

**DETAILED SUMMARY OF CHANGES – MAR 2019 DASR AMENDMENT RELEASE**

DASR Clause	DCP Reference	Change Classification	Current Text	Revised Text	Rationale
<b>DASR M</b>					
GM M.A.713(a)5	<a href="#">DCP 2018-087</a>	Minor	Current GM: For the purpose of this regulation, the nominated group of persons referred to in DASR M.A.706(c) is intended to include:  a. the Continuing Airworthiness Manager, b. the Quality Manager, c. the Safety Manager, d. any Airworthiness Review Staff, or e. any of the positions of the nominated management team in the CAMO.	Revised GM: For the purpose of this regulation, the nominated group of persons referred to in DASR M.A.706(c) is intended to include:  a. the Continuing Airworthiness Manager, b. the Quality Manager, c. the Safety Manager, d. any of the positions of the nominated management team in the CAMO.	The change in airworthiness review staff is unlikely to adversely affect aviation safety therefore are not required to submit Form 2.
AMC M.A.301(a)(2)12	<a href="#">DCP 2018-088</a>	Minor	Current AMC: If used, Command Clearance should be documented in the aircraft technical log, an occurrence report must be raised at the earliest opportunity and all relevant parties such as the aircrew and the relevant DASR 145 organisation must be notified. For further information on Command Clearance, consult DASR.SPA.10 and AC 005 / 2018 Management of Defects.	Revised AMC: If used, Command Clearance should be documented in the aircraft technical log and all relevant parties such as the aircrew and the relevant DASR 145 organisation must be notified. For further information on Command Clearance, consult DASR.SPA.10 and AC 005 / 2018 Management of Defects.	Occurrence Reporting requirements following the issue of a Command Clearance are inconsistent between the continuing and operational airworthiness regulations and should be aligned. Discussions with DCA and DD-CART led to the decision that the requirement for Occurrence Reporting to DASA be removed from the Command Clearance process (AMC M.A.301(a)(2) Continuing airworthiness tasks). The intent is to have all Command Clearance decisions available to the Authority, if and when required.
M.A.712(b)	<a href="#">DCP 2019-009</a>	Minor	GM does not currently exist.	Added GM: Monitoring of contracted/tasked DASR M Subpart G activities need not involve independent audit of procedures managed by external organisations. Other methods such as sampling and monitoring the suitability of products may be acceptable to DASA. The method used to monitor contracted/tasked DASR M Subpart G activities should be described in the CAME.	GM has been added to clarify the flexibility that a CAMO has with respect to the monitoring of contracted/tasked DASR M Subpart G activities.
<b>DASR 145</b>					
AMC 145.A.30	<a href="#">DCP 2019-011</a>	Minor	Current: Table of Management positions to reads “NDT Level III***”.  This part of the GM does not currently exist.  Hyperlink currently exist for European Standard EN 4179”.  This part of the AMC does not currently exist.  This part of the GM does not currently exist.	Revised: Table of Management positions to read “NDT Responsible Level III***”.  Added GM paragraph: AS3669:2006 is not considered an acceptable national equivalent qualification to EN4179 by the NMAA”.  Action taken: Removed hyperlink to the Australian NANDTB Website when clicking on “European Standard EN 4179”.  Added AMC paragraph: Colour contrast dye penetrant inspections/visible dye penetrant inspections are only to be used when the specific procedure has been approved by the Authority.  Added GM paragraph: Competency based training programs for non-destructive testing personnel may be approved by the Authority in lieu of the minimum training and experience hour requirements stipulated in EN4179 section 6.	The current AMC has a typographical error – the word “Responsible” is missing  DAVENG review and assessment has identified that Australian Standard AS3669:2006 is not equivalent to EN4179. This has been assessed as having a safety impact should AS3669 be used by DASR 145 organisations. DASA needs to explicitly state that AS3669 is not acceptable because as an Australian standard, it will be assumed to be an accepted national equivalent qualification under AMC 145.A.30(f) Para 2.  The subject hyperlink leads to <a href="http://www.ndtboard.com/Publications/EN4179NAS410Interpretation.aspx">http://www.ndtboard.com/Publications/EN4179NAS410Interpretation.aspx</a> , a website hosted by the National Aerospace NDT Board (NANDTB) that contains details about how EASA has recognised the NANDTB which is not appropriate. A hyperlink to the Standard is preferred but not possible  The use of visible dye has recently led to a number of accidents, leading to the FAA issuing a Special Airworthiness Information Bulletin in September 2018 reiterating previous policy and guidance in ASTM standards. The use of visible dye impedes the effectiveness of fluorescent dye conducted afterwards (to determine serviceability)  Since 1996, Defence has used Competency based training for NDT staff, approved by DGTA at the time. This is not currently documented as a waiver against the DASRs, thus the ADF is non-compliant against EN4179 requirements.

					Failure to implement this change will lead to All ADF Non-Destructive inspection technicians being non-compliant with DASR requirements and unable to perform maintenance (Capability impact).
			This part of the AMC does not currently exist.	Added AMC sub-paragraph to paragraph 4: By derogation to paragraph 4, the conduct and/or oversight of NDT examinations can be performed by an Authority approved (Form 4) NDT Responsible Level 3 appointment holder, without being under the general control of a national aerospace NDT board.	Paragraph 4 is not applicable to the DASP, because the DASR approach is to not utilise a NANDTB. In the DASP, the NANDTB is not authorised to perform functions on behalf of the Authority.
			AMC2 does not currently exist.	Added AMC2: For conduct of composite repairs, SAE (AIR) 4938B and SAE (ARP) 6262 are the accepted standards for training and certification of personnel, unless otherwise approved by the Authority.	The DASRs have no training or qualification standard for staff to conduct composite repair; consequently any technician could perform a repair without adequate QTE as applicable to composite repairs in the ADF. This change stipulates acceptable standards for training and qualification (respectively) to ensure staff have acceptable QTE before conducting composite repairs.
<b>DASR 21</b>					
GM 21.A.41	<a href="#">DCP 2019-014</a>	Minor	Current GM: The Type Certificate Data Sheet must clearly state, either directly or by reference, the authoritative list of propulsion system critical parts and their associated 'Airworthiness Limitations', unless otherwise specified by the NMAA.	Revised GM: The Type Certificate Data Sheet must clearly state, either directly or by reference, the propulsion system certification basis (including propeller if applicable), the authoritative list of propulsion system critical parts and their associated 'Airworthiness Limitations', unless otherwise specified by the NMAA. The Engine Structural/Propulsion System Integrity Plan (ESIMP/PSIMP) is the essential vehicle for documenting the key aspects of the Engine Structural/Propulsion System Integrity Management Program (ESIP/PSIP), as required by AAP.7001.054—Airworthiness Design Requirements Manual (ADRM).	This provides additional guidance relating to propulsion systems and their relationship to the MTC.
21.1. General	<a href="#">DCP 2018-071</a>	Editorial	Current: By way of derogation from point 1, an organisation whose principal place of business is in a non-participating Member State, or where a participating Member State (pMS) has not yet transposed this DASR in their national military airworthiness regulations, may demonstrate its capability by holding a certificate or similar approval issued by an authority of that State for the product, part and appliance for which it applies, provided: (i) that State is providing oversight as State of Design; and (ii) through Recognition (EMAD-R) it can be determined, that the national airworthiness system of that State includes the same independent level of checking of compliance as provided by DASR 21, either through an equivalent system of approvals of organisations or through direct involvement of the authority of that State.	Revised: By way of derogation from point 1, an organisation whose principal place of business is in a non-participating Member State, or where a participating Member State (pMS) has not yet transposed EMAR 21 in their national military airworthiness regulations, may demonstrate its capability by holding a certificate or similar approval issued by an authority of that State for the product, part and appliance for which it applies, provided: (i) that State is providing oversight as State of Design; and (ii) through Recognition (EMAD-R) it can be determined, that the national airworthiness system of that State includes the same independent level of checking of compliance as provided by DASR 21, either through an equivalent system of approvals of organisations or through direct involvement of the authority of that State.	Original intent of this paragraph was lost by substituting all instances of 'EMAR' with 'DASR' when originally transcribing EMARs to DASRs. This is an instance where 'EMAR' should have remained, as otherwise it implies that DASRs are applicable to other nations. The text now allows (in a regulatory sense) for foreign organisations (whether they have EMAR-based regulations or not) to hold MTCs, or other certificates for which organisational capability must be demonstrated. It also no longer requires that other nations implement DASRs as their national regulatory framework. Despite DASR 21 allowing MTCs (and other certificates) to be held outside Australia, it doesn't affect Defence's policy decision to only issue MTCs, major change approvals and major repair design approvals to Commonwealth organisations (i.e. the derogation will never be used).
AMC 21.A.44(c)	<a href="#">DCP 2019-015</a>	Editorial	Current AMC: Compiled mission analysis data is sent to the engine and propulsions systems OEM for analysis. This requirement is satisfied by receipt of written formal confirmation from the engine OEM that the propulsions critical part lives, inspections and usage algorithms equations account for the Defence aircraft CRE. It possible that justification for the assessment will need to be provided to the authority to assess adequacy of the mission analysis results.  Details of the Mission Analysis Programme should be documented in a Propulsion System Integrity Management Plan (PSIMP) (also referred to as an Engine Structural Integrity Management Plan (ESIMP)).	Revised AMC: Compiled mission analysis data is sent to the engine and propulsions systems OEM for analysis. This requirement is satisfied by receipt of written formal confirmation from the engine OEM that the propulsions critical part lives, inspections and usage algorithms equations account for the Defence aircraft CRE. It possible that justification for the assessment will need to be provided to the authority to assess adequacy of the mission analysis results. Details of the Mission Analysis Programme should be documented in a Engine Structural/Propulsion System Integrity Management Plan (ESIMP/PSIMP) as required by the AAP.7001.054—Airworthiness Design Requirements Manual (ADRM).	This is a slight wording change to clarify ESIMP/PSIMP and the relationship to ADRM, inserted at the request of OIC PSI.

DASR 66					
AMC1 to DASR 66 Appendix III	<a href="#">DCP 2018-85</a>	Minor	Current AMC1: History demonstrates that existing Type courses have produced competently trained personnel; proving that these courses meet the intent of the outcomes of Appendix III to DASR 66, even if not complying with some of its detail. Consequently, there is no regulatory requirement to amend or upgrade existing courses to achieve full compliance with Appendix III to DASR 66	Replaced by GM: History demonstrates that existing Type courses have produced competently trained personnel; indicating that these courses meet the intent of the outcomes of Appendix III to DASR 66; noting that best practice is to provide Type training IAW Appendix III. There is a risk that current courses - particularly those which do not have any significant history - may not comply fully with the appendix and could omit important information. The missing information may lead to undertrained personnel who may, as a consequence create a safety hazard to personnel or damage to equipment. While currently approved Type courses will be grandfathered, over time MTOs should assess those courses against Appendix III and identify any shortfalls. If shortfalls are identified, then a risk assessment of the shortfalls would be appropriate in order to determine what remediation action, if any, is required.	The original AUS AMC aligned with the previous DG's direction. However questions from the regulated community and the DoSA's staff prompted further consideration. DDCA and A9, HQAC agreed to continue with that direction  Defence training policy and procedures as well as DASR 147 require continual improvement. These requirements, together with DASR 147 oversight/compliance activities provide the opportunity for MTOs to assess the degree with which Type courses meet DASR 66's standard. If such courses do not meet the standard DASA has decided that, over the longer term that the course owners (FEG commanders & contractor equivalent for stand-alone 147s) should assess the potential consequences of shortfalls and decide what action, if any, is required.
DASR AIRCREW					
DASR.Aircrew.1 0.a.1	<a href="#">DCP 2018-80</a>	Minor	GM does not currently exist.	Added GM: The award of a category (i.e. as described in AMC AIRCREW.10.A(1)) also confers the award of a DASA License to operate an aircraft to the extent permitted by the awarded category under the MAO-AM's aircrew categorisation systems. The MAO-AM is appointed as a Delegate of the Safety Authority for licensing of aircrew through the relevant categorisation system.	New GM for AIRCREW.10.A(1) to link the awarding of a category to the conferral of a license to operate an aircraft within the limitation of the particular category. This is a strategic initiative to assure compliance with the WHS Act 2011 and to demonstrate that DASA, represented by the MAO-AM as a Delegate of the Safety Authority, is responsible for the awarding of licences.
		Editorial	Current title: Basic aircrew qualifications.	Revised title: Basic aircrew qualifications.	Rectification of spelling error.
Glossary of Terms					
Definition: Type Certificate Data Sheet	<a href="#">DCP 2019-007</a>	Editorial	Current definition: Companion document to a Military Type-certificate (MTC) and describes the basis of certification, lists any associated Airworthiness Issue Papers (AwIPs), details technical characteristics and operating limitations, and includes details of each aircraft added to the TCDS.	Revised definition: Companion document to a Military Type-certificate (MTC) that 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.	This improves the accuracy of the definition and aligns with the definition in the DASA Guidebook 2nd Edition. This improves the accuracy of the definition and aligns with the definition in the DASA Guidebook 2nd Edition.
Definition: Restricted Type Data Sheet			Current definition: Companion document to Military Restricted Type-certificate (MRTC) and describes the basis of certification, lists any associated Airworthiness Issue Papers (AwIPs), details technical characteristics and operating limitations, and includes details of each aircraft added to the RTCDS.	Revised definition: Companion document to Military Restricted Type-certificate (MRTC) that 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.	