

Military Air Operator

Operations Compliance Statement

This Compliance Statement demonstrates to the Authority that the applicant understands the requirements of the Defence Aviation Safety Regulations and has put in place the appropriate resources, instructions, procedures and practices to ensure compliance with those requirements.

## Applicant organisation

|  |  |
| --- | --- |
| Originator’s reference: | [Please insert local Objective reference} |
| MAO organisation name: |  |
| MAO location: | Headquarters, BuildingBASE/ESTABLISHMENT |
| MAO group email: |  |
| Current MAOC number: | AUS.DASA.MAOC.[MAO]-XXX |

## Accountable Manager Attestation

|  |
| --- |
| 1. I am accountable for [insert organisation name] compliance with the DASR.
2. This OCS for a MAOC and OpSpec is complete and correct.
3. I am satisfied that appropriate arrangements are in place to meet the DASR and support the scope of Flight Operations contained in the OpSpec.
 |
| **Signature** | **Name** | **Position** | **Date** |
|  |  |  |  |

# Scope of Operations

The purpose of this part is to describe the applicant organisation’s proposed scope of operations, which will be used by the Authority as the basis for issuing or amending an approved Operations Specification.

## Key Staff[[1]](#footnote-1)

|  |  |
| --- | --- |
| Accountable Manager: |  |
| Delegate of Safety Authority (DoSA) for Aircrew Licencing IAW DASR AIRCREW.10.A(1): |  |
| Continuing Airworthiness Manager: |  |
| Hazard Tracking Authority: |  |
| Aviation Safety Manager: |  |
| Aeronautical Life Support Equipment Manager: |  |
| Flight Simulation Training Device Manager (optional): |  |
| Military Air Operator (Acquisition): |  |

## Aircraft types

### Defence Registered Aircraft

Defence-registered Aircraft and Certified UAS platforms subject to the MAOC.

|  |  |
| --- | --- |
| AI | Model and name |
| A01 | Mk1 Kite |
|  |  |
|  |  |

### Civil Registered Aircraft

Civil-registered Aircraft subject to the MAOC.

|  |  |  |
| --- | --- | --- |
| CAA register | Civil registration number | Model and name |
| CASA | VH-XXX | Mk1 Kite |
|  |  |  |
|  |  |  |

### Uncrewed Aircraft Systems

Specific Type A category UAS subject to the MAOC.

|  |  |  |  |
| --- | --- | --- | --- |
| Register | Model and name | Category | UASOP Reference |
| AVNCOMD | Mk1 Kite | Specific Type A | ABxxxxxxxx (Obj ID) |
|  |  |  |  |
|  |  |  |  |

## Specific Approvals

*The purpose of this part is to document MAO provided evidence used as the basis for Specific approvals IAW ARO.100.C. DASA lists Authority approvals in the OpSpec.*

|  |  |  |
| --- | --- | --- |
| Model and name | Specific approval | Evidence Reference |
| Mk1 Kite | **RNAV**. Commentary regarding the specific approval and applicability to a particular type or all Types operated by the MAO. | Request:Obj: 12345678 |
| Mk1 Kite | **RVSM**. Commentary regarding the specific approval and applicability to a particular type or all Types operated by the MAO. | Request:Obj: 12345678 |
|  |  |  |

## Limitations

*The purpose of this part is to document Limitations imposed IAW ARO.100.C. MAOs must list evidence that supports amendment or closure here. The MAO must provide a reference to the MAO’s determination where the MAO has the authority to amend or close a limitation. Where a party external to the MAO holds the authority to amend or close a limitation, the MAO must provide references to the MAO’s amendment or closure request and the external party’s approval.*

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Model and name | Serial | Limitation | Authority to amend or close[[2]](#footnote-2) | Status | Amendment /Closure Reference |
| A01 Mk1 Kite | 1 | Defence AA (AwB) imposed limitation. | MAO-AM | Open | N/A |
| 2 | Legacy MPTF/MRTC/MTC limitation. | DG DASA | Closed | Request:Obj: 12345678 |
| VH-XXX Mk1 Kite | 1 | Limitation imposed by the CAA.  | DG DASA | Open | Request:Obj: 12345678 |
| 2 | Notable limitation defined in any associated contract. | MAO-AM | Closed | Approval:Obj: 12345678 |
| Mk1 Kite | 1 | UASOP limitation | DG DASA | Closed | Request:Obj: 12345678 |
|  |  |  |  |  |  |
|  |  |  |  |  |  |

# Description of the Organisation

This part is for the applicant organisation to describe how it addresses the eight ‘pillars’ and two ‘foundations’ of a MAOC, IAW DASR ARO.100.

The eight pillars are Statements of Operating Intent & Usage; Flying Management System; Orders, Instructions & Publications; Training and Qualifications; Flight Simulation Training Devices; Personnel, Operating Facilities and Continuing Airworthiness.

The two foundations are Safety Management System and Quality Management System.

## Statements of Operating Intent & Usage (SOIU)

Briefly describe the management of the organisation’s SOIUs.[[3]](#footnote-3)

|  |
| --- |
| Brief description |
| [This is a free text field where the applicant may include any information they consider relevant to the application process. If the applicant chooses not to make any comment, the applicant should annotate the field with the words ‘No comment’.] |

List the approved SOIU for each Aircraft type operated.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Model and name | SOIU reference | Version | Approver | Date | Comments |
| eg A01 Mk1 Kite | Obj: 12345678 | v#.# | ACAUSTCOMAUSFLTCOMD AVNCOMD | 01 Nov 21 |  |
|  | *(Please do not insert a link to the MAO website. The applicant must insert links to approved SIOUs.)* |  |  |  |  |
|  |  |  |  |  |  |

## Flying Management System (FMS)

Briefly describe how the organisation addresses the eight elements of the FMS required by DASR ORO.10. Briefly describe the maturity of each element. A detailed demonstration of compliance is not required here. The MAO must complete a detailed demonstration of compliance in Part C.

|  |  |
| --- | --- |
| FMS element | Brief description |
| Appointment of key staff | [This is a free text field where the applicant may include any information they consider relevant to the application process. If the applicant chooses not to make any comment, the applicant should annotate the field with the words ‘No comment’.] |
| Management of the SOIU | Described under ‘Statement of Operating Intent & Usage (SOIU)’ |
| Aircrew competency and currency | [This is a free text field where the applicant may include any information they consider relevant to the application process. If the applicant chooses not to make any comment, the applicant should annotate the field with the words ‘No comment’] |
| Flight authorisation | [This is a free text field where the applicant may include any information they consider relevant to the application process. If the applicant chooses not to make any comment, the applicant should annotate the field with the words ‘No comment’] |
| Aviation Risk Management | Described under ‘Safety Management System (SMS)’ |
| Aviation safety management | Described under ‘Safety Management System (SMS)’ |
| Management of OIP | Described under ‘Orders, Instructions & Publications (OIP)’ |
| Management of FSTD | Described under ‘Flight Simulation Training Devices (FSTD)’ |

## Orders, Instructions & Publications (OIP)

Briefly describe the OIP arrangements for conducting flight operations, such as the OIP hierarchy, mode of publication and system for document control. The OIP system may include a mix of MAO OIP, service OIP and Defence OIP. A detailed demonstration of compliance is not required, as this is completed in Part C.

|  |
| --- |
| Brief description |
| [This is a free text field where the applicant may include any information they consider relevant to the application process. If the applicant chooses not to make any comment, the applicant should annotate the field with the words ‘No comment’.] |

## Training and qualifications

Briefly describe the organisation’s major training and qualification processes and requirements.

|  |
| --- |
| Brief description |
| [This is a free text field where the applicant may include any information they consider relevant to the application process. If the applicant chooses not to make any comment, the applicant should annotate the field with the words ‘No comment’.] |

List the key approved training and qualification documentation for each Aircraft type. A detailed demonstration of compliance is not required, as this is completed in Part C.

|  |  |
| --- | --- |
| Model and name | **Documentation description and comments** |
| A38 EC665 Tiger | [MAO] amended the *ARH PLT TMP* dated DD MMM YY to incorporate employment of laser guided rocket procedures, and [MAO] completed unit gap training for Aircrew in MMM YY |
|  |  |
|  |  |

## Flight Simulation Training Devices (FSTD)

Briefly describe each FSTD, including its training role, qualification strategy, sustainment arrangements, configuration differences from the parent Aircraft and any limitations or restrictions. A detailed demonstration of compliance is not required, as this is completed in Part C.

|  |
| --- |
| Brief description |
| [This is a free text field where the applicant may include any information they consider relevant to the application process. If the applicant chooses not to make any comment, the applicant should annotate the field with the words ‘No comment’.] |

List each FSTD system and its key documentation and characteristics.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Device | Category | IOP | Management plan | Date last qualified |
| AP-3C Orion AFS | FFS | v# approved by [eg] COMD AVNCOMD (Obj: 12345678) | v# approved by [eg] COMD AVNCOMD (Obj: 12345678) | 30 Sep 16 |
|  |  |  |  |  |
|  |  |  |  |  |

## Personnel

Briefly describe the size, structure and composition of the workforce supporting flight operations.

|  |
| --- |
| Brief description |
| [This is a free text field where the applicant may include any information they consider relevant to the application process. If the applicant chooses not to make any comment, the applicant should annotate the field with the words ‘No comment’.] |

List the limitations introduced by any personnel deficiencies or any other comments.

|  |  |
| --- | --- |
| Personnel | Limitations or comments |
| OLA/FARP supervisors | [MAO] restricted OLA and FARP operations to a single location (Point Cook) due to the limited number of qualified supervisors on strength in [unit name]. [MAO] expects the OLA Supervisors course due to be conducted in MMM YY should address the immediate issue. However, a return to full capability is not expected until MMM YY. |
|  |  |
|  |  |

## Operating Facilities

Briefly describe the organisation’s operating facilities, including primary bases or aerodromes, training facilities, operations facilities, planning facilities, administration or briefing spaces, medical facilities, rescue and fire fighting, passenger handling and Aircraft storage. Maintenance facilities need not be described in detail, as this is documented in the Continuing Airworthiness Management Exposition (CAME) and Maintenance Organisation Expositions (MOEs).

|  |
| --- |
| Brief description |
| [This is a free text field where the applicant may include any information they consider relevant to the application process. If the applicant chooses not to make any comment, the applicant should annotate the field with the words ‘No comment’.] |

List the limitations introduced by any facilities deficiencies or any other comments.

|  |  |
| --- | --- |
| Facility | Limitations or comments |
| 808 SQN flight line | CCIR XX/XXXX submitted to E&IG on DD MMM YY requesting rectification to tarmac lighting and line marking, IAW ICAO Aerodrome Standards (ICAO Annex 14, 3rd ed,1999) |
|  |  |
|  |  |

## Continuing Airworthiness

Briefly describe the organisation’s arrangements for continuing airworthiness, including the Continuing Airworthiness Management Organisation (CAMO), any outsourced CAMO services, the network of associated design (DASR 21) organisations and the network of associated maintenance (DASR 145) organisations. These need not be described in detail, as they are fully documented in the Continuing Airworthiness Management Exposition (CAME) and Maintenance Organisation Expositions (MOEs).

|  |
| --- |
| Brief description |
| [This is a free text field where the applicant may include any information they consider relevant to the application process. If the applicant chooses not to make any comment, the applicant should annotate the field with the words ‘No comment’.] |

Reference the Continuing Airworthiness Management Exposition (CAME).

|  |  |
| --- | --- |
| Reference | Comments |
| Obj: 12345678 |  |

The tail numbers of all Defence-registered Aircraft encompassed by the MAOC must be recorded via an authoritative record system. This system must ensure that all Aircraft allocated to, and operated by, the MAO are positively identified.

List the authoritative record system for each Aircraft type and any comments.

|  |  |
| --- | --- |
| Model and name | Authoritative record system and comments |
| A01 Mk1 Kite | CAMM2 |
|  |  |
|  |  |

## Safety Management System (SMS)

Briefly describe how the organisation addresses the 12 elements of DASR SMS, across its four key components. Briefly describe the maturity of each element.

|  |  |  |
| --- | --- | --- |
| SMS component | SMS element | Brief description |
| Safetypolicyandobjectives | Management commitment | [This is a free text field where the applicant may include any information they consider relevant to the application process. If the applicant chooses not to make any comment, the applicant should annotate the field with the words ‘No comment’] |
| Safety accountability and responsibilities | [Free text field – as above] |
| Appointment of key safety personnel | [Free text field – as above] |
| Coordination of emergency response planning | [Free text field – as above] |
| SMS documentation | [Free text field – as above] |
| Safetyriskmanagement | Hazard identification | [Free text field – as above] |
| Safety risk assessment and mitigation | [Free text field – as above] |
| SafetyOversightAndimprovement | Safety performance monitoring and measurement | [Free text field – as above] |
| The management of change | [Free text field – as above] |
| Continuous improvement of the SMS | [Free text field – as above] |
| Safety promotion | Training and education | [Free text field – as above] |
| Safety communication | [Free text field – as above] |

## Quality Management System (QMS)

Briefly describe the elements and maturity of the organisation’s flight operations QMS, including how it integrates with the organisation’s CAMO functions. Elements will vary according to the quality methodology used, but could include: quality objectives, quality manual, quality roles or responsibilities, management review, data management, documented processes, quality indicators, internal or external audits and continuous improvement.

|  |  |
| --- | --- |
| QMS element | Brief description |
| Quality Objectives | [This is a free text field where the applicant may include any information they consider relevant to the application process. If the applicant chooses not to make any comment, the applicant should annotate the field with the words ‘No comment’] |
| Quality Manualor OIP | [Free text field – as above] |
| Quality Roles and Responsibilities | [Free text field – as above] |
| Management Review | [Free text field – as above] |
| Data Management | [Free text field – as above] |
| Documented Processes | [Free text field – as above] |
| Quality Indicators | [Free text field – as above] |
| Internal or External Audits | [Free text field – as above] |
| Continuous Improvement | [Free text field – as above] |

# Regulatory Compliance

This part is for the applicant organisation to demonstrate compliance with DASRs, by providing a cross-reference to the organisation’s OIP and identifying whether the organisation uses the Authority’s Acceptable Means of Compliance (AMC) or an Alternative Means of Compliance (AltMoC).

## General Requirements

#### DASR GR.27 – Operation of Foreign Military Aircraft (FMA) in Australia

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The Sponsor who approves FMA to operate in Australian territorial airspace must:
 |
| * 1. ensure that FMA operations are conducted in a manner such that risks to the safety of other airspace users and people on the ground are eliminated So Far As is Reasonably Practicable (SFARP) and, where not reasonably practicable to eliminate, minimised SFARP
 | Choose an item.  |  |
| * 1. issue an Authority to Operate (AUTHOP) to document controls that manage the safety of other airspace users and people on the ground
 | Choose an item.  |  |
| * 1. monitor the effectiveness of controls against the risk to the safety of other airspace users and people on the ground; and any significant safety events—and suspend FMA operations when there is concern that safety may be compromised.
 | Choose an item.  |  |

## Flight Operations

### DASR Aircrew

#### DASR Aircrew.10 - Defence Aircrew qualifications and training

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. (a) The MAO must ensure an Aircrew training system is established that supports raise, train, sustain requirements and includes the following elements:
 |
| * 1. Categorisation system, defining:
 | * 1. level of proficiency in a role
 | Choose an item. |  |
| * 1. Aircrew categories
 | Choose an item.  |  |
| * 1. currency and recency requirements.
 | Choose an item.  |  |
| * 1. Basic Qualifications
 | Choose an item.  |  |
| * 1. Additional qualifications
 | Choose an item.  |  |
| * 1. Airborne emergency training:
 | * 1. is only to be conducted in aircraft to the extent defined in OIP
 | Choose an item.  |  |
| * 1. is to be conducted in a simulator to the maximum extent practicable.
 | Choose an item.  |  |
| * 1. Currency and recency requirements, which include:
 | * 1. minimum currency criteria
 | Choose an item.  |  |
| * 1. methods of maintaining and regaining currency
 | Choose an item.  |  |
| * 1. identification of circumstances and authority for extension.
 | Choose an item.  |  |
| * 1. Method of recording competency and currency, which must:
 | * 1. list in the approved OIP the authority(ies)
 | Choose an item.  |  |
| * 1. utilise a recording method in a format determined to be enduring.
 | Choose an item.  |  |
| * 1. Aircrew Instructor training and standards requirements, which include:
 | * 1. qualifications through Defence-recognised courses
 | Choose an item.  |  |
| * 1. routine instructor competency assessments.
 | Choose an item.  |  |

|  |  |  |  |
| --- | --- | --- | --- |
| * 1. Training and standards requirements, which:
 | * 1. reference the applicable Learning Management Plan
 | Choose an item.  |  |
| * 1. for aircrew competency include:
 | * 1. competency for all aircraft roles and operations
 | Choose an item.  |  |
| * 1. training and assessment requirements for initial award and maintenance of competency
 | Choose an item.  |  |
| * 1. criteria that define a lapse in competency, including the requirements for requalification.
 | Choose an item.  |  |
| * 1. include the establishment of a Pilot Instrument Rating Scheme (PIRS) to support safe aircraft operation during IMC. PIRS controls must include:
 | * 1. command responsibility to determine the conduct of an Instrument Rating Test (IRT), including consultation with CFS SME
 | Choose an item.  |  |
| * 1. experience, currency and recency, and renewal requirements
 | Choose an item.  |  |
| * 1. flexible use of command to ensure that those pilots who, for various reasons, are not entitled to an Instrument Rating, may still fly under restricted conditions
 | Choose an item.  |  |
| * 1. employment strategy of relevant Assessors
 | Choose an item.  |  |
| * 1. flexibility provisions that can be authorised by the command chain
 | Choose an item.  |  |
| * 1. a system to ensure complete documentation of all testing and qualification awards.
 | Choose an item.  |  |

#### DASR Aircrew.60 - Aviation Safety training

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The MAO must ensure that aviation safety training is conducted in accordance with approved OIP that includes:
 | * 1. aviation safety training objectives and assessment criteria
 | Choose an item.  |  |
| * 1. requirements for Currency and re-qualification.
 | Choose an item.  |  |

#### DASR Aircrew.65 - Risk Management (RM)

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The MAO must ensure that Risk Management training is conducted in accordance with approved OIP.
 |  Choose an item. |  |

#### DASR Aircrew.80 - Logbooks

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. All Aircrew must maintain a Defence flying logbook.
 | Choose an item.  |  |
| 1. OIP issued under this regulation shall specify a method to:
 | * 1. record the member’s endorsed qualifications
 | Choose an item.  |  |
| * 1. record all flight time undertaken as authorised crew or flight crew of a military Aircraft, a civil Aircraft under hire or lease to Defence, or a civil Aircraft provided for any other military purpose
 | Choose an item.  |  |
| * 1. record flight time in approved FSTDs
 | Choose an item.  |  |
| * 1. ensure the logbook of an authorised crew or flight crew member is not carried on an Aircraft when the member is flying on that Aircraft.
 | Choose an item.  |  |
| 1. In the event of an accident or incident, the operating unit commander must provide all involved Aircrew logbooks to an authorised person upon request.
 | Choose an item.  |  |

### DASR AO.Gen - Air Operations General

#### DASR AO.Gen.05 - Management of OIP

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The Orders, Instructions and Publications (OIP) Management System must ensure that all air operational OIP are:
 | * 1. applicable, accurate and approved
 | Choose an item.  |  |
| * 1. maintained in good and legible order
 |
| * 1. accessible to personnel in a format and medium appropriate to the operational environment
 |
| * 1. applicable to the scope and level of the operation being conducted
 |
| * 1. supported by a master document or record allowing the amendment status and document completeness to be ascertained.
 |
| 1. The OIP Management System must ensure that each Defence produced document contains or displays:
 | * 1. authority for use
 | Choose an item.  |  |
| * 1. document name
 |
| * 1. document number
 |
| * 1. date of issue and Currency (amendment status)
 |
| * 1. sponsor details.
 |
| 1. For OIP specific to Aircraft type, the OIP Management System must ensure that:
 | * 1. OIP sponsors are appointed to ensure all OIP are applicable and authorised.
 | Choose an item.  |  |
| * 1. There are documented agreements established with the relevant Military Type-Certificate (MTC) holder, or MTC holder delegate to ensure that any amendments to the Aircraft flight manual, or OIP that affect operating instructions, Aircrew and/or limitations, are approved by the Authority or the MTC holder or MTC holder delegate.
 |
| * 1. Foreign Source Data (FSD), other than that incorporated into the authorised publication management systems (AAP, NAP or DAP), are approved by the MAO, or relevant MTC holder or MTC holder delegate prior to use.
 |
| 1. OIP issued under this regulation must ensure that:
 | * 1. OIP management appointments are identified, including their responsibility and authority.
 |  Choose an item. |  |
| * 1. A list of OIP sponsors and approval authorities is maintained.
 |
| * 1. A list of OIP Sponsor approved sources of Flight Information Documents (FID) is maintained.
 |
| * 1. Periodic review criteria are defined (Defence AIP will follow the 28 day AIRAC cycle).
 |
| * 1. Publication management records are accurately maintained, controlled and made accessible to applicable personnel and organisations.
 |
| * 1. OIP distribution requirements are defined.
 |

### DASR ARO - Authority Requirements for Air Operations

#### DASR ARO.50 - Statement of Operating Intent and Usage

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. A Statement of Operating Intent and Usage must be issued for all Defence registered Aircraft types.
 | Choose an item.  |  |

#### DASR ARO.55 - Cessation of Flight Operations

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The MAO or operational commander must cease Flight Operations under their command or management where an emergent risk compromises Airworthiness or Aviation Safety.
 | Choose an item.  |  |

#### DASR ARO.60 - Defence register

|  |  |
| --- | --- |
| Regulation | OIP reference |
| 1. An Aircraft operated by or on behalf of Defence must be considered for Defence registration when:
 | * 1. The Aircraft is predominantly operated in a military configuration, role or environment by Defence or non-Defence personnel.
 |  |
| * 1. The Aircraft is owned by Defence.
 |  |
| * 1. The Aircraft is predominantly operated by members of Defence in the course of their duties.
 |  |

#### DASR ARO.100 - Military Air Operator Certificate (MAOC)

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. Operation of all Defence registered Aircraft must be conducted under the authority of a MAOC, issued by the Authority.
 | Choose an item.  |  |
| 1. Operation of civil registered Aircraft by a MAO must be conducted under the authority of a MAOC, issued by the Authority.
 | Choose an item.  |  |
| 1. The applicant organisation must apply to the Authority for issue of, or a variation to, a MAOC or attached Operations Specification (OpSpec) by submitting a Military Air Operator's Operations Compliance Statement (OCS). The OCS must:
 | Choose an item.  |  |
| * 1. include the following information:
 | * 1. the MAO organisation name
 | Choose an item.  |  |
| * 1. the location of the MAO headquarters
 |
| * 1. a statement that operations will be in accordance with the attached OpSpec
 |
| * 1. Accountable Manager (AM)
 |
| * 1. Continuing Airworthiness Manager (CAM)
 |
| * 1. Hazard Tracking Authority (HTA)
 |
| * 1. all Aircraft types operated by the MAO
 |
| * 1. Aircraft roles in accordance with SOIU CRE
 |
| * 1. specific approvals requested for Aircraft operated by the MAO.
 |
| * 1. identify reference to an approved SOIU for each Aircraft type operated
 | Choose an item.  |  |
| * 1. provide a summary of the status of each element of the Flying Management System required by DASR ORO.10
 | Choose an item.  |  |
| * 1. identify the availability and method of document control for MAO OIP and single Service OIP, necessary to safely conduct Flight Operations
 | Choose an item.  |  |
| * 1. identify the approval status of training and qualification requirements necessary for personnel to support Flight Operations in the required CRE
 | Choose an item.  |  |
| * 1. identify the approval status of FSTD requirements necessary to support flying operations in the required CRE
 | Choose an item.  |  |
| * 1. confirm suitable and competent personnel to support Flight Operations
 | Choose an item.  |  |
| * 1. confirm suitable operations facilities and buildings are available for use
 | Choose an item.  |  |
| * 1. utilise a Quality Management System (QMS) to achieve consistency, continuity and compliance of safe operations—through quality planning, quality assurance, quality control and quality improvement
 | Choose an item.  |  |
| * 1. identify that the MAO can satisfactorily maintain the Airworthiness of Aircraft types listed on the certificate through a Continuing Airworthiness Management Organisation (CAMO)
 | Choose an item.  |  |
| * 1. demonstrate how the MAO will comply with DASR relevant to the operation
 | Choose an item.  |  |
| * 1. include an attestation by the AM that:
 | * 1. the AM is accountable for the organisation's compliance with DASR
 | Choose an item.  |  |
| * 1. the OCS is complete and correct
 |
| * 1. appropriate arrangements are in place to support the scope of Flight Operations contained in the OpSpec.
 |
| 1. An air operator must establish and maintain a Safety Management System (SMS), in accordance with DASR SMS.
 | Choose an item.  |  |

### DASR FSTD - Flight Simulation Training Devices

#### DASR FSTD.05 - Flight simulation training device management

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The MAO-AM must approve a Flight Simulation Training Device Installation Operating Permit prior to use of the Flight Simulation Training Device in support of flight crew training, qualification or Currency.
 | Choose an item.  |  |
| 1. The MAO must ensure a Flight Simulation Training Device Management System is established that details the implementation and ongoing in service management of the Flight Simulation Training Device.
 | Choose an item.  |  |

### DASR FT - Flight Tests

#### DASR FT.05 - Flight Tests

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. A Military Air Operator (MAO) conducting flight test activities shall only conduct a flight test activity of Category 1 to Category 4 as defined in DASR 21 Subpart P - Military Permit to Fly, if an appropriate privilege has been granted in the MAOC OpSpec.
 | Choose an item.  |  |
| 1. Flight test activity meeting the criteria of Category 1 to 4 as defined in DASR 21 Subpart P must be conducted under the authority of a Military Permit to Fly (MPTF).
 | Choose an item.  |  |
| 1. The MAO must seek advice from the Authority if there is any doubt with respect to the category of flight test.
 | Choose an item.  |  |
| 1. The MAO must demonstrate that it has the organisation, personnel and processes to safely conduct flight test to the satisfaction of the Authority and within the scope of privileges for flight test as listed in the Military Air Operator Certificate OpSpec.
 | Choose an item.  |  |
| 1. The MAO must provide the Authority with appropriate data and access to its organisation, when required.
 | Choose an item.  |  |

### DASR NDR - Non-Defence Registered Aircraft

If the MAO does not operate or sponsor NDR Aircraft operations this section of the Compliance Statement (DASR NDR) is not applicable.

The MAO must document their method of compliance when sponsoring NDRA in this Compliance Statement – regardless of whether the NDRA is Defence crewed or not.

Where it is not practicable or desirable to operate NDRA under a MAOC, the applicant may conduct NDRA activities under an Approval to Operate (ATO). The applicant must document the ATO in this Compliance Statement.

### Non-Defence Registered Aircraft Approvals to Operate

NDRA, not listed in Part A, and Sponsored by the MAO with an Approval to Operate.

|  |  |  |  |
| --- | --- | --- | --- |
| Register | Registration number | Model and name | Approval to Operate |
| CASA | VH-XXX | Mk1 Kite | ABxxxxxxxx (Obj ID |
|  |  |  |  |
|  |  |  |  |

#### DASR NDR.05 - Operation of Non-Defence Registered Aircraft by Defence organisations

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The Sponsor that purchases, wet leases, dry leases, charters or authorises operation of a non-Defence registered Aircraft by or on behalf of Defence must ensure the Aircraft’s operation is subject to the regulatory requirements of a Defence AA recognised CAA / MAA.
 | Choose an item.  |  |
| 1. The Sponsor that purchases, wet leases, dry leases, charters or authorises operation of a non-Defence registered Aircraft by or on behalf of Defence must implement safety controls to the operation of non-Defence registered Aircraft such that it is reasonably expected that Aviation Safety will not be compromised.
 | Choose an item.  |  |
| 1. The Sponsor that purchases, wet leases, dry leases, charters or authorises operation of a non–Defence registered Aircraft by, or on behalf of Defence must suspend flight operations when Aviation Safety is believed to be compromised.
 | Choose an item.  |  |
| 1. The Defence AA must approve any Defence operation of a non–Defence registered Aircraft to be operated under an Experimental Certificate of Airworthiness.
 | Choose an item.  |  |

#### DASR NDR.10 - Operation of NDRA by Defence Personnel

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. Defence personnel that operate a non-Defence registered Aircraft on behalf of Defence must comply with the Defence AA recognised CAA or MAA regulatory requirements and any further controls imposed by the relevant Sponsor.
 | Choose an item.  |  |

|  |  |  |
| --- | --- | --- |
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|  |  |  |

### DASR ORO - Organisation Requirements for Air Operations

#### DASR ORO.05 - Conduct of flying operations

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. Defence registered Aircraft must be operated:
 | * 1. within the approved Statement of Operating Intent and Usage (SOIU) and Configuration Role and operating Environment (CRE) parameters
 | Choose an item.  |  |
| * 1. in accordance with the Type Certificate and MAOC limitations
 | Choose an item.  |  |
| * 1. in accordance with the procedures in Defence AIP, except as required by the CAA of the state of operation
 | Choose an item.  |  |
| * 1. as detailed in the Aircraft Flight Manual and applicable OIP
 | Choose an item.  |  |
| * 1. in accordance with Defence OIP.
 | Choose an item.  |  |
| * 1. at certified aerodromes, non-certified aerodromes and any other non-defined areas where it is safe to do so.
 | Choose an item.  |  |

#### DASR ORO.10 - Flying Management System

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The MAO must ensure a flying management system (FMS) is maintained that includes:
 | * 1. appointment of key staff
 | Choose an item.  |  |
| * 1. management of the SOIU
 | Choose an item.  |  |
| * 1. Aircrew competency
 | Choose an item.  |  |
| * 1. flight authorisation
 | Choose an item.  |  |
| * 1. aviation risk management
 | Choose an item.  |  |
| * 1. aviation safety management
 | Choose an item.  |  |
| * 1. management of Orders, Instructions and Publications (OIP)
 | Choose an item.  |  |
| * 1. management of Flight Simulation Training Devices (FSTD).
 | Choose an item.  |  |

#### DASR ORO.15 - Appointment of Key Staff

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The MAO must ensure that OIP issued under this regulation includes:
 | * 1. key appointments in the management of flying operations are identified
 | Choose an item.  |  |
| * 1. the initial and continuing eligibility criteria for each appointment are identified
 | Choose an item.  |  |
| * 1. the responsibility and authority of each appointment is clear and unambiguous
 | Choose an item.  |  |
| * 1. appointed individuals receive written authorisation which includes any limitations to their responsibility or authority.
 | Choose an item.  |  |

#### DASR ORO.30 - Flight Authorisation

|  |  |  |
| --- | --- | --- |
| **Regulation** | **Means of** **compliance** | **OIP reference** |
| 1. The MAO or Sponsor must utilise a defined Flying Supervision and Flight Authorisation (FLTAUTH) management system to ensure Aviation Safety for Defence Aircraft, as follows:
 |
| * 1. Initial Airworthiness and Continuing Airworthiness risk controls must be considered by reviewing the planned Flight against the requirements of DASR ORO.05 and, where applicable:
 | i. OpSpec limitations defined though DASR ARO.100 |  |
| ii. the Flight conditions imposed through DASR 21.A.708, in respect of any approved Military Permit To Fly (MPTF) |
| iii. risk controls as required by DASR SPA.10, in respect of any approved Command Clearance |
| iv. the Flight conditions imposed through DASR M.A.301(a)2, in respect of any approved deferred defects |
| v. for Non-Defence Registered Aircraft (NDRA), the risk controls required by the relevant CAA or MAA |

|  |  |  |
| --- | --- | --- |
| * 1. Flying Supervision management risk controls must be utilised
 | Choose an item.  |  |

|  |  |  |  |
| --- | --- | --- | --- |
| * 1. FLTAUTH system risk controls must be utilised, and include the following:
 | i. the provision of a FLTAUTH mechanism for the identification of potential Hazards and controls independent of the Aircraft Captain | Choose an item.  |  |
| ii. by way of exception from ORO.30(a)3(i), self-authorisation provisions may apply as follows: | a. Under certain circumstances a Flight Authorisation Officer (FLTAUTHO) may authorise Flights where they are acting as the Aircraft Captain, commonly referred to as ‘self–authorisation’ | Choose an item.  |  |
| b. ADF Currency Flying Scheme (ACFS) participants, unless the Sponsor directs otherwise, must ‘self-authorise’ | Choose an item.  |  |
| iii. the FLTAUTHO must have gained an initial category on Type to undertake FLTAUTH duties on the relevant Type | Choose an item.  |  |
| iv. by way of exception from ORO.30(a)3(iii): | a. the MAO-AM may issue a waiver against the requirement to have gained an initial category on Type if the FLTAUTHO holds, or has held, a category on Type for a similar Aircraft, or is assessed to possess the technical mastery required to compensate for the lack of a specific category on Type | Choose an item.  |  |
| b. an approved Flight Test organisation is exempt from category on Type requirements for Flight Test activities where the FLTAUTHO both: | (1) holds a DASR AIRCREW.10 Flight Test (Flight Test Pilot or Flight Test System Specialist) or Flight Test Engineer qualification relevant to the Flight Test activity | Choose an item.  |  |
| (2) has been informed as to the Type Specific considerations relevant to the Flight | Choose an item.  |  |
| v. the FLTAUTHO and Aircraft Captain must certify the FLTAUTH record before Flight | Choose an item.  |  |
| vi. by way of exception from ORO.30(a)3(v), FLTAUTH or changes to FLTAUTH may be given verbally or via electronic means. However: | a. the details of any verbal FLTAUTH should be recorded in the FLTAUTH record as soon as practicable | Choose an item.  |  |
| b. wherever possible, the Aircraft Captain or FLTAUTHO should leave a written record on the ground with a responsible person, or an electronic record, of a verbal FLTAUTH prior to the Flight, as directed by the FLTAUTHO | Choose an item.  |  |
| 1. **Non-Defence Registered Aircraft (NDRA).** By way of exception from ORO.30(a), for NDRA Flights that are solely conducted by non-Defence Flight Crew, the requirements of ORO.30(a) do not apply
 | Choose an item.  |  |

#### DASR ORO.40 - Aeronautical Life Support Equipment

|  |  |
| --- | --- |
| Regulation | OIP reference |
| 1. The MAO must establish an Aeronautical Life Support Equipment (ALSE) management system to enable the acquisition, integration and use of ALSE.
 |  |
| 1. Prior to approving ALSE, the MAO must ensure:
 | * 1. that the ALSE is certified.
 |  |
| * 1. the ongoing use of ALSE is risk-managed under the MAO SMS, seeking Subject Matter Expert (SME) advice to identify and manage ALSE hazards.
 |  |
| * 1. that maintainers and operators of ALSE are trained and their continued competence in its use can be demonstrated.
 |  |
| * 1. the OIP contain when ALSE is to used / operated / carried.
 |  |

#### DASR ORO.50 - Aircraft crewing

|  |  |
| --- | --- |
| Regulation | OIP reference |
| 1. Defence registered Aircraft must be crewed in accordance with minimum and normal crew compositions promulgated by the MAO.
 |  |
| 1. Aircraft crews operating Defence registered Aircraft must be trained, qualified, competent and authorised in accordance with DASR Aircrew.
 |  |
| 1. Foreign military Aircrew operation of Defence registered Aircraft must only be approved by the MAO on the basis that the Aircraft will be operated in accordance with the requirements of a Defence FMS.
 |  |
| 1. Civilian Aircrew operation of Defence registered Aircraft must only be approved by the MAO on the basis of:
 | * 1. Identification and attainment of prerequisite civil and military training, qualifications and competency.
 |  |
| * 1. Familiarity and adherence to applicable Defence, single-Service and type related OIPs.
 |  |
| * 1. Identification and provision of flying clothing and ALSE necessary to crew the Aircraft type.
 |  |
| * 1. Approval is provided under the appropriate flight authorisation system.
 |  |

#### DASR ORO.55 - Aircraft captaincy

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. An Aircraft captain must be assigned for each flight and must be one of the following:
 | * 1. a qualified pilot endorsed on the Aircraft type and certified as a captain by the commander of the operating unit
 | Choose an item.  |  |
| * 1. a qualified pilot undergoing an approved conversion training course on the Aircraft type
 |
| * 1. a trainee pilot undergoing an approved pilot training course.
 |
| 1. An Aircraft captain is responsible for the safe and effective operation of the Aircraft in carrying out the assigned task.
 | Choose an item.  |  |
| 1. An Aircraft captain must:
 | * 1. ensure they have received sufficient pre-flight detail by way of tasking information, authorisation guidance, mission briefing, or curriculum description
 | Choose an item.  |  |
| * 1. conduct an adequate pre-flight briefing for any crew
 |
| * 1. ensure the Aircraft and ancillary equipment is serviceable, a certificate of release to service has been issued at the completion of any maintenance and the Aircraft accepted for the flight
 |
| * 1. ensure the requirements of all OIPs relating to the Aircraft and its operation are observed and obeyed
 |
| * 1. ensure the flight is conducted in accordance with authorised sequences, and relevant OIP
 |
| * 1. deal with occurrences outside the scope of the flight authorisation in accordance with the flight manual, SI and the principles of good airmanship
 |
| * 1. use all the resources at their disposal to ensure the safe recovery of their Aircraft, crew and passengers
 |
| * 1. contact the authorising officer for advice and guidance when necessary to deviate from the flight authorisation given, as soon as circumstances allow
 |
| * 1. conduct a post-flight crew debrief
 |
| * 1. notify the authorising officer of any unusual occurrences or deviations from the flight authorisation
 |
| * 1. comply with post-flight documentary requirements.
 |

|  |  |  |  |
| --- | --- | --- | --- |
| (d) OIP issued under this regulation must identify: | * 1. the responsibilities of Aircraft captains
 | Choose an item. |  |
| * 1. the authority of the Aircraft captain in all circumstances relating to flying operations
 |
| * 1. the responsibilities of the Aircraft captain in relation to cargo and passengers
 |
| * 1. considerations for flight authorisation regarding firearms and ammunition carried aboard Defence registered Aircraft, the authorised degree of weapon readiness and method of carriage
 |
| * 1. the circumstances and requirements under which an in-flight transfer of captaincy may occur, including a mechanism to record the transfer in the appropriate documentation.
 |

#### DASR ORO.60 - Provision and use of oxygen in Aircraft

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The MAO must establish an oxygen management system that ensures appropriate provision and use of oxygen systems on Defence Aircraft.
 | Choose an item.  |  |
| 1. 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).
 | Choose an item.  |  |
| 1. The MAO must ensure passengers (to include parachutists) and crew not regulated under DASR ORO.60.B use supplemental oxygen whenever:
 | * 1. flight above 10 000 ft CA but not above 13 000 ft CA exceeds 30 minutes, or
 | Choose an item.  |  |
| * 1. flight is above 13 000 ft CA.
 |

#### DASR ORO.65 - Carriage and use of Portable Electronic Equipment

|  |  |
| --- | --- |
| Regulation | OIP reference |
| 1. The MAO must ensure that Portable Electronic Equipment (PEE) is only carried and used in accordance with approved Defence OIP that includes the requirements for their carriage and operation by Aircrew and passengers.
 |  |

#### DASR ORO.70 - Carriage of personnel on Defence Aircraft

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The MAO must ensure a system is established that assures the carriage of personnel in Defence Aircraft will not compromise Aviation Safety.
 | Choose an item.  |  |
| 1. The MAO must establish a system that ensures a requirement to carry personnel using non–standard Aircraft restraint and seating (NSARS) is such that risk is eliminated or otherwise minimised so far as is reasonably practicable.
 | Choose an item.  |  |
| 1. The MAO must ensure that records of personnel carried in Defence Aircraft are raised, maintained and preserved.
 | Choose an item.  |  |

#### DASR ORO.75 - Use of Aircraft Role Equipment

|  |  |
| --- | --- |
| Regulation | OIP reference |
| 1. The MAO must ensure that Aircraft role equipment is only carried and operated in accordance with approved OIP.
 |  |

#### DASR ORO.85 - Flight Recorder and locating equipment

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The MAO must ensure Defence Aircraft are fitted with Flight Recorder and locating equipment appropriate to its military CRE to:
 | * 1. Locate Aircraft and personnel in the event of an Aircraft crash.
 | Choose an item.  |  |
| * 1. Provide data that can be downloaded, interpreted and analysed by approved personnel to assist in the prevention of further aviation safety occurrences.
 | Choose an item.  |  |

### DASR RoA - Rules of the Air

#### DASR RoA.05 - Rules of the air

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. COMAUSFLT / COMD AVNCOMD / ACAUST must ensure that the Rules of the Air as they apply to Defence Aviation as stipulated within Defence AIP are harmonised with ICAO and national civil practice wherever practical in order to assure Defence Aviation interoperability with non-Defence aviation activities.
 | Choose an item.  |  |

### DASR SPA - Specific Purpose Approval

#### DASR SPA.05 - Flying rules for special missions and tasks

|  |  |
| --- | --- |
| Regulation | OIP reference |
| 1. The MAO must ensure promulgation of OIP that addresses, where applicable, rules and requirements relating to:
 | * 1. flypasts and flying displays
 |  |
| * 1. formation flying
 |  |
| * 1. airborne emergency training
 |  |
| * 1. missions and tasks involving search and rescue and aeromedical evacuation (Aeromedical evacuation regulated under DASR SPO)
 |  |
| * 1. missions and tasks involving civil and community support activities
 |  |
| * 1. missions and tasks involving use of automated flight control, Communication, Navigation and Surveillance (CNS) and Air Traffic Management Systems (ATMS)
 |  |
| * 1. flights involving interaction with UAS
 |  |
| * 1. any other task or mission which requires special consideration.
 |  |
| 1. Flying rules and requirements with applicability under this regulation must be based upon a Risk Management assessment.
 |  |

#### DASR SPA.10 - Command Clearance

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. the MAO must maintain a Command Clearance management system for approval to operate an aviation system outside the system’s Configuration, role, environment, limitation or condition.
 | Choose an item.  |  |
| 1. the Command Clearance management system shall specify requirements for the completion of a risk assessment prior to issue of a Command Clearance.
 | Choose an item.  |  |
| 1. the MAO must ensure records of Command Clearances decisions are available to the Authority.
 | Choose an item.  |  |

#### DASR SPA.20 - Low flying

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The MAO must maintain a system for the conduct of Low Flying.
 | Choose an item.  |  |
| 1. The MAO must ensure OIP includes low flying orders including:
 | * 1. low flying areas
 |  Choose an item. |  |
| * 1. routes
 |
| * 1. minimum heights
 |
| * 1. separation requirements
 |
| * 1. limitations of each Aircraft type
 |
| * 1. use of any specialised equipment (such as Terrain-Following radar, GPWS, vision enhancing equipment).
 |

#### DASR SPA.30 - Air Displays

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. MAOs and UAS Operators must ensure Air Display - related risks are managed IAW DASR SMS.
 | Choose an item. |  |
| 1. For Flypasts, MAOs and UAS Operators must:
 | * 1. obtain approval from the relevant single-Service approval authority prior to conduct
 | Choose an item. |  |
| 2. document in OIP, conduct and manoeuvre limitations |
| 3. restrict personnel on board the Aircraft to Crew and Mission Essential Passengers only |
| 4. ensure the release of objects and use of ground special effects will not compromise Aviation Safety or pose a risk to other Aircraft and property. |
| 1. For Display Flying, MAOs and UAS Operators must, in addition to the requirements for Flypasts, ensure:
 | * 1. Display Crew, Flying Display Directors (FDD), FLTAUTHO and Display Flying Supervisors (DFS) are:
 | i. selected based on their skill, experience, qualifications and airmanship | Choose an item. |  |
| ii. competent and current |
| 2. Display Flying is appropriately supervised |
| 3. Display Flying OIP includes: | i. handling notes |
| ii. approved manoeuvres and Display Sequences specific to Aircraft Type |
| iii. conduct and manoeuvre limitations |
| iv. emergency response plans (ERP) appropriate to the scale of the event. |

#### DASR SPA.40 - Defence Long Range Operations (DLRO)

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The MAO must ensure a DLRO Management System is established.
 | Choose an item.  |  |

#### DASR SPA.50 – Defence Navigation Approvals

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The MAO must obtain approval IAW DASR ARO.100 for the following Defence navigation Operations:
 | * 1. Performance Based Navigation (PBN)
 | Choose an item.  |  |
| * 1. Reduced Vertical Separation Minima (RVSM)
 | Choose an item.  |  |
| * 1. North Atlantic High-Level Airspace (NAT HLA).
 | Choose an item.  |  |
| 1. The MAO must utilise navigation equipment and management, monitoring and alerting controls for Defence navigation Operations defined at DASR SPA.50(a), that:
 | * 1. complies with initial Airworthiness and Aircraft eligibility
 | Choose an item.  |  |
| * 1. ensures operations will not compromise Aviation Safety.
 | Choose an item.  |  |
| (c) The MAO must utilise defined training and Currency requirements IAW DASR AIRCREW.10 for all Defence navigation Operations. |  |

#### DASR SPA.55 – Night Vision Imaging System (NVIS)

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The MAO or Sponsor must utilise a defined Night Vision Imaging System (NVIS) to ensure Aviation Safety for Defence Aircraft when using Night Vision Devices (NVDs) as the primary means of vision for Safety Critical tasks. The defined NVIS must include:
 |
| * 1. Aircraft Type Design compatibility IAW [DASR](https://defence.gov.au/DASP/Docs/Manuals/DefenceAviationSafetyRegulation/DASRWeb/dasr/21.htm#DASR_21) 21
 | Choose an item.  |  |
| * 1. compliance to approved equipment design requirements
 | Choose an item.  |  |
| * 1. NVIS equipment and NVIS-specific aircraft components applicable to each Aircraft Type, which meets the:
 | 1. requirements of [DASR ORO.40](https://defence.gov.au/DASP/Docs/Manuals/DefenceAviationSafetyRegulation/DASRWeb/dasr/DASR_ORO.htm#ORO.40)
 | Choose an item.  |  |
| 1. NVIS maintenance requirements promulgated in OIP approved by the MAO or Sponsor.
 | Choose an item.  |  |
| * 1. integration into [DASR ORO.10](https://defence.gov.au/DASP/Docs/Manuals/DefenceAviationSafetyRegulation/DASRWeb/dasr/DASR_ORO.htm#ORO.10) Flying Management System (FMS), to ensure:
 | 1. NVIS Aircrew composition, qualifications, Currency and training are defined IAW [DASR AIRCREW.10](https://defence.gov.au/DASP/Docs/Manuals/DefenceAviationSafetyRegulation/DASRWeb/dasr/DASR_Aircrew.htm#AIRCREW.10)
 | Choose an item.  |  |
| 1. Flight Authorisation system risk controls are utilised IAW [DASR ORO.30](https://defence.gov.au/DASP/Docs/Manuals/DefenceAviationSafetyRegulation/DASRWeb/dasr/DASR_ORO.htm#ORO.30)
 | Choose an item.  |  |
| * + - * 1. Safety Management System (SMS) controls are utilised, incorporating:
 | 1. risk management IAW [DASR SMS](https://defence.gov.au/DASP/Docs/Manuals/DefenceAviationSafetyRegulation/DASRWeb/dasr/DASR_SMS.htm)
 | Choose an item.  |  |
| 1. fatigue management IAW [DASR AVFM.20](https://defence.gov.au/DASP/Docs/Manuals/DefenceAviationSafetyRegulation/DASRWeb/dasr/DASR_AVFM.htm#AVFM.20)
 | Choose an item.  |  |
| 1. defined environmental minimums for Aircraft Type’s roles and tasks
 | Choose an item.  |  |
| 1. defined minimum NVIS equipment required for aided Flight operations.
 | Choose an item.  |  |
| * + - * 1. OIP details:
 | 1. the illumination level below which additional Aircrew training, qualifications and hazard controls are required
 | Choose an item. |  |
| 1. normal and emergency procedures for the Aircraft Type’s roles and tasks
 | Choose an item.  |  |
| 1. instructions and limitations for the Aircraft Type’s roles and tasks.
 | Choose an item.  |  |

### DASR SPO - Specific Purpose Operations

(Reserved)

### DASR UAS - Uncrewed Aircraft Systems

*If the MAO operates Uncrewed Aircraft Systems (UAS) in the Certified or Specific Type A categories, the MAO is required to document compliance with DASR ARO.100 and DASR UAS in this Compliance Statement. The MAO is limited to operating only those Certified or Specific Type A category UAS listed in the MAOC OpSpec.*

*The MAO may operate Specific Type B (under Standard Scenarios) or Open Category UAS not listed in the OpSpec. Note: a UAS Operator under the MAO’s command has separate accountability IAW DASR UAS. Notwithstanding, the MAO may document compliance with DASR UAS for Specific Type B or Open Category UAS on this Compliance Statement.*

*If the MAO does not operate UAS, this section of the Compliance Statement (DASR UAS) is not applicable.*

#### DASR UAS.10 - UAS approval and authorisation

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. Defence UAS shall only be operated if authorised by the relevant Command or Defence Group.
 | Choose an item.  |  |
| 1. Persons authorising, and operators of, a UAS must:
 | * 1. eliminate risk to health and safety, So Far As Is Reasonably Practicable (SFARP), to other air users, and to people and critical infrastructure on the ground or water; and
 | Choose an item.  |  |
| * 1. if it is not reasonably practicable to eliminate risk to health and safety, to minimise those risks SFARP.
 |
| 1. All Defence UAS shall operate in accordance with the requirements and limitations of Certified, Specific or Open category.
 | Choose an item.  |  |
| 1. Defence UAS must be either on the Defence Register when directed by the Authority, or on a local register.
 | Choose an item.  |  |
| 1. Local registers raised in accordance with DASR.UAS.10(d) must be made available to the Authority on request.
 | Choose an item.  |  |

#### DASR UAS.20 - Certified category UAS

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. UAS shall only be eligible for operation under Certified category if they:
 | * 1. are Defence registered in accordance with DASR.ARO.60
 | Choose an item.  |  |
| * 1. have a Statement of Operating Intent and Usage (SOIU) in accordance with DASR.ARO.50
 | Choose an item.  |  |
| * 1. are Type Certified in accordance with DASR.21.
 | Choose an item.  |  |
| * 1. comply with all initial airworthiness, and continuing airworthiness DASR
 | Choose an item.  |  |
| * 1. are operated under a Military Air Operator Certificate (MAOC) in accordance with DASR ARO.100
 | Choose an item.  |  |
| * 1. comply with DASR Air Operations and DASR Standard Rules of the Air Regulation.
 | Choose an item.  |  |
| * 1. are controlled by a RP who is a qualified military pilot, or qualified in accordance with requirements mandated by the MAO-AM.
 | Choose an item.  |  |

#### DASR UAS.30 - Specific category UAS

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. UAS shall only be eligible for operation under Specific category if they are operated under either:
 | * 1. a UASOP issued by the Authority (Specific Type A), or
 | Choose an item.  |  |
| * 1. a Standard Scenario published by the Authority (Specific Type B).
 |
| 1. Specific category UAS to be operated under a UASOP (Specific Type A) must:
 | * 1. be registered as directed by the Authority in accordance with DASR.UAS.10.D
 |  **Choose an item.** |  |
| * 1. have its role and operating environment documented in an SOIU when directed by the Authority
 |
| * 1. comply with DASR initial and continuing airworthiness regulations to the extent directed by the Authority
 |
| * 1. comply with the Military Air Operator requirements of DASR ARO.100, to the extent directed by the Authority
 |
| * 1. comply with DASR under Air Operations and Standard Rules of the Air to the extent directed by the Authority
 |
| * 1. be controlled by a RP who is qualified as specified in the UASOP
 |
| * 1. operate within the requirements and limitations included on the UASOP.
 |
| 1. Specific category UAS to be operated under a Standard Scenario (Specific Type B) must:
 | * 1. be operated only under Standard Scenarios in DASR.UAS.35
 |  Choose an item. |  |
| * 1. be notified to the Authority via the submission of Form 150 prior to commencement of UAS operations.
 |
| * 1. be registered in accordance with DASR.UAS.10.d
 |

#### DASR UAS.35 - Standard scenarios for UAS operations

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. Standard Scenario for Micro UAS. UAS operations under the Micro UAS Standard Scenario must comply with the following requirements and limitations:
 | * 1. UAS MTOW must not exceed 0.1 kg
 | Choose an item.  |  |
| * 1. Not operate in a Prohibited or Restricted Area unless approved by the authority controlling the area
 | Choose an item.  |  |
| * 1. Not operate in such a manner as to create an obstruction to another Aircraft
 | Choose an item.  |  |
| * 1. Not operate over an aerodrome runway/movement area without approval from the relevant authority
 | Choose an item.  |  |
| * 1. Not operate in the approach or departure path of a runway, landing area or ship without approval from the relevant authority
 | Choose an item.  |  |
| * 1. Be controlled by a RP who meets training, qualification and experience requirements defined by the relevant Command/Group
 | Choose an item.  |  |
| * 1. Allow RP intervention during all stages of the flight
 | Choose an item.  |  |
| * 1. Employ suitable risk controls when operating:
		1. beyond visual line of sight
		2. outside of daylight hours
		3. in cloud or reduced visibility
		4. above 400 ft Above Ground Level (AGL)
 | Choose an item.  |  |

|  |  |  |  |
| --- | --- | --- | --- |
| 1. Standard Scenario for Very Small UAS. UAS operations under the Very Small UAS Standard Scenario must comply with the following requirements and limitations:
 | * 1. UAS MTOW must not exceed 2 kg
 | Choose an item.  |  |
| * 1. Not operate in a Prohibited or Restricted Area unless approved by the authority controlling the area
 | Choose an item.  |  |
| * 1. Not operate over an area where a fire, police or other public safety or emergency operation is being conducted without the approval of the person in charge of the operation
 | Choose an item.  |  |
| * 1. Not operate in such a manner as to create an obstruction to another Aircraft
 | Choose an item.  |  |
| * 1. Not operate in controlled airspace higher than 400 ft AGL without approval of the relevant airspace authority
 | Choose an item.  |  |
| * 1. Not operate over an aerodrome runway/movement area without approval from the relevant authority
 | Choose an item.  |  |
| * 1. Not operate in the approach or departure path of a runway, landing area or ship without approval from the relevant authority
 | Choose an item.  |  |
| * 1. Be controlled by a RP who meets training, qualification and experience requirements defined by the relevant Command / Group
 | Choose an item.  |  |
| * 1. For each air vehicle, have a dedicated RP
 | Choose an item.  |  |
| * 1. Allow RP intervention during all stages of the flight
 | Choose an item.  |  |
| * 1. Employ suitable risk controls when operating:
		1. beyond visual line of sight
		2. outside of daylight hours
		3. in cloud or reduced visibility
		4. above 400 ft AGL
		5. within 30 m horizontally of GP
		6. over populous areas
		7. over or in proximity of critical infrastructure
		8. within 3 nm (5.5 km) of the movement area of a controlled aerodrome
 | Choose an item.  |  |

|  |  |  |  |
| --- | --- | --- | --- |
| 1. Standard Scenario for Defence Ranges and Exercise Areas. UAS operations under the Defence Ranges and Exercise Areas Standard Scenario must comply with the following requirements and limitations:
 | * 1. Operate only in airspace that enables the exclusion of civilian Aircraft
 | Choose an item. |  |
| * 1. Operate only over:
		1. Defence Controlled Land, or
		2. water designated for a planned Defence exercise only during that exercise period
 | Choose an item.  |  |
| * 1. UAS MTOW must not exceed 150 kg
 |  Choose an item. |  |
| * 1. Not operate in a Prohibited Area or Restricted Area unless approved by the authority controlling the area
 | Choose an item.  |  |
| * 1. Not operate over an area where a fire, police or other public safety or emergency operation is being conducted without the approval of the person in charge of the operation.
 | Choose an item.  |  |
| * 1. Not operate in such a manner as to create an obstruction to another Aircraft
 | Choose an item.  |  |
| * 1. Not operate over an aerodrome runway/movement area without approval from the relevant authority
 | Choose an item.  |  |
| * 1. Not operate in the approach or departure path of a runway, landing area or ship without approval from the relevant authority
 | Choose an item.  |  |
| * 1. Be controlled by a RP who meets training, qualification and experience requirements defined by the relevant Command/Group
 | Choose an item.  |  |
| * 1. For each air vehicle, have a dedicated RP
 | Choose an item.  |  |
| * 1. Allow RP intervention during all stages of the flight
 | Choose an item.  |  |
| * 1. Employ suitable risk controls when operating
		1. beyond visual line of sight
		2. outside of daylight hours
		3. in cloud or reduced visibility
		4. above 400 ft AGL
		5. over or in proximity of MEP
		6. over or in proximity of vessels in the exercise area
		7. over or in proximity of critical infrastructure
 | Choose an item.  |  |

|  |  |  |  |
| --- | --- | --- | --- |
| 1. Standard Scenario for High Seas. UAS operations under the High Seas Standard Scenario must comply with the following requirements and limitations
 | * 1. Operate no closer than 12 nm to land, except for operations within 12 nm of rocks, shoals, and islands which have no permanent human inhabitants
 | Choose an item.  |  |
| * 1. UAS MTOW must not exceed 150 kg
 | Choose an item.  |  |
| * 1. Not operate in a Prohibited or Restricted Area unless approved by the authority controlling the area
 | Choose an item.  |  |
| * 1. Not operate over an area where a fire, police or other public safety or emergency operation is being conducted without the approval of the person in charge of the operation
 | Choose an item.  |  |
| * 1. Not operate in such a manner as to create an obstruction to another Aircraft.
 | Choose an item.  |  |
| * 1. Not operate in controlled airspace without approval of the relevant airspace authority
 | Choose an item.  |  |
| * 1. Not operate in the approach or departure path of a ship’s runway/landing area without approval from the relevant authority
 | Choose an item.  |  |
| * 1. Be controlled by a RP who meets training, qualification and experience requirements defined by the relevant Command/Group
 | Choose an item.  |  |
| * 1. For each air vehicle, have a dedicated RP
 | Choose an item.  |  |
| * 1. Allow RP intervention during all stages of the flight
 | Choose an item.  |  |
| * 1. Employ suitable risk controls when operating:
		1. beyond visual line of sight
		2. outside of daylight hours
		3. in cloud or reduced visibility
		4. above 400 ft Above Mean Sea Level (AMSL)
		5. over or in proximity of MEP
		6. over or in proximity of vessels
		7. over or in proximity of critical infrastructure
 | Choose an item.  |  |

|  |  |  |  |
| --- | --- | --- | --- |
| 1. Standard Scenario for Trials and Experimentation. UAS operations under the Trials and Experimentation Standard Scenario must comply with the following requirements and limitations:
 | * 1. Operate only in airspace that enables the exclusion of civilian and military Aircraft, except those specifically planned as part of the trial
 | Choose an item.  |  |
| * 1. Operate only over:
		1. Defence Controlled Land that precludes GP access, or
		2. water where the UAS is not in the proximity of, or overhead of, GP
 | Choose an item.  |  |
| * 1. Operate well clear of MEP, except where operation in their proximity is essential to a trial outcome
 | Choose an item.  |  |
| * 1. Not operate in a Prohibited Area or Restricted Area unless approved by the authority controlling the area
 | Choose an item.  |  |
| * 1. Be controlled by a RP who meets training, qualification and experience requirements defined by the relevant Command/Group.
 | Choose an item.  |  |
| * 1. Allow RP intervention during all stages of the flight
 | Choose an item.  |  |
| * 1. Employ suitable risk controls when operating
		1. beyond visual line of sight
		2. outside of daylight hours
		3. in cloud or reduced visibility
		4. above 400 ft AGL
		5. in proximity of MEP
		6. more than one UA per RP
 | Choose an item.  |  |

#### DASR UAS.40 - Open category UAS

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. Micro, Very Small and Small UAS shall only be eligible for operation under Open Category if they comply with the requirements and limitations contained in the following Standard Operating Conditions:
 | Choose an item.  |  |
| * 1. Micro UAS (< 0.1 kg) must:
 | * + 1. be operated within visual line of sight
 | Choose an item.  |  |
| * + 1. be operated no higher than 400 ft above ground level (AGL).
 | Choose an item.  |  |
| * + 1. be operated during daytime and not in cloud
 | Choose an item.  |  |
| * + 1. not operate in a way that creates a hazard to another Aircraft, person or critical infrastructure
 | Choose an item.  |  |
| * + 1. not operate in a Prohibited Area, or a Restricted Area unless approved by the authority controlling the area
 | Choose an item.  |  |
| * + 1. not operate in the movement area or the approach or departure path of a runway of an aerodrome/ship without approval from the relevant authority
 | Choose an item.  |  |
| * + 1. not operate in such a manner as to create an obstruction to an Aircraft
 | Choose an item.  |  |
| * + 1. be controlled by a RP who meets training, qualification and experience requirements defined by the relevant Command/Group
 | Choose an item.  |  |
| * + 1. allow RP intervention during all stages of the flight
 | Choose an item.  |  |
| * 1. Very Small UAS (0.1–2 kg), in addition to the requirements and limitations for Micro UAS, must:
 | * + 1. not be operated within 30 m of the GP
 | Choose an item.  |  |
| * + 1. not operate over populous areas
 | Choose an item.  |  |
| * + 1. not operate within 3 nm (5.5 km) of the movement area of a controlled aerodrome without approval of the relevant airspace authority
 | Choose an item.  |  |
| * + 1. not operate over an area where a fire, police or other public safety or emergency operation is being conducted without approval of the person in charge of the operation
 | Choose an item.  |  |
| * + 1. for each air vehicle, have a dedicated RP
 | Choose an item.  |  |
| * 1. Small UAS (2–25 kg), in addition to the requirements and limitations for Very Small UAS, must**:**
 | * + 1. only operate over land/water controlled by Defence
 | Choose an item.  |  |
| * + 1. not operate in controlled airspace without approval of the relevant airspace authority.
 | Choose an item.  |  |

#### DASR UAS.50 - Weaponisation and carriage of Passengers

|  |  |
| --- | --- |
| Regulation | OIP reference |
| 1. Integration of weapons onto Defence UAS must require approval by the Authority.
 |  |
| 1. Carriage of persons on Defence UAS shall require approval by the Authority.
 |  |

#### DASR UAS.60 - Occurrence Reporting

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The operator of a UAS must report any identified UAS aviation safety event.
 | Choose an item.  |  |
| 1. The operator of a UAS under any one of the following UAS categories must report any identified UAS aviation safety issue:
 | * 1. Certified
 | Choose an item.  |  |
| * 1. Specific Type A.The Authority will define the minimum reporting requirements as part of the UASOP approval process.
 |

#### DASR UAS.70 - Support of Authority compliance assurance

|  |  |
| --- | --- |
| Regulation | OIP reference |
| 1. Upon request, all data and access to support initial and on-going compliance assurance of UAS operations shall be made available to the Authority.
 |  |

#### DASR UAS.80 - Foreign UAS operations

The MAO may sponsor Foreign UAS operations. These operations may fall outside the scope of the relevant MAOC. However, the MAO has a separate accountability for sponsorship of Foreign UAS operations, IAW DASR UAS.80. The MAO must document compliance with DASR UAS.80 in this Compliance Statement.

If the MAO does not sponsor Foreign UAS operations, this section of the Compliance Statement (DASR UAS.80) is not applicable.

|  |  |
| --- | --- |
| Regulation | OIP reference |
| 1. Foreign military UAS shall have authorisation from an organisation within Defence prior to conducting flight operations in Australian airspace.
 |  |
| 1. The organisation within Defence sponsoring the foreign military UAS shall ensure the risks to other airspace users and persons / critical infrastructure are eliminated or otherwise minimised so far as is reasonably practicable.
 |  |

### Aviation Services and Facilities

### DASR 139 – Aerodromes

### See Aerodrome Operator’s Compliance Statement

### DASR ABM – Air Battle Management

### See Air Battle Management Operator’s Compliance Statement

### DASR ACD - Air Cargo Delivery

*If the MAO conducts ACD, the MAO's SMS and QMS must incorporate the requirements of DASR ACD.40 and DASR ACD.50. The MAO must document such compliance in the DASR SMS section and the QMS section in Part B of this Compliance Statement.*

*Additionally, the MAO must document compliance with DASR ACD.20(b), DASR ACD.60 (except DASR ACD.60(c)) and DASR ACD.70 in this Compliance Statement.*

*If the MAO does not conduct ACD, this section of the Compliance Statement (DASR ACD) is not applicable.*

#### DASR ACD.20 - ACDSP Certificate (AUS)

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. As an exception from DASR ACD.10 (a) and DASR ACD.20(a), a MAO that conducts ACD does not require a separate ACDSPC or OpSpec. However, the MAO Operations Specification (OpSpec) and CS must reflect the scope of ACD services provided IAW DASR ACD.
 | Choose an item.  |  |

#### DASR ACD.40 – Safety Management System (SMS) (AUS)

|  |  |
| --- | --- |
| Regulation | OIP reference |
| *If the MAO conducts ACD, the MAO's SMS must incorporate the requirements of DASR ACD.40.* |  |

#### DASR ACD.50 – Quality Management System (QMS) (AUS)

|  |  |
| --- | --- |
| Regulation | OIP reference |
| *If the MAO conducts ACD, the MAO's QMS must incorporate the requirements of DASR ACD.50.* |  |

#### DASR ACD.60 - ACD operations manuals (AUS)

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. MAOs conducting ACD and ACDSPs must utilise authorised ACD operations manuals. ACD operations manuals must contain the instructions, procedures and information required for safe payload preparation, composition, configuration, loading, placement, restraint and unloading of the following ACD load types on Defence Aircraft:
 | * 1. Passengers
 | Choose an item.  |  |
| * 1. General (standard) Cargo
 | Choose an item.  |  |
| * 1. Non-Standard Cargo
 | Choose an item.  |  |
| 1. ACD operations manuals must detail procedures to ensure Aviation Safety (as relevant to the ACD load) for Defence Aircraft and must be easily accessible by relevant personnel
 | Choose an item.  |  |
| 1. MAOs or Sponsors must utilise on board emergency procedures when carrying the ACD load types listed at ACD 60(a).
 | Choose an item.  |  |

#### DASR ACD.70 - ACD Equipment, systems and installations (AUS)

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. MAOs conducting ACD and ACDSPs must ensure that ACD Equipment, systems and installations meet, and are maintained to, authorised standards; and support the safe provision of services.
 | Choose an item. |  |

### Cross-Regulatory Requirements

### DASR AVFM - Aviation Fatigue Management

#### DASR AVFM.10 - Scope

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. This regulation applies to organisations operating with approvals granted under**DASR ARO.100** or DASR ANSP or DASR ABM
 |
| 1. Where organisations are subject to AVFM.10.A, the regulation must apply to:
 | * 1. Personnel who meet the definition of DASR Glossary – Aircrew
 | Choose an item.  |  |
| * 1. Personnel who provide an Air Traffic Control (ATC) service as defined in DASR Glossary – Air Traffic Control
 |
| * 1. Personnel who meet the definition of DASR Glossary – Crew and operate UAS IAW **DASR.UAS 20.A** Certified Category UAS or **DASR.UAS.30.A(1)**Specific Type A Category UAS where the Authority has identified a need to comply with DASR.AVFM.
 |

#### DASR AVFM.20 - Aviation fatigue management

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The Accountable Manager (AM) must utilise defined management controls that eliminate or otherwise minimise organisational aviation fatigue risks SFARP IAW DASR.SMS.
 |  |
| 1. The AM’s management of aviation fatigue must:
 | * 1. define duty limitations in accordance with AVFM.30
 | Choose an item.  |  |
| * 1. be integrated with the organisation’s DASR.SMS solution
 | Choose an item.  |  |
| * 1. be contextualised to the scope of organisational activities performed and aviation systems operated by employment groups identified in AVFM.10.B
 | Choose an item.  |  |
| * 1. be defined using benchmark information acceptable to the Authority
 | Choose an item.  |  |
| * 1. be integrated with the organisation’s **DASR.ARO.100** or **DASR.ANSP.50** quality management solutions, as applicable
 | Choose an item.  |  |
| * 1. record aviation fatigue management training competency and currency.
 | Choose an item.  |  |

#### DASR AVFM.30 - Duty limitations

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The AM must use fatigue-related principles, operational knowledge and experience to:
 | * 1. define normal and extended duty time limitations
 | Choose an item.  |  |
| 1. The AM must establish methods to:
 |
| * 1. define how:
 | 1. fatigue hazard identification and controls will be applied prior to task commencement
 | Choose an item.  |  |
| 1. to re-assess the task environment on the day
 |
| 1. to assess the suitability of normal and extended duty limitations to provide aviation fatigue risk control SFARP
 |
| * 1. provide aviation fatigue risk control SFARP that define how fatigue hazard identification and controls will be applied:
 | 1. after task commencement
 | Choose an item.  |  |
| 1. when circumstances arise that could place staff beyond defined duty time limitations before task completion.
 |
| * 1. periodically validate duty limitations against the requirements of DASR.AVFM.
 | Choose an item.  |  |

|  |
| --- |
| DASR MED - Medical**DASR MED.05 - Aviation medicine training** |
| **Regulation** | **Means of compliance** | **OIP reference** |
| 1. The MAO or Sponsor (Sponsor only applicable under DASR NDR.05 or DASR NDR.10) must ensure Aircrew complete initial AVMED training IAW the learning requirements approved by Commanding Officer (CO) Institute of Aviation Medicine (IAM), prior to conducting flight operations in a military Configuration Role and Environment (CRE).
 |  Choose an item. |  |
| 1. By way of exception from DASR MED.05(a), Aircrew who have completed initial AVMED training conducted by Air Force Interoperability Council (AFIC) member nations are exempt from the requirement to complete initial AVMED training.
 |  |
| 1. The MAO, ANSP, ABMO, HAPO personnel or Sponsor must ensure all AVMED related training results are recorded for all relevant personnel.
 | Choose an item.  |  |
| 1. Where an MAO, ANSP, ABMO or Sponsor identifies a requirement for additional AVMED-related training to that provided by IAM, this training is to be co-ordinated and approved under the authority of CO IAM.
 |  |
| 1. The MAO or Sponsor must ensure Aircrew maintain AVMED Currency, as follows:
 | * 1. overall AVMED Currency is dependent on maintaining both AVMED Currency and Supplemental Aviation Medicine (SAVMED) Currency
 |  Choose an item. |  |
| * 1. SAVMED training Currency is initially set through completion of initial AVMED training, and reset through either AVMED refresher training, or SAVMED training
 |
| * 1. five years is the maximum Currency period for AVMED training
 |
| * 1. by way of exception from DASR MED.05(e)3, in consultation with CO IAM, and risk managed IAW DASR.SMS, the MAO or Sponsor may grant a currency extension
 |
| * 1. three years is the maximum Currency period for SAVMED training.
 |
| 1. By way of exception from DASR MED.05(e), Aircrew that hold AVMED training Currency conducted by AFIC member nations are exempt from the requirement to complete AVMED training, while that Currency remains in effect.
 |  |
| 1. The MAO or Sponsor must obtain endorsement from CO IAM prior to the conduct of Senior Aviation Medicine Liaison Officer (SAMLO)-provided SAVMED training.
 |  |
| 1. Aircrew appointed as a unit SAMLO must meet:
 | * 1. initial and ongoing training requirements (defined by CO IAM) before exercising the privilege of conducting SAVMED training
 |  Choose an item. |  |
| * 1. additional initial and ongoing training requirements (defined by CO IAM) before exercising the privilege of assisting in the conduct of PERRT by IAM.
 |

| 1. The MAO or Sponsor must ensure that persons who authorise or operate Uncrewed Aircraft Systems (UAS) in the following categories of UAS, meet the AVMED training and Currency requirements defined by CO IAM
 | * 1. DASR UAS.20(a) Certified Category UASDASR UAS.20(a) Certified Category UAS
 |  Choose an item. |  |
| --- | --- | --- | --- |
| * 1. DASR UAS.30(a)1 Specific Type A Category UAS, where the Authority has stipulated a requirement to comply with DASR MED.05 in the relevant UAS Operating Permit (UASOP).
 |
| 1. Aircraft Controllers within an ANSP or ABMO must meet the AVMED training and Currency requirements defined by CO IAM.
 |  |
| 1. Personnel conducting High Altitude Parachute Operations (HAPO) must meet the AVMED training and Currency requirements defined by CO IAM.
 |  |
| 1. CO IAM must define UAS Crew, HAPO personnel and Aircraft Controller AVMED training and Currency requirements
 | * 1. on the basis of CRE
 |  |
| 2. consistent with AFIC Standards. |
| 1. DASR.MED.05 does not apply to Aircraft Passengers with the exception of HAPO personnel.
 |  |

#### DASR MED.10 - Aviation medical certificate

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The Accountability Manager must ensure Aircrew, Aircraft Controllers and Remote Pilots have a current aviation medical certificate that is:
 | * 1. For pilot Aircrew: valid for a period not greater than 12 months.
 |  Choose an item. |  |
| * 1. For non-pilot Aircrew: valid for a period not greater than 24 months.
 |  Choose an item. |  |
| * 1. For Aircraft Controllers and Remote Pilots: valid for a period not greater than 24 months.
 |  Choose an item. |  |

#### DASR MED.15 - Medical fitness management

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The Accountability Manager must establish a medical fitness management system that ensures Aircrew, Aircraft Controllers and Remote Pilots maintain medical fitness standards for flying related duties.
 |  Choose an item. |  |

### DASR NTS - Non-Technical Skills (NTS)

#### DASR NTS.10 – Defence NTS construct (AUS)

| Regulation | Means of compliance | OIP reference |
| --- | --- | --- |
| (a) MAOs, ANSPs and ABMOs must utilise defined controls to eliminate NTS-related safety risks SFARP and, if it is not reasonably practicable to do so, to minimise those risks SFARP. | Choose an item.  |  |
| (b) MAOs, ANSPs and ABMOs management of NTS safety risks must: | * 1. include within its scope:

i. Aircrewii. Crew who operate UAS IAW DASR UAS.20(a) Certified Category UAS or DASR UAS.30(b) Specific Type A Category UAS, and where DASA has identified a need to comply with DASR NTS through the OpSpec or UASOPiii. Aircraft Controllers. | Choose an item.  |  |
| * 1. be defined using benchmark information acceptable to DASA
 | Choose an item.  |  |
| * 1. be integrated into the organisation’s:

i. Flying Management System (FMS) (or equivalent)ii. Safety Management System (SMS)iii. Quality Management System (QMS). | Choose an item.  |  |
| * 1. include the following NTS training:
 | i. initial knowledge-based training conducted prior to either:a. conducting Flight Operationsb. controlling Defence Aviation operations under an ANSPc. managing Defence Aviation operations under an ABMO. | Choose an item.  |  |
| ii. by exception from DASR NTS.10(b)4(i), and risk managed IAW DASR SMS, the regulated entity may exempt personnel from the requirement to complete knowledge-based NTS training prior to conducting flight operations, or controlling or managing Defence Aviation operations | Choose an item.  |  |
| iii. bridging training conducted: a. during Aircrew or Crew conversion training, or Aircraft Controller endorsement training or equivalentb. periodically. | Choose an item.  |  |
| iv. skills-based training and assessment integrated into the organisation’s FMS (or equivalent) | Choose an item.  |  |
| v. continuation knowledge-based training conducted no less frequently than every two years | Choose an item.  |  |
| vi. by exception from DASR NTS.10(b)4(v) and risk managed IAW DASR SMS, MAOs, ANSPs and ABMOs may grant a maximum extension of up to one year | Choose an item.  |  |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| (c) MAOs, ANSPs and ABMOs must: | 1. utilise defined: | i. selection criteria for NTS Facilitators (NTSF) and NTS Trainers (NTST) | Choose an item.  |  |
| ii. Learning Management Plans (LMP) to train NTST | Choose an item.  |  |
| iii qualification processes for NTSF and NTST | Choose an item.  |  |
| 2. record NTS training in an enduring format. | Choose an item.  |  |

### DASR SMS – Aviation Safety Management Systems

#### DASR SMS.A.10 - Scope

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. This section specifies Safety Management System (SMS) requirements that must be met by an organisation to qualify for the issue or continuation of an approval. This section only applies to organisations where the DASR SMS is listed as a requirement from the relevant section of the DASR.
 | Choose an item.  |  |

#### DASR SMS.A.25 - Safety management system

|  |  |  |
| --- | --- | --- |
| Regulation | Means of compliance | OIP reference |
| 1. The approved organisation shall establish and maintain a Safety Management System (SMS). The SMS of the approved organisation shall:
 | * 1. be established in accordance with the 4 components and 12 elements contained in (b);
 | Choose an item.  |  |
| * 1. be commensurate with the size of the organisation and the complexity of its aviation products and/or services; and
 | Choose an item.  |  |
| * 1. be maintained with a maturity level that is acceptable to the Authority.
 | Choose an item.  |  |
| 1. The approved organisation’s SMS shall comprise of, or map to, the following 4 components and 12 SMS elements:
 | * 1. SAFETY POLICY and OBJECTIVES:
 | 1.1 Management commitment | Choose an item.  |  |
| 1.2 Safety accountability and responsibilities | Choose an item.  |  |
| 1.3 Appointment of key safety personnel | Choose an item.  |  |
| 1.4 Coordination of emergency response planning | Choose an item.  |  |
| 1.5 SMS documentation | Choose an item.  |  |
| * 1. SAFETY RISK MANAGEMENT:
 | 2.1 Hazard identification | Choose an item.  |  |
| 2.2 Safety risk assessment and mitigation | Choose an item.  |  |
| * 1. SAFETY OVERSIGHT and IMPROVEMENT:
 | 3.1 Safety performance monitoring and measurement | Choose an item.  |  |
| 3.2 The management of change | Choose an item.  |  |
| 3.3 Continuous improvement of the SMS | Choose an item.  |  |
| * 1. SAFETY PROMOTION:
 | 4.1 Training and education | Choose an item.  |  |
| 4.2 Safety communication | Choose an item.  |  |

1. This list provides an example of Key Staff. MAOs must consult the applicable regulations for the required list of key staff eg *ORO.15 Appointment of Key Staff*. [↑](#footnote-ref-1)
2. Note that the amendment or closure Authorities for the following limitations are:

Defence AA (Airworthiness Board (AwB)) imposed limitation – MAO-AM or DG DASA

Legacy MPTF/MRTC/MTC limitation – DG DASA

Limitation imposed by the CAA – DG DASA

Notable limitation defined in any associated contract – MAO-AM

UASOP limitation – DG DASA [↑](#footnote-ref-2)
3. See *GM ORO.10.A 2b* *Management of the Statement of Operating Intent and Usage SOIU* [↑](#footnote-ref-3)