list-style-type: none"> <li>► NTS ◀ practices to be employed</li> <li>► NTS ◀ training objectives and assessment criteria</li> <li>requirements for currency and re-qualification.</li> </ol>	<b>Changed Human Factor (HF) terminology - NTS replaces CRM.</b>  ADF Aviation has completed the transition of the Human Factor (HF) model from CRM to the aviation industry adopted model of NTS.  Instances of CRM required replacement with NTS within the DASR.  DASA intends for CRM to remain within the Glossary until the September 2020 DASR publication update (release).
<b>DASR ANSP</b>					
ANSP.70	<a href="#">DCP 2020 - 002</a>	Minor	<b>ANSP.70 Equipment, Systems and Installations (AUS)</b>  (a) An Air Navigation Service Provider must ensure that equipment, systems and installations support the safe and effective provision of service.	<b>ANSP.70 Equipment, Systems and Installations (AUS)</b>  (a) An Air Navigation Service Provider must ensure that equipment, systems and installations meet agreed standards and support the safe and effective provision of service.	Insertion of words "meet agreed standards and" to enforce regulated entities to engage with Authority to agree technical and software standards to be used for ANSP equipment, system and installations.
<b>DASR AO.GEN</b>					
AMC AO.GEN.05(d)	<a href="#">DCP 2019 - 056</a>	Editorial	<b>OIP Sponsorship Responsibilities (AUS)</b>  5. Further information and guidance on the management of OIP should be obtained from ACPA staff in the first instance. Specialist advice about the production, control and management of aviation publications should be sought from Aerospace Materiel Systems Project Office (AMSPO).	<b>OIP Sponsorship Responsibilities (AUS)</b>  5. Further information and guidance on the management of OIP should be obtained from ACPA staff in the first instance. Specialist advice about the production, control and management of aviation publications should be sought from ► Air Training and Aviation Commons System Program Office (ATACSPO). ◀	<b>Organisation name change – AMSPO changed to ATACSPO.</b>  This AMC editorial change reflects an organisational name change.  The name of the organisation Aerospace Materiel AMSPO has been changed to the ATACSPO.

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<b>DASR ARO</b>					
AMC ARO.50(a)	<a href="#">DCP 2019 - 055</a>	Editorial	<p><b>Statement of Operating Intent and Usage (AUS)</b></p> <p><b>Statement of Operating Intent and Usage Approval</b></p> <p>1. The <u>Statement</u> of Operating Intent and Usage (SOIU) should have a two stage approval process to ensure it satisfies an acceptable input to type certification and the operational commander's requirements.</p>	<p><b>► Statement ◀ of Operating Intent and Usage (AUS)</b></p> <p><b>► Statement ◀ of Operating Intent and Usage Approval</b></p> <p>1. The ► <b>Statement</b> ◀ of Operating Intent and Usage (SOIU) should have a two stage approval process to ensure it satisfies an acceptable input to type certification and the operational commander's requirements.</p>	Minor editorial correction.
<b>DASR SPA</b>					
GM SPA.40(a)	<a href="#">DCP 2019 - 061</a>	Editorial	<p><b>Defence Long Range Operations (AUS)</b></p> <p><b>Risk Management</b></p> <p>7. The aim of DLRO is to eliminate or otherwise minimise risks so far as is reasonably practicable (SFARP) to aircraft occupants in the event of an in-flight emergency, and to ensure the delivery of capability and achievement of the mission. This is done through the identification of the DLRO area of operations and the management of DLRO significant events. Analysis is focused towards the risk domains and processes provided within AAP 6734.001 – Defence Aviation Safety Manual. In identifying any risks associated with the conduct of long range flights, it is important to establish the applicability to aircraft types and the risk context.</p>	<p><b>Defence Long Range Operations (AUS)</b></p> <p><b>Risk Management</b></p> <p>7. The aim of DLRO is to eliminate or otherwise minimise risks so far as is reasonably practicable (SFARP) to aircraft occupants in the event of an in-flight emergency, and to ensure the delivery of capability and achievement of the mission. This is done through the identification of the DLRO area of operations and the management of DLRO significant events. Analysis is focused towards the risk domains and processes provided within ► ◀ the <b>Defence Aviation Safety Manual (DASM)</b>. In identifying any risks associated with the conduct of long range flights, it is important to establish the applicability to aircraft types and the risk context.</p>	<p><b>Reference to Australian Air Publication (AAP) 6734.001 replaced with DASM.</b></p> <p>AAP 6734.001 is no longer managed as an AAP. Accordingly, references to this AAP have been replaced with DASM.</p>
GM SPA.40(a)	<a href="#">DCP 2020 - 001</a>	Editorial	<p><b>Defence Long Range Operations (AUS)</b></p> <p><b>Risk Management</b></p> <p>Paragraph 12.b.(vii).</p> <p>vii. Aircrew fatigue and crew resource management.</p>	<p><b>Defence Long Range Operations (AUS)</b></p> <p><b>Risk Management</b></p> <p>Paragraph 12.b.(vii).</p> <p>vii. ► <b>The implementation of effective Non-Technical Skills (NTS) such as decision making, situation awareness, communication, stress and fatigue management.</b> ◀</p>	<p><b>Changed HF terminology - NTS replaces CRM.</b></p> <p>ADF Aviation has completed the transition of the Human Factor (HF) model from CRM to the aviation industry adopted model of NTS.</p> <p>Instances of CRM required replacement with NTS within the DASR.</p> <p>DASA intends for CRM to remain within the Glossary until the September 2020 DASR publication update (release).</p>
<b>DASR FT</b>					
AMC FT.05(b)	<a href="#">DCP 2019 - 048</a>	Minor	<p><b>Military Permit to Fly (AUS)</b></p> <p><b>Approval of Flight Conditions.</b> Flight conditions associated with an MPTF are approved separately and prior to the issue of the MPTF. With respect to paragraphs c. and d. above, where flight test is to be conducted by an organisation outside of the organisation approving the MPTF, flight conditions (see <a href="#">DASR 21.A.708</a> to DASR 21.A.710) may only be approved by competent staff of a Military Air Operator (MAO) as determined by the relevant Delegate of the Safety Authority (DoSA) - Flight Test (DoSA(FT)). Flight conditions are approved using either <a href="#">DASR Form 18a</a> (for organisations and MAO staff deemed competent) or <a href="#">DASR Form 18b</a> (by the Authority and DoSA(FT)).</p>	<p><b>Military Permit to Fly (AUS)</b></p> <p><b>Approval of Flight Conditions.</b> Flight conditions associated with an MPTF are approved separately and prior to the issue of the MPTF. With respect to paragraphs c. and d. above, where flight test is to be conducted by an organisation outside of the organisation approving the MPTF, flight conditions (see <a href="#">DASR 21.A.708</a> to DASR 21.A.710) may only be approved <b>after operational endorsement</b> by competent staff of a Military Air Operator (MAO) as determined by the relevant Delegate of the Safety Authority (DoSA) - Flight Test (DoSA(FT)). Flight conditions are approved using either <a href="#">DASR Form 18a</a> (for organisations ► ◀) or <a href="#">DASR Form 18b</a> (by the Authority and DoSA(FT)).</p>	<p><b>Change to MAO and Authority/DoSA responsibilities with respect to flight condition approvals and operational</b></p> <p>AMC has been altered to correctly reflect MAO and Authority/DoSA responsibilities with respect to flight condition approvals and operational endorsements.</p> <p>Flight conditions approval can only be completed by the Authority/DoSAs or privileged MPOA/MDOA holders.</p> <p>Competent staff of a MAO can only complete operational endorsement of flight conditions.</p>

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AMC FT.05(d)			<b>Flight Test Qualifications (AUS)</b>  <b>Flight test personnel qualifications, training and experience.</b> Requirements for the qualifications, training and experience of flight test personnel are specific to each flight test activity and are documented within the approval of flight conditions (see <a href="#">DASR 21.A.708</a> —Flight conditions) prior to issue of an MPTF. Flight conditions are approved by the Authority, or a Delegate of the Safety Authority (DoSA) - Flight Test (DoSA(FT)), or staff of a Military Air Operator (MAO) deemed competent by a DoSA(FT). (see DASR AMC 21.A.708 (AUS)).	<b>Flight Test Qualifications (AUS)</b>  <b>Flight test personnel qualifications, training and experience.</b> Requirements for the qualifications, training and experience of flight test personnel are specific to each flight test activity and are documented within the approval of flight conditions (see <a href="#">DASR 21.A.708</a> —Flight conditions) prior to issue of an MPTF. Flight conditions are approved by the Authority, or a Delegate of the Safety Authority (DoSA) - Flight Test (DoSA(FT)) ►◄. (see DASR AMC 21.A.708 (AUS)).	<b>Change to MAO and Authority/DoSA responsibilities with respect to flight condition approvals and operational</b>  This AMC has been amended to correctly reflect MAO and Authority/DoSA responsibilities with respect to flight condition approvals and operational endorsements.  Flight conditions approval can only be completed by the Authority/DoSAs or privileged MPOA/MDOA holders.  Competent staff of a MAO can only complete operational endorsement of flight conditions.
<b>DASR SMS</b>					
AMC SMS.A.25(a)	<a href="#">DCP 2019 - 059</a>	Editorial	<b>Safety Management System (AUS)</b>  1. Compliance with Defence's corporate aviation SMS solution, AAP 6734.001 (the Defence Aviation Safety Manual (DASM), AL9 or higher), currently satisfies the SMS requirements for the issue of an MAOC. Military Air Operators are to continue using the Aviation Safety Management System (ASMS) prescribed in the DASM, while it continues to evolve as a corporate SMS solution that incorporates all DASR SMS elements.	<b>► The Defence Aviation Safety Manual ◄</b>  1. Compliance with Defence's corporate aviation SMS solution, ► the <a href="#">Defence Aviation Safety Manual (DASM)</a> , ◄ currently satisfies the SMS requirements for the issue of a MAOC. Those entities subject to the DASR SMS Regulations and currently assessed against the DASM, are to continue using the Aviation Safety Management System (ASMS) prescribed in the DASM, while it continues to evolve as a corporate SMS solution that incorporates all DASR SMS elements.	<b>Reference to AAP 6734.001 replaced with DASM.</b>  AAP 6734.001 is no longer managed as an AAP. Accordingly, references to this AAP have been replaced with DASM.
<b>DASR UAS</b>					
UAS.60	<a href="#">DCP 2019 - 023</a>	Minor	<b>Occurrence Reporting (AUS)</b>  (a) The operator of a UAS shall: <ol style="list-style-type: none"> <li>report any identified condition of a UAS or any of its components which endangers flight safety</li> <li>establish an occurrence reporting system to enable collection and evaluation of safety occurrence reports.</li> </ol>	<b>Occurrence Reporting (AUS)</b>  (a) The operator of a UAS ► must report any identified UAS aviation safety event.  (b) The operator of a UAS under any one of the following UAS categories must report any identified UAS aviation safety issues: <ol style="list-style-type: none"> <li>Certified</li> <li>Specific Type A. The Authority will define the minimum reporting requirements as part of the UASOP approval process. ◄</li> </ol>	<b>Revised UAS Occurrence Reporting requirements.</b>  DASR UAS.60 - Occurrence Reporting has been amended in order to incorporate and align this section of DASR UAS with the DASM UAS Occurrence Reporting amendment that occurred in Nov 19.  Refer DASM AL1 Part 8 Chapter 8 Paragraph 8.20 - 21.  The proposal to amend DASR UAS 60 Occurrence Reporting aims to provide consistent UAS Occurrence Reporting information across the regulated community.  Multiple editorial updates required across DASR UAS to reflect updated terminology, spelling and grammatical errors and provision of information post 2019 UAS Symposium will be incorporated into the Sep 20 DASR publication
AMC UAS.60(a)			<b>AMC UAS.60(a) - Occurrence Reporting (AUS)</b>  1. <b>Purpose.</b> The purpose of this regulation is to promote an appropriate DASR safety management reporting system, whilst not mandating all the occurrence reporting requirements of manned aircraft or DASR Basic Regulation.  2. Where an unsafe condition occurs, it should be reported in a form and manner agreed by the Authority, as soon as practicable and in any case	<b>AMC UAS.60(a) - Occurrence Reporting (AUS)</b>  1. ► UAS aviation safety events and issues should be reported by the operator of a UAS in accordance with the Defence Aviation Safety Manual. ◄  2. ►◄  3. ►◄	



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			<p>dispatched not later than 72 hours after the identification of the possible unsafe condition</p> <p>3. The following formats are preferred:</p> <p>a. Form AE061 - Report on Aircraft or Aeronautical Product, for material related occurrences</p> <p>b. Aviation Safety Occurrence Report (ASOR) process in accordance with AAP <a href="#">6734.001</a> - Defence Aviation Safety Manual, for human factors related occurrences</p> <p>c. Form 44 - Occurrence Report</p> <p>d. other reporting system as agreed with the Authority.</p> <p>4. Each report should contain at least the following information</p> <p>a. UAS Operator details</p> <p>b. information necessary to identify the UAS and / or component, including software version if applicable</p> <p>c. date and time relative to any life or overhaul limitation in terms of flying hours / cycles/landings etc, as appropriate,</p> <p>d. details of the occurrence</p> <p>e. any other relevant information found during the evaluation or rectification of the condition in the period set out in paragraph 2 above.</p> <p>5. DASR Basic Regulation (BR) 35 - Air Operations EASA BR (Articles 8, 22), requires that Operators establish and maintain an accident prevention and safety programme, including an occurrence reporting programme, to aid in continually improving the safety of operations. While the DASR BR is broadly applicable to UAS, it was specifically written for the manned aircraft context, and consequently in some circumstances may be unnecessarily onerous for Specific and Open category UAS. Accordingly, the requirements should be moderated per the following paragraphs.</p> <p>6. <b>Certified category UAS.</b> For Certified category UAS, an occurrence reporting system, meeting the entirety of DASR 21.A.3A, DASR M.A.202 and DASR 145.A.60, is required.</p>	<p>4. ►◄</p> <p>5. ►◄</p> <p>6. ►◄</p> <p>7. ►◄</p> <p>8. ►◄</p> <p>9. ►◄</p> <p>10. ►◄</p>	

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			<p>7. <b>Specific category Type A UAS.</b> Specific category Type A can cover a wide scope of UAS sizes, designs and operations. Consequently, it is not practical to produce a single occurrence reporting AMC. In general terms, however, for UAS operating under a UASOP (Specific Type A), the Authority will define minimum occurrence reporting requirements as part of the UASOP approval process. The starting point for these requirements will be DASR 21.A.3A, DASR M.A.202 and DASR 145.A.60, but moderated to be commensurate with the particular UAS operating environment.</p> <p>8. <b>Specific category Type B UAS.</b> Specific category Type B can also cover a wide scope of UAS sizes, designs and operations. Occurrence reporting requirements should be commensurate with the particular UAS operating environment but it is not practical to produce requirements for every conceivable operation under Standard Scenarios. Requirements are therefore defined in general terms. Occurrence reporting to the Authority is only required when the Standard Scenario requirements and limitations, and risk controls employed for UAS operations allowed under that Standard Scenario, have provided an insufficient safety barrier to the risk, resulting in an incident involving, other airspace users, or people/critical infrastructure on the ground / water. Amongst other things this would include:</p> <ul style="list-style-type: none"> <li>a. failure of design features that: <ul style="list-style-type: none"> <li>i. trigger automatic actions upon loss of link</li> <li>ii. positively contain the UA within a pre-programmed volume.</li> </ul> </li> <li>b. UA escape from operational area / assigned airspace</li> <li>c. near misses with other aircraft</li> <li>d. in-flight collision with another aircraft</li> <li>e. near miss from a GP member</li> <li>f. in-flight collision with a GP member</li> <li>g. near miss from a MEP</li> <li>h. in-flight collision with a MEP</li> <li>i. near miss from critical infrastructure</li> </ul>		

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			<p>j. in-flight collision with critical infrastructure.</p> <p>9. <b>Open category UAS.</b> Occurrence reporting to the Authority for Open category UAS is only required when the Standard Operating Conditions have provided an insufficient safety barrier resulting in an increased risk to, or an incident involving, other airspace users, or people/critical infrastructure on the ground / water. Amongst other things this would include:</p> <p>a. near misses with other aircraft</p> <p>b. in-flight collision with another aircraft</p> <p>c. in-flight collision with a General Public (GP) member</p> <p>d. in-flight collision with a Mission Essential Personnel (MEP) resulting in injury</p> <p>e. in-flight collision with critical infrastructure.</p> <p>10. The relevant Command / Group, as the body responsible for authorising Open category UAS operations, should actively manage all UAS occurrences, beyond those listed above. This activity will contribute to the Command/Group's ongoing confidence that safety risks have been eliminated or otherwise minimised so far as is reasonably practicable. Adopting the following list, adapted from CASA AC 101-10, is not mandatory but provides contemporary guidance:</p> <p>a. a failure of the UAS to respond to flight commands from the RPS</p> <p>b. failure of the flight control unit, ie inertial measurement unit, global positioning system (GPS), inertial navigation system (INS)</p> <p>c. in-flight collision with any structure</p> <p>d. in-flight collision with any MEP</p> <p>e. UA structural failures</p> <p>f. any damage caused by collisions/handling</p> <p>g. near miss from a MEP or structure.</p>		
GM UAS.60(a)			Nil	<p><b>GM UAS.60.A - Occurrence Reporting (AUS)</b></p> <p>1. <b>Purpose.</b> Enhanced UAS safety and accident prevention will only be possible if information related</p>	

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				to UAS aviation safety events and issues is available in sufficient quantity and quality, from a broad range of UAS settings in a protected and comparable format. Full, open, timely and accurate reporting of information related to UAS aviation safety events and issues allows Defence to respond to information received and apply corrections to prevent future reoccurrence of such events and issues. This regulation requires the operators of UAS to ensure reporting requirements are completed pertaining to UAS related aviation safety events and issues.	
<b>DASR ORO</b>					
ORO.05	<a href="#">DCP 2018 - 021</a>	Major	<b>ORO.05 – CONDUCT OF FLYING OPERATIONS</b> (a) Defence registered aircraft must be operated: <ol style="list-style-type: none"> <li>within the approved Statement of Operating Intent and Usage (SOIU) and Configuration Role and operating Environment (CRE) parameters</li> <li>in accordance with the Type Certificate and MAOC limitations</li> <li>in accordance with the procedures in Defence AIP, except as required by the NAA of the state of operation</li> <li>as detailed in the Aircraft Flight Manual and applicable OIP</li> <li>in accordance with Defence OIP.</li> </ol>	<b>ORO.05 – CONDUCT OF FLYING OPERATIONS</b> (a) Defence registered aircraft must be operated: <ol style="list-style-type: none"> <li>within the approved Statement of Operating Intent and Usage (SOIU) and Configuration Role and operating Environment (CRE) parameters,</li> <li>in accordance with the Type Certificate and MAOC limitations,</li> <li>in accordance with the procedures in Defence AIP, except as required by the NAA of the state of operation,</li> <li>as detailed in the Aircraft Flight Manual and applicable OIP,</li> <li>in accordance with Defence OIP, and</li> <li>at certified aerodromes, non-certified aerodromes and any other non-defined areas where it is safe to do so.</li> </ol>	Introduces the concept of certified, and non-certified aerodromes to complement the changes introduced by the implementation of DASR 139 – Aerodromes.  While an Aerodrome may be certified, the GM reminds the MAO they are still responsible for the safe operations of their aircraft.
GM ORO.05(a)6			Nil	<b>GM ORO.05(a)6 – Aerodromes</b>  1. It is the responsibility of the MAO to determine which aerodromes are safe and suitable for the operation of their aircraft. The suitability of an aerodrome depends on aircraft capabilities, the declared features of the aerodrome and the activity being carried out.  2. Certified aerodromes operated under the oversight of a recognised NAA or MAA have systems in place to ensure the ongoing safety of the aerodrome. Defence aerodromes are regulated under DASR 139. NAA/MAA systems include design and maintenance standards, operational controls and reporting mechanisms to ensure that published data remains valid. Operations at these aerodromes therefore, have a lower level of risk than those at non-certified aerodromes.  3. Non-certified aerodromes may still meet the physical and operational characteristics as that of certified aerodromes but may have less oversight and assurance by an NAA or	



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				<p>MAA, due to potentially less stringent inspection and maintenance regimes.</p> <p>4. Aircraft can be operated from a non-defined area. Non-defined areas are not considered aerodromes but may be utilised subject to MAO-approved procedures.</p> <p>5. The MAO should consider a system to assess, control and manage the risk of operating at aerodromes other than those that are certified. The MAO is expected to use professional judgement in determining whether an aerodrome meets the requirements for safe operation of their aircraft in the absence of formal certification.</p>	
GM ORO.05(a)	<a href="#">DCP 2020 - 001</a>	Editorial	<p><b>Flight Operations (AUS)</b></p> <p>12. Since competency is measured against a standard of performance, flying organisations must determine what these standards are. Certain competencies are regarded as essential for the safe operation of all aircraft, so these are set under Defence-wide arrangements or articulated through common principles. For example, Defence has common principles relating to minimum levels of training and proficiency required to safely operate aircraft in general. There are also minimum training and qualification requirements stipulated for medical fitness and general aviation operations, such as basic flying training, crew resource management (CRM), aviation risk management (AVRM) and aviation safety. Flying organisations are responsible for establishing local requirements that relate more particularly to the organisation's operating environment, roles and aviation systems. Competency requirements must be sufficient in scope and detail to provide a suitable degree of confidence that a known level of safety can be achieved in flying operations when aviation systems are operated by personnel with prescribed qualifications and levels of experience and proficiency.</p>	<p><b>Flight Operations (AUS)</b></p> <p>12. Since competency is measured against a standard of performance, flying organisations must determine what these standards are. Certain competencies are regarded as essential for the safe operation of all aircraft, so these are set under Defence-wide arrangements or articulated through common principles. For example, Defence has common principles relating to minimum levels of training and proficiency required to safely operate aircraft in general. There are also minimum training and qualification requirements stipulated for medical fitness and general aviation operations, such as basic flying training, ► <b>Non-Technical Skills Training (NTS)</b> ◀, aviation risk management (AVRM) and aviation safety. Flying organisations are responsible for establishing local requirements that relate more particularly to the organisation's operating environment, roles and aviation systems. Competency requirements must be sufficient in scope and detail to provide a suitable degree of confidence that a known level of safety can be achieved in flying operations when aviation systems are operated by personnel with prescribed qualifications and levels of experience and proficiency.</p>	<p><b>Changed HF terminology - NTS replaces CRM.</b></p> <p>ADF Aviation has completed the transition of the Human Factor (HF) model from CRM to the aviation industry adopted model of NTS.</p> <p>Instances of CRM required replacement with NTS within the DASR.</p> <p>DASA intends for CRM to remain within the Glossary until the September 2020 DASR publication update (release).</p>
AMC ORO.30(a)		Editorial	<p><b>Flight Authorisation System (AUS)</b></p> <p>Paragraph 3.b</p> <p>Flying Supervision</p> <p><b>Assigning flight crew to tasks.</b> Air tasking and mission scheduling are distinct from flight authorisation. Aircraft Captains and crews are assigned to a particular task after supervisor assessment of the nature of the task, the potential risk, and the suitability of the individuals. Crew structure decisions in terms of cockpit gradient, crew cohesion and other associated crew resource management issues may be required. Crew selection</p>	<p><b>Flight Authorisation System (AUS)</b></p> <p>Paragraph 3.b</p> <p>Flying Supervision</p> <p><b>Assigning flight crew to tasks.</b> Air tasking and mission scheduling are distinct from flight authorisation. Aircraft Captains and crews are assigned to a particular task after supervisor assessment of the nature of the task, the potential risk, and the suitability of the individuals. Crew structure decisions in terms of cockpit gradient, crew cohesion and other associated ► <b>human factors</b> ◀ issues may be required. Crew selection should occur at unit level</p>	

DASR Clause	DCP Reference	Change Classification	Former Text	Revised Text / Implemented Change	Rationale
			should occur at unit level to ensure that specific individual crew limitations and abilities associated with the task/mission are considered. <sup>6</sup> .	to ensure that specific individual crew limitations and abilities associated with the task/mission are considered. <sup>6</sup> .	
ORO.40	<a href="#">DCP 2018 - 062</a>	Major	<p><b>ORO.40 – Aeronautical Life Support Equipment (ALSE)</b></p> <p>(a) The MAO must ensure an Aeronautical Life Support Equipment (ALSE) management system is established that includes:</p> <ol style="list-style-type: none"> <li>1. Appointment of an ALSE manager under DASR ORO.15.</li> <li>2. ALSE is authorised to reflect the roles and environmental parameters contained in the Statement of Operating Intent and Usage (SOIU).</li> <li>3. OIP contain details of authorised ALSE and appropriate guidance on its use for the aircraft type.</li> <li>4. In conjunction with the Continuing Airworthiness Manager (CAM), proposed changes to the SOIU are assessed for any impacts they may have on ALSE.</li> </ol> <p>(b) Defence registered aircraft must only be operated with ALSE in accordance with the applicable OIP.</p> <p>(c) OIP issued under this regulation must:</p> <ol style="list-style-type: none"> <li>1. specify minimum standards of flying clothing to be worn for flight operations with aircraft types under their management</li> <li>2. identify occasions where alternate Defence uniforms may be used during flying operations, where applicable</li> <li>3. specify minimum standards of dress and grooming such that the risk of FOD, entanglement or snagging hazards are minimised.</li> </ol> <p>(d) The use of ALSE must be approved and documented by the MAO.</p> <p>(e) Before approving the use of ALSE or flying clothing on Defence registered and non-Defence registered aircraft the MAO must conduct and document the following:</p> <ol style="list-style-type: none"> <li>1. ALSLMU recommendation that the equipment is suitable for use in the operational application and environment.</li> <li>2. Advice from the appropriate CAMO, or clearance under the civil aviation regulations, for affected aircraft types, that the proposed equipment/clothing does not compromise the certification basis for aircrew accommodation, including but not limited to emergency egress requirements.</li> </ol>	<p><b>ORO.40 – Aeronautical Life Support Equipment (ALSE)</b></p> <p>(a) The MAO must ►establish◄ an ►ALSE management◄ system ►to enable the acquisition, integration and use of ALSE.◄</p> <ol style="list-style-type: none"> <li>1. ►◄</li> <li>2. ►◄</li> <li>3. ►◄</li> <li>4. ►◄</li> </ol> <p>(b) ►Prior to approving ALSE, the MAO must ensure:◄</p> <ol style="list-style-type: none"> <li>1. that the ALSE is certified.</li> <li>2. the ongoing use of ALSE is risk-managed under the MAO SMS, seeking Subject Matter Expert (SME) advice to identify and manage ALSE hazards.</li> <li>3. that maintainers and operators of ALSE are trained and their continued competence in its use can be demonstrated.</li> <li>4. that OIP contain when ALSE is to be used/operated/carried.◄</li> </ol> <p>(c) ►◄</p> <ol style="list-style-type: none"> <li>1. ►◄</li> <li>2. ►◄</li> <li>3. ►◄</li> </ol> <p>(d) ►◄</p> <p>(e) ►◄</p> <ol style="list-style-type: none"> <li>1. ►◄</li> <li>2. ►◄</li> <li>3. ►◄</li> <li>4. ►◄</li> <li>5. ►◄</li> <li>6. ►◄</li> </ol> <p>(f) ►◄</p>	<p><b>A full revision of DASR ORO.40</b></p> <p>Intended to provide an outcome-focused regulation that better aligns with other DASR's. Extensive recalibration of GM and AMC has been undertaken to support MAO's to understand the unique challenges associated with ALSE and its integration with the certification basis. The regulation and GM has also been reworked to reflect risk management practices expected under WHS Act 2011 (Cth) and the DASP.</p> <p>ALSLMU as the ADF CoE for ALSE plays a key role in supporting 18 aviation platforms with ALSE. As Subject Matter Experts ALSLMU supports MAO's with recommendations of ALSE suitability and reasonable knowledge of ALSE hazards, to ensure they are eliminated or mitigated SFARP.</p>

DASR Clause	DCP Reference	Change Classification	Former Text	Revised Text / Implemented Change	Rationale
			<p>3. Pre-flight inspection and on-going maintenance requirements are defined in authorised publications.</p> <p>4. Operating procedures are defined in authorised aircrew publications.</p> <p>5. Aircrew and maintenance training, endorsement and currency requirements are defined, documented and implemented.</p> <p>6. Administrative requirements appropriate for recording and monitoring of the equipment have been implemented.</p> <p>(f) AVRМ assessment has been conducted to demonstrate that the technical and operational integrity of the equipment proposed for use is acceptable in the operational context.</p>		
GM ORO.40(a)			<p><b>ORO.40.A Aeronautical Life Support Equipment (AUS)</b></p> <p>1. <b>Purpose.</b> The purpose of this regulation is to assure adequate management of Aeronautical Life Support Equipment (ALSE) as this is not regulated under airworthiness controls.</p> <p>2. <b>Introduction.</b> ALSE differs from flying clothing in that ALSE requires servicing via a technical maintenance plan. ALSE includes the following:</p> <p>a. <b>Safety Equipment.</b> Includes: Air Sea Rescue Kits, helmets, locator beacons and radios, personal flotation devices, cold water immersion suits, underwater breathing devices, survival aids and survival kits.</p> <p>b. <b>Mission Equipment.</b> Includes: Anti-G suits, Night Vision Goggles, protection of eyes from laser threats, oxygen masks and restraint systems.</p> <p>3. Flying clothing is generally non technical equipment and includes flying suits – both single and two piece, thermal clothing, boots, jackets, gloves and watches. Flying clothing is managed by Soldier Modernisation SPO (SMSPO) in Land Systems Division, CASG.</p> <p>4. <b>ALSE Advice.</b> The Aeronautical Life Support Logistics Management Unit (ALSLMU) is the Defence Centre of Expertise for ALSE and will provide authoritative airworthiness advice regarding ALSE. ALSLMU can provide advice on ALSE, eg earplugs or helmets, current capability and review ALSE requests. ALSLMU can also provide information on the various airworthiness issues associated with the use of ALSE .</p>	<p><b>ORO.40.A Aeronautical Life Support Equipment (AUS)</b></p> <p>1. <b>Regulation ▶ Purpose.</b> The purpose of this regulation is to assure ▶ that ALSE is safely managed. A MAO should gain reasonable knowledge of ALSE hazards to ensure that ALSE is safe in the defined operational context. Use of ALSE on an aircraft without due consideration of the elements in this regulation may jeopardise aviation safety or post-crash survivability. ◀</p> <p>2. ▶ <b>Appointment of key staff.</b> The MAO should appoint an ALSE manager in accordance with DASR ORO.15. ◀</p> <p>a. ▶ ◀</p> <p>b. ▶ ◀</p> <p>3. ▶ <b>Scope of ALSE management system.</b> The scope of the MAO's ALSE management system comprises all ALSE, including that subset of ALSE managed as part an aircraft's type design (detailed in ADRM Section 5 Chapter 2). This ALSE subset is considered during an aircraft's initial type certification. Subsequent changes, additions or deletions considered through Supplemental Type Certification or as either Major/Minor Changes to the type design. ◀</p> <p>4. ▶ <b>Role of SRSPO ALSLMU.</b> ALSLMU is sponsored by HQAC A8 as the ADF SME agency and the manager of ADF common ALSE. ALSLMU is the primary SME referred to at ORO.40.b(2). ALSLMU also provides ALSE risk advice contextualised to ALSE functions in the operational context. The senior engineer within ALSLMU may also be assigned as the DoSA-ALSE. ◀</p> <p>5. ▶ <b>MAO evaluations.</b> The MAO should conduct evaluations of ALSE application, integration and hazards</p>	

DASR Clause	DCP Reference	Change Classification	Former Text	Revised Text / Implemented Change	Rationale
			<p><b>5. Procurement of ALSE.</b> The normal process to procure ALSE is as follows:</p> <ol style="list-style-type: none"> <li>FEG HQ to submits a request to the Director or OC of the appropriate CAMO with funding.</li> <li>The appropriate CAMO request ALSLMU support from HQAC (A8), who is ALSLMUs sponsor. A copy of the request to the ALSLMUs SPO Director who is OC MPSPPO.</li> </ol> <p><b>6. Operational ALSE Authorisation.</b> The normal process for ALSE authorisation is for the CAMO for Defence registered aircraft and civil agencies for non-Defence registered aircraft to manage the technical risk and the MAO to manage the operational risk. When authorising ALSE the following should be taken into account.</p> <ol style="list-style-type: none"> <li><b>Fit For Purpose.</b> The appropriate CAMO shall satisfy itself that the proposed system is able to satisfactorily meet requirements and/or that the probability and consequences of any identified deficiencies are eliminated or otherwise minimised SFARP. Operational requirements include colourings and markings; durability, fire protection characteristics, weather, dust and sand proofing, buoyancy.</li> <li><b>ALSE Integration.</b> How does the equipment fit with other worn ALSE. Does it interfere with operations.</li> <li><b>Aircraft Integration.</b> Impacts imposed by the wearing of the equipment on aircraft ingress, egress and impact on normal operations. This may include using a rescue winching equipment, weapons use etc.</li> <li><b>Environmental conditions.</b> Effect of wearing and maintaining ALSE in adverse temperature and humidity conditions (all potential climatic and aircraft environmental conditions).</li> <li><b>Emergency Conditions.</b> Are the Aircrew able to exit the aircraft in an emergency wearing the ALSE. This includes underwater egress. Post emergency egress implications should also be considered, such as buoyancy, integration with parachute systems, winching equipment etc.</li> <li><b>Advice.</b> Recommendation from ALSLMU that the equipment is fit for purpose and integrates with other ALSE and advice from the aircraft CAMO (or civil authority) that the equipment</li> </ol>	<p>associated with their applicable platform. Such assessments are subject to the requirement for SME advice at ORO.40b(2). SME endorsement by SRSPPO ALSLMU will encompass both platform-specific ALSE as well as those which are common across platforms. ◀</p> <p><b>6. ▶ ALSE obligations external to DASR.</b> Platform-specific configuration control and CASG Materiel Design Acceptance processes may also exist. The MAO ALSE management system should integrate DASR and other platform requirements not regulated under DASR. ◀</p> <ol style="list-style-type: none"> <li>▶◀</li> <li>▶◀</li> <li>▶◀</li> <li>▶◀</li> <li>▶◀</li> <li>▶◀</li> <li>▶◀</li> <li>▶◀</li> <li>▶◀</li> <li>▶◀</li> <li>7. ▶◀</li> </ol>	

DASR Clause	DCP Reference	Change Classification	Former Text	Revised Text / Implemented Change	Rationale
			<p>integrates with the aircraft and does not compromise technical airworthiness.</p> <p>g. <b>Logistics.</b> The integrated logistics support arrangements in place including engineering venues, maintenance venues, spares parts and replacement items.</p> <p>h. <b>Funding.</b> Funding shall be identified before any ALSE is transferred to the CASG for support.</p> <p>i. <b>Publications.</b> Maintenance and Aircrew procedures are in place. This includes pre-flight inspections, maintenance requirements, and operating procedures.</p> <p>j. <b>Training.</b> Aircrew and maintenance training and currency requirements are defined.</p> <p>7. <b>Crashworthiness.</b> Consideration of the crashworthiness of the equipment for aircrew seated and restrained at crew stations and unrestrained (beyond that provided by the standard loadmaster harness) in the cargo compartment is necessary. The Authority or appropriate CAMO can provide further information on Crash Protection. ALSLMU can provide advice on restraint straps and harnesses.</p>		
GM ORO.40(b)1		Major	Nil	<p><b>ORO.40.B.1 Aeronautical Life Support Equipment (AUS)</b></p> <p>1. In this context, the term 'certified' has two meanings.</p> <p>2. For ALSE considered to be part of an aircraft's type design, certification refers to the outcome of the DASR 21 processes associated with type certification, supplemental type certification and major/minor changes. The MAO may approve the use of the ALSE based on these certifications. Prior to approval of any ALSE, the MAO should assess the adequacy of the integration between certified and non-certified ALSE by seeking SME advice (refer GM1).</p> <p>3. For ALSE which is not part of an aircraft's type design, certification refers to a process in which the MAO ensures that the ALSE complies with the relevant design requirements in ADRM Section 5 Chapter 2. Although some ALSE is not considered part of an aircraft's type design, it may still adversely impact broader aviation safety matters. Certification should be performed, on the MAO's behalf, by ALSLMU.</p>	
GM ORO.40(b)2				<b>ORO.40.B.2 Aeronautical Life Support Equipment (AUS)</b>	



DASR Clause	DCP Reference	Change Classification	Former Text	Revised Text / Implemented Change	Rationale
				<p>1. ALSE-related hazards and their resultant risks should be considered in conjunction with all other risks within the MAO's SMS.</p> <p>2. The ability to eliminate or otherwise minimise ALSE risks SFARP does not remain static throughout the ALSE operational lifecycle. The MAO ALSE management system should enable investigation of ALSE technology improvements to ensure ALSE-related hazards continue to be eliminated or minimised SFARP. ALSLMU can offer SME advice relating to ALSE technology.</p> <p>3. <b>SRSPO ALSE advice.</b> SME advice contributes to the MAO's reasonable knowledge of their ALSE hazards, risks and treatment options to assist with meeting their Duty Holder obligations. Risks are communicated to MAO's through SRSPO Formal Advice using the Defence Harmonised Risk Matrix. SRSPO ALSLMU has access to Defence Science and Technology Group (DSTG), Institute of Aviation Medicine (IAM) and commercial Original Equipment Manufacturer (OEM) expertise to support complex ALSE matters.</p>	
GM ORO.40(b)3			Nil	<p><b>ORO.40.B.3 Aeronautical Life Support Equipment (AUS)</b></p> <p><b>ALSE training.</b> Aircrew and maintenance training, and their currency requirements need to be defined.</p>	
GM ORO.40(b)4			Nil	<p><b>ORO.40.B.4 Aeronautical Life Support Equipment (AUS)</b></p> <p><b>ALSE OIP.</b> ALSE carried on Defence registered aircraft should have associated OIP to govern use, operation and carriage (refer AO.GEN.05).</p>	
AMC1 ORO.60(a)	<a href="#">DCP 2019 - 028</a>	Minor	See Annex D	See Annex D	<p><b>Revised policy on use of oxygen in pressurised aircraft.</b></p> <p><b>Updated guidance regarding MAO obligations for establishing oxygen management systems.</b></p> <p><b>Revised flight crew oxygen requirements.</b></p> <p><b>Revised supplemental oxygen requirements.</b></p> <p>Differences between CAOs and DASR have been identified WRT the donning of oxygen masks resulting in the IAM and the ADF medical fraternity conducting a holistic review of the GM and AMC associated to ORO.60</p> <p>This contemporary change aligns the CAOs and DASR oxygen mask donning policy and makes multiple updates to the AMC and GM.</p>
GM ORO.60(a)			<p><b>GM ORO.60.A Oxygen Management System (AUS)</b></p> <p>1. <b>Purpose.</b> The purpose of this regulation is to assure suitability of supplemental oxygen systems for use on Defence aircraft.</p> <p>2. For Defence aircraft that are not Defence registered, unless agreement exists with CASA that assigns oversight responsibility of the aircraft operation to Defence, or the aircraft is not deemed a State aircraft, the MAO may rely upon the oxygen management provisions required by CASA.</p> <p>3. The regulatory outcome required is not intended to replace formal aviation medicine training requirements. For example, detailed decompression illness (DCI) knowledge and treatments. In developing the oxygen management system, DCI references should be balanced by limiting oxygen management</p>	<p><b>GM ORO.60.A Oxygen Management System (AUS)</b></p> <p>1. <b>Purpose.</b> The purpose of this regulation is to assure suitability of supplemental oxygen systems for use on Defence aircraft.</p> <p>2. For Defence aircraft that are not Defence registered, unless agreement exists with CASA that assigns oversight responsibility of the aircraft operation to Defence, or the aircraft is not deemed a State aircraft, the MAO may rely upon the oxygen management provisions required by CASA.</p> <p>3. The regulatory outcome required is not intended to replace formal aviation medicine training requirements. ► In developing the oxygen management system, decompression illness (DCI) references should be balanced by limiting oxygen management system to general prevention measures, leaving the more detailed</p>	

DASR Clause	DCP Reference	Change Classification	Former Text	Revised Text / Implemented Change	Rationale
			system to general prevention measures, leaving the more detailed awareness and procedures to be prescribed by aviation medicine regulation outcomes.	awareness and procedures to be prescribed by aviation medicine regulation outcomes. ◀	
ORO.60(b)			(b) The MAO must ensure that flight crew who are occupants of flight crew seats on flight crew compartment duty use supplemental oxygen above 10 000 ft cabin altitude (CA).	(b) The MAO must ensure that flight crew who are occupants of flight crew seats on flight crew compartment duty use supplemental oxygen above 10 000 ft cabin ▶ altitude ◀ (CA).	
AMC ORO.60(b)			<b>AMC ORO.60.B – Flight Crew Oxygen Requirements (AUS)</b> 1. Oxygen management system controls should include: <ul style="list-style-type: none"> <li>a. The supplemental oxygen supply is sufficient to ensure availability for the entire time cabin altitude is above 10 000 ft CA if a planned operation, or 15 minutes as a minimum period to allow descent to 10 000 ft CA in an emergency</li> <li>b. Pre-flight calculation should include the anticipated flight profiles above 10 000 ft CA, planned depressurisation aspects, and potential emergency descent profiles required to descend the aircraft to 10 000 ft CA.</li> <li>c. To ensure flight crew are able to achieve access to supplemental oxygen when required the oxygen system should include: <ul style="list-style-type: none"> <li>i. Individual oxygen dispensing units that are connected to the oxygen supply terminal can be readily and visually checked for the flow and quantity of available oxygen and are available for immediate use.</li> <li>ii. A quick donning mask that can be placed on the face with one hand from the ready position within five seconds<sup>10</sup>, properly secured, sealed and supplying oxygen.</li> <li>iii. The mask should be a pressure demand type mask .Use of a diluter demand pressure breathing regulator design is not mandatory.</li> <li>iv. An ability to access the aircraft communications system simultaneously with the use of oxygen.</li> <li>v. A portable oxygen system, sufficient supply hose, or spare oxygen outlets and masks to ensure immediate availability of oxygen for flight crew members who are required to move around in the aircraft to perform essential flight crew duties. For example, a loadmaster who must oversight a parachute extraction mission and the aircraft is depressurised above 10 000 ft AMSL.</li> </ul> </li> </ul>	<b>AMC ORO.60.B – Flight Crew Oxygen Requirements (AUS)</b> 1. Oxygen management system controls should include: <ul style="list-style-type: none"> <li>a. The supplemental oxygen supply is sufficient to ensure availability for the ▶ flight crew for the planned time ◀ above 10 000 ft CA ▶ ; or if unplanned, ◀ 15 minutes as a minimum period to allow descent to 10 000 ft CA ▶ ◀.</li> <li>b. Pre-flight calculation should include the anticipated flight profiles above 10 000 ft CA, planned depressurisation aspects, and potential emergency descent profiles required to descend the aircraft to 10 000 ft CA.</li> <li>c. To ensure flight crew are able to achieve access to supplemental oxygen when required, the oxygen system should include: <ul style="list-style-type: none"> <li>i. ▶ Individual oxygen dispensing units that are connected to the oxygen supply terminal, can be readily and visually checked for the flow and quantity of available oxygen, and are available for immediate use. ◀</li> <li>ii. ▶ A quick donning mask that can be placed on the face with one hand from the ready position within five seconds, properly secured, sealed and supplying oxygen. RAAF Institute of Aviation Medicine written advice is required if time periods will exceed five seconds. ◀</li> <li>iii. The mask should be a pressure demand type mask. Use of a diluter demand pressure breathing regulator is not mandatory.</li> <li>iv. An ability to access the aircraft communications system simultaneously with the use of oxygen.</li> <li>v. A portable oxygen system, sufficient supply hose, or spare oxygen outlets and masks to ensure immediate availability of oxygen for flight crew members who are required to move around in the aircraft to perform essential flight crew duties. ▶ ◀</li> </ul> </li> </ul>	

DASR Clause	DCP Reference	Change Classification	Former Text	Revised Text / Implemented Change	Rationale
GM ORO.60(b)			<b>GM ORO.60.B – Flight Crew Oxygen Requirements (AUS)</b> <ol style="list-style-type: none"> <li><b>Purpose.</b> The purpose of this regulation is to assure that reduced levels of oxygen do not introduce physiologically based flight crew deficiencies that could compromise suitability for flight. The regulation does not consider mission capability beyond airworthiness aspects and specifically addresses only the flight crew who are holding primary control of aircraft flight systems. If deemed necessary, the MAO may expand those flight crew members who are deemed to be actively conducting essential flight crew duties. In this manner, the regulator does not impose potentially unneeded aircraft design features.</li> <li>The regulation does not discriminate between pressurised or non-pressurised aircraft as a cabin altitude above 10 000 ft CA presents the same hazard to the flight crew of both aircraft types and therefore requires the same controls. For example, military operations in a pressurised aircraft may require the Aircraft Captain to authorise depressurisation of the aircraft environment at altitudes above 10 000 ft CA in order to achieve a mission requirement, such as parachute operations. This is equivalent to a non-pressurised aircraft being operated above 10 000 ft CA or a cabin pressurisation failure above 10 000 ft AMSL.</li> <li><b>Flexibility Provision.</b> The MAO may approve flight above 10 000 ft CA if required due to operational reasons, where the aircraft is not equipped with an adequate supplemental oxygen system.</li> </ol>	<b>GM ORO.60.B – Flight Crew Oxygen Requirements (AUS)</b> <ol style="list-style-type: none"> <li>► <b>Purpose.</b> The purpose of this regulation is to assure that reduced levels of oxygen do not introduce performance deficiencies that could compromise safety of flight. The regulation does not consider mission capability beyond airworthiness aspects and specifically addresses only the flight crew who are holding primary control of aircraft flight systems. If deemed necessary, the MAO may expand those flight crew members who are deemed to be actively conducting essential flight crew duties. In this manner, the regulator does not impose potentially unneeded aircraft design features. ◀</li> <li>► The regulation does not discriminate between pressurised or non-pressurised aircraft, as a cabin altitude above 10 000 ft CA presents the same hazards and requires the same controls. ◀</li> <li>► <b>Flexibility Provision.</b> The MAO may approve flight above 10 000 ft CA, where the aircraft is not equipped with an adequate supplemental oxygen system, if required due to operational reasons. ◀</li> </ol>	
ORO.60(c)			c) The MAO must ensure passengers and crew not regulated under DASR ORO.60.B use supplemental oxygen whenever:	c) The MAO must ensure passengers ► (to include parachutists) ◀ and crew not regulated under DASR ORO.60.B use supplemental oxygen whenever:	
GM ORO.60.(c)			<b>GM ORO.60.C – Supplemental Oxygen Requirements (AUS)</b> <ol style="list-style-type: none"> <li><b>Purpose.</b> The purpose of this regulation is to assure that reduced levels of oxygen do not introduce physiological harm to passengers and crew.</li> <li>The regulation does not discriminate between pressurised or non-pressurised aircraft as flight above 10 000 ft CA presents the same hazard to the passengers and crew of both aircraft types and therefore requires the same controls.</li> <li>This regulation does not consider safety procedures and equipment for mission essential passengers who are intending to egress an aircraft above 10 000 ft CA, such as parachute operations.</li> </ol>	<b>GM ORO.60.C – Supplemental Oxygen Requirements (AUS)</b> <ol style="list-style-type: none"> <li><b>Purpose.</b> The purpose of this regulation is to assure that reduced levels of oxygen do not introduce physiological harm to passengers and crew.</li> <li>The regulation does not discriminate between pressurised or non-pressurised aircraft, as ► a cabin altitude ◀ above 10 000 ft CA presents the same ► hazards and requires the same controls. ◀</li> <li>This regulation does not consider safety procedures and equipment for mission essential passengers who are intending to egress an aircraft above 10 000 ft CA, such as parachute operations. Should mission essential</li> </ol>	

DASR Clause	DCP Reference	Change Classification	Former Text	Revised Text / Implemented Change	Rationale
			Should mission essential personnel be equipped with mission commander authorised self contained breathing apparatus (SCBA) for use upon egress of the aircraft, the SCBA may also be used as the onboard aircraft support system for those personnel.	personnel be equipped with mission commander authorised ► self-contained ◄ breathing apparatus (SCBA) for use upon egress of the aircraft, the SCBA may also be used as the onboard aircraft oxygen support system for those personnel.	
<b>DASR MED</b>					
AMC MED.05	<a href="#">DCP 2019 - 046</a>	Minor	See Annex E	See Annex E	<b>Revised Aviation Medicine (AVMED) Awareness and Supplemental AVMED training requirements. Introduction of the responsibilities of the Squadron Aviation Medicine Liaison Officer (SAMLO).</b>  <b>Minor clarification of AVMED training requirements for Aircraft Controllers and remote pilots.</b>  The Institute of Aviation Medicine (IAM) initiated changes to DASR to align with contemporary AVMED training policy.  Changes are introduced to reflect clearer roles of Senior Aviation Medicine Liaison Officers (SAMLOs) and MAO responsibilities in relation to SAVMED training and Squadron Aviation Medicine Liaison Officer (SAMLO) responsibilities.
GM MED.05			<b>GM MED.05.A – Aviation Medicine Training (AUS)</b>  <ol style="list-style-type: none"> <li><b>Purpose.</b> The purpose of this regulation is to assure that aircrew are aware and appropriately trained in aviation medicine before commencing flying activity.</li> <li>Prior awareness of the hazards that are present when humans operate high performance and complex military aircraft, combined with training in the knowledge and application of aviation medicine will result in the enhancement of human performance and contribute effective controls in ensuring aircrew safety and suitability for flight.</li> <li><b>Applicability.</b> DASR MED.05 does not apply to passengers, who are regulated separately under DASR ORO.70. Aircraft controllers and remote pilots are normally employed in ground roles<sup>1</sup>; however, there may be a requirement for limited aviation medicine training. The amount of this training, if any, may be determined by the MAO. Aircrew who are not performing military CRE flying related duties, for example flying under the ACFS, are exempt from aviation medicine training currency requirements; however, compliance is required prior to returning to a military CRE flying related position.</li> </ol>	<b>GM MED.05.A – Aviation Medicine Training (AUS)</b>  <ol style="list-style-type: none"> <li><b>Purpose.</b> The purpose of this regulation is to assure that aircrew are aware and appropriately trained in aviation medicine before commencing flying activity.</li> <li>Prior awareness of the hazards that are present when humans operate high performance and complex military aircraft, combined with training in the knowledge and application of aviation medicine will result in the enhancement of human performance and contribute effective controls in ensuring aircrew safety and suitability for flight.</li> <li><b>Applicability.</b> DASR MED.05 does not apply to passengers, who are regulated separately under DASR ORO.70. Aircraft controllers and remote pilots are normally employed in ground roles<sup>1</sup>; however, there may be a requirement for limited aviation medicine training ► of relevance to their CRE. ◄ Aircrew who are not performing military CRE flying related duties, for example flying under the ACFS, are exempt from aviation medicine training currency requirements; however, compliance is required prior to returning to a military CRE flying related position.</li> </ol>	

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**ANNEX A: Update to DASR Acronym List - (Apr 2020 release)**

Former Text			Revised Text / Implemented Change		
ACRONYM	EXPANSION		ACRONYM	EXPANSION	
AAP	Australian Air Publication		AAP	Australian Air Publication	
AAMP	Aviation Acquisition Management Plan		AAMP	Aviation Acquisition Management Plan	
ABL	Allocated Baseline		ABL	Allocated Baseline	
ABM	Air Battle Management		ABM	Air Battle Management	
ABR	Australian Book of Reference (Navy)		ABR	Australian Books of Reference (Navy)	
AC	Advisory Circular		AC	Advisory Circular	
ACAR	Airworthiness Corrective Action Request		ACAR	Airworthiness Corrective Action Request	
ACAS	Airborne Collision Avoidance System		◀◀	▶▶	
ACAUST	Air Commander Australia		ACAUST	Air Commander Australia	
ACB	Aviation Coordination Board		ACB	Aviation Coordination Board	
ACD	Air Cargo Delivery		ACD	Air Cargo Delivery	
ACM	Airspace Control Measures		ACM	Airspace Control Measures	
ACO	Air Combat Officer		ACN	Aircraft Classification Number	
ACPA	Airworthiness Coordination and Policy Agency		ACO	Air Combat Officer	
Acq	Acquisition		ACPA	Airworthiness Coordination and Policy Agency	
AD	Airworthiness Directive		Acq	Acquisition	
ADFP	Australian Defence Force Publication		AD	Aerodrome	
ADR	Aerodrome		AD	Airworthiness Directive	
ADRM	Airworthiness Design Requirements Manual		▶ AD OPR ◀	▶ Aerodrome Operator ◀	
AEP	Aerodrome Emergency Plan		ADE	Aerial Delivery Equipment	
AFC	Aviation Facilities Certificate		ADF	Australian Defence Force	
AFIC	Air Force Interoperability Council		ADM	Aerodrome Manager	
AFM	Aircraft Flight Manual		ADRM	Airworthiness Design Requirements Manual	
AIOS	Acceptance into Operational Service		AEP	Aerodrome Emergency Plan	
AIS	Aeronautical Information Service		AFC	Aviation Facilities Certificate	
ALI	Airworthiness Limitation Item		AFIC	Air Force Interoperability Council	
ALoR	Acceptable Level of Risk		AFM	Aircraft Flight Manual	
AMC	Acceptable Means of Compliance		AFRU	Aerodrome Frequency Response Unit	
AME	Aeromedical Evacuation		AI	Application Identifier	
AMM	Aircraft Maintenance Manual		▶▶	▶▶	
AMO	Approved Maintenance Organisation		AIP	Aeronautical Information Publication	
AMP	Aircraft Maintenance Programme		AIS	Aeronautical Information Service	
AMS	Airworthiness Management System		ALI	Airworthiness Limitation ▶ ◀ Items	
AMTC	Australian Military Type-certificate		▶▶	▶▶	
ANS	Air Navigation Services		ALSE	Aeronautical Life Support Equipment	
ANSP	Air Navigation Services Provider		AltMOC	Alternative Means of Compliance	
AO	Above Obstacles or Approved Organisation		AM	Accountable Manager	
AOC	Air Operators Certificate		AMC	Acceptable Means of Compliance	
AP	Aeronautical Product		AME	Aeromedical Evacuation	
			AMM	Aircraft Maintenance Manual	

Former Text			Revised Text / Implemented Change		
	<b>APTO</b>	Aviation Physiology Training Officer		<b>AMO</b>	Approved Maintenance Organisation
	<b>APU</b>	Auxiliary Power Unit		<b>AMP</b>	Aircraft Maintenance Programme
	<b>ARFF</b>	Aerodrome Rescue and Fire Fighting		<b>AMS</b>	Airworthiness Management System
	<b>AS</b>	Accomplishment Summary		▶◀	▶◀
	<b>ASC</b>	Aircraft Stores Compatibility* or Aviation Safety Committee^		<b>ANS</b>	Air Navigation Services
	<b>ASI</b>	Aircraft Structural Integrity		<b>ANSP</b>	Air Navigation Service Provider
	<b>ASIMP</b>	Aircraft Structural Integrity Management Plan		<b>AO</b>	Above Obstacles
	<b>ASIC</b>	Air and Space Interoperability Council		▶◀	▶◀
	<b>ASM</b>	Aviation Safety Management		▶◀	▶◀
	<b>ASMS</b>	Aviation Safety Management System		<b>A-PGDM</b>	Airborne Precision Guided Drone Munition
	<b>ASR</b>	Airworthiness Standards Representative		<b>APTO</b>	Aviation Physiology Training Officer
	<b>AT&amp;E</b>	Acceptance Test and Evaluation		<b>APU</b>	Auxiliary Power Unit
	<b>ATA</b>	Air Transportation Association or Air Traffic Advisory		<b>APV</b>	Approach Procedure(s) with Vertical Guidance
	<b>ATC</b>	Air Traffic Control		<b>ARFF</b>	Aerodrome Rescue and Fire Fighting
	<b>ATE</b>	Aircraft Test Equipment		<b>ARP</b>	Aerodrome Reference Point
	<b>ATM</b>	Air Traffic Management		<b>AS</b>	Accomplishment Summary
	<b>ATMP</b>	Air Traffic Management Plan		<b>ASC</b>	Aircraft–Stores Compatibility▶◀
	<b>ATS</b>	Air Traffic Service		<b>ASI</b>	Aircraft Structural Integrity
	<b>ATSB</b>	Australian Transport Safety Bureau		<b>ASIMP</b>	Aircraft Structural Integrity Management Plan
	<b>AUSMPA</b>	Australian Military Part Approval		<b>ASIC</b>	Air and Space Interoperability Council
	<b>AUSMTSO</b>	Australian Military Technical Standard Order		<b>ASM</b>	Aviation Safety Management
	<b>AUTHOP</b>	Authority to Operate		<b>ASMS</b>	Aviation Safety Management System
	<b>AvMED</b>	Aviation Medicine		<b>ASO</b>	Aviation Safety Officer
	<b>AvMO</b>	Aviation Medical Officer		<b>ASOR</b>	Aviation Safety Occurrence Report (replaced by ASR)
	<b>AVO</b>	Air Vehicle Operator		<b>ASR</b>	▶◀Aviation Safety Report
	<b>AvRM</b>	Aviation Risk Management		<b>AT&amp;E</b>	Acceptance Test and Evaluation
	<b>AvSS</b>	Aviation Support System(s)		<b>ATA</b>	▶◀Air Traffic Advisory
	<b>AvSSC</b>	Aviation Support System Certificate		<b>ATA</b>	Air Transportation Association
	<b>AvSSMP</b>	Aviation Support System Management Plan		<b>ATACSP0</b>	Air Training and Aviation Commons System Program Office
	<b>AwB</b>	Airworthiness Board		<b>ATC</b>	Air Traffic Control
	<b>BAC</b>	Battlefield Airspace Control		<b>ATE</b>	Aircraft Test Equipment
	<b>BFT</b>	Basic Flight Trainer		<b>ATI</b>	Aerodrome Technical Inspection
	<b>BoM</b>	Bureau of Meteorology		<b>ATM</b>	Air Traffic Management
	<b>CA</b>	Cabin Altitude		<b>ATMP</b>	Air Traffic Management Plan
	<b>CAF</b>	Chief of Air Force		<b>ATS</b>	Air Traffic Service
	<b>CAM</b>	Continuing Airworthiness Manager		<b>ATSB</b>	Australian Transport Safety Bureau
	<b>CAME</b>	Continuing Airworthiness Management Exposition		<b>AUSMPA</b>	Australian Military Part Approval
	<b>CAMO</b>	Continuing Airworthiness Management Organisation		<b>AUSMTSO</b>	Australian Military Technical Standard Order
	<b>CAR</b>	Civil Aviation Regulation or Corrective Action Request		<b>AUTHOP</b>	Authority to Operate
	<b>CASA</b>	Civil Aviation Safety Authority		<b>AvMED</b>	Aviation Medicine
	<b>CASR</b>	Civil Aviation Safety Regulation		<b>AvMO</b>	Aviation Medical Officer
				<b>AVO</b>	Air Vehicle Operator

Former Text			Revised Text / Implemented Change		
	<b>CBD</b>	Certification Basis Description		<b>AvRM</b>	Aviation Risk Management
	<b>CDCCL</b>	Critical Design Configuration Control Limitations		<b>AvSS</b>	Aviation Support System(s)
	<b>CDF</b>	Chief of Defence Force		<b>AvSSC</b>	Aviation Support System Certificate
	<b>CDL</b>	Configuration Deviation List		<b>AvSSMP</b>	Aviation Support System Management Plan
	<b>CEO</b>	Chief Executive Officer		<b>AwB</b>	Airworthiness Board
	<b>CI</b>	Configuration Item		<b>AwL</b>	Airworthiness Limitation
	<b>CIMHS</b>	Critical Incident Mental Health Support		<b>BAC</b>	Battlefield Airspace Control
	<b>CJOPS</b>	Chief of Joint Operations		<b>Baro-VNAV</b>	Barometric Vertical Navigation
	<b>CMM</b>	Component Maintenance Manual		<b>BASO</b>	Base Aviation Safety Officer
	<b>CNS</b>	Communication, Navigation and Surveillance		<b>BFT</b>	Basic Flight Trainer
	<b>CMR</b>	Certification Maintenance Requirements		<b>BoM</b>	Bureau of Meteorology
	<b>CoA</b>	Certificate of Airworthiness		<b>BR</b>	Basic Regulation
	<b>CoSC</b>	Chiefs of Service Committee		<b>CA</b>	Cabin Altitude
	<b>CPP</b>	Certification Program Plan		<b>CAF</b>	Chief of Air Force
	<b>CRE</b>	Configuration, Role and operating Environment		<b>CAM</b>	Continuing Airworthiness Manager
	<b>CRM</b>	Crew Resource Management		<b>CAME</b>	Continuing Airworthiness Management Exposition
	<b>CRS</b>	Certificate of Release to Service		<b>CAMO</b>	Continuing Airworthiness Management Organisation
	<b>CS</b>	Certification Specification		<b>CAR</b>	Civil Aviation Regulations ► ◄ 1988
	<b>CTAF</b>	Common Traffic Advisory Frequency		<b>CAR</b>	Corrective Action Request
	<b>CVR</b>	Cockpit Voice Recorder		<b>CASA</b>	Civil Aviation Safety Authority
	<b>DAAD</b>	Defence Aviation Authority Directive		<b>CASR</b>	Civil Aviation Safety Regulations 1998
	<b>DACPA</b>	Director Airworthiness Coordination and Policy Agency		<b>CB</b>	Certification Basis
	<b>DASA</b>	Defence Aviation Safety Authority		<b>CBD</b>	Certification Basis Description
	<b>DASM</b>	Defence Aviation Safety Manual		<b>CDCCL</b>	Critical Design Configuration Control Limitations
	<b>DASP</b>	Defence Aviation Safety Program		<b>CDF</b>	Chief of Defence Force
	<b>DASR</b>	Defence Aviation Safety Regulations		<b>CDL</b>	Configuration Deviation List
	<b>DCAF</b>	Deputy Chief of Air Force		<b>CEO</b>	Chief Executive Officer
	<b>DCI</b>	Decompression Illness		<b>CI</b>	Configuration Item
	<b>DDA</b>	Defence Disposal Agency		<b>CIMHS</b>	Critical Incident Mental Health Support
	<b>DDP</b>	Declaration of Design and Performance		<b>CJOPS</b>	Chief of Joint Operations
	<b>Defence AA</b>	Defence Aviation Authority		<b>CMM</b>	Component Maintenance Manual
	<b>DFSB</b>	Defence Flight Safety Bureau		<b>CNS</b>	Communication, Navigation and Surveillance
	<b>DI</b>	Defence Instruction		<b>CMR</b>	Certification Maintenance Requirement
	<b>DLRO</b>	Defence Long Range Operations		<b>CoA</b>	Certificate of Airworthiness
	<b>DOA</b>	Design Organisation Approval		► ◄	► ◄
	<b>DOAH</b>	Design Organisation Approval Holder		<b>CP</b> ► ◄	Certification ► ◄ Programme
	<b>DOE</b>	Design Organisation Exposition		<b>CRE</b>	Configuration, Role and operating Environment
	<b>DoSA</b>	Delegate of the Safety Authority		► ◄	► ◄
	<b>DoSA(FT)</b>	Delegate of the Safety Authority - Flight Test		<b>CRS</b>	Certificate of Release to Service
	<b>DOTAM</b>	Directorate of Operations and Training Area Management		<b>CS</b>	Certification Specification
	<b>DPA</b>	Defence Practice Area		<b>CTAF</b>	Common Traffic Advisory Frequency
				<b>CVR</b>	Cockpit Voice Recorder

Former Text			Revised Text / Implemented Change		
	<b>DT&amp;E</b>	Developmental Test and Evaluation		<b>DAAD</b>	Defence Aviation Authority Directive
	<b>EA</b>	Engineering Authority		<b>DACPA</b>	Director Airworthiness Coordination and Policy Agency
	<b>EASA</b>	European Aviation Safety Agency		<b>DAH</b>	Designated Airspace Handbook
	<b>EDP</b>	Electronic Data Processing		<b>DASA</b>	Defence Aviation Safety Authority
	<b>ELT</b>	Emergency Locator Transmitter		<b>DASAMAN</b>	Defence Aviation Safety Assurance Manual
	<b>ELS</b>	Effective Level of Safety		<b>DASM</b>	Defence Aviation Safety Manual
	<b>EMACC</b>	European Military Airworthiness Certification Criteria		<b>DASP</b>	Defence Aviation Safety Program
	<b>EMAD</b>	European Military Airworthiness Document		<b>DASR</b>	Defence Aviation Safety Regulations
	<b>EMAD 1</b>	European Military Airworthiness Document - Definitions and Acronyms Document		<b>DCAF</b>	Deputy Chief of Air Force
	<b>EMAD R</b>	European Military Airworthiness Document - Recognition		<b>DCI</b>	Decompression Illness
	<b>EMAR</b>	European Military Airworthiness Requirements		<b>DDA</b>	Defence Disposal Agency
	<b>EMAR 145</b>	Requirements for Maintenance Organisations		<b>DDP</b>	Declaration of Design and Performance
	<b>EMAR 147</b>	Requirements for Maintenance Training Organisations		<b>Defence AA</b>	Defence Aviation Authority
	<b>EMAR 21</b>	Requirements for the Certification of military aircraft and related products, parts and appliances, and design and production organisations		<b>DFSB</b>	Defence Flight Safety Bureau
	<b>EMAR 66</b>	Requirements for Military Aircraft Maintenance Licensing (of Personnel)		<b>DI</b>	Defence Instruction
	<b>EMAR M</b>	Continuing Airworthiness Requirements		<b>DLRO</b>	Defence Long Range Operations
	<b>EMPA</b>	European Military Part Approval		<b>DOA</b>	Design Organisation Approval
	<b>EMTSO</b>	European Military Technical Standard Order		<b>◀▶</b>	◀▶
	<b>EO</b>	Explosive Ordnance		<b>DOE</b>	Design Organisation Exposition
	<b>EPM</b>	Engine and Propeller Manual		<b>DoSA</b>	Delegate of the Safety Authority
	<b>EROPS</b>	Extended Range Operations		<b>DoSA(FT)</b>	Delegate of the Safety Authority – Flight Test
	<b>ESF</b>	Equivalent level of Safety Finding		<b>DOTAM</b>	Directorate of Operations and Training Area Management
	<b>ESI</b>	Engine Structural Integrity		<b>DPA</b>	Defence Practice Area
	<b>ESIMP</b>	Engine Structural Integrity Management Plan		<b>DT&amp;E</b>	Developmental Test and Evaluation
	<b>ETOPS</b>	Extended Twin-engined Operations		<b>EA</b>	Engineering Authority
	<b>FAA</b>	Federal Aviation Authority (US)		<b>EASA</b>	European Aviation Safety Agency
	<b>FAC-A</b>	Forward Air Controller - Airborne		<b>EDP</b>	Electronic Data Processing
	<b>FAR</b>	Federal Aviation Regulations (US)		<b>ELT</b>	Emergency Locator Transmitter
	<b>FCI</b>	Fighter Combat Instructor		<b>◀▶</b>	◀▶
	<b>FDR</b>	Flight Data Recorder		<b>EMACC</b>	European Military Airworthiness Certification Criteria
	<b>FID</b>	Flight Information Documents		<b>EMAD</b>	European Military Airworthiness Document
	<b>FIR</b>	Flight Information Region		<b>EMAD 1</b>	European Military Airworthiness Document - Definitions and Acronyms Document
	<b>FIS</b>	Flight Information Service		<b>EMAD R</b>	European Military Airworthiness Document - Recognition
	<b>FLIP</b>	Flight Information Publication		<b>EMAR</b>	European Military Airworthiness Requirements
	<b>FMS</b>	Flying Management System		<b>EMAR 145</b>	Requirements for Maintenance Organisations
	<b>FO</b>	Flying Order		<b>EMAR 147</b>	Requirements for Maintenance Training Organisations
	<b>FOC</b>	Full / Final Operational Capability or Foreign Object Control		<b>EMAR 21</b>	Requirements for the Certification of military aircraft and related products, parts and appliances, and design and production organisations
	<b>FOCFLT</b>	First of Class Flight Trial		<b>EMAR 66</b>	Requirements for Military Aircraft Maintenance Licensing (of Personnel)
	<b>FOD</b>	Foreign Object Debris		<b>EMAR M</b>	Continuing Airworthiness Requirements
	<b>FPS</b>	Functional Performance Specification		<b>EMPA</b>	European Military Part Approval
	<b>FRS</b>	Flammability Reduction Systems			

Former Text			Revised Text / Implemented Change		
	<b>FS</b>	Flight Simulator		✠ ✠	✠ ✠
	<b>FSR</b>	Field Service Representative		<b>EO</b>	Explosive Ordnance
	<b>FSTD</b>	Flight Simulation Training Device		<b>EPM</b>	Engine and Propeller Manual
	<b>FT</b>	Flight Test		<b>EROPS</b>	Extended Range Operations
	<b>FTD</b>	Flight Training Device		<b>ESF</b>	Equivalent ▶ ✠ Safety Finding
	<b>FTO</b>	Flight Test Organisation		<b>ESI</b>	Engine Structural Integrity
	<b>FTS</b>	Fuel Tank Safety or Flight Test Schedule		<b>ESIMP</b>	Engine Structural Integrity Management Plan
	<b>FUA</b>	Flexible Use Airspace		<b>ETOPS</b>	Extended Twin-engined Operations
	<b>G</b>	General		<b>FAA</b>	▶ ✠ Federal Aviation ▶ ✠ Administration (US)
	<b>GCS</b>	Ground Control Station		✠ ✠	✠ ✠
	<b>GM</b>	Guidance Material		✠ ✠	✠ ✠
	<b>GP</b>	General Public		✠ ✠	✠ ✠
	<b>GPWS</b>	Ground Proximity Warning System		<b>FDR</b>	Flight Data Recorder
	<b>GSE</b>	Ground Support Equipment		<b>FID</b>	Flight Information Documents
	<b>GWEO</b>	Guided Weapons and Explosive Ordnance Branch		<b>FIR</b>	Flight Information Region
	<b>HAOW</b>	Height Above Obstacles Within		<b>FIS</b>	Flight Information Service
	<b>HF</b>	Human Factors		<b>FLIP</b>	Flight Information Publication
	<b>HLS</b>	Helicopter Landing Site		<b>FMS</b>	Flying Management System
	<b>HMI</b>	Human Machine Interface		<b>FO</b>	Flying Order
	<b>HTA</b>	Hazard Tracing Authority		<b>FOB</b>	Forward Operating Base
	<b>IATA</b>	International Air Transport Association		<b>FOC</b>	Full / Final Operational Capability ▶ ✠
	<b>ICA</b>	Instructions for Continuing Airworthiness		✠ ✠	✠ ✠
	<b>ICAO</b>	International Civil Aviation Organisation		<b>FOD</b>	Foreign Object Damage
	<b>IGW</b>	Increased Gross Weight		<b>FOD</b>	Foreign Object Debris
	<b>ILS</b>	Instrument Landing System or Integrated Logistics Support		<b>FPS</b>	Function and Performance Specification
	<b>IOC</b>	Initial Operational Capability		<b>FRS</b>	Flammability Reduction Systems
	<b>IOP</b>	Installation Operating Permit		<b>FS</b>	Flight Simulator
	<b>IRE</b>	Instrument Rating Examiner		<b>FSR</b>	Field Service Representative
	<b>ISA</b>	International Standard Atmosphere		<b>FSTD</b>	Flight Simulation Training Device
	<b>ISO</b>	International Standards Organisation		<b>FT</b>	Flight Test
	<b>JAA</b>	Joint Airworthiness Authorities		<b>FTD</b>	Flight Training Device
	<b>JAR</b>	Joint Airworthiness Requirements		<b>FTO</b>	Flight Test Organisation
	<b>JPR</b>	Joint Personnel Recovery		<b>FTS</b>	▶ ✠ Flight Test Schedule
	<b>JUA</b>	Joint User Airspace		<b>FTS</b>	Fuel Tank Safety
	<b>KCAS</b>	Knots Calibrated Air Speed		<b>FUA</b>	Flexible Use Airspace
	<b>LFA</b>	Low Flying Area		<b>G</b>	General
	<b>LFR</b>	Low Flying Route		<b>GCS</b>	Ground Control Station
	<b>LOG</b>	Logistics		<b>GM</b>	Guidance Material
	<b>LSE</b>	Life Support Equipment		<b>GP</b>	General Public
	<b>LVP</b>	Low Visibility Procedures		<b>GPWS</b>	Ground Proximity Warning System
	<b>MAA</b>	Military Airworthiness Authority		<b>GSE</b>	Ground Support Equipment
				<b>GWEO</b>	Guided Weapons and Explosive Ordnance (Branch)



Former Text			Revised Text / Implemented Change		
	<b>MAML</b>	Military Aircraft Maintenance Licence		<b>HAOW</b>	Height Above Obstacles Within
	<b>MAO</b>	Military Air Operator		<b>HF</b>	High Frequency
	<b>MAOC</b>	Military Air Operator Certificate		<b>HF</b>	Human Factors
	<b>MARC</b>	Military Airworthiness Review Certificate		<b>HLS</b>	Helicopter Landing Site
	<b>MATS</b>	Manual of Air Traffic Services		<b>HMI</b>	Human Machine Interface
	<b>MAUW</b>	Maximum All Up Weight		<b>HTA</b>	Hazard Tracking Authority
	<b>MAwA</b>	Military Airworthiness Authorities		<b>IAM</b>	RAAF Institute of Aviation Medicine
	<b>MDOA</b>	Military Design Organisation Approval		<b>IATA</b>	International Air Transport Association
	<b>MDOE</b>	Military Design Organisation Exposition		<b>ICA</b>	Instructions for Continuing Airworthiness
	<b>MDR</b>	Maintenance Deficiency Report		<b>ICAO</b>	International Civil Aviation ►◄ Organization
	<b>MEL</b>	Minimum Equipment List		<b>IGW</b>	Increased Gross Weight
	<b>MEP</b>	Mision Essential Personnel		<b>ILS</b>	Instrument Landing System ►◄
	<b>MET</b>	Meteorology		<b>IMC</b>	Instrument Meteorological Conditions
	<b>MM</b>	Maintenance Manager		<b>IOC</b>	Initial Operational Capability
	<b>MMEL</b>	Master Minimum Equipment List		<b>IOP</b>	Installation Operating Permit
	<b>MOB</b>	Main Operating Base		<b>IR</b>	Implementing Regulation
	<b>MOE</b>	Maintenance Organisation Exposition		<b>IRE</b>	Instrument Rating Examiner
	<b>MoS</b>	Manual of Standards		<b>ISA</b>	International Standard Atmosphere
	<b>MoU</b>	Memorandum of Understanding		<b>ISO</b>	International Standards Organisation
	<b>MP</b>	Management Plan		<b>JAA</b>	Joint Airworthiness Authorities
	<b>MPOA</b>	Military Production Organisation Approval		<b>JAR</b>	Joint Airworthiness Requirements
	<b>MPOE</b>	Military Production Organisation Exposition		<b>JPR</b>	Joint Personnel Recovery
	<b>MPTF</b>	Military Permit to Fly		<b>JUA</b>	Joint User Airspace
	<b>MRTC</b>	Military Restricted Type-certificate		<b>KCAS</b>	Knots Calibrated Air Speed
	<b>MSD</b>	Minimum Separation Distance		<b>KIAS</b>	Knots Indicated Air Speed
	<b>MSTC</b>	Military Supplemental Type Certificate		<b>LFA</b>	Low Flying Area
	<b>MTC</b>	Military Type Certificate		<b>LFR</b>	Low Flying Route
	<b>MTO</b>	Military Training Organisation		<b>LOG</b>	Logistics
	<b>MTOE</b>	Maintenance Training Organisation Exposition		<b>LSE</b>	Life Support Equipment
	<b>MTOW</b>	Maximum Take Off Weight		<b>LVP</b>	Low Visibility Procedures
	<b>NAA</b>	National Airworthiness Authority		<b>MAA</b>	Military Airworthiness Authority
	<b>NDT</b>	Non-Destructive Test(ing)		<b>MAML</b>	Military Aircraft Maintenance Licence
	<b>NMAA</b>	National Military Airworthiness Authority		<b>MAO</b>	Military Air Operator
	<b>NPA</b>	Notice of Proposed Amendment		<b>MAOC</b>	Military Air Operator Certificate
	<b>OBR</b>	On-board Recording		<b>MARC</b>	Military Airworthiness Review Certificate
	<b>OEI</b>	One Engine Inoperable		<b>MATS</b>	Manual of Air Traffic Services
	<b>OEM</b>	Original Equipment Manufacturer		<b>MAUW</b>	Maximum All Up Weight
	<b>OFI</b>	Operational Flying Instructor		►◄	►◄
	<b>OIP</b>	Orders, Instructions and Publications		<b>MDOA</b>	Military Design Organisation Approval
	<b>OLS</b>	Obstacle Limitation Surfaces		<b>MDOE</b>	Military Design Organisation Exposition
	<b>OP</b>	Other Parties		<b>MCS</b>	Maritime Control Service
				<b>MDR</b>	Maintenance Deficiency Report
				<b>MEL</b>	Minimum Equipment List

Former Text			Revised Text / Implemented Change		
	<b>OPHAZ</b>	Operational Hazard		<b>MEP</b>	Mission Essential Personnel
	<b>OPS</b>	Operations		<b>MET</b>	Meteorology
	<b>OpSpec</b>	Operations Specifications		<b>▶◀</b>	<b>▶◀</b>
	<b>OSN</b>	Operational Support Network		<b>MMEL</b>	Master Minimum Equipment List
	<b>OT&amp;E</b>	Operational Test and Evaluation		<b>MOB</b>	Main Operating Base
	<b>PCN</b>	Pavement Classification Number		<b>MOE</b>	Maintenance Organisation Exposition
	<b>PDAS</b>	Project Design Acceptance Strategy		<b>MoS</b>	Manual of Standards
	<b>PEM</b>	Project Engineering Manager		<b>MoU</b>	Memorandum of Understanding
	<b>PHE</b>	Periodic Health Examination		<b>MOWP</b>	Method of Works Plan
	<b>PLT</b>	Pilot		<b>MP</b>	Management Plan
	<b>pMS</b>	participating Member State		<b>MPOA</b>	Military Production Organisation Approval
	<b>POA</b>	Production Organisation Approval		<b>MPOE</b>	Military Production Organisation Exposition
	<b>POE</b>	Production Organisation Exposition		<b>MPTF</b>	Military Permit to Fly
	<b>PPR</b>	Prior Permission Required		<b>MRTC</b>	Military Restricted Type-Certificate
	<b>PRD</b>	Prohibited, Restricted and Danger (areas)		<b>▶◀</b>	<b>▶◀</b>
	<b>PSIMP</b>	Propulsion Structural Integrity Management Plan		<b>MSTC</b>	Military Supplemental Type-Certificate
	<b>QAI</b>	Qualified Aviation Instructor		<b>MTC</b>	Military Type-Certificate
	<b>QFI</b>	Qualified Flying Instructor		<b>MTO</b>	Military Training Organisation
	<b>QHI</b>	Qualified Helicopter Instructor		<b>MTOE</b>	Maintenance Training Organisation Exposition
	<b>QMS</b>	Quality Management System		<b>MTOW</b>	Maximum Take Off Weight
	<b>QTP</b>	Qualified Test Pilot		<b>NAA</b>	National Airworthiness Authority
	<b>RA</b>	Restricted Area		<b>NDT</b>	Non-Destructive Test(ing)
	<b>RDS</b>	Runway Distance Supplement		<b>NMAA</b>	National Military Airworthiness Authority
	<b>RHA</b>	Risk Hazard Analysis		<b>NPA</b>	Non-Precision Approach
	<b>RP</b>	Remote Pilot		<b>NPA</b>	Notice of Proposed Amendment
	<b>RPA</b>	Remotely Piloted Aircraft		<b>NTS</b>	Non-Technical Skills
	<b>RPAS</b>	Remotely Piloted Air(craft) System		<b>OBOGS</b>	On-board Oxygen Generation System
	<b>RPS</b>	Remote Pilot Station		<b>OBR</b>	On-board Recording
	<b>RTC</b>	Restricted Type-certificate		<b>OEI</b>	One Engine Inoperable
	<b>RTCDS</b>	Restricted Type-certificate data Sheet		<b>OEM</b>	Original Equipment Manufacturer
	<b>RTS</b>	Raise, Train and Sustain		<b>OFI</b>	Operational Flying Instructor
	<b>RVR</b>	Runway Visual Range		<b>OIP</b>	Orders, Instructions and Publications
	<b>SA</b>	Segregated Airspace		<b>OLS</b>	Obstacle Limitation Surfaces
	<b>SAF</b>	Ship Aviation Facility		<b>OP</b>	Other Parties
	<b>SAR</b>	Search and Rescue or Safety Assessment Report#		<b>OPCON</b>	Operational Control
	<b>SARPS</b>	Standards and Recommended Practices (ICAO)		<b>OPHAZ</b>	Operational Hazard
	<b>SATCO</b>	Senior Air Traffic Controller		<b>OPS</b>	Operations
	<b>SB</b>	Service Bulletin		<b>OpSpec</b>	Operations Specifications
	<b>SCIS</b>	Safety Critical Items and Systems		<b>OSN</b>	Operational Support Network
	<b>SESHA</b>	Specialist Employment Stream Health Assessment		<b>OT&amp;E</b>	Operational Test and Evaluation
	<b>SFARP</b>	So far as is reasonably practicable		<b>PA</b>	Precision Approach
				<b>PAL</b>	Pilot Activated Lighting
				<b>PCN</b>	Pavement Classification Number

Former Text			Revised Text / Implemented Change		
	<b>SFI</b>	Special Flying Instructions		▶◀	▶◀
	<b>SHOL</b>	Ship Helicopter Operating Limits		<b>PEE</b>	Portable Electronic Equipment
	<b>SI</b>	Structural Integrity or Standing Instructions		<b>PED</b>	Portable Electronic Device
	<b>SMM</b>	Safety Management Manual		<b>PEM</b>	Project Engineering Manager
	<b>SMS</b>	Safety Management Systems		<b>PHE</b>	Periodic Health Examination
	<b>SOIU</b>	Statement of Operating Intent and Usage		<b>PLT</b>	Pilot
	<b>SOW</b>	Statement of Work		<b>pMS</b>	participating Member State
	<b>SPO</b>	Systems Program Office		<b>PO</b>	Project Office
	<b>SR</b>	Service Release		<b>POA</b>	Production Organisation Approval
	<b>SRA</b>	Supplemental Role Approval		<b>POE</b>	Production Organisation Exposition
	<b>SRM</b>	Structural Repair Manual		<b>PPR</b>	Prior Permission Required
	<b>SSAMA</b>	Single Service Aviation Medical Advisor		<b>PRD</b>	Prohibited, Restricted and Danger (areas)
	<b>STANAG</b>	Standardisation Agreement (in NATO)		<b>PSIMP</b>	Propulsion Structural Integrity Management Plan
	<b>STC</b>	Supplemental Type Certificate		<b>QAI</b>	Qualified Aviation Instructor
	<b>STD</b>	Synthetic Training Device		<b>QFI</b>	Qualified Flying Instructor
	<b>STI</b>	Special Technical Instruction		<b>QHI</b>	Qualified Helicopter Instructor
	<b>T&amp;E</b>	Test and Evaluation		<b>QMS</b>	Quality Management System
	<b>T&amp;EMP</b>	Test and Evaluation Management Plan		<b>QTP</b>	Qualified Test Pilot
	<b>TAAI</b>	Technical Airworthiness Alert Information		<b>RA</b>	Restricted Area
	<b>TC</b>	Type Certificate		<b>RDS</b>	Runway Distance Supplement
	<b>TCAE</b>	Type Continued Airworthiness Exposition		<b>RHA</b>	Risk Hazard Analysis
	<b>TCDS</b>	Type Certificate Data Sheet		<b>RP</b>	Remote Pilot
	<b>TLS</b>	Through Life Support		<b>RPA</b>	Remotely Piloted Aircraft
	<b>TMP</b>	Technical Maintenance Plan		<b>RPAS</b>	Remotely Piloted Aircraft System
	<b>TMUFF</b>	Temporarily Medically Unfit for Flying (related duties)		<b>RPS</b>	Remote Pilot Station
	<b>TRR</b>	Test Readiness Review		▶◀	▶◀
	<b>UA</b>	Unmanned Aircraft		▶◀	▶◀
	<b>UAS</b>	Unmanned Aircraft System		▶◀	▶◀
	<b>UASOP</b>	Unmanned Aircraft System Operating Permit		<b>RVR</b>	Runway Visual Range
	<b>UAT</b>	Unmanned Aerial Target		<b>SA</b>	Segregated Airspace
	<b>UCS</b>	UAV Control Station		<b>SAF</b>	Ship Aviation Facility
	<b>ULD</b>	Underwater Locating Device		<b>SAR</b>	▶◀ Safety Assessment Report ▶◀
	<b>UPT</b>	User Preferred Trajectories		<b>SAR</b>	Search and Rescue
	<b>WHMP</b>	Wildlife Hazard Management Plan		<b>SARPS</b>	Standards and Recommended Practices (ICAO)
	<b>WHRA</b>	Warbird, Historic and Replica Aircraft		<b>SATCO</b>	Senior Air Traffic ▶◀ Control Officer
				<b>SB</b>	Service Bulletin
				<b>SBAS</b>	Satellite Based Augmentation System
				▶◀	▶◀
				<b>SESHA</b>	Specialist Employment Stream Health Assessment
				<b>SFARP</b>	So far as is reasonably practicable
				<b>SFI</b>	Special Flying Instructions
				<b>SHOL</b>	Ship Helicopter Operating Limits

Former Text	Revised Text / Implemented Change	
	SI	►◄ Standing Instructions
	SI	Structural Integrity
	SIRE	Senior Instrument Rating Examiner
	►◄	►◄
	SMS	Safety Management System
	SOIU	Statement of Operating Intent and Usage
	SOW	Statement of Work
	SPC	Service Provision Conditions
	SPO	Systems Program Office
	►◄	►◄
	SRA	Supplemental Role Approval
	SRM	Structural Repair Manual
	SSAMA	Single Service Aviation Medical Advisor
	STANAG	Standardisation Agreement (in NATO)
	STC	Supplemental Type Certificate
	STD	Synthetic Training Device
	►◄	►◄
	T&E	Test and Evaluation
	T&EMP	Test and Evaluation Management Plan
	►◄	►◄
	TC	Type Certificate
	TCAE	Type Continued Airworthiness Exposition
	TCDS	Type Certificate Data Sheet
	TLS	Through Life Support
	TMP	Technical Maintenance Plan
	TMUCD	Temporarily Medically Unfit Controlling Duties
	TMUFF	Temporarily Medically Unfit for Flying (related duties)
	TRR	Test Readiness Review
	UA	Unmanned Aircraft
	UAS	Unmanned Aircraft Systems
	UASOP	Unmanned Aircraft Systems Operating Permit
	UAT	Unmanned Aerial Target
	UCS	UA ►◄ Control Station
	ULD	Underwater Locating Device
	UPT	User Preferred Trajectories
	VMC	Visual Meteorological Conditions
	WHMP	Wildlife Hazard Management Plan
	WHRA	Warbird, Historic and Replica Aircraft

**ANNEX B: Update to Glossary Terms - (Apr 2020 release)**

Former Text	Revised Text / Implemented Change
<p><b>Glossary of Terms</b> <b>DASR Glossary</b></p> <ol style="list-style-type: none"><li>To identify terminology sponsorship, a superscript symbol has been placed after each term to denote which DASA agency carries prime responsibility for maintaining the identified term as follows:<ol style="list-style-type: none"><li>* – ACPA</li><li># – DASA</li><li>(blank) – Derived from European Military Aviation Document 1 (EMAD1)</li></ol></li></ol> <p><b>Accountable Manager *</b> Person designated by the Approved Organisation, and named in the Organisation Exposition Compliance Statement, who is accountable to the Military Airworthiness Authority (MAA) for maintaining safety standards required by relevant DASR and any additional standards specified. Also a key figure who has influence within the organisation and the ability to make appropriate resource decisions to ensure compliance with DASR.</p> <p><b>Addition</b> The inclusion of further basic categories or sub-categories to an Military Aircraft Maintenance Licence (MAML) that is already held by an individual.</p> <p><b>ADF Cadets *</b> A collective reference to the three cadet organisations, namely, the Australian Navy Cadets, Australian Army Cadets and Australian Air Force.</p> <p><b>Advisory Material</b> Advisory material provides interpretation of technical airworthiness requirements and standards to assist in understanding and implementation. It also provides guidance on methods and procedures that are in compliance with technical airworthiness requirements and standards. Advisory material, including the described methods and procedures, is not mandatory and organisations may choose to follow other means of demonstrating compliance.</p> <p><b>Aerial Delivery Equipment (ADE) #</b> Equipment employed on transport or rotary wing aircraft in the aerial delivery of material; including slings, platforms, containers, parachutes, rigging materials, cloths, cords, tapes, threads and webbing. ADE does not include equipment employed in the aerial delivery of personnel.</p> <p><b>Aerodrome *</b> A defined area on land or water (including any buildings, installations, and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of fixed wing and rotary wing aircraft.</p> <p><b>Aeronautical Product #</b> See GM 21.A.101 Definitions and Terminology</p>	<p><b>Glossary of Terms</b> <b>DASR Glossary</b></p> <p>►◄Definitions with no superscript have been sourced directly from the European Military Airworthiness Document (EMAD 1). Those definitions and terminologies with a superscript * are DASR specific have been derived or contextualised for Australian use by the Defence Aviation Safety Authority (DASA).</p> <p><b>Accountable Manager (AM) *</b> Person designated by the Approved Organisation, and ►identified◄ in the Organisation Exposition Compliance Statement, who is accountable ►◄ for maintaining safety standards required by relevant DASR and any additional standards specified. ►Typically, this is◄ a key figure who has influence within the organisation and the ability to make appropriate resource decisions to ensure compliance with DASR.</p> <p><b>Addition</b> The inclusion of further basic categories or sub-categories to a►◄ Military Aircraft Maintenance Licence (MAML) that is already held by an individual.</p> <p><b>ADF Cadets *</b> A collective reference to the three cadet organisations, namely, the Australian Navy Cadets, Australian Army Cadets and Australian Air Force <b>Cadets (Defence Act 1903, section 62).</b></p> <p><b>Advisory Material</b> ►Material that◄ provides interpretation of technical airworthiness requirements and standards to assist in understanding and implementation. It also provides guidance on methods and procedures that are in compliance with technical airworthiness requirements and standards. Advisory material, including the described methods and procedures, is not mandatory and organisations may choose to follow other means of demonstrating compliance.</p> <p><b>Aerial Delivery Equipment (ADE) ►*◄</b> Equipment employed on transport or rotary wing aircraft in the aerial delivery of material; including slings, platforms, containers, parachutes, rigging materials, cloths, cords, tapes, threads and webbing. ADE does not include equipment employed in the aerial delivery of personnel.</p> <p><b>Aerodrome (AD) *</b> A defined area on land or water (including any buildings, installations, and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of fixed wing and rotary wing aircraft.</p> <p><b>Aerodrome certificate *</b> A certificate granted to an Aerodrome Operator by the Authority under DASR 139 that certifies the aerodrome meets the technical specifications outlined in its certification basis.</p> <p><b>Aerodrome Manager (ADM) *</b> The representative of the Aerodrome Operator, responsible for ensuring:<ol style="list-style-type: none"><li>a Certified Aerodrome continues to maintain its certified status; and</li><li>for non-certified aerodromes, the aerodrome is safe and fit-for-purpose as required.</li></ol></p> <p><b>Aerodrome Operator (AD OPR) *</b> The Defence organisation accountable for the overall safe operations of a Defence Aerodrome.</p> <p><b>Aeronautical Product ►*◄</b> See GM 21.A.101 Definitions and Terminology</p>



Former Text	Revised Text / Implemented Change
<p><b>Air Force Interoperability Council (AFIC) *</b> AFIC is an international organisation which provides a framework for the air forces of Australia, Canada, New Zealand, United Kingdom and United States to work collaboratively to enhance coalition expeditionary air and space interoperability. (see AFIC documents).</p> <p><b>Air Force Interoperability Council (AFIC) Documents *</b> AFIC documents relate to technical, procedural and material aspects of air and space operations. When ratified as Air Standards, AFIC documents are implemented through Defence procedural and material publications and instructions, Defence standards or Defence technical publications or instructions. AFIC documents are not stand alone documents and each ASIC document will list the national implementation documents (see AFIC).</p> <p><b>Air Traffic Management Plan (ATMP) *</b> An ATMP outlines the systems and processes that will be used to ensure the safe operation of Unmanned Aircraft Systems (UAS) in conjunction with other air traffic.</p> <p><b>Air Traffic Service (ATS) *</b> A generic term meaning (variously, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service) and battlefield airspace control.</p> <p><b>Aircraft *</b> Any machine or craft, including an unmanned machine or an unmanned craft, that can derive support in the atmosphere from the reaction of air, other than reactions of the air against the earth’s surface.</p> <p><b>Aircraft Altitude *</b> The aircraft altitude above sea level as indicated by an externally-sourced altimeter set to either QNH or standard pressure of 1013.2 millibars, as appropriate to the procedures being used.</p> <p><b>Aircraft Flight Manual (AFM)</b> An Aircraft Flight Manual is a manual, associated with Military Type Certificate, containing limitations within which aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft.</p> <p><b>Aircraft Store #</b> Any device, excluding air cargo, intended for internal or external carriage and mounted on aircraft suspension and release equipment, whether or not the item is intended to be separated in flight from the aircraft. Stores include missiles, rockets, bombs, mines, torpedoes, gun ammunition, grenades, pyrotechnic devices, sonobuoys, signal underwater sound devices, fuel and spray tanks, dispensers, pods (refuelling, thrust augmentation, gun, electronic countermeasures, etc.), targets, chaff and flares from countermeasures dispensing systems, and suspension equipment (racks and pylons).</p> <p><b>Aircraft–stores Compatibility (ASC) *</b> The ability of each element of specified aircraft–stores configuration(s) to coexist without unacceptable effects on the physical, aerodynamic, structural, electrical, electromagnetic or functional characteristics of each other under specified ground and flight conditions.</p> <p><b>Airworthiness Codes</b> Product airworthiness requirements, applicable to the design of a product, that are approved by a competent airworthiness authority for the use with standardised aircraft categories, eg EASA CS, FAA FAR, STANAG, Def-STAN, etc.</p> <p><b>Airworthiness Limitations (AwLs) #</b> Airworthiness Limitations (AwLs) are items that the Certification process has defined as critical from a fatigue or damage tolerance assessment. The inspection frequency of such items is 'Mandatory' and should be treated in the same way as a Certification Maintenance Requirement (CMR).</p>	<p><b>Air Force Interoperability Council (AFIC) *</b> ►A◄n international organisation which provides a framework for the air forces of Australia, Canada, New Zealand, United Kingdom and United States to work collaboratively to enhance coalition expeditionary air and space interoperability ►◄.</p> <p><b>Air Force Interoperability Council (AFIC) Documents *</b> ►D◄documents related to technical, procedural and material aspects of air and space operations. When ratified as Air Standards, AFIC documents are implemented through Defence procedural and material publications and instructions, Defence standards or Defence technical publications or instructions. AFIC documents are not stand alone documents and each ►AFIC◄ document will list the national implementation documents►◄.</p> <p><b>Air Traffic Management Plan (ATMP) *</b> ►A plan that◄ outlines the systems and processes that will be used to ensure the safe operation of Unmanned Aircraft Systems (UAS) in conjunction with other air traffic.</p> <p><b>Air Traffic Service (ATS) *</b> A generic term meaning (variously), flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service) and battlefield airspace control.</p> <p><b>Aircraft *</b> Any machine or craft, including an unmanned machine or an unmanned craft, that can derive support in the atmosphere from the reaction of air, other than reactions of the air against the earth’s surface (<i>Civil Aviation Act 1988, section 3</i>).</p> <p><b>Aircraft Altitude *</b> The ►vertical distance◄ above mean sea level as indicated by an externally ►sourced altimeter◄ set to either QNH (atmospheric pressure adjusted to sea level) or standard pressure of 1013.2 millibars, as appropriate to the procedures being used.</p> <p><b>Aircraft Flight Manual (AFM)</b> ►A◄ manual, associated with Military Type►◄Certificate, containing limitations within which aircraft is to be considered airworthy, and instructions and information necessary to the flight crew►◄ for the safe operation of the aircraft.</p> <p><b>Aircraft Store ►*◄</b> Any device, excluding air cargo, intended for internal or external carriage and mounted on aircraft suspension and release equipment, whether or not the item is intended to be separated in flight from the aircraft. Stores include missiles, rockets, bombs, mines, torpedoes, gun ammunition, grenades, pyrotechnic devices, sonobuoys, signal underwater sound devices, fuel and spray tanks, dispensers, pods (refuelling, thrust augmentation, gun, electronic countermeasures, etc.), targets, chaff and flares from countermeasures dispensing systems, and suspension equipment (racks and pylons).</p> <p><b>Aircraft–►S◄tores Compatibility (ASC) *</b> The ability of each element of specified aircraft–stores configuration(s) to coexist without unacceptable effects on the physical, aerodynamic, structural, electrical, electromagnetic or functional characteristics of each other under specified ground and flight conditions.</p> <p><b>Airworthiness Codes</b> Product airworthiness requirements, applicable to the design of a product, that are approved by a competent airworthiness authority for the use with standardised aircraft categories, ►e.g.◄ EASA CS, FAA FAR, STANAG, Def-STAN, etc.</p> <p><b>Airworthiness Limitation►◄ (AwL►◄) ►*◄</b> ►I◄tem(s) that the Certification process has defined as critical from a fatigue or damage tolerance assessment. The inspection frequency of such items is 'Mandatory' and should be treated in the same way as a Certification Maintenance Requirement (CMR).</p>

Former Text	Revised Text / Implemented Change
<p><b>Airworthiness Standards #</b> The design requirements, including where appropriate the means of demonstrating compliance, prescribed for the purposes of establishing adequate levels of safety.</p> <p><b>Allocated Baseline (ABL) #</b> The initially approved documentation describing an item’s functional, interoperability and interface characteristics that are allocated from those of a system or a higher level configuration item, interface requirements with interfacing configuration items, additional design constraints, and the verification required to demonstrate the achievement of those specified characteristics.</p> <p><b>Application Identifier (AI) *</b> The A or N prefix of the state registration number. For example A41 for C–12 Globemaster III, N48 for MH–60R Seahawk.</p> <p><b>Australian Aircraft *</b> An aircraft which is registered in accordance with section 9(1)(e) of the <i>Civil Aviation Act 1988</i> and is subject to regulation by CASA.</p> <p><b>Australian Military Type-certificate (AMTC) #</b> A document issued by the Defence AA, on advice from DASA, following independent review by the Airworthiness Board, signifying compliance with the Defence airworthiness requirements for Type-certification as a Defence state registered aircraft.</p> <p><b>Authorised Maintenance Data #</b> Those instructions, approved for use by the responsible Authority, required to retain aircraft and aircraft-related equipment in an airworthy condition. These instructions include, but are not limited to, maintenance manuals, technical maintenance plans, servicing schedules, component lifing policies and inspection programs.</p> <p><b>Authority to Operate (AUTHOP) *</b> An AUTHOP confirms the ongoing operational suitability and operational effectiveness of an Aviation Support System (AvSS) service output, including its applicable subsystems. An AUTHOP fulfils a similar purpose for an AvSS that Service Release does for aircraft.</p> <p><b>Autonomous Aircraft *</b> An unmanned aircraft that does not allow pilot intervention in the management of flight.</p> <p><b>Aviation Medical Certificate *</b> A document provided by an AVMO attesting to the medical fitness of a person to conduct flying related duties.</p> <p><b>Aviation Risk Management (AvRM) *</b> A description of the application of Standards Australia Risk Management Standards in the context of Defence aviation operations. AVRМ offers a systematic, logical approach to identifying and treating risks to Defence aviation resources and missions, while supporting initiative, flexibility and adaptability.</p> <p><b>Aviation Safety *</b> Aviation safety is the state in which risks to personnel arising from aircraft operations are eliminated or otherwise minimised so far as is reasonably practicable through a continuing process of hazard identification and safety risk management.</p>	<p><b>Airworthiness Standards ▶*◀</b> The design requirements, including where appropriate the means of demonstrating compliance, prescribed for the purposes of establishing adequate levels of safety.</p> <p><b>Allocated Baseline (ABL) ▶*◀</b> The initially approved documentation describing an item’s functional, interoperability and interface characteristics that are allocated from those of a system or a higher level configuration item, interface requirements with interfacing configuration items, additional design constraints, and the verification required to demonstrate the achievement of those specified characteristics.</p> <p><b>Application Identifier (AI) *</b> The A or N prefix of the state registration number. For example A41 for C–▶17◀ Globemaster III, N48 for MH–60R Seahawk.</p> <p>▶◀</p> <p><b>Australian Military Type-▶C◀ertificate (AMTC) ▶*◀</b> A document issued by the Defence AA, on advice from DASA, following independent review by the Airworthiness Board, signifying compliance with the Defence airworthiness requirements for Type-▶◀Certification as a Defence state registered aircraft.</p> <p><b>Authorised Maintenance Data ▶*◀</b> Those instructions, approved for use by the responsible Authority, required to retain aircraft and aircraft-related equipment in an airworthy condition. These instructions include, but are not limited to, maintenance manuals, technical maintenance plans, servicing schedules, component lifing policies and inspection programs.</p> <p><b>Authority to Operate (AUTHOP) *</b> An ▶authority that◀ confirms the ongoing operational suitability and operational effectiveness of an Aviation Support System (AvSS) service output, including its applicable subsystems. An AUTHOP fulfils a similar purpose for an AvSS that Service Release does for aircraft.</p> <p><b>Autonomous Aircraft *</b> An unmanned aircraft that does not ▶require◀ pilot intervention in the management of flight.</p> <p><b>Aviation Medical Certificate *</b> A document provided by an A▶v◀MO attesting to the medical fitness of a person to conduct flying related duties.</p> <p><b>Aviation Risk Management (AvRM) *</b> A description of the application of Standards Australia Risk Management Standards in the context of Defence aviation operations. A▶v◀RM offers a systematic, logical approach to identifying and treating risks to Defence aviation resources and missions, while supporting initiative, flexibility and adaptability.</p> <p><b>Aviation Safety *</b> ▶A◀ state in which risks to personnel arising from aircraft operations are eliminated or otherwise minimised so far as is reasonably practicable through a continuing process of hazard identification and safety risk management.</p> <p><b>Aviation Safety Event *</b> Any event where an aviation system (including the human element) fails to perform in the expected manner and, adversely affects, or could adversely affect, the safety or airworthiness of an aviation system or third party.</p> <p><b>Aviation Safety Issue *</b> A characteristic of an organisation or a system that can reasonably be regarded as having the potential to adversely affect the safe operation of an aircraft, aviation-related equipment or products and services.</p>

Former Text	Revised Text / Implemented Change
<p><b>Aviation Safety Instrument *</b> A binding document issued by the Authority to certify, authorise or restrict operation of a Defence aviation system under specified conditions.</p> <p><b>Aviation Safety Management *</b> Aviation Safety Management is integral to the function of safe flying operations and requires processes and procedures to ensure competence of commanders and all personnel associated with flying operations, adherence to authorised orders and instructions, promotion of and maintenance of high levels of aviation safety awareness, and systematic evaluation and management of risk in operations.</p> <p><b>Aviation Support System Certificate (AvSSC) *</b> An AvSSC fulfils a similar purpose for AvSS that an AMTC does for aircraft by confirming an AvSS has been designed constructed, and can be maintained and operated for its intended purpose.</p> <p><b>Aviation Support System Management Plan (AvSSMP) *</b> An AvSSMP is intended to capture the scope and requirements of an AvSS over its lifecycle.</p> <p><b>Aviation System *</b> The integration of equipment, personnel, organisation, publications and procedures to achieve an aviation role. Aviation systems include: Defence state registered aircraft types, non-Defence registered aircraft types, Unmanned Aircraft Systems (UAS) and Aviation Support Systems (AvSS).</p> <p><b>Battlefield Airspace Control (BAC) *</b> An Air Traffic Servise (ATS) subcategory provided in assigned airspace that supports the air, land or amphibious scheme of manoeuvre by providing airspace management, coordination and de–confliction of joint fires and effects in that airspace in order to facilitate safe and efficient access to airspace through a combination of coordination with adjoining civil/military agencies and through the application of both procedural and positive control methods.</p> <p><b>Certificate of Airworthiness (CoA) #</b> A document, issued by the Authority or delegate, certifying that a particular aircraft, at the date of issue, conformed to the Type Design recorded in the Type Record.</p> <p><b>Certificate of Release to Service (CRS) for Aircraft #</b> A CRS for aircraft verifies that all maintenance ordered / tasked by the CAMO has been properly carried out in accordance with the procedures specified in DASR 145.A.70, using maintenance data specified in DASR 145.A.45 and that there are no non-compliances which are known to endanger flight safety.</p> <p><b>Certificate of Release to Service (CRS) for Components (Authorised Release Certificate) #</b> A CRS for Components (also known as an Authorised Release Certificate) certifies that the work specified was carried out in accordance with DASR 145 and in respect to that work the component is considered ready for release to service.</p> <p><b>Certification Basis #</b> The complete set of airworthiness design requirements against which a design (or type) is certified as airworthy and is described in AAP 7001.054—Airworthiness Design Requirements Manual.</p> <p><b>Certification Maintenance Requirements (CMR) #</b> A Certification Maintenance Requirement (CMR) is a required scheduled maintenance task established during the design certification of the aircraft systems as an operating limitation of the type-certificate (TC) or supplemental type-certificate (STC). The CMRs are a subset of the instructions for continued airworthiness (ICA) identified during the certification process.</p> <p><b>Certification Privileges #</b> Personnel exercising 'Certification Privileges' means personnel who issue a Certification of release to Service (CRS). Where on-aircraft maintenance has occurred, the CRS shall be issued by the holder of a relevant MAML. Component certifying staff shall be authorised by the maintenance organisation on the basis of appropriate</p>	<p>►◄</p> <p><b>Aviation Safety Management (ASM) *</b> ► A function ◄ integral to ►◄safe flying operations and requires processes and procedures to ensure competence of commanders and all personnel associated with flying operations, adherence to authorised orders and instructions, promotion of and maintenance of high levels of aviation safety awareness, and systematic evaluation and management of risk in operations.</p> <p><b>Aviation Support System Certificate (AvSSC) *</b> ► A document that confirms an ◄ AvSS has been designed, constructed, and can be maintained and operated for its intended purpose (similar to the AMTC for aircraft).</p> <p><b>Aviation Support System Management Plan (AvSSMP) *</b> ► I ◄ntended to capture the scope and requirements of an AvSS over its lifecycle.</p> <p><b>Aviation System *</b> The integration of equipment, personnel, organisation, publications and procedures to achieve an aviation role. Aviation systems include: Defence ►◄ registered aircraft types, non-Defence registered aircraft types, Unmanned Aircraft Systems (UAS) and Aviation Support Systems (AvSS).</p> <p><b>Battlefield Airspace Control (BAC) *</b> An Air Traffic ►Service◄ (ATS) subcategory provided in assigned airspace that supports the air, land or amphibious scheme of manoeuvre by providing airspace management, coordination and de–confliction of joint fires and effects in that airspace in order to facilitate safe and efficient access to airspace through a combination of coordination with adjoining civil/military agencies and through the application of both procedural and positive control methods.</p> <p><b>Certificate of Airworthiness (CoA) ►*◄</b> A document, issued by the Authority or delegate, certifying that a particular aircraft, at the date of issue, conformed to the Type Design recorded in the Type Record.</p> <p><b>Certificate of Release to Service (CRS) for Aircraft ►*◄</b> ►V◄erifies that all maintenance ordered / tasked by the CAMO has been properly carried out in accordance with the procedures specified in DASR 145.A.70, using maintenance data specified in DASR 145.A.45 and that there are no non-compliances which are known to endanger flight safety.</p> <p><b>Certificate of Release to Service (CRS) for Components (Authorised Release Certificate) ►*◄</b> ►C◄ertifies that the work specified was carried out in accordance with DASR 145 and in respect to that ►work, ◄ the component is considered ready for release to service (also known as an Authorised Release Certificate).</p> <p><b>Certification Basis ►*◄</b> The complete set of airworthiness design requirements against which a design (or type) is certified as airworthy and is described in AAP 7001.054—<i>Airworthiness Design Requirements Manual</i>.</p> <p><b>Certification Maintenance Requirements (CMR) ►*◄</b> A Certification Maintenance Requirement (CMR) is a required scheduled maintenance task established during the design certification of the aircraft systems as an operating limitation of the type-certificate (TC) or supplemental type-certificate (STC). The CMRs are a subset of the instructions for continued airworthiness (ICA) identified during the certification process.</p> <p><b>Certification Privileges ►*◄</b> The authority to ►◄ issue a ►◄ Certificate of ►R◄elease to Service (CRS). Where on-aircraft maintenance has occurred, the CRS ►must◄ be issued by the holder of a relevant MAML. Component certifying staff ►must◄ be authorised by the maintenance organisation on the basis of appropriate competence, training and experience in accordance with a procedure(s) contained in the MOE. Individuals issuing a CRS for components are not required to hold a MAML.</p>

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<p>competence, training and experience in accordance with a procedure(s) contained in the MOE. Individuals issuing a CRS for components are not required to hold a MAML.</p> <p><b>Certified Life Limit for Components #</b> Specified life limit after which the components should be retired.</p> <p><b>Certifying Staff Responsibilities #</b></p> <p>1. <b>On aircraft maintenance.</b> Certifying Staff are authorised licence holders, with appropriate privileges to: a. sign maintenance certifications, b. issue CRS.</p> <p><b>Civil Register *</b> The CASA maintained civil aircraft register. Aircraft on this register are referred to as civil registered aircraft and will be appropriately marked with a ‘VH’ registration.</p> <p><b>Civil Registered Aircraft *</b> An aircraft that is registered by a civilian airworthiness authority.</p> <p><b>Comcare #</b> The operational arm of the Commission for the Safety, Rehabilitation and Compensation of Commonwealth Employees (the Commission). Comcare is responsible for the management of the Work Health and Safety Act 2011 as well as the Commonwealth Employees Safety, Rehabilitation and Compensation Act 1988.</p> <p><b>Competency *</b> The capacity of an individual to effectively and safely complete a task to a required standard of performance, through the application of appropriate skills, knowledge and attitude.</p> <p><b>Configuration #</b> The functional and physical characteristics of existing or planned hardware, firmware, software or a combination thereof, as set forth in technical documentation (which includes specifications, standards and drawings) and ultimately achieved in a product.</p> <p><b>Configuration, Role and operating Environment (CRE) *</b> The specified configuration (functional and physical characteristics), role (warfighting function) and environment, eg physical and meteorological conditions, specified in an aviation system’s Statement of Intent and Usage (SOIU).</p> <p><b>Contemporary Crash Protection Design Requirement (CCPDR) *</b> Design requirements prescribed by a National Airworthiness Authority (NAA) and /or a Military Airworthiness Authority (MAA), which form the basis to certify the aircraft Type.</p> <p><b>Continued (design) airworthiness</b> All tasks to be carried-out to verify that the conditions under which a type- certificate or a supplemental type- certificate has been granted continue to be fulfilled at any time during its period of validity.</p> <p><b>Continuing Airworthiness Management Organisation (CAMO) *</b> Organisation approved by the Authority that ensures on behalf of the ‘Operator’, ie Military Air Operator (MAO), that each aircraft is of the correct configuration (in accordance with approved Type Design), is available to meet the intended purpose and is safe to fly, ie airworthy.</p> <p><b>Corrective Maintenance #</b> Those maintenance tasks necessary to restore items to a specified condition or to restore it to serviceability after failure.</p>	<p><b>Certified Aerodrome *</b> An aerodrome in respect of which an aerodrome certificate is in force.</p> <p><b>Certified Life Limit for Components ►*◄</b> Specified life limit after which the components should be retired.</p> <p><b>Certifying Staff ►Responsibilities *◄</b></p> <p>1. <b>On aircraft maintenance.</b> Certifying Staff are authorised licence holders, with appropriate privileges to: a. sign maintenance certifications, b. issue <b>Certificate of Release to Service (CRS)</b>.</p> <p><b>Civil Register *</b> The ►CASA-◄ maintained <b>Australian</b> civil aircraft register. Aircraft on this register are referred to as civil registered aircraft and will be appropriately marked with a ‘VH’ registration (e.g. VH-ABC). <b>This may be extended to include similar registers maintained by other NAA.</b></p> <p><b>Civil Registered Aircraft *</b> An aircraft that is registered by a ► <b>National Airworthiness Authority.</b> ◄</p> <p>►◄</p> <p><b>Competency *</b> The capacity of an individual to effectively and safely complete a task <b>consistently</b>, to a required standard of performance, through the application of appropriate skills, knowledge and attitude.</p> <p><b>Configuration ►*◄</b> The functional and physical characteristics of existing or planned hardware, firmware, software or a combination thereof, as set forth in technical documentation (which includes specifications, standards and drawings) and ultimately achieved in a product.</p> <p><b>Configuration, Role and operating Environment (CRE) *</b> The ►◄configuration (functional and physical characteristics), role (warfighting function) and environment, ► (e.g.◄ physical and meteorological conditions►); <b>as</b>◄ specified in an aviation system’s Statement of <b>Operating</b> Intent and Usage (SOIU).</p> <p><b>Contemporary Crash Protection Design Requirement (CCPDR) *</b> Design requirements ►prescribed◄ by a National Airworthiness Authority (NAA) and /or a Military Airworthiness Authority (MAA), which form the basis to certify the aircraft Type.</p> <p><b>Continued (design) ►A◄irworthiness</b> All tasks to be carried-out to verify that the conditions under which a type- certificate or a supplemental type-certificate has been granted continue to be fulfilled at any time during its period of validity.</p> <p><b>Continuing Airworthiness Management Organisation (CAMO) *</b> Organisation approved by the Authority that ensures on behalf of the ► <b>i.e.</b>◄ Military Air Operator (MAO), that each aircraft is of the correct configuration (in accordance with approved Type Design), is available to meet the intended purpose and is safe to fly, ► <b>i.e.</b>◄ airworthy.</p> <p><b>Corrective Maintenance ►*◄</b> Those maintenance tasks necessary to restore items to a specified condition or to restore ►them◄ to serviceability after failure.</p>



Former Text	Revised Text / Implemented Change
<p><b>Crew Resource Management (CRM) *</b> The process or act of effective and cohesive aircrew or operator teamwork utilising all available resources (including information, equipment, and people), which contributes to aviation safety.</p> <p><b>Critical Design Configuration Control Limitations (CDCCL) #</b> Critical Design Configuration Control Limitations (CDCCL) identify the critical design features such as proper wire separation, proper installation of a panel gasket, maximum acceptable bonding jumper resistance levels, etc, that must be maintained in exactly the same manner throughout the life of the aircraft in order to comply with the type certificate and maintain airworthiness. The purpose of CDCCL is to provide instructions to ensure these critical features are present throughout the life of the aircraft and are inspected and verified when alterations, repairs, or maintenance actions occur in the area.</p> <p><b>Dangerous Incident #</b> An incident in relation to a workplace that exposes a worker or any other person to a serious risk to a person's health or safety emanating from an immediate or imminent exposure to:</p> <ol style="list-style-type: none"><li>an escape, spillage or leakage of a substance</li><li>an uncontrolled implosion, explosion or fire</li><li>an uncontrolled escape of gas or steam</li><li>an uncontrolled escape of a pressurised substance</li><li>electric shock</li><li>the fall or release from a height of any plant, substance or object</li><li>the collapse, overturning, failure or malfunction of, or damage to, any plant that is required to be authorised for use in accordance with the regulations</li><li>the collapse or partial collapse of a structure</li><li>the collapse or failure of an excavation or of any shoring supporting an excavation</li><li>the inrush of water, mud or gas in workings, in an underground excavation or tunnel</li><li>the interruption of the main system of ventilation in an underground excavation or tunnel</li><li>any other event prescribed by the regulations.</li></ol> <p><b>Declaration of Compliance</b> A statement, signed by the Head of Design or by an authorised representative, to show compliance with all applicable type-certification basis and, where applicable, environmental protection requirements. It declares that the aircraft is airworthy within the specific design limitations.</p> <p><b>Decompression illness (DCI) *</b> A term referring to a group of clinical conditions that may result from exposure to a change in ambient pressure.</p> <p><b>Defect #</b> A fault, other than by fair wear and tear, which renders an item unsuitable for its intended use. The fault may be in design or deviation of a dimension, finish or other functional characteristic from specified requirements or from recognised standards of engineering practice.</p> <p><b>Defence Aircraft *</b> Aircraft operated by or on behalf of Defence.</p> <p><b>Defence Personnel *</b> Defence Personnel means all Defence Employees, Defence Members, ADF Cadets and ADF Cadet Staff and equivalents from other defence organisations on exchange to Defence.</p> <p><b>Defence Practice Area (DPA) *</b> An area intended to protect public safety by giving notice of a practice, prohibiting entry to, and allowing the removal of unauthorised people, vehicles, vessels or aircraft from a DPA when an authorised Defence operation or practice is in progress. DPA's may also be referred to as Defence training areas and ranges.</p>	<p><b>Crew Resource Management (CRM) *</b> The process or act of effective and cohesive aircrew or operator teamwork utilising all available resources (including information, equipment, and people), which contributes to aviation safety. <b>DASR and the ADF aviation Human Factor model has replaced CRM with Non-Technical Skills (NTS).</b></p> <p><b>Critical Design Configuration Control Limitations (CDCCL) *</b> <b>►These◄</b> identify the critical design features such as proper wire separation, proper installation of a panel gasket, maximum acceptable bonding jumper resistance levels, <b>►etc.◄</b>, that must be maintained in exactly the same manner throughout the life of the aircraft in order to comply with the type certificate and maintain airworthiness. The purpose of CDCCL is to provide instructions to ensure these critical features are present throughout the life of the aircraft and are inspected and verified when alterations, repairs, or maintenance actions occur in the area.</p> <p><b>►◄</b></p> <p><b>Declaration of Compliance</b> A statement, signed by the Head of Design <b>Organisation</b> or by an authorised representative, to show compliance with all applicable type-certification basis and, where applicable, environmental protection requirements. It declares that the aircraft is airworthy within the specific design limitations.</p> <p><b>Decompression ►I◄Illness (DCI) *</b> A term referring to a group of clinical conditions that may result from exposure to a change in ambient pressure.</p> <p><b>Defect ►*◄</b> A fault, other than by fair wear and tear, which renders an item unsuitable for its intended use. The fault may be in design or deviation of a dimension, finish or other functional characteristic from specified requirements or from recognised standards of engineering practice.</p> <p><b>Defence Aircraft *</b> Aircraft operated by or on behalf of Defence (<b>see also <a href="#">Military Aircraft</a></b>)</p> <p><b>Defence Long Range Operations (DLRO) *</b> <b>Involves fixed-wing multi-engine turbine aircraft, operated by Defence, which may carry Defence personnel on long-range flights, as determined by the MAO.</b></p> <p><b>Defence Personnel *</b> <b>In the context of DASR applicability</b>, Defence Personnel means all Defence Employees, Defence Members, ADF Cadets and ADF Cadet Staff and <b>foreign</b> equivalents <b>►while serving with◄</b> Defence.</p> <p><b>Defence ►◄Area (D►◄A) *</b> An area intended to protect public safety by giving notice of a practice, prohibiting entry to, and allowing the removal of unauthorised people, vehicles, vessels or aircraft from a D►◄A when an authorised Defence operation or practice is in progress. D►◄A's may also be referred to as Defence training areas and ranges.</p>



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<p><b>Defence Registered Aircraft *</b> An aircraft type listed on the Defence Register.</p> <p><b>Defence Standard (DEF STAN) 00–970 #</b> DEF STAN 00–970 is the UK Ministry of Defence standard containing design and airworthiness requirements for Service aircraft and engines. This airworthiness code has been adopted by Defence as the baseline code for validation of a state registered aircraft’s certification basis.</p> <p><b>Defence Technical Equivalent Qualification (DTEQ) #</b> A Defence Technical Equivalent Qualification (DTEQ) is the combination of an RTO-issued Aeroskills qualification (or, if applicable, a Statement of Attainment) and a task authorisation issued under the TAREG system. Less formally, DTEQ is the extant ADO aviation trade authorisation and training methodology. NOTE: EMAR 66 and 147 are substantially different, see <a href="#">National Licence Equivalence paper</a>, the current methods of authorising maintenance personnel and regulation of maintenance training organisations, and hence are subject to further development before consultation.</p> <p><b>Delegate of the Safety Authority (DoSA) #</b> An individual that has been formally assigned an Authority responsibility, who is then considered a legal agent of the Authority when exercising that delegation. The individual may be within or external to the Defence Aviation Safety Authority, and within or external to Defence.</p> <p><b>Dental Officer *</b> Any Defence member or Defence employee who is authorised to provide dental care to Defence personnel as a registered Dentist.</p> <p><b>Design #</b> The process or act of creating or changing a product and related technical process descriptions through the application of scientific and engineering effort (verb), or the outcome of that process (noun). The design therefore encompasses not only the configuration of the product, but also the test and evaluation needed to validate that the design meets performance and safety requirements; the manufacturing processes (including production test requirements) which require special control to ensure the product meets requirements; the in-service monitoring requirements, the maintenance processes and authorised repairs; the maintenance lives and intervals and fatigue life; and operating procedures and limits.</p> <p><b>Design Change</b> A design change is a change in type design as defined in DASR 21.A.91—Classification of change in type design.</p> <p><b>Detect and Avoid *</b> The capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action to comply with the applicable rules of flight.</p> <p><b>Developmental Test and Evaluation (DT&amp;E) #</b> An engineering function used by the manufacturer, or a nominated test agency, to establish that a system complies with the design requirements.</p> <p><b>Deviation #</b> A configuration change where: one or a limited number of Configuration Items (CI) within a population departs from the current approved type design; or where the entire population of a CI departs from the current approved type design for a limited time.</p> <p><b>DLRO Area of Operations *</b> The area of operations, over land or water, where an aircraft’s diversion time is outside of the nominated threshold time.</p>	<p><b>Defence Registered Aircraft *</b> An aircraft ►◄ listed on the Defence Register.</p> <p><b>Defence Standard (DEF STAN) 00–970 ►*◄</b> DEF STAN 00–970 is the UK Ministry of Defence standard containing design and airworthiness requirements for Service aircraft and engines. This airworthiness code has been adopted by Defence as the baseline code for validation of a ►◄ <b>Defence R</b> ◄registered ►◄ <b>A</b> ◄ircraft’s certification basis.</p> <p><b>Defence Technical Equivalent Qualification (DTEQ) ►*◄</b> A Defence Technical Equivalent Qualification (DTEQ) is the combination of an RTO-issued Aeroskills qualification (or, if applicable, a Statement of Attainment) and a task authorisation issued under the TAREG system. Less formally, DTEQ is the extant ADO aviation trade authorisation and training methodology. NOTE: EMAR 66 and 147 are substantially different, see <a href="#">National Licence Equivalence paper</a>, the current methods of authorising maintenance personnel and regulation of maintenance training organisations, and hence are subject to further development before consultation.</p> <p><b>Delegate of the Safety Authority (DoSA) ►*◄</b> An individual ►◄ <b>who</b> ◄ has been formally assigned an Authority responsibility ►◄ <b>and</b> ◄ is ►◄ considered a ►◄ <b>n</b> ◄ agent of the Authority when exercising that delegation. The individual may be within or external to the Defence Aviation Safety Authority, and within or external to Defence.</p> <p>►◄</p> <p><b>Design ►*◄</b> The process or act of creating or changing a product and related technical process descriptions through the application of scientific and engineering effort (verb), or the outcome of that process (noun). The design therefore encompasses not only the configuration of the product, but ►◄ <b>also</b> : ◄</p> <ul style="list-style-type: none"><li>a. the test and evaluation needed to validate that the design meets performance and safety requirements;</li><li>b. the manufacturing processes (including production test requirements) which require special control to ensure the product meets requirements;</li><li>c. the in-service monitoring requirements, the maintenance processes and authorised repairs;</li><li>d. the maintenance lives and intervals and fatigue life; and</li><li>e. operating procedures and limits.</li></ul> <p><b>Design Change</b> A ►◄ change in type design ►◄ (<b>described</b> ◄ in DASR 21.A.91 ►◄ ◄ ◄ Classification of change in type design).</p> <p><b>Detect and Avoid *</b> The capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action ►◄ ◄.</p> <p><b>Developmental Test and Evaluation (DT&amp;E) ►*◄</b> An engineering function used by the manufacturer, or a nominated test agency, to establish that a system complies with the design requirements.</p> <p><b>Deviation ►*◄</b> A configuration change where: one or a limited number of Configuration Items (CI) within a population departs from the current approved type design; or where the entire population of a CI departs from the current approved type design for a limited time.</p> <p><b>DLRO (Defence Long Range Operations) Area of Operations *</b> The area of operations, over land or water, where an aircraft’s diversion time is outside of the nominated threshold time.</p>

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<p><b>DLRO Benign Environment *</b> For the purpose of DLRO, a benign operating environment is one where military aircraft operations are largely ‘civil Regular Public Transport (RPT) like’. Therefore, flight profiles will typically involve takeoff, climb to altitude, cruise / loiter at altitude and a decent / hold at the nominated destination. In addition, a benign operating environment is associated with numerous DLRO aerodromes / alternates, high reliability and availability of Communication, Navigation and Surveillance (CNS) and Air Traffic Management (ATM) services.</p> <p><b>DLRO Maximum Diversion Time *</b> The maximum diversion time is the maximum time an aircraft can fly from an adequate aerodrome, based on endurance afforded by the aircraft’s most time limited system at the One Engine Inoperable (OEI) speed, in International Standard Atmosphere (ISA) still air conditions.</p> <p><b>Employee *</b> A member of the Australian Defence Force (ADF) or a civilian employee of the Department of Defence (DoD).</p> <p><b>Employer *</b> The Commonwealth, or acting for the Commonwealth – the Defence Organisation (i.e. the ADF and the Department of Defence). Group executives, commanders/executives and supervisors represent the employer.</p> <p><b>Engineering Authority (EA) #</b> The authority assigned expressly to an organisation or to an individual within an organisation to undertake specific engineering activities.</p> <p><b>Flight Authorisation *</b> The process through which qualified and competent aircrew are authorised to conduct flying operations.</p> <p><b>Flight Information Documents (FID) *</b> FID include Flight Information Publications (FLIP) aeronautical maps, aeronautical charts and similar documents that support aviation activities.</p> <p><b>Flight information service (FIS) *</b> An Air Traffic Services (ATS) subcategory provided for the purpose of giving advice and information useful for the safe and efficient conduct of flight.</p> <p><b>Flight Safety Critical Item #</b> Any part, assembly or installation containing a critical characteristic whose failure, malfunction or absence could cause a catastrophic failure or an uncommanded engine shutdown, resulting in loss or serious damage to the aircraft or an unsafe condition.</p> <p><b>Foreign Military Aircraft *</b> A military aircraft of any foreign nation, certified for flight under the owning country’s Military Airworthiness Authority.</p> <p><b>Forward Air Control–Airborne *</b> See Terminal Attack Control.</p> <p><b>General Public (GP) * (UAS context)</b> All persons not classed as MEP, including all persons not directly associated with the operation of the UAS or briefed as part of the UAS mission. NOTE: GP includes all persons not classed as MEP, including all persons not directly associated with the operation of the UAS or briefed as part of the UAS mission. GP may, depending on the UAS mission, include civilians, Defence personnel, and/or foreign military personnel.</p> <p><b>Hazard #</b> A source of potential harm or a situation with a potential to cause loss.</p>	<p><b>DLRO Benign Environment *</b> For the purpose of DLRO, a benign operating environment is one where military aircraft operations are largely ‘civil Regular Public Transport (RPT) like’. Therefore, flight profiles will typically involve ►take-off◄, climb to altitude, cruise / loiter at altitude and a decent / hold at the nominated destination. In addition, a benign operating environment is associated with numerous DLRO aerodromes / alternates, high reliability and availability of Communication, Navigation and Surveillance (CNS) and Air Traffic Management (ATM) services.</p> <p><b>DLRO Maximum Diversion Time *</b> The ►◄maximum time an aircraft can fly from an adequate aerodrome, based on endurance afforded by the aircraft’s most time limited system at the One Engine Inoperable (OEI) speed, in International Standard Atmosphere (ISA) still air conditions.</p> <p>►◄</p> <p>►◄</p> <p><b>Engineering Authority (EA) ►*◄</b> The authority assigned expressly to an organisation or to an individual within an organisation to undertake specific engineering activities.</p> <p><b>Flight Authorisation *</b> The process through which qualified and competent aircrew are ►approved to conduct a particular mission or task including the application of limitations or controls.◄</p> <p><b>Flight Information Documents (FID) *</b> ►A suite of documents that◄ includes Flight Information Publications (FLIP) aeronautical maps, aeronautical charts and similar documents that support aviation activities.</p> <p><b>Flight ►I◄nformation ►S◄ervice (FIS) *</b> An Air Traffic Services (ATS) subcategory provided for the purpose of giving advice and information useful for the safe and efficient conduct of flight.</p> <p><b>Flight Safety Critical Item ►*◄</b> Any part, assembly or installation containing a critical characteristic whose failure, malfunction or absence could cause a catastrophic failure or an uncommanded engine shutdown, resulting in loss or serious damage to the aircraft or an unsafe condition.</p> <p><b>Foreign Military Aircraft *</b> A military aircraft of any foreign nation, certified for flight under ►that nation’s◄ Military Airworthiness Authority.</p> <p>►◄</p> <p><b>General Public (GP) * (UAS context)</b> All persons not classed as MEP, including all persons not directly associated with the operation of the UAS or briefed as part of the UAS mission. NOTE: ►◄GP may, depending on the UAS mission, include civilians, Defence personnel, and/or foreign military personnel.</p> <p><b>Hazard ►*◄</b> A source of potential harm or a situation with a potential to cause loss.</p>

Former Text	Revised Text / Implemented Change
<p><b>Hazard Log #</b> A data base of identified hazards. It is a formal record of all data and tasks associated with identifying and resolving hazards.</p> <p><b>Hazard Tracking Authority (HTA) *</b> An appointment or appointments – made by aviation Force Element Group (FEG) commanders – responsible for tracking actions and recommendations from FEG aviation safety reports to completion.</p> <p><b>Implement</b> To introduce requirements (DASR) into regulations by either adoption or compliance.</p> <p><b>Inspection #</b> The process of determining compliance with engineering standards and applicable maintenance documents.</p> <p><b>Instructions for Continuing Airworthiness (ICA)</b> Instructions for Continuing Airworthiness (ICA) detail the methods, inspections, processes, and procedures necessary to keep aircraft and/or products airworthy.</p> <p>The bounds or scope of ICA include only those specific words within a manual or publication that contain actual instruction, and hence exclude the remainder of a manual, eg administrative aspects. See GM 21.A.61—Instructions for Continuing Airworthiness (AUS) for authority to amend ICA.</p> <p><b>Limitations *</b> Lack of capacity; inability to achieve required outputs; restrictive weakness; physical or environmental constraint; an action imposed by an authority (eg an AwB or Defence AA constraint), which must be undertaken (i.e. you MUST DO something).</p> <p><b>Lost Link *</b> The loss of command and control link contact with a remotely-piloted aircraft during flight time.</p> <p><b>Low Flying *</b> By day, night or in IMC, flight below the authorised minimum height above and within a defined lateral distance of an obstacle. Low flying does not include flight associated with: a published instrument arrival, approach and departure procedure; or takeoff and landing.</p> <p><b>Maintenance Certification #</b> Maintenance certification attests that a competent and authorised person has determined that maintenance has been properly carried out to the required standard. Maintenance certification is undertaken by DASR 66 Certifying staff or specialised services staff.</p> <p><b>Major Change #</b> A Major Change is any technical or configuration change to the Type Design that is not deemed a Minor Change.</p> <p><b>Master Minimum Equipment List (MMEL)</b> The Master Minimum Equipment List (MMEL) is a list established for a particular aircraft type by the organisation responsible for the Type Design with approval of the NMAA which identifies items which individually may be unserviceable at the commencement of flight. The MMEL may be associated with special operating conditions, limitations or procedures.</p> <p><b>Mechanic #</b> Mechanics carry out maintenance tasks to standards specified in the maintenance data and should notify supervisors of defects or mistakes requiring rectification to re-establish required maintenance standards.</p>	<p><b>Hazard Log ►*◄</b> A data base of identified hazards. It is a formal record of all data and tasks associated with identifying and resolving hazards.</p> <p><b>Hazard Tracking Authority (HTA) *</b> An appointment or appointments – made by ►the appropriate◄ Force Element Group (FEG) commanders or Navy and Army equivalents – responsible for tracking actions and recommendations from FEG aviation safety reports to completion.</p> <p><b>Helicopter *</b> A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more normally power-driven rotors on substantially vertical axes.</p> <p><b>Implement</b> To introduce requirements►◄ into regulations (DASR) by either adoption or compliance.</p> <p><b>Inspection ►*◄</b> The process of determining compliance with engineering standards and applicable maintenance documents.</p> <p><b>Instructions for Continuing Airworthiness (ICA)</b> Instructions for Continuing Airworthiness (ICA) detail the methods, inspections, processes, and procedures necessary to keep aircraft and/or products airworthy.</p> <p>The bounds or scope of ICA include only those specific words within a manual or publication that contain actual instruction, and hence exclude the remainder of a manual, ►e.g.◄ administrative aspects. See GM 21.A.61—Instructions for Continuing Airworthiness (AUS) for authority to amend ICA.</p> <p><b>Limitations *</b> Lack of capacity; inability to achieve required outputs; restrictive weakness; physical or environmental constraint; an action imposed by an authority (►e.g.◄ an AwB or Defence AA constraint), which must be undertaken (i.e. you MUST DO something).</p> <p><b>Lost Link *</b> The loss of command and control link contact with a remotely-piloted aircraft during ►its operation.◄</p> <p><b>Low Flying *</b> By day, night or in IMC, flight below the authorised minimum height above and within a defined lateral distance of an obstacle. Low flying does not include flight associated with: a published instrument arrival, approach and departure procedure; or ►take-off◄ and landing.</p> <p><b>Maintenance Certification ►*◄</b> ►Attests◄ that a competent and authorised person has determined that maintenance has been properly carried out to the required standard. Maintenance certification is undertaken by DASR 66 Certifying staff or specialised services staff.</p> <p><b>Major Change ►*◄</b> ►Any◄ technical or configuration change to the Type Design that is not deemed a Minor Change.</p> <p><b>Master Minimum Equipment List (MMEL)</b> ►A◄ list established for a particular aircraft type by the organisation responsible for the Type Design with approval of the NMAA►. The MMEL◄ identifies items which individually may be unserviceable at the commencement of flight. The MMEL may be associated with special operating conditions, limitations or procedures.</p> <p><b>Mechanic ►*◄</b> Mechanics carry out maintenance tasks to standards specified in the maintenance data and should notify supervisors of defects or mistakes requiring rectification to re-establish required maintenance standards.</p>

Former Text	Revised Text / Implemented Change
<p><b>Military Aircraft</b> An Aircraft (including UAS) designed and/or operated for military use and/ or registered or intended to be registered on the military register of a pMS authority.</p>	<p><b>Military Aircraft</b> ►*◄ ►An Aircraft, of any part of a Defence Force (other than those on the civil register), which follow special laws and regulations, and are designed with specific characteristics for military operations (see also DASR 21.1).◄</p> <p><b>Military Airworthiness Authority (MAA) *</b> 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.</p> <p><b>Military Permit to Fly (MPTF) ►*◄</b> Permit (DASR Form 20a) issued by the Authority or organisations and delegates granted such privilege by the Authority when an aircraft does not meet, or has not been shown to meet, applicable airworthiness requirements but is capable of safe flight under defined conditions and for specified purposes. A Military Permit to Fly (MPTF) is also issued for Flight Test activities.</p> <p><b>Military Restricted Type-certificate (MRTC) ►*◄</b> Certificate (DASR Form 90b) issued by the Authority under DG DASA endorsement that certifies the aircraft type design complies with the applicable Restricted Type Certification Basis when operated within the conditions and limitations specified on the associated Restricted Type Certificate Data Sheet (RTCDS).</p> <p><b>Military Supplemental Type-certificate (MSTC) ►*◄</b> Certificate (DASR Form 91) issued by the Authority under DG DASA endorsement that certifies a change to the aircraft type design by an organisation, other than the original design organisation, with DASR Military Design Organisation Approval (MDOA). The design change may result from a change in configuration, operational role, or specification of the aircraft type.</p> <p><b>Military Type-certificate (MTC) ►*◄</b> Certificate (DASR Form 90a) issued by the Authority under DG DASA endorsement that certifies the aircraft type design complies with the applicable Type Certification Basis when operated within the conditions and limitations specified on the associated Type Certificate Data Sheet (TCDS).</p> <p><b>Minimum Separation Distance (MSD) *</b> A spherical distance around the aircraft that no obstacle or hazard is to penetrate.</p> <p><b>Minor Change ►*◄</b> A Minor Change is a change that has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics, or other characteristics affecting the airworthiness of the product.</p> <p><b>Mission Essential Passenger * (UAS context)</b> A passenger whose carriage aboard an aircraft is directly associated with the specific mission being conducted. A mission essential passenger may include a boarding party, medical patient, paratroops, troops, deploying personnel or survivors from a Search and Rescue task.</p> <p><b>Mission Essential Personnel (MEP) * (UAS context)</b> All persons directly associated with the operation of the UAS or briefed as part of the UAS mission. NOTE: MEP includes all persons directly associated with the operation of the UAS or briefed as part of the UAS mission. MEP is broader than personnel directly associated with the launch, recovery and control during flight of the UAS. MEP may, depending on the UAS mission, include civilians, Defence personnel, and/or foreign defence personnel. MEP must be aware of the UAS operations, the associated hazards and be essential to the conduct of the UAS task. MEP may include ground troops within a Defence joint operation/exercise area, troops on a Defence ship or civilian personnel operating as part counter terrorism tasking.</p>
	<p>►►</p> <p><b>Minor Change ►*◄</b> A ►type design◄ change that has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics, or other characteristics affecting the airworthiness of the product.</p> <p><b>Mission Essential Passenger ►*◄</b> A passenger whose carriage aboard an aircraft is directly associated with the specific mission being conducted. A mission essential passenger may include a boarding party, medical patient, paratroops, troops, deploying personnel or survivors from a Search and Rescue task.</p> <p><b>Mission Essential Personnel (MEP) * (UAS context)</b> All persons directly associated with the operation of the UAS or briefed as part of the UAS mission.  NOTE: ►◄MEP is a broader class than personnel directly associated with the launch, recovery and control during flight of the UAS. MEP may, depending on the UAS mission, include civilians, Defence personnel, and/or foreign ►military◄ personnel. MEP must be aware of the UAS operations, the associated hazards and be essential to the conduct of the UAS task. MEP may include ground troops within a Defence joint operation/exercise area, troops on a Defence ship or civilian personnel operating as part of a counter terrorism tasking.</p> <p><b>National Airworthiness Authority (NAA) *</b> The NAA (sometimes referred to as a National Aviation Authority), for a country: (a) means the authority that is responsible for regulating civil aviation in the country; and (b) includes: (i) for Australia—the Civil Aviation Safety Authority; and</p>



Former Text	Revised Text / Implemented Change
<p><b>National Equivalent Qualification #</b> See '<a href="#">Defence Technical Equivalent Qualification (DTEQ)</a>'</p> <p><b>Negative Training *</b> Negative training involves techniques learned or practiced in the Flight Simulation Training Device (FSTD) which do not translate to correct actions during a safety-critical activity in the airborne environment as a result of incorrect training, fidelity or fit out of the FSTD.</p> <p><b>Non Compliance #</b> The failure of a plan or procedure to comply with DASP requirements.</p> <p><b>Non Conformance #</b> The failure of a product, process or system to meet its regulatory, specification, drawing, or quality requirements.</p> <p><b>Non-Defence Registered Aircraft *</b> Defence that is not recorded on the Defence Register.</p> <p><b>Operation *</b> The process and action of operating aircraft following the initial and continual acceptance of the design, construction and maintenance processes, acts and actions by the operational chain of command at an acceptable level of risk as to the suitability of flight of that aircraft in the operational environment.</p> <p><b>Operational Airworthiness *</b> The operation of aircraft, including unmanned 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.</p> <p><b>Operational Servicings (B/F, T/A, A/F) #</b> Operational Servicings are any maintenance conducted before or after flight as defined in the Aircraft Maintenance Program (AMP). The AMP may include pre flight inspection tasks outlined in DASR AMC M.A.301(a)(1).</p> <p><b>Operations Specificatios (OpSpec) *</b> An integral component of the Military Air Operator Certificate (MAOC) but prepared on a separate form (DASR Form 139) and details key positions of the MAO, aircraft types the MAO is authorised to operate, and operating provisions. Roles and tasks, specific approvals and any limitations/conditions for each approved aircraft type operated by the MAO are detailed in separate annexes.</p> <p><b>Operator * (UAS context)</b> The organisation, eg MAO, or person with Operational Control (OPCON) or tasking authorisation for the UAS.</p>	<p>(ii) if the European Aviation Safety Agency (EASA) carries out functions on behalf of the country—EASA; and (iii) for China, for matters relating to Hong Kong—the Civil Aviation Department of Hong Kong.</p> <p><b>National Military Airworthiness Authority (NMAA) *</b> See <a href="#">Military Airworthiness Authority (MAA)</a>.</p> <p><b>National Equivalent Qualification ►*◄</b> See '<a href="#">Defence Technical Equivalent Qualification (DTEQ)</a>'</p> <p><b>Negative Training *</b> ►T◄ techniques learned or practiced in the Flight Simulation Training Device (FSTD), which do not translate to correct actions during a safety-critical activity in the airborne environment as a result of incorrect training, fidelity or fit out of the FSTD.</p> <p><b>Non-certified Aerodrome *</b> An aerodrome in respect of which an aerodrome certificate has not been issued.</p> <p><b>Non Compliance ►*◄</b> The failure of a plan or procedure to comply with DASP requirements.</p> <p><b>Non Conformance ►*◄</b> The failure of a product, process or system to meet its regulatory, specification, drawing, or quality requirements.</p> <p><b>Non-Defence Registered Aircraft *</b> An aircraft operated by or on behalf of Defence that is not recorded on the Defence Register.</p> <p><b>Non-Technical Skills (NTS) *</b> Those human performance skills that promote reliable and effective task performance in complex work systems. NTS encompass attributes such as the ability to recognise and manage human performance limitations, make sound decisions, communicate effectively, lead and work as a team and maintain situation awareness.</p> <p><b>Operation *</b> The process and action of operating aircraft following the initial and continual acceptance of the design, construction and maintenance processes, acts and actions by the operational chain of command ►in relation to the◄ flight of ►such◄ aircraft in the operational environment.</p> <p><b>Operational Airworthiness *</b> The operation of aircraft, including unmanned 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.</p> <p><b>Operational Servicings (B/F, T/A, A/F) ►*◄</b> Operational Servicings are any maintenance conducted before or after flight as defined in the Aircraft Maintenance Program (AMP). The AMP may include ►pre-flight◄ inspection tasks outlined in DASR AMC M.A.301(a)(1).</p> <p><b>Operations ►Specification◄ (OpSpec) *</b> An integral component of the Military Air Operator Certificate (MAOC) but prepared on a separate form (DASR Form 139) and details key positions of the MAO, aircraft types the MAO is authorised to operate, and operating provisions. Roles and tasks, specific approvals and any limitations/conditions for each approved aircraft type operated by the MAO are detailed in separate annexes.</p> <p><b>Operator * (UAS context)</b> The organisation, ►e.g.◄ MAO, or person with Operational Control (OPCON) or tasking authorisation for the UAS.</p>



Former Text	Revised Text / Implemented Change
<p><b>Original Equipment Manufacturer (OEM) #</b> A manufacturer listed as the approved source of manufacture for components in the Type Certificate data sheet. The OEM owns and controls the source drawings, ie the design of the component.</p> <p><b>Perform Maintenance / Task Sign Off #</b> Task sign off attests that a competent and authorised person has performed the maintenance task prior to certification.</p> <p><b>Pre Flight Inspection #</b> The pre flight inspection is a continuing airworthiness task intended to encompass all of the actions necessary to ensure that the aircraft is fit to make the intended flight. The pre flight inspection is not maintenance and can be carried out by appropriately trained maintenance, aircrew or other personnel in accordance with published guidance from the operating organisation.</p> <p><b>Preventive Maintenance #</b> Those actions that reduce the probability of a known failure mode in items with predictable wear-out characteristics by retaining materiel and restoring it to a specified condition.</p> <p><b>Production #</b> The manufacture and assembly of new Configuration Items, related Aeronautical Product, complete aircraft, engines or propellers.</p> <p><b>Qualified Entity #</b> A body (Commonwealth or commercial) which may be allocated a specific certification task by, and under the control and responsibility of, the Authority.</p> <p><b>Ramp Inspection *</b> Related to the operation of non-state registered aircraft chartered for temporary use by Defence. The Ramp Inspection is an acknowledged means of providing confidence in a charter aircraft's fitness for purpose and assessing the suitability of a charter supplier.</p> <p><b>Remotely Piloted Aircraft System (RPAS) *</b> A subset of an unmanned aircraft system (UAS), a RPAS is a system consisting of the remotely piloted aircraft (RPA), together with any Ground Control Station (GCS), communications/data links, maintenance, launch and recovery systems. This includes the network and operating personnel required to control the RPAS. A RPAS may also be referred to as a UAS.</p> <p><b>Restricted Type-certificate Data Sheet (RTCDS)</b> Companion document to Military Restricted Type-certificate (MRTC) and describes the basis of certification, lists any associated Military Certification Review Items (MCRIs), details technical characteristics and operating limitations, and includes details of each aircraft added to the RTCDS.</p> <p><b>Safety Assessment Report (SAR) #</b> The comprehensive evaluation of the risk being assumed prior to test or operation of the system or at contract completion. It identifies all safety features of the system, design and procedural hazards that may be present in the system and specific procedural controls and precautions that should be followed.</p> <p><b>Serious Injury or Illness #</b> An injury or illness requiring the person to have: a. immediate treatment as an in-patient in a hospital, or</p>	<p><b>Original Equipment Manufacturer (OEM) ►*◄</b> A manufacturer listed as the approved source of manufacture for components in the Type Certificate data sheet. The OEM owns and controls the source drawings, ►i.e.◄ the design of the component.</p> <p><b>Perform Maintenance / Task Sign Off ►*◄</b> Task sign off attests that a competent and authorised person has performed the maintenance task prior to certification.</p> <p><b>Portable Electronic Equipment (PEE) *</b> Comprises all electrically powered equipment that is carried onto Defence aircraft by crew and passengers, not forming part of the certified aircraft type, Role Equipment, ALSE or cargo.</p> <p><b>►Pre-flight◄ Inspection ►*◄</b> The ►pre-flight◄ inspection is a continuing airworthiness task intended to encompass all of the actions necessary to ensure that the aircraft is fit to make the intended flight. The ►pre-flight◄ inspection is not maintenance and can be carried out by appropriately trained maintenance, aircrew or other personnel in accordance with published guidance from the operating organisation.</p> <p><b>Preventive Maintenance ►*◄</b> Those actions that reduce the probability of a known failure mode in items with predictable wear-out characteristics by retaining materiel and restoring it to a specified condition.</p> <p><b>Production ►*◄</b> The manufacture and assembly of new Configuration Items, related Aeronautical Product, complete aircraft, engines or propellers.</p> <p><b>Qualified Entity ►*◄</b> A body (Commonwealth or commercial) which may be allocated a specific certification task by, and under the control and responsibility of, the Authority.</p> <p><b>Ramp Inspection *</b> Related to the operation of ►Civil Registered Aircraft◄ chartered for temporary use by Defence. The Ramp Inspection is an acknowledged means of providing confidence in a charter aircraft's fitness for purpose and assessing the suitability of a charter supplier.</p> <p><b>Remotely Piloted Aircraft System (RPAS) *</b> A subset of ►Unmanned Aircraft Systems◄ (UAS), a RPAS is a system consisting of the remotely piloted aircraft (RPA), together with any ►Remote Pilot Station (RPS) ◄, communications/data links, maintenance, launch and recovery systems. This includes the network and operating personnel required to control the RPAS. A RPAS may also be referred to as a UAS.</p> <p><b>Restricted Type-►C◄ertificate Data Sheet (RTCDS)</b> Companion document to Military Restricted Type-►C◄ertificate (MRTC) and describes the basis of certification, lists any associated Military Certification Review Items (MCRIs), details technical characteristics and operating limitations, and includes details of each aircraft added to the RTCDS.</p> <p><b>Role Equipment *</b> Any equipment, apart from ALSE, fitted to an aircraft on a non-permanent basis, or carried on board, for operation by crew or passengers in flight to support a Defence role or mission.</p> <p><b>Safety Assessment Report (SAR) ►*◄</b> The comprehensive evaluation of the risk being assumed prior to test or operation of the system or at contract completion. It identifies all safety features of the system, design and procedural hazards that may be present in the system and specific procedural controls and precautions that should be followed.</p> <p><b>Serious Injury or Illness ►*◄</b> An injury or illness requiring the person to have: a. immediate treatment as an in-patient in a hospital, or</p>

Former Text	Revised Text / Implemented Change
<p>b. immediate treatment for:</p> <p>1) the amputation of any part of his or her body</p> <p>2) a serious head injury</p> <p>3) a serious eye injury</p> <p>4) a serious burn</p> <p>5) the separation of his or her skin from underlying tissue (such as degloving or scalping)</p> <p>6) a spinal injury</p> <p>7) the loss of a bodily function</p> <p>8) a serious laceration.</p> <p>c. medical treatment within 48 hours of exposure to a substance.</p> <p><b>Service Life-Limited for Components #</b> Specified life limit after which the components should undergo maintenance to restore their serviceability.</p> <p><b>Side Number * (RAN)</b> A unique RAN number that differs from the ‘tail number’ and is applicable to RAN aircraft only. The side number is normally the identifier used in call signs and for flight planning purposes. The side number is not normally included in the Defence Register.</p> <p><b>Significant Change #</b> A change to the type-certificate significant to the extent that it changes at the product level one or more of the following: general configuration, principles of construction, or the assumptions used for certification, but not to the extent that to be considered a substantial change under DASR 21.</p> <p><b>Specialised Services #</b> Specialised services include, but are not limited to, structural repair, composite repair, surface finishing, metal machining, metal spraying, shot peening, welding, electroplating and anodising, non-destructive testing, borescope inspections, in-flight entertainment systems.</p> <p><b>Specialised Services Staff #</b> Specialised services staff carry out specialised maintenance tasks to the standard specified in the maintenance data or defined standards acceptable to the NMAA.</p> <p><b>Specification #</b> A document defining the essential function and performance requirements of a product, which also identifies the relevant standards for the acquisition process. Specifications, in contrast to standards, provide a more complete description and include the basis for establishing conformance (particularly during test and evaluation), and hence validation for the acceptance of material.</p> <p><b>Sponsor *</b> The Authority responsible for defining the required aviation outcome, receives or uses the outcome and is responsible for funding the related activities, processes, project or products required to safely achieve the outcome.</p> <p><b>Standard #</b> A description of a material, product, doctrine or process meant for repeated applications by many users. A Technical Standard is an established norm or requirement. It is usually a formal document that establishes uniform engineering or technical criteria, methods, processes and practices.</p> <p><b>Standard Scenario *</b> A description of a UAS operation in the Specific category, for which mitigation measures have been determined based on a risk assessment, and introduced by the Authority.</p>	<p>b. immediate treatment for:</p> <p>1) the amputation of any part of ►their◄ body</p> <p>2) a serious head injury</p> <p>3) a serious eye injury</p> <p>4) a serious burn</p> <p>5) the separation of ►their◄ skin from underlying tissue (such as degloving or scalping)</p> <p>6) a spinal injury</p> <p>7) the loss of a bodily function</p> <p>8) a serious laceration.</p> <p>c. medical treatment within 48 hours of exposure to a substance.</p> <p><b>Service Life-Limited for Components ►*◄</b> Specified life limit after which the components should undergo maintenance to restore their serviceability.</p> <p><b>Shipborne Heliport *</b> A defined area on a ship (including any installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of helicopters.</p> <p><b>Side Number * ►◄</b> A unique RAN number that differs from the ‘tail number’ and is applicable to RAN aircraft only. The side number is normally the identifier used in call signs and for flight planning purposes. The side number is not normally included in the Defence Register.</p> <p><b>Significant Change ►*◄</b> A change to the type-certificate significant to the extent that it changes at the product level one or more of the following: general configuration, principles of construction, or the assumptions used for certification, but not to the extent that to be considered a substantial change under DASR 21.</p> <p><b>Specialised Services ►*◄</b> ►Services that◄ include, but are not limited to, structural repair, composite repair, surface finishing, metal machining, metal spraying, shot peening, welding, electroplating and anodising, non-destructive testing, borescope inspections, in-flight entertainment systems.</p> <p><b>Specialised Services Staff ►*◄</b> ►Staff who◄ carry out specialised maintenance tasks to the standard specified in the maintenance data or defined standards acceptable to the ►◄MAA.</p> <p><b>Specification ►*◄</b> A document defining the essential function and performance requirements of a product, which also identifies the relevant standards for the acquisition process. Specifications, in contrast to standards, provide a more complete description and include the basis for establishing conformance (particularly during test and evaluation), and hence validation for the acceptance of material.</p> <p><b>Sponsor *</b> The ►entity/organisation◄ responsible for defining the required aviation outcome, receives or uses the outcome and is responsible for funding the related activities, processes, project or products required to safely achieve the outcome.</p> <p><b>Standard ►*◄</b> A description of a material, product, doctrine or process meant for repeated applications by many users. A Technical Standard is an established norm or requirement. It is usually a formal document that establishes uniform engineering or technical criteria, methods, processes and practices.</p> <p><b>Standard Scenario *</b> A description of a UAS operation in the Specific category, for which ►risk controls◄ have been determined based on a risk assessment, and introduced by the Authority.</p>

Former Text	Revised Text / Implemented Change
<p><b>State Aircraft * (Australian context)</b> Aircraft of any part of the Defence Force (including any aircraft that is commanded by a member of that Force in the course of duties as such a member); and aircraft used in the military, customs or police services of a foreign country.</p> <p><b>State School</b> Any education or training facility that is under the control of a Government ministry.</p> <p><b>Stores Suspension Equipment #</b> All aircraft devices such as racks, adaptors, missile launchers, internal guns, countermeasure dispensers and pylons, used for carriage, employment and jettison of aircraft stores. Aircraft guns and countermeasure dispensers for flares and chaff must be considered to be stores suspension equipment.</p> <p><b>Substantial Change #</b> A change which is so extensive that a substantially complete investigation of compliance with the applicable type-certification basis is required, and consequently a new military type certificate in accordance with DASR 21.A.19—Changes requiring a new type-certificate.</p> <p><b>Substitution #</b> A configuration change where a new part is authorised for use in a Configuration Item (CI) as an alternative to or replacement for, a currently approved part. The configuration change must have no other effect on the functionality, physical and performance properties, or interface characteristics of the affected CI(s).</p> <p><b>Supervisor #</b> Supervisors ensure that all required maintenance tasks are carried out and, where not completed or where it is evident that a particular maintenance task cannot be carried out to the approved maintenance data, then such problems should be reported to the DASR 145.A.30(c) person for appropriate action.</p> <p><b>Supplemental Type Certificate (STC) #</b> A document issued by the Defence AA, on advice from the AwB, signifying compliance with the airworthiness requirements for Type Certification of a Major change to the Type Design for a Defence state registered aircraft.</p> <p><b>Support Staff</b> Those staff holding an DASR 66 Military Aircraft Maintenance Licence in Category B1 and/or B2 with the appropriate privileges, certification authorisations and Military Aircraft Type Ratings, working in a base maintenance environment while not necessarily holding certification privileges.</p> <p>Support Staff support the Category C licence holder and are required to ensure that all relevant maintenance tasks have been carried out to the required standard.</p> <p><b>System Safety #</b> The application of engineering management principles, criteria and techniques to optimise the safety of a ‘system’, within the constraints of operational effectiveness, time and cost throughout all phases of the life cycle.</p> <p><b>System Safety Engineering #</b> An engineering discipline requiring specialised professional knowledge and skills in applying scientific and engineering principles, criteria, and techniques to identify and eliminate hazards, in order to reduce the associated risk.</p>	<p><b>State Aircraft * (Australian context)</b> Aircraft of any part of the Defence Force (including any aircraft that is commanded by a member of that Force in the course of duties as such a member); and aircraft used in the military, customs or police services of a foreign country: <i>Civil Aviation Act 1988, section 3; Air Navigation Act 1920, section 3.</i></p> <p>▶◀</p> <p><b>Stores Suspension Equipment ▶*◀</b> All aircraft devices such as racks, adaptors, missile launchers, internal guns, countermeasure dispensers and pylons, used for carriage, employment and jettison of aircraft stores. Aircraft guns and countermeasure dispensers for flares and chaff must be considered to be stores suspension equipment.</p> <p><b>Substantial Change ▶*◀</b> A change which is so extensive that a substantially complete investigation of compliance with the applicable type-certification basis is required, and consequently a new military type certificate in accordance with DASR 21.A.19—Changes requiring a new type-certificate.</p> <p><b>Substitution ▶*◀</b> A configuration change where a new part is authorised for use in a Configuration Item (CI) as an alternative to or replacement for, a currently approved part. The configuration change must have no other effect on the functionality, physical and performance properties, or interface characteristics of the affected CI(s).</p> <p><b>Supervisor ▶*◀</b> ▶ <b>Personnel who</b> ◀ ensure that all required maintenance tasks are carried out and, where not completed or where it is evident that a particular maintenance task cannot be carried out to the approved maintenance data, then such problems should be reported to the DASR 145.A.30(c) person for appropriate action.</p> <p><b>Supplemental Type Certificate (STC) ▶*◀</b> A document issued by the Defence AA, on advice from the AwB, signifying compliance with the airworthiness requirements for Type Certification of a Major change to the Type Design for a Defence state registered aircraft.</p> <p><b>Support Staff</b> Those ▶ <b>personnel</b> ◀ holding ▶ <b>a</b> ◀ DASR 66 Military Aircraft Maintenance Licence in Category B1 and/or B2 with the appropriate privileges, certification authorisations and Military Aircraft Type Ratings, working in a base maintenance environment while not necessarily holding certification privileges.</p> <p>Support Staff support the Category C licence holder and are required to ensure that all relevant maintenance tasks have been carried out to the required standard.</p> <p><b>System Safety ▶*◀</b> The application of engineering management principles, criteria and techniques to optimise the safety of a ‘system’, within the constraints of operational effectiveness, time and cost throughout all phases of the life cycle.</p> <p><b>Synthetic Training Device (STD) *</b> Means: a. a flight simulator; b. a flight training device; c. a basic instrument flight trainer; d. an air traffic control simulator; or e. an air traffic control part-task trainer.</p> <p><b>System Safety Engineering ▶*◀</b> An engineering discipline requiring specialised professional knowledge and skills in applying scientific and engineering principles, criteria, and techniques to identify and eliminate hazards, in order to reduce the associated risk.</p>

Former Text	Revised Text / Implemented Change
<p><b>System Tolerance #</b> The inherent ability of the Aviation System to compensate for inadequate/absent defences.</p> <p><b>Task Authorisation #</b> The legal authority allowing a person to perform a specified maintenance task, recognising that the person has completed the prerequisite training relevant to the task and has demonstrated competency in performance of the task. Task authorisations are recorded in the persons Navy ‘A’ card, AATTR or RAAFRTE or equivalent document.</p> <p><b>Type Certificate Data Sheet (TCDS) #</b> Companion document to a Military Type Ccertificate (MTC) and describes the basis of certification, lists any associated Military Certification Review Items (MCRIs), details technical characteristics and operating limitations, and includes details of each aircraft added to the TCDS.</p> <p><b>Type Certification #</b> The process through which compliance with the airworthiness design requirements contained in the Type Certification Basis is established through the development of the Type Design to meet the operating roles and environment contained in the Statement of Operating Intent and Usage (SOIU).</p> <p><b>Type Design</b> The minimum set of approved design information necessary to define the product type; as detailed in DASR 21.A.31.</p> <p><b>Type Record #</b> A summary document that defines the aircraft Type Design at the time of acceptance by the Commonwealth, by providing an index to the issue status of all Type Design data. The Type Record is updated to reflect changes in Type Design.</p> <p><b>UAS Operating Permit (UASOP) *</b> Approval to operate a UAS that is not Certified. Issued by the Authority, based on a risk assessment and the implementation of related mitigation measures.</p> <p><b>UAS Operator *</b> The organisation, eg MAO or person with Operational Control (OPCON) or tasking authorisation for the UAS.</p> <p><b>Unapproved Aeronautical Product #</b> Any part, component or material that has not been manufactured and certified as conforming with the technical data against which type certification is provided.</p> <p><b>Underwater Locating Device (ULD) *</b> A device to allow the flight recorder to be located underwater post crash.</p> <p><b>Unmanned Aircraft System (UAS) *</b> The entire system consisting of the unmanned aircraft (UA), Remote Pilot Station (RPS), communications/data links, networks, launch and recovery systems, and personnel required to fly/control the UA.</p>	<p><b>System Tolerance ►*◄</b> The inherent ability of the Aviation System to compensate for inadequate/absent defences.</p> <p><b>Task Authorisation ►*◄</b> The legal authority allowing a person to perform a specified maintenance task, recognising that the person has completed the prerequisite training relevant to the task and has demonstrated competency in performance of the task. Task authorisations are recorded in the persons Navy ‘A’ card, AATTR or RAAFRTE or equivalent document.</p> <p><b>Type Certificate Data Sheet (TCDS) ►*◄</b> Companion document to a Military Type ►Certificate◄ (MTC) and describes the basis of certification, lists any associated Military Certification Review Items (MCRIs), details technical characteristics and operating limitations, and includes details of each aircraft added to the TCDS.</p> <p><b>Type Certification ►*◄</b> The process through which compliance with the airworthiness design requirements contained in the Type Certification Basis is established through the development of the Type Design to meet the operating roles and environment contained in the Statement of Operating Intent and Usage (SOIU).</p> <p><b>Type Design</b> The minimum set of approved design information necessary to define the product type ► (described◄ in DASR 21.A.31 – Type design).</p> <p><b>Type Record ►*◄</b> A summary document that defines the aircraft Type Design at the time of acceptance by the Commonwealth, by providing an index to the issue status of all Type Design data. The Type Record is updated to reflect changes in Type Design.</p> <p><b>UAS Operating Permit (UASOP) *</b> Approval to operate a UAS that is not Certified. Issued by the Authority, based on a risk assessment and the implementation of related ►risk controls.◄</p> <p><b>UAS Operator *</b> The organisation, ►e.g.◄MAO or person with Operational Control (OPCON) or tasking authorisation for the UAS.</p> <p><b>Unapproved Aeronautical Product ►*◄</b> Any part, component or material that has not been manufactured and certified as conforming ►to◄ the technical data against which type certification is provided.</p> <p><b>Underwater Locating Device (ULD) *</b> A device to allow the flight recorder to be located underwater ►post-crash.◄</p> <p><b>Unmanned Aircraft ►Systems◄ (UAS) *</b> The entire system consisting of the unmanned aircraft (UA), Remote Pilot Station (RPS), communications/data links, networks, launch and recovery systems, and personnel required to fly/control the UA.</p>

**ANNEX C: Update to Annex A to AMC 147.A.140 (Apr 2020 release)**

Former Text	Revised Text / Implemented Change
<p><b>MAINTENANCE TRAINING ORGANISATION EXPOSITION CONTENT</b></p> <ol style="list-style-type: none"> <li>1. The following subject headings form the basis of the MTOE required by DASR 147.A.140.</li> <li>2. Whilst this format is recommended, it is not mandatory to assemble the MTOE in this manner as long as a cross-reference index is included in the MTOE as an Appendix and the Part 1 items remain in Part 1.</li> <li>3. Part 2, 3 and 4 material may be produced as separate detailed manuals subject to the main exposition containing the Part 2, 3 and 4 fundamental principles and policy on each item. It is then permitted to delegate the approval of these separate manuals to the senior person but this fact and the procedure for doing so should be specified in paragraph 1.10.</li> <li>4. Where an MTO is approved in accordance with any other EMAR / <span style="color: green;">CASA</span> / EASA frameworks which require an exposition, it is acceptable to combine the exposition requirements by merging the Part 1 items and adding the Parts 2, 3 and 4. When this method is used, it is essential to include the cross-reference index of Part 4 item 4.3.</li> </ol> <p><b>PART 1 – MANAGEMENT</b></p> <ol style="list-style-type: none"> <li>1.1. Corporate commitment by Accountable Manager</li> <li>1.2. Management personnel</li> <li>1.3. Duties and responsibilities of management personnel, instructors, knowledge examiners and practical assessors</li> <li>1.4. Management personnel organisation chart</li> <li>1.5. List of instructional and examination staff</li> </ol> <p><b>NOTE:</b> A separate document may be referenced</p> <ol style="list-style-type: none"> <li>1.6. List of approved addresses</li> <li>1.7. List of subcontractors as per DASR 147.A.145(d)</li> <li>1.8. General description of facilities at paragraph 1.6 addresses</li> <li>1.9. Specific list of courses and type examinations approved by the DASA</li> <li>1.10. Notification procedures regarding changes to MTO</li> <li>1.11. MTOE and associated manuals amendment procedure</li> </ol> <p><b>PART 2 – TRAINING AND EXAMINATION PROCEDURES</b></p> <ol style="list-style-type: none"> <li>2.1. Organisation of courses</li> <li>2.2. Preparation of course material</li> <li>2.3. Preparation of classrooms and equipment</li> </ol>	<p><a href="#">See Enclosure 2 (BP8692709)</a></p>



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<p>2.4. Preparation of workshops/maintenance facilities and equipment</p> <p>2.5. Conduct of theoretical training &amp; practical training (during basic knowledge training and type/task training)</p> <p>2.6. Records of training carried out</p> <p>2.7. Storage of training records</p> <p>2.8. Training at locations not listed in paragraph 1.6</p> <p>2.9. Organisation of examinations</p> <p>2.10. Security and preparation of examination material</p> <p>2.11. Preparation of examination rooms</p> <p>2.12. Conduct of examinations (basic knowledge examinations, type/task training examinations and type examinations)</p> <p>2.13. Conduct of practical assessments (during basic knowledge training and type/task training)</p> <p>2.14. Marking and record of examinations</p> <p>2.15. Storage of examination records</p> <p>2.16. Examinations at locations not listed in paragraph 1.6</p> <p>2.17. Preparation, control &amp; issue of basic training course certificates</p> <p>2.18 Control of subcontractors</p> <p><b>PART 3 – TRAINING SYSTEM QUALITY PROCEDURES</b></p> <p>3.1. Audit of training</p> <p>3.2. Audit of examinations</p> <p>3.3. Analysis of examination results</p> <p>3.4. Audit and analysis remedial action</p> <p>3.5. Accountable Manager annual review</p> <p>3.6. Qualifying the instructors</p> <p>3.7. Qualifying the examiners and the assessors</p> <p>3.8. Records of qualified instructors &amp; examiners</p> <p><b>PART 4 – APPENDICES</b></p> <p>4.1. Example of documents and forms used</p> <p>4.2. Syllabus of each training course</p>	

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4.3. Cross-reference index - if applicable	

**ANNEX D: Update to AMC to DASR ORO.60.A - (Apr 2020 release)**

Former Text	Revised Text / Implemented Change
<b>ORO.60 – PROVISION AND USE OF OXYGEN IN AIRCRAFT</b>	<b>ORO.60 – PROVISION AND USE OF OXYGEN IN AIRCRAFT</b>
<p>(a) The MAO must establish an oxygen management system that ensures appropriate provision and use of oxygen systems on Defence aircraft.</p> <p><b>AMC ORO.60.A – Oxygen Management System (AUS)</b></p> <p><b>Controls</b></p> <p>1. The oxygen management system controls should include:</p> <p>a. Direction on determination of appropriate supplemental oxygen supply duration periods and system design as relates to flight crew, other crew and passengers.</p> <p>b. Ejection seat aircraft occupants are provided a correctly fitted oxygen mask and that maximum use of the oxygen mask is achieved to the extent practical during flight.</p> <p>c. A suitable supplemental oxygen dispensing system within easy reach of the personnel carried onboard the aircraft. Pressurised aircraft may have different oxygen systems than unpressurised aircraft.</p> <p>d. <b>Methods for calculating supplementary oxygen requirements.</b> Calculations may consider aircraft performance characteristics WRT to emergency requirements as a balance to total quantities of oxygen carried.</p> <p>e. Oxygen training requirements, unless covered under other OIP.</p> <p>f. Pre-flight briefing requirements by a suitably qualified person that may include appropriate briefings and demonstrations in the use of the oxygen system.</p> <p>g. For pressurised aircraft, direction that ensures enhanced emergency response for the pre–fitment of oxygen masks. Examples include:</p> <p>i. <b>Above 35 000 ft AMSL:</b> At least one pilot is seated at the flight controls using an oxygen mask, unless the aircraft is fitted with a quick donning mask system.</p> <p>ii. <b>Above 41 000 ft AMSL:</b> If one pilot has to leave a pilot control position, the remaining pilot uses an oxygen mask until the other pilot has returned to the pilot control position.</p> <p>iii. <b>Above 45 000 ft AMSL:</b> At least one pilot will use an oxygen mask at all times.</p> <p>iv. Pre-flight briefs for passengers on use of the passenger supplemental oxygen systems.</p> <p>h. Other mitigating considerations as may relate to aircraft type design aspects that may also achieve desired outcomes.</p> <p>i. Advice relating to high altitude exposure management procedures for levels above 21 000 ft CA that reduces the risk of DCI. Paragraph 2 provides examples.</p> <p>j. Direction that should loss of cabin pressure occur above 25 000 ft AMSL, and the aircraft oxygen system capability can support all crew and passengers (if carried) if the aircraft will remain at this level, that the time spent above that 25 000 ft CA should be kept to a minimum.</p>	<p>(a) The MAO must establish an oxygen management system that ensures appropriate provision and use of oxygen systems on Defence aircraft.</p> <p><b>AMC ORO.60.A – Oxygen Management System (AUS)</b></p> <p><b>Controls</b></p> <p>1. The oxygen management system controls should include:</p> <p>a. Direction on determination of appropriate supplemental oxygen supply duration periods and system design as relates to flight crew, other crew and passengers.</p> <p>b. Ejection seat aircraft occupants are provided a correctly fitted oxygen mask and that maximum use of the oxygen mask is achieved to the extent practical during flight.</p> <p>c. A suitable supplemental oxygen dispensing system within easy reach of the personnel carried onboard the aircraft. ►◄</p> <p>d. <b>Methods for calculating supplementary oxygen requirements.</b> Calculations may consider aircraft performance characteristics WRT to emergency requirements as a balance to total quantities of oxygen carried.</p> <p>e. Oxygen training requirements, unless covered under other OIP.</p> <p>f. Pre-flight briefing requirements by a suitably qualified person that may include appropriate briefings and demonstrations in the use of the oxygen system.</p> <p>g. For pressurised aircraft, direction that ensures enhanced emergency response for the pre–fitment of oxygen masks. Examples include:</p> <p>i. ► <b>Above 25 000 ft AMSL:</b> At least one pilot is seated at the flight controls using an oxygen mask, unless the aircraft is fitted with a quick donning mask system for each pilot. Aircraft fitted with a quick donning mask system must provide a warning of a depressurisation that would necessitate the masks to be donned. ◄</p> <p>ii. ► <b>Above 45 000 ft AMSL:</b> At least one pilot will use an oxygen mask that is properly fitted and supplying oxygen at all times. ◄</p> <p>iii. ►◄</p> <p>iv. ►◄</p> <p>h. ► Advice relating to high altitude management procedures for levels above 21 000 ft cabin altitude (CA) that reduces the risk of decompression illness (DCI). Refer AMC 2. ◄</p> <p>i. ►◄</p> <p>j. ►◄</p>

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<p><b>High Altitude Exposure Management</b></p> <p>2. In the absence of other DCI risk factors, such as underwater diving within 48 hours of flight time, including use of self contained underwater breathing apparatus (SCUBA), and noting that DCI actually can occur at a lower altitude, the risk of DCI is considered very low at or below 21 000 ft CA without the need for 100% oxygen or flight restrictions.</p> <p>3. Flight above 21 000 ft CA or rapid changes in cabin altitude can lead to an increased risk of DCI, which is influenced by a variety of individual and environmental factors. Above 21 000 ft CA controls that may reduce the risk of DCI include:</p> <p>a. <b>Pre-oxygenation.</b> Medical evidence suggests that the DCI risk is significant enough to require 20 minutes of pre-oxygenation with 100%<sup>8</sup> oxygen completed before ascending above 21 000 ft CA. Pre-oxygenation may commence on the ground prior to take off and continued during the climb. Where pre-oxygenation has not been possible, emergency ascents above 21 000 ft CA without pre-oxygenation may only occur if deemed an operational imperative. Time should be limited, 100% oxygen should be applied, and the maximum time above 21 000 ft CA should not exceed the time limits specified in Table–1.<sup>9</sup></p> <p>b. <b>100% oxygen.</b> Use of 100% oxygen during flight when practicable Aircraft equipped with irregular oxygen systems that prevent the use of 100% oxygen for pre-oxygenation, or other aspects of exposure to high altitude requirements, should have alternative RAAF Institute of Aviation Medicine endorsed DCI risk reduction procedures published in type specific OIP that provide an equivalent level of DCI protection.</p> <p>c. <b>Time at altitude.</b> After pre-oxygenation, time limits above 21 000 ft CA are applied as specified in Table–1. The time above 21 000 ft CA is based on the highest cabin altitude reached during the sortie. Pilots should descend to or below 10 000 ft CA before the Table–1 time limit is reached. Any breach of Table–1 limits requires an AVMO assessment before conducting further flight and appropriate safety reporting.</p> <p>d. <b>Time between re-exposures within a sortie.</b> Time spent at or below 10 000 ft CA resets the allowable duration above 21 000 ft CA at a one-for-one rate. For example, when aircrew spend 60 minutes at 23 000 CA and descend to 10 000 ft CA or below for 60 minutes, they regain 60 minutes of exposure time and may climb above 21 000 ft CA and operate at 23 000 ft CA for a further 120 minutes (allowable at Table 1) before having to descend again. To ensure reduced DCI risk, use of 100% oxygen when resetting for exposure within a sortie, including below 10 000 ft CA, is required.</p> <p>e. <b>Subsequent sorties.</b> Risk of DCI is significantly higher for re-exposure because post-flight time not spent on 100 % oxygen reintroduces nitrogen into the oxygen system due to the high nitrogen content of ambient air. Following flight above 21 000 ft CA, within the Table–1 time limits, crew or passengers may only conduct further sorties unrestricted providing CA exposure does not exceed 21 000 ft CA again within the next 24 hour period.</p>	<p><b>High Altitude Exposure Management</b></p> <p>2. ► In the absence of other DCI risk factors, the risk of DCI is considered very low at or below 21 000 ft CA without the need for 100% oxygen or flight restrictions. ◀</p> <p>3. ► When an on-board oxygen generation system (OBOGS) is used, the maximum oxygen concentration output achieved by the OBOGS is sufficient when the AMC refers to 100% oxygen. ◀</p> <p>4. ► Unplanned flight above 21 000 ft CA: 100% oxygen should be applied and time spent above that level should be kept to a minimum. ◀</p> <p>5. ► Controls for aircrew and passengers (to include parachutists) that may <i>reduce</i> the risk of DCI for planned flight above 21 000 ft CA include: ◀</p> <p>a. ► <b>Pre-oxygenation.</b> 20 minutes of pre-oxygenation with 100% oxygen completed before ascending above 21 000 ft CA. Pre-oxygenation is to commence at an altitude where the oxygen system is delivering 100% oxygen (the altitude will vary dependent on the OBOGS) and continued during the climb. If the oxygen system is unable to deliver 100% oxygen prior to flight above 21 000ft CA, BOS should be selected. A single inadvertent brief break in pre-oxygenation of less than or equal to 60 seconds does not require recommencement of the pre-oxygenation time. ◀</p> <p>b. ► <b>100% oxygen.</b> Use of 100% oxygen during flight until final descent below 10 000ft CA. ◀</p> <p>c. <b>Time at altitude.</b> After pre-oxygenation, time limits above 21 000 ft CA are applied as specified in Table–1. The time above 21 000 ft CA is based on the highest cabin altitude reached during the sortie. Pilots should descend to or below 10 000 ft CA before the Table–1 time limit is reached. Any breach of Table–1 limits requires an AVMO assessment before conducting further flight, and <b>requires</b> appropriate safety reporting.</p> <p>d. <b>Time between re-exposures within a sortie.</b> Time spent at or below 10 000 ft CA resets the allowable duration above 21 000 ft CA at a one-for-one rate. For example, when aircrew spend 60 minutes at 23 000 CA and descend to 10 000 ft CA or below for 60 minutes, they regain 60 minutes of exposure time and may ►◀operate at 23 000 ft CA for a further 120 minutes (allowable at Table 1) before having to descend again. ►◀Use of 100% oxygen when resetting for exposure within a sortie, including below 10 000 ft CA, is required.</p> <p>e. ► <b>Subsequent sorties.</b> Following flight above 21 000 ft CA, within the Table–1 time limits, crew or passengers may only conduct subsequent sorties providing CA exposure does not exceed 21 000 ft CA again within the next 24 hour period. ◀</p> <p>f. ► Aircraft equipped with irregular oxygen systems that prevent the use of 100% oxygen for pre-oxygenation, or other aspects of exposure to high altitude requirements, should have alternative RAAF Institute of Aviation Medicine endorsed DCI risk reduction procedures published in type specific OIP that provide an equivalent level of DCI protection. ◀</p> <p>g. The exposure limits at Table 1 are established utilising the Aviation Decompression Sickness Risk Assessment Computer (<u>ADRAC</u>). These limits do not eliminate the risk of DCI; with a residual DCI risk of approximately 5-15% for a person engaged in mild physical activity.</p>

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<div>Table 1 – Above 21 000 ft CA time limits</div> <table><tr><th>TIME IN MINUTES</th><th>CABIN ALTITUDE (FT)</th></tr><tr><td>45</td><td>24 001 – 25 000</td></tr><tr><td>70</td><td>23 001 – 24 000</td></tr><tr><td>120</td><td>22 001 – 23 000</td></tr><tr><td>200</td><td>21 001 – 22 000</td></tr></table> <div>Very High Altitude Exposure Management Procedures</div> <div>4. Flight at altitudes above 25 000 ft CA may not be conducted without MAO approval as this incurs a significantly increased risk of DCI.</div> <div>5. MAO may not approve Sustained flight above 25 000 ft CA unless special operational reasons exist. Approval considerations should consider Single Service Aviation Medicine Advisor (SSAMA) advice.</div> <div>6. Operations at altitudes above 50 000 ft AMSL may require provision of appropriate counter pressure garments to assist positive pressure breathing.</div> <div>(b) The MAO must ensure that flight crew who are occupants of flight crew seats on flight crew compartment duty use supplemental oxygen above 10 000 ft cabin altiude (CA).</div> <div>(c) The MAO must ensure passengers and crew not regulated under DASR ORO.60.B use supplemental oxygen whenever:<div>1. flight above 10 000 ft CA but not above 13 000 ft CA exceeds 30 minutes, or</div><div>2. flight is above 13 000 ft CA.</div></div>	TIME IN MINUTES	CABIN ALTITUDE (FT)	45	24 001 – 25 000	70	23 001 – 24 000	120	22 001 – 23 000	200	21 001 – 22 000	<div>Table 1 – Above 21 000 ft CA time limits</div> <table><tr><th>TIME IN MINUTES</th><th>CABIN ALTITUDE (FT)</th></tr><tr><td>45</td><td>24 001 – 25 000</td></tr><tr><td>70</td><td>23 001 – 24 000</td></tr><tr><td>120</td><td>22 001 – 23 000</td></tr><tr><td>200</td><td>21 001 – 22 000</td></tr></table> <div>Very High Altitude Exposure Management Procedures</div> <div>6. ▶ Planned flight at altitudes above 25 000 ft CA may not be conducted without MAO approval as this incurs a significantly increased risk of DCI. ◀</div> <div>7. MAO may not approve planned flight above 25 000 ft CA unless the RAAF Institute of Aviation Medicine (IAM) has provided written advice and special operational reasons exist, which inform a risk assessment. IAM advice must be sought prior to operating above 25 000 ft CA.</div> <div>8. When an on-board oxygen generation system (OBOGS) is used, the maximum oxygen concentration output achieved by the OBOGS is sufficient when the AMC refers to 100% oxygen.</div> <div>9. IAM advice will consider controls for aircrew and passengers (to include parachutists) that may reduce the risk of DCI for planned flight above 25 000 ft CA to 38 000 ft CA, which may include:<div>a. <b>Pre–oxygenation.</b> 60 minutes of pre-oxygenation with 100% oxygen completed before ascending above 21 000 ft CA. Pre-oxygenation is to commence at an altitude where the oxygen system is delivering 100% oxygen (the altitude will vary dependent on the OBOGS) and continued during the climb. If the oxygen system is unable to deliver 100% oxygen prior to flight above 21 000ft CA, BOS should be selected. A single inadvertent brief break in pre-oxygenation of less than or equal to 60 seconds does not require recommencement of the pre-oxygenation time.</div><div>b. <b>100% oxygen.</b> Use of 100% oxygen during flight until final descent below 10 000ft CA..</div><div>c. <b>Time at altitude.</b> After pre-oxygenation, time limits above 25 000 ft CA are applied as specified in Table–2. The time above 25 000 ft CA is based on the highest cabin altitude reached during the sortie. Pilots should descend to or below 10 000 ft CA before the Table–2 time limit is reached. Any breach of Table–2 limits requires an AVMO assessment before conducting further flight and appropriate safety reporting.</div><div>d. <b>Subsequent sorties.</b> Following flight above 25 000 ft CA, within the Table–2 time limits, crew or passengers may only conduct subsequent sorties providing CA exposure does not exceed 21 000 ft CA again within the next 24 hour period.</div><div>e. IAM advice will consider the Aviation Decompression Sickness Risk Assessment Computer (<u>ADRAC</u>).</div><div>f. The exposure limits at Table 2 are established utilising the ADRAC. These limits do not eliminate the risk of DCI; with a residual DCI risk of approximately 2-6% at 25 001 to 30 000 ft, and 3-16% at 30 001 to 38 000 ft, for a person engaged in mild physical activity.</div></div>	TIME IN MINUTES	CABIN ALTITUDE (FT)	45	24 001 – 25 000	70	23 001 – 24 000	120	22 001 – 23 000	200	21 001 – 22 000
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	<table><tr><th colspan="2">Table 2 – Above 25 000 ft CA time limits</th></tr><tr><th>Time in Minutes</th><th>Cabin Altitude (ft)</th></tr><tr><td>30</td><td>25 001 – 30 000</td></tr><tr><td>20</td><td>30 001 – 38 000</td></tr></table>	Table 2 – Above 25 000 ft CA time limits		Time in Minutes	Cabin Altitude (ft)	30	25 001 – 30 000	20	30 001 – 38 000
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**ANNEX E: Update to AMC to DASR MED.05 – (Apr 2020 release)**

Former Text	Revised Text / Implemented Change
<p>1. The Single Service Aviation Medicine Advisor (SSAMA) is responsible for aviation medicine advice and ensuring aviation medicine awareness training meets COMAUSFLT / COMD FORCOMD / ACAUST requirements. Aviation medicine awareness training should:</p> <p>a. Address the common hazards that are present when aircrew operate Defence registered aircraft in the military CRE.</p> <p>b. Be tailored to target specific aircraft hazards associated within the operational commands' delegation of responsibility.</p> <p>c. Regardless of Service, assure that Defence aircrew are equipped with an appropriate level of aviation medicine awareness training for their specific aircraft type.</p> <p>2. Recognition of aviation medicine training Air and Space Interoperability Council (ASIC) Air Standards details the requirements for aviation medicine training of each ASIC member nation. Aviation medicine training that meets the ASIC requirements is considered acceptable to other ASIC member nations for the purpose of allowing aircrew to perform flying related duties with any ASIC member nation. Aviation medicine training conducted by non-ASIC member nations may be referred to the relevant SSAMA for advice regarding MAO recognition of prior learning (RPL).</p> <p>3. <b>Currency.</b> A five year period is made available to the MAO to set appropriate compliance periods and is harmonised to the ASIC Air Standard. Although the MAO may impose more stringent currency requirements, exemption requests for an aviation medicine training currency lapse greater than five years may not be considered.</p> <p>4. <b>Documentation.</b> All aviation medicine training courses should be documented and recorded. An acceptable means includes certificates, PMKeyS reporting, or annotation in flying logbooks.</p> <p><b>Aviation Medicine Awareness Training</b></p> <p>5. Aviation Medicine Awareness training should include:</p> <p>a. lectures in aviation medicine appropriate to CRE of aircraft type to be operated</p> <p>b. where appropriate, practical hypoxia awareness training that may include:</p> <p>i. exposure to a rapid decompression</p> <p>ii. exposure to pressure breathing</p> <p>iii. demonstration of the effect of hypoxia on night vision.</p> <p>c. where appropriate:</p> <p>i. demonstrations of spatial disorientation, including simulator-based demonstrations of spatial disorientation in fixed or rotary-wing aircraft</p> <p>ii. centrifuge training including exposure to the high-G environment and instruction in the correct application of the anti-G straining manoeuvre</p> <p>iii. training in parachute descent and landing fall</p> <p>iv. demonstration of physiology limitations with use of Night Vision Devices (NVD)</p>	<p>1. The Single Service Aviation Medicine Advisor (SSAMA) is responsible for aviation medicine advice and ensuring aviation medicine awareness training meets COMAUSFLT / COMD FORCOMD / ACAUST requirements. Aviation medicine awareness training should:</p> <p>a. Address the common hazards that are present when aircrew operate Defence registered aircraft in the military CRE.</p> <p>b. Be tailored to target specific aircraft hazards associated within the operational commands' delegation of responsibility.</p> <p>c. Regardless of Service, assure that Defence aircrew are equipped with an appropriate level of aviation medicine awareness training for their specific aircraft type.</p> <p>2. Recognition of aviation medicine training Air ►Force Interoperability Council (AFIC)◄ Air Standards details the requirements for aviation medicine training of each ►AFIC◄ member nation. Aviation medicine training that meets the ►AFIC◄ requirements is considered acceptable to other ►AFIC◄ member nations for the purpose of allowing aircrew to perform flying related duties with any ►AFIC◄ member nation. Aviation medicine training conducted by non-►AFIC◄ member nations may be referred to the relevant SSAMA for advice regarding MAO recognition of prior learning (RPL).</p> <p>3. <b>Currency.</b> A five year period is made available to the MAO to set appropriate compliance periods and is harmonised to the ►AFIC◄ Air Standard. Although the MAO may impose more stringent currency requirements, exemption requests for an aviation medicine training currency lapse greater than five years may not be considered.</p> <p>4. <b>Documentation.</b> All aviation medicine training courses should be documented and recorded. An acceptable means includes certificates, PMKeyS reporting, or annotation in flying logbooks.</p> <p><b>Aviation Medicine Awareness Training</b></p> <p>5. 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<p>v. demonstration of the ejection seat</p> <p>vi. other training related to fast jet, fixed wing or rotary wing aircraft peculiarities.</p> <p>d. <b>Other specific aircrew needs.</b> For example, instructional duties may require training detailing the aviation medical aspects of the instructional flight environment.</p> <p><b>Unit Aviation Physiology Training Officer (APTO).</b></p> <p>6. A unit APTO may fulfil an aviation medicine support role<sup>2</sup> An APTO is not likely to be a medical professional; rather, the APTO is intended to assist with general information only. within the unit as first point of contact for aviation medicine issues specific to the unit operational requirements and may conduct informal unit-level aviation medicine training, oversighted by the relevant AvMO as required. APTO training may include:</p> <p>a. lectures in aviation anatomy, physiology, pathology and human factors</p> <p>b. introductory lectures to clinical aspects of aircrew health</p> <p>c. other aspects of aviation medicine training as approved by the SSAMA.</p> <p><b>Supplemental Aviation Medicine Training</b></p> <p>7. The maximum refresher currency period of five years is set to afford maximum flexibility in resource management. If periods longer than three years will be utilised, as an effective aircrew safety control the MAO should consider provision of supplemental aviation medicine training as part of a unit's training programme<sup>3</sup> For example, during an Annual Safety Day..<sup>4</sup>Supplemental aviation medicine training is considered informal in nature, therefore there is no requirement for this training be formally recorded.</p> <p>8. Supplementary aviation medicine training may include:</p> <p>a. Topics appropriate to the CRE of aircraft type being operated and/or current operations. For example, highlight aviation medicine related safety reports raised by the unit in previous 12–36 month period.</p> <p>b. Related topics such as decompression illness (DCI) and effects of hypoxia.</p> <p>c. Ensuring aircrew knowledge of aviation medicine factors is assessed as part of aircrew general knowledge training.</p> <p>d. Aviation medicine aspects of recent aviation accidents or incidents relevant to the type of aircraft being flown.</p>	<p>v. training and practical demonstration of the ejection seat</p> <p>vi. other training related to fast jet, fixed wing or rotary wing aircraft ► specifics. ◀</p> <p>vii. Hypoxia Recognition and Recovery Training (HRRT)</p> <p>d. <b>Other specific aircrew needs.</b> For example, instructional duties may require training detailing the aviation medical aspects of the instructional flight environment.</p> <p>► Squadron Aviation Medicine Liaison Officer (SAMLO). ◀</p> <p>6. ► A SAMLO is an aircrew member who has received additional aviation medicine training to enable the knowledge and skills needed to assist in the ongoing provision of Supplemental Aviation Medicine Training (SAVMED) for their Squadrons in conjunction with IAM, the Regional SAVMO and Squadron AVMOs. Education activity endorsement is required from IAM or the Regional SAVMO prior to being delivered. SAMLO are a link between the SQNs and IAM on all aviation medicine related matters. The ongoing requirements of the SAMLO will follow a similar design to Non-Technical Skills. SAMLO is a secondary duty for aircrew, assigned by their unit. ◀</p> <p>a. ►◀</p> <p>b. ►◀</p> <p>c. ►◀</p> <p>7. SAMLO may also receive additional knowledge and skills in the conduct of decentralised hypoxia recognition and recovery training, conducted with IAM. Additional annual currency requirements are to be met.</p> <p><b>Supplemental Aviation Medicine Training (SAVMED)</b></p> <p>8. The maximum refresher currency period of five years is set to afford maximum flexibility in resource management. ► As an effective aircrew safety control, the MAO should consider provision of supplemental aviation medicine training as part of a unit's training programme, for example during an Annual Safety Day. IAM recommends annual SAVMED training; and while SAVMED is considered less formal in nature, for periods longer than three years post formal aviation medicine training, SAVMED must be formally recorded at least once during years 3 to 5. ◀</p> <p>9. Supplementary aviation medicine training may include:</p> <p>a. Topics appropriate to the CRE of the aircraft type being operated. ►◀</p> <p>b. ► Physiologic limitations of aircrew, and how to mitigate, recognise and recover. ◀</p> <p>c. ► Aviation medicine aspects of recent aviation accidents or incidents relevant to the type of aircraft being flown.</p> <p>◀</p> <p>d. ►◀.</p>