

FACTSHEET – APPLICATION OF ALSE, ROLE EQUIPMENT, PORTABLE ELECTRONIC EQUIPMENT AND AIR CARGO DASR

AIM

The aim of this factsheet is to explain the different regulatory approaches to Aeronautical Life Support Equipment (ALSE), Role Equipment, Portable Electronic Equipment (PEE) and air cargo, to assist readers apply the correct regulation for the equipment under consideration.

INTRODUCTION

The DASR uses specific titles and associated definitions to refer to certain types of equipment that are either carried on aircraft or not permanently attached to the aircraft for all its roles and missions. The regulation of the approval for use or carriage of such equipment is subject to separate DASR within the DASR.ORO and DASR.ACD series. Previous versions of DASR defined equipment types so that they had overlapping content, creating some confusion because multiple regulations could be applied to the same equipment. The 10 Apr 20 DASR release has removed this overlap by redefining some previous terms, creating new terms, as well as better explaining the required approval processes for the specified equipment.

REGULATORY DEFINITIONS

The current definition, or explanations, for equipment that is carried on aircraft or not permanently attached to the aircraft for all its roles and missions are:

ALSE: Safety or mission equipment to be carried or worn by crew or passengers when operating aircraft in a military configuration, role or environment. In this context safety equipment comprises equipment to protect both crew and passengers, such as air/sea rescue kits, locator beacons, survival aids and cold water immersion suits. Mission equipment is the specific safety equipment that allows the crew to operate safely on certain missions. Examples include night vision goggles, laser eye protection and crew out-of-seat restraint harnesses. Worthy of note is a subset of ALSE forms part of the certified aircraft design.

Role Equipment: 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. Important to note is that:

- Role Equipment does not overlap with the definitions for ALSE and air cargo
- Some Role Equipment, such as external fuel tanks, is necessary for safe aircraft operations in some roles, whilst other role equipment, such as aeromedical equipment, supports a specific role but is not necessary for safe aircraft operation
- Some equipment, forming part of the certified aircraft design, is a subset of Role Equipment
- Both crew and passengers may operate Role Equipment. For example, mission radios brought on board by SF, for use during flight to gain mission tactical awareness, would be considered Role Equipment
- Role Equipment may be either physically fitted or attached to the aircraft on a non-permanent basis or operated 'standalone'.

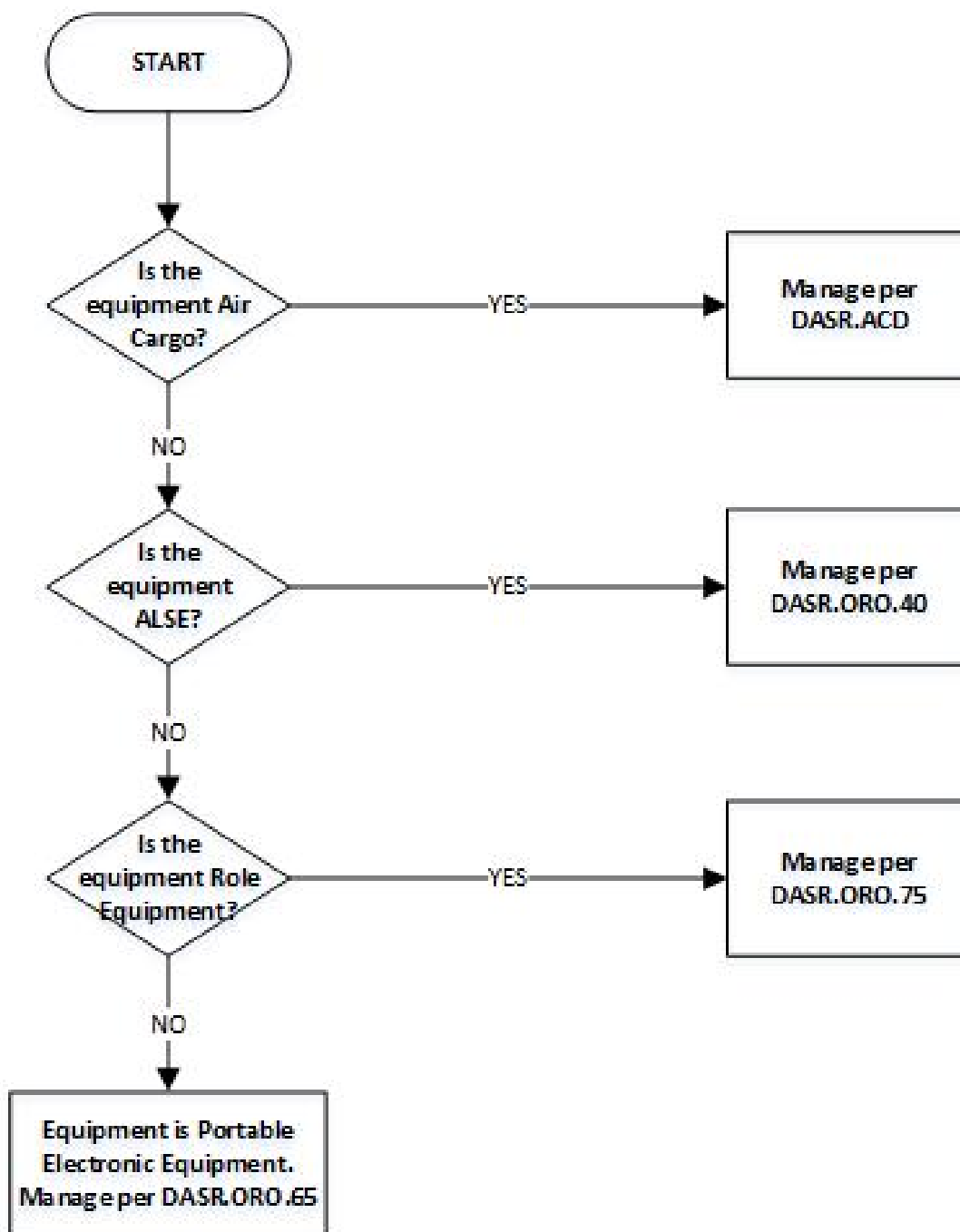
PEE: Comprises all electrically powered equipment that is carried on Defence aircraft by crew and passengers, not forming part of the certified aircraft type, Role Equipment, ALSE or cargo. Importantly, whilst PEE may be operated in flight, it would not be used in support of Defence role or missions. That is, PEE would include personal communication devices such as mobile phones, entertainment devices such as tablets/game consoles and medical devices such as heart pacemakers, hearing aids and blood glucose monitors.

Air Cargo is not a defined DASR term, but should be interpreted to comprise material, including equipment, that is transported by air with no intent to be used or operated in-flight.



PLACING EQUIPMENT IN THE CORRECT CATEGORY

There are several workable approaches to categorising equipment as either ALSE, Role Equipment, PEE or air cargo. One approach is shown in the following flowchart.



REGULATORY REQUIREMENTS

All four equipment types must satisfy specific DASR requirements before the equipment can be carried on aircraft and possibly operated in flight. The specific requirements are:

ALSE. DASR.ORO.40 requires the MAO to establish an ALSE management system. As part of this system, the DASR places four specific requirements on the MAO approval of ALSE, including that the ALSE is certified, either via compliance with DASR 21 or via a formal technical assessment, and that OIP exists to detail when ALSE should be used, operated and carried.

Role Equipment. Unlike ALSE, DASR ORO.75 does not expressly require the creation of a management system. Nevertheless, the MAO must ensure that aircraft role equipment is only carried and operated in

accordance with approved OIP. The GM describes how Role Equipment should be categorised into two categories, namely 'certified' and 'specific approval'. Role Equipment in the former category must comply with DASR 21, with no separate technical inputs required within the MAO role equipment approval process. In contrast, Role Equipment in the latter category is not subject to DASR 21, with the CAMO advising on the degree of engineering rigour necessary to inform the role equipment approval.

PEE. Similar to the regulations for Role Equipment, DASR ORO.65 requires that PEE must only be carried and used in accordance with approved Defence OIP. The MAO is responsible for creating and approving the OIP, seeking engineering advice through the CAMO as appropriate.

Air Cargo. DASR.ACD requires the MAO to ensure an operational document is established that details ACD procedures. These procedures would detail the approval process to carry air cargo, noting that DASR.ACD.05(b) requires the MAO to approve waivers to IATA-identified dangerous goods, in specified circumstances.

ESSENTIAL INFORMATION

DASA Point of Contact: REGS 4 c/ ACPA Regulations (acpa.regs@defence.gov.au)