

SUMMARY OF CHANGE – DASR RELEASE 28 OCT 22

REFERENCES

- A. [Record of Change – DASR Release 28 Oct 22](#)
- B. [Notice of Proposed Amendment 2022/017](#)
- C. [Notice of Proposed Amendment 2021/018](#)
- D. [Comment Response Document – NPA 2021/018](#)
- E. [Notice of Proposed Amendment 2021/038](#)

INTRODUCTION

1. This document summarises noteworthy changes incorporated into the Defence Aviation Safety Regulation (DASR) in the 28 Oct 22 release. This release incorporates two major, two minor and three editorial changes. Details of all changes, including previous text and rationale for the change, are available at Reference A.

MAJOR CHANGES

2. **DASR 21 Aircraft Design, Production and Certification.** This amendment to DASR 21 Subpart M *Repairs* introduces changes from EMAR 21 version 2.0 as well as supporting AMC and GM issued by EASA (due to lack of EMAR AMC and GM). The amendment was consulted through Reference B and incorporates the following changes:
 - a. 21.A.432C *Application for a repair design approval* has been added to include a requirement for submission of the application for approval of a repair design as well as requirements for the content of such an application. For major repairs, it requires submission to the Authority of a certification programme; this is similar to the submission for Major Changes to a Military Type Certificate. This will provide the Authority a basis to determine its ‘Level of Involvement’ in major repairs.
 - b. 21.A.433 *Requirements for approval of a repair design* has been amended to specify all the necessary requirements for approval of a major and/or minor repair design; this now includes a reference to demonstrating compliance for a major repair design that should follow a certification programme established under 21.A.432C.
3. **DASR ACD Air Cargo Delivery.** This amendment, consulted through References C and D, modifies regulation, AMC and GM to improve accountability and enhance readability. The amendment increases obligations on organisations providing ACD services, by requiring:
 - a. ACD Service Providers (ACDSPs) to:
 - (1) apply for a DASA certificate for the scope of ACD services provided



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- (2) operate only to the extent approved in the ACDSF Certificate
 - (3) define their organisational structure
 - (4) implement a Quality Management System (QMS) and Safety Management System (SMS)
 - (5) utilise a personnel fatigue management strategy
 - (6) ensure the competency and currency of ACDSF personnel
- b. ACDSFs and MAOs conducting ACD (i.e. using resources within their flying units) to:
- (1) utilise authorised ACD operations manuals (including procedures for Non-Standard Cargo)
 - (2) ensure ACD equipment, systems and installations support aviation safety
 - (3) implement controls for contracted ACD services
- c. ACDSFs issuing load clearances to maintain an assurance system which implements hazard controls based upon DASR 21.A.239 *Design assurance system and SMS*.

NOTEWORTHY MINOR AND EDITORIAL CHANGES

4. **DASR 139 Aerodromes.** Reference to an Aerodrome Database within GM DASR 139.10 *General* has been removed. With the implementation of DASR 139 the focus has shifted to oversight and regulation of Certified Aerodromes only. There is no requirement or benefit in DASA maintaining a database of all Defence owned aerodromes with links to external OIP. This information is better captured, updated and published by the relevant Service, Aerodrome Operator or Estate Maintenance Organisation.
5. **DASR 145 Requirements for Maintenance Organisations.** The first sentence of GM 145.A.60(a) *Occurrence reporting* repeats the intent of the regulation text and potentially creates ambiguity due to the differences in the language used. The first sentence is deleted as it is redundant.
6. **DASR 147 Aircraft Maintenance Training Organisations.** This change, consulted through Reference E, provides guidance for the qualifications and experience required for the Training Manager, Quality Manager and Examination Manager of a DASR 147 Maintenance Training Organisation.
7. **DASR Aircrew.** The term 'Maintenance Check Flight Pilot' is replaced with 'Unit Maintenance Test Pilot'. Respective changes are made to GM ORO.15 *Appointment of key staff* and the DASR Glossary.
8. **DASR MED Medical.** Incorrect terminology was utilised in DASR MED.05 in the expansion of RSAvMO and SAVMO. 'Squadron' was incorrectly used where 'Senior' is the correct term IAW DHM and IAM standing instructions.



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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.

