

SUMMARY OF CHANGE – DASR RELEASE 23 FEB 23

REFERENCES

- A. [Record of Change – DASR Release 23 Feb 23](#)
- B. [Notice of Proposed Amendment 2022/007](#)
- C. [Comment Response Document – NPA 2022/007](#)
- D. [Notice of Proposed Amendment 2022/032](#)
- E. [Comment Response Document – NPA 2022/032](#)
- F. [Noticed of Proposed Amendment 2021/030](#)
- G. [Comment Response Document – NPA 2021/030](#)

INTRODUCTION

1. This document summarises noteworthy changes incorporated into the Defence Aviation Safety Regulation (DASR) in the 23 Feb 23 release. This release incorporates two major, five minor and four editorial changes. Details of all changes, including previous text and rationale for the change, are available at Reference A.

MAJOR CHANGES

2. ***DASR SPA.55 Night Vision Imaging System (NVIS)***. Consulted through References B and D, the proposed new regulation, benchmarked against other NAA/MAA NVIS regulation, provides Defence with sufficient regulation for the effective management of NVIS-related aviation safety hazards. DASR SPA.55 NVIS treats NVIS related hazards through regulation and accompanying Acceptable Means of Compliance (AMC) and Guidance Material (GM) where appropriate. DASR SPA.55 NVIS specifically addresses existing NVIS shortfalls in DASR, such as:

- a. a lack of:
 - (1) regulatory material specifically addressing NVIS operations
 - (2) Defence NVIS standards, common terms and definitions
 - (3) regulatory controls for NVIS equipment, including minimum equipment and minimum performance standards
 - (4) DASA safety assurance procedures and compliance checklist for NVIS
- b. insufficient regulatory controls requiring:
 - (1) NVIS integration with the Flying Management System (FMS)
 - (2) NVIS integration with the Safety Management System (SMS)



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- c. insufficient controls and regulatory oversight of Aircrew NVIS training, qualifications and currency.
3. **DASR 21 Aircraft Design, Production and Certification.** This amendment to Subpart J – Military Design Organisation Approval (MDOA), DASR 21.A.263 – *Privileges* was consulted through References D and E, and incorporates the following changes:
 - a. new privilege to allow MDOA holders to approve certain ‘equivalent’ major changes to a type-certificate within the scope as established by DASA.
 - b. add a new privilege to allow MDOA holders (including the TC/STC holders) to issue certain ‘equivalent’ STCs within the scope as established DASA.
 - c. extend the current privilege to approve major repairs to also cover other appropriately approved DOA holders who are not the TC/STC holders.
 - d. adding new AMC to 21.A.263 that will define the scope and criteria for new privileges to cover: eligibility, similarity, repetitiveness, performance and experience.
 - e. adding new AMC to 21.A.263 (d)(1)&(2) to allow for holders of a type certificate to declare applicability and approve a modification to a product derivate that is ostensibly equivalent to the civil type certified product when it is already approved by a recognised civil aviation authority.
 - f. amending sections within Subpart D and E to reflect the new privileges of MDOA holders self-approving major changes and repairs.
 - g. incorporation of new AMC and GM to support.

NOTEWORTHY MINOR AND EDITORIAL CHANGES

4. **Risk Management terminology.** The term 'Aviation Risk Management' and the corresponding acronym 'AvRM' have been replaced with 'Risk Management' and the acronym 'RM', as AvRM was considered non-compliant with the *WHS Act 2011*.
5. **DASR 145 Requirements for Maintenance Organisations.** This change, consulted through References F and G, incorporates new AMC2 to DASR 145.A.30(f) *Personnel Requirements* to identify that a CASA welding authority granted in accordance with CAAP 33-1(1) is an appropriate qualification for conduct of aircraft manual welding repairs.
6. **DASR ARO Authority Requirements for Air Operations.** DASR ARO.80. *Independent Review of Aviation Safety* has been removed, as the high-level policy for independent boards of review is now located within DASP Manual Volume 1 Chapter 6 *Independent Review of Aviation Safety*.
7. **DASR ORO Organisation Requirements for Air Operations.** Additional GM4 to DASR ORO.30.A.3. *Flight Authorisation (AUS)* has been added in order to clarify the intent of AMC ORO.30.A.3.X.
8. **DASR MED Medical.** References to a Military Air Operator (MAO) in DASR MED.10 and DASR MED.15 have been replaced with Accountable Manager as MAO is



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not appropriate terminology when referring to Air Navigation Service Provider organisations.

ADMINISTRATION

9. Access to DASR and related forms should always be through the online portal, where available. DASR change proposals should be submitted via [DASR Form 111 – DASR Change Proposal](#). The DASR User Guide can assist users to navigate, print and search the DASR. DASR-related queries may be submitted through a [DASR Form 110 - Query Form](#) and general feedback may be provided via email to dasa.dasr@defence.gov.au.
10. To request a copy of the DASR for use offline, please contact DASA at the email address above.

