



Continuing Airworthiness Conference 2016

Non Aircraft Elements Under DASR – What’s happening to ‘off aircraft’ stuff i.e. power carts and other ground support equipment post DASR?



DGTA-ADF DDAAFS ACPA



Scope

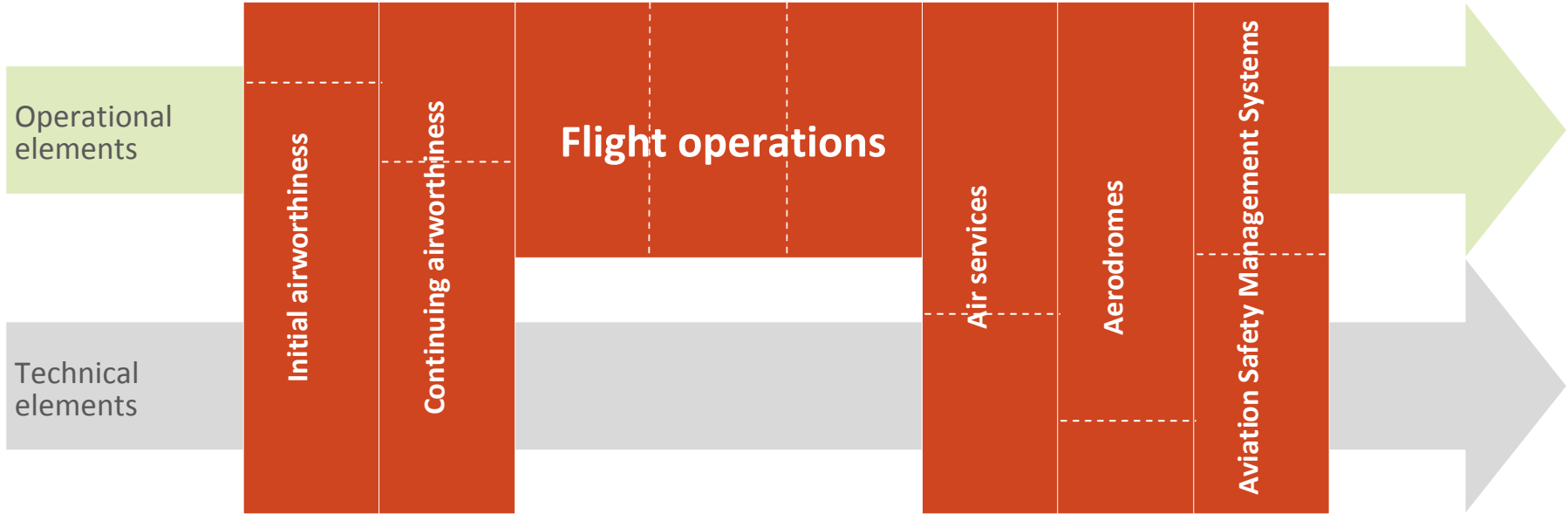
- Why does DASR not contain GSE regulation?
- GSE interaction with DASR
- DASP Website – DASR FAQ

Operational Airworthiness nomenclature in DASR

Previous regulatory framework

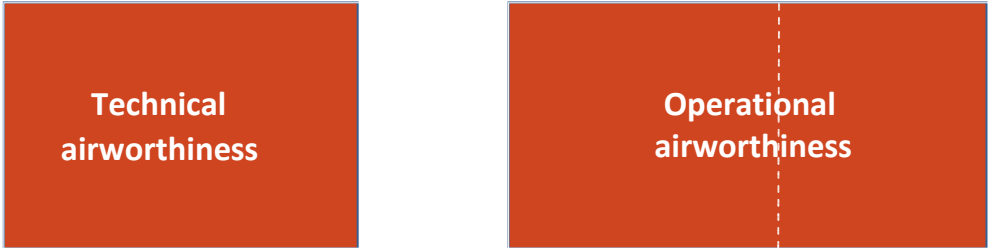


DASR framework

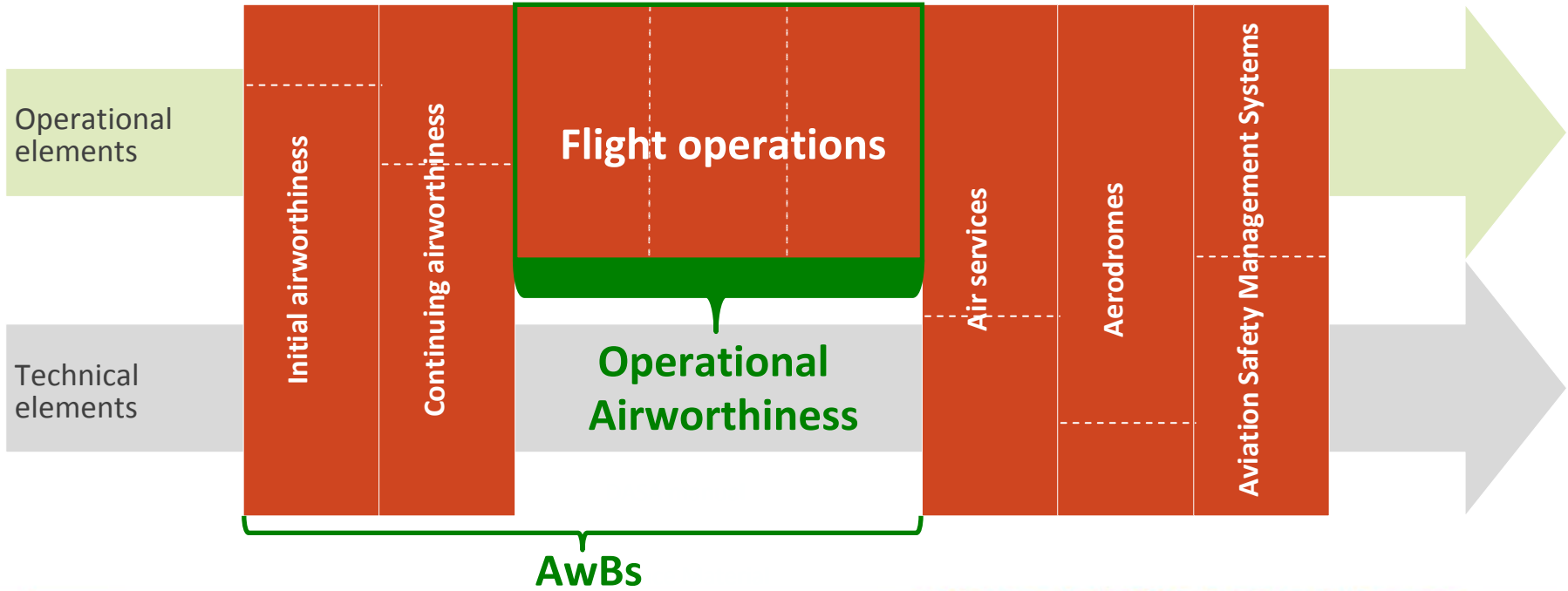


Operational Airworthiness nomenclature in DASR

Previous regulatory framework

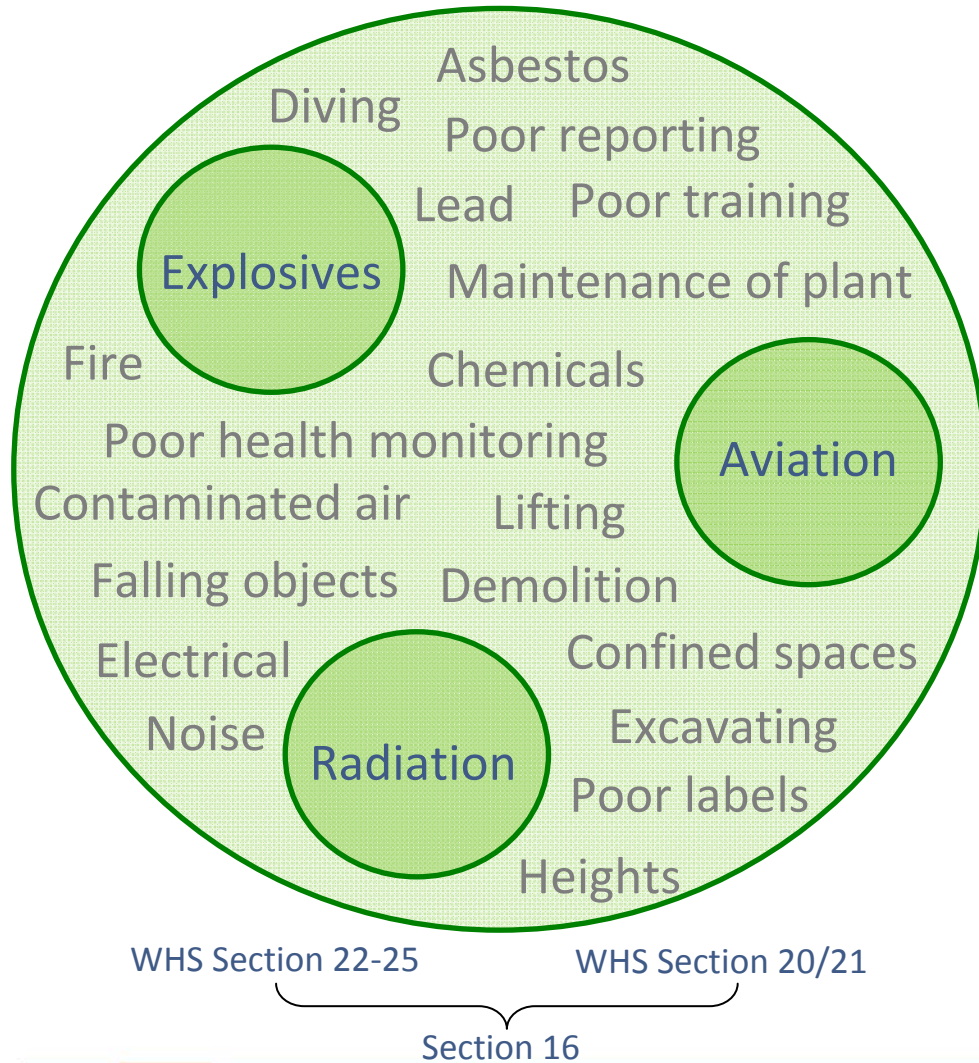


DASR framework



Safety is a **Command** Responsibility (*WHS, Section 20/22*)

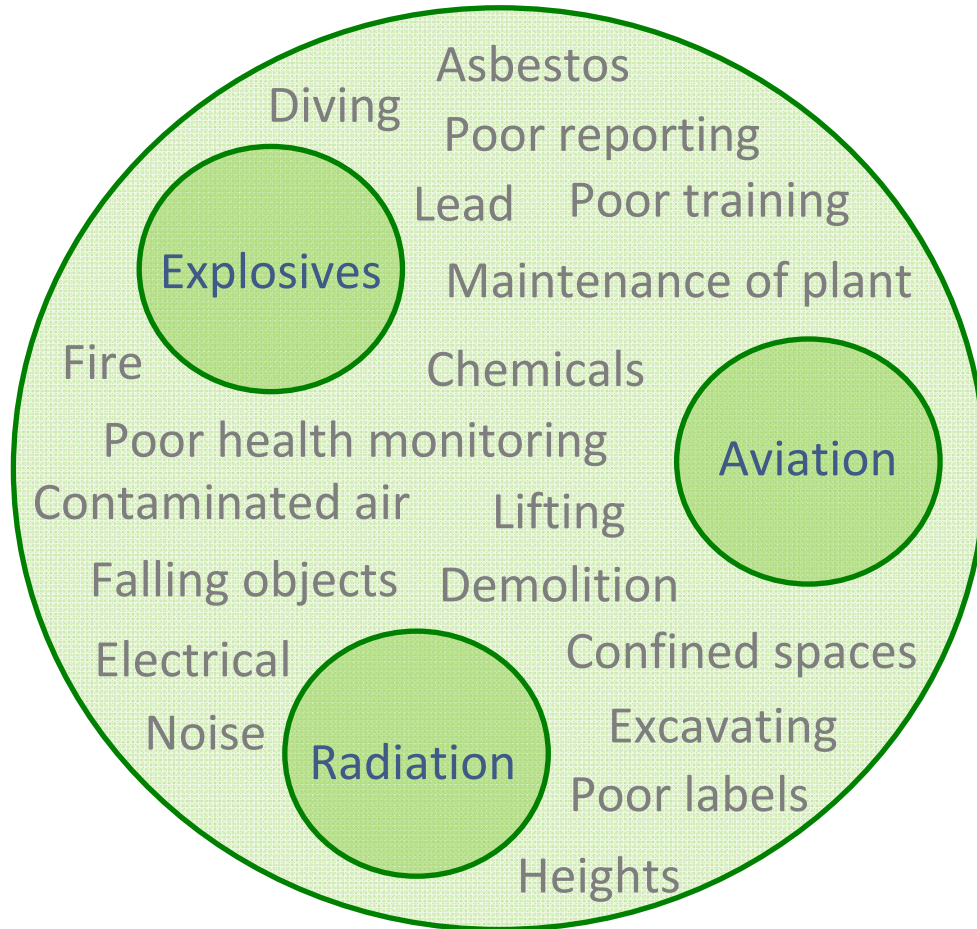
Command must ensure that hazards/risk reduced SFARP



DefenceAA/DASA/DASP/DAR amplify WHS legislation

Command must ensure that hazards/risk reduced SFARP

DefenceAA assures Defence aviation safety



WHS Section 22-25

WHS Section 20/21

Section 16

Risk decisions regarding capability / safety

Risk advice regarding defensible standards

S14

DefenceAA

DASA

- DGTA
- DDAAFS
- DACPA

DASP

- Policy / regulation
- Promotion/education
- Initial Safety Case
- Ongoing Assurance

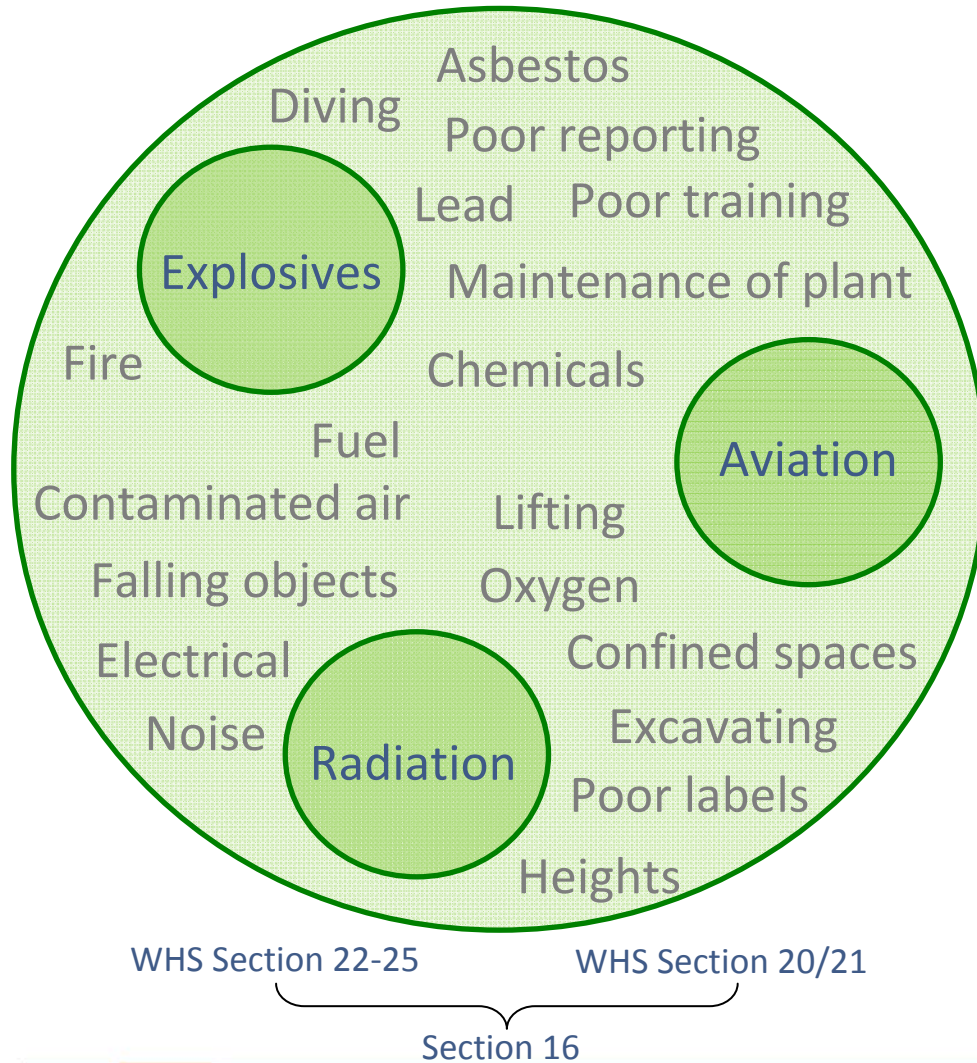
DASR

No WHS obligations : specialist amplification of WHS provisions for Defence Aviation hazards

Defence Aviation Safety Program

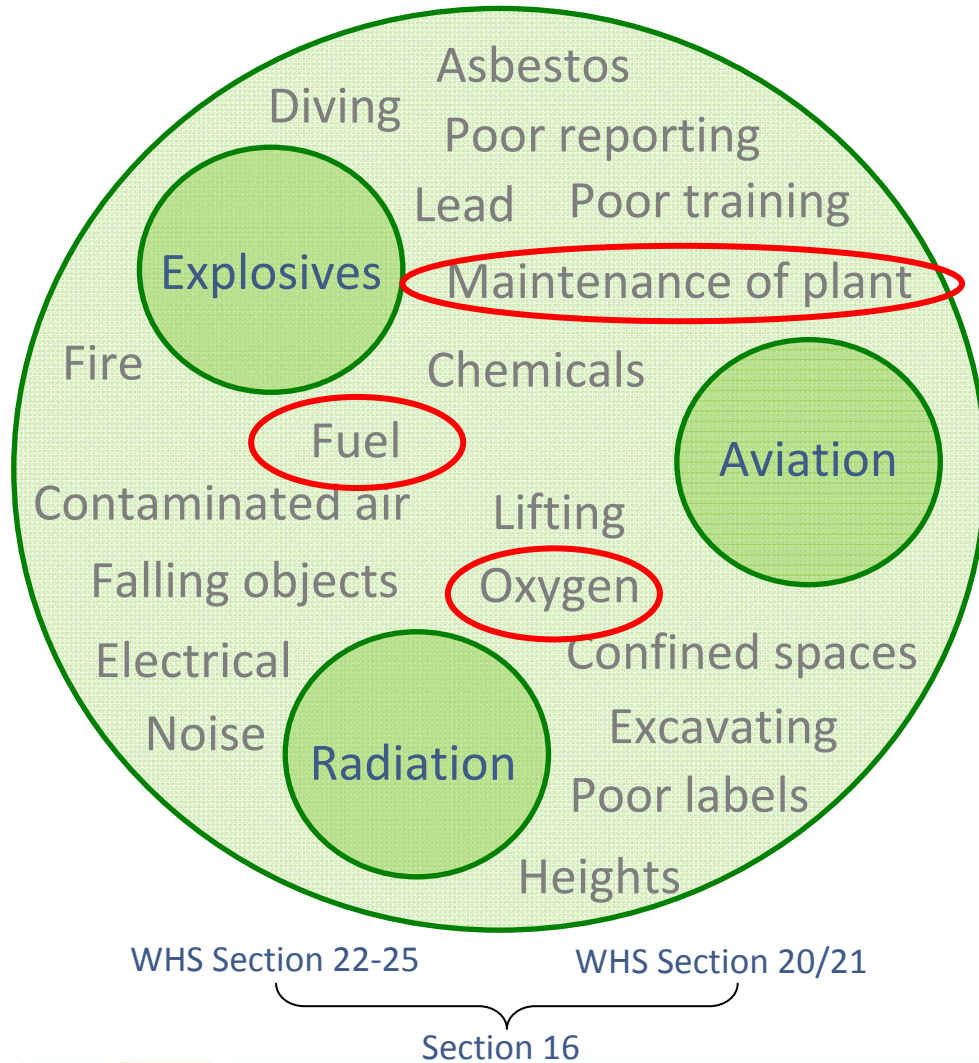
How does GSE fit in?

Command must ensure that hazards/risk reduced SFARP



Safety is a Command Responsibility (WHS, Section 20/22)

Command must ensure that hazards/risk reduced SFARP

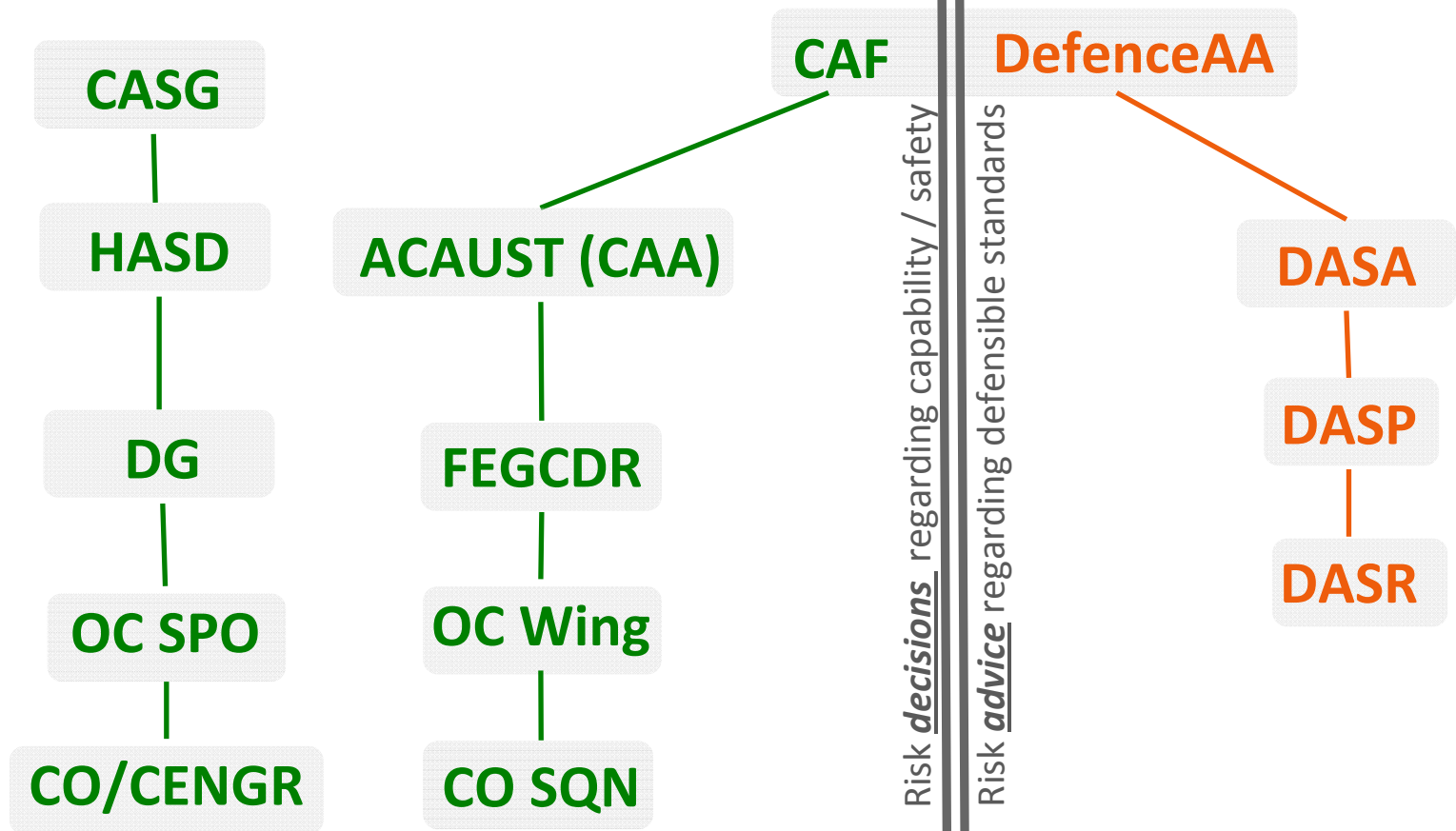


GSE - Not required to be amplified under aviation safety bubble (regulation). Covered by existing controls in the broader WHS management context

Clear safety accountabilities under Legislation / Common Law

Command must ensure that hazards/risk reduced SFARP

DefenceAA assures Defence aviation safety



WHS Section 22-25

WHS Section 20/21

Section 16

Risk **decisions** regarding capability / safety

Risk **advice** regarding defensible standards

S14

No WHS obligations : specialist amplification of WHS provisions for Defence Aviation hazard

Defence Aviation Safety Program

Why does DASR not contain GSE regulation?

- Regulation / constraint is not needed to be applied from the Defence Aviation Safety Authority (DASA) to GSE
- That is not to say there is no regulation / constraint over GSE activities
- There is regulation and constraint from such sources as
 - the **WHS Act**,
 - acquisition practices which acquire GSE and related equipment from reputable organisations, maintenance and operating practices based on trained and experienced members using authoritative data from appropriate organisations,
 - configuration control procedures, and
 - contractual oversight from organisations such as CASG and CAMOs.
- DASA, and other contemporary aviation safety authorities, are comfortable that sufficient 'assurance' of safety is gained from the relevant organisations doing good acquisition / operation / maintenance / configuration control / oversight of GSE activities, that the **DASA does not need to add extra constraint through regulations.**

GSE Interaction with DASR

- **Military Air Operator (MAO)** have a vested interest in GSE from an output perspective. i.e.
 - Capability
 - Cost
 - Downtime
- **Continuing Airworthiness Management Organisation (CAMO)** have a regulatory responsibility related to GSE
 - Pre-flight inspection – all actions necessary to ensure the aircraft is fit to make the intended flight (AMC M.A.301(a)(1))
 - A control that all consumable fluids, gases etc. replenished prior to flight are of the correct specification, free from contamination, and correctly recorded
 - CAMO needs to ensure consumable fluids (fuel, oxy, hydraulic), services (power, air), meet specification (from aircraft ICA)
- **145 Approved Maintenance Organisation (DASR 145 AMO)** have a regulatory responsibility related to GSE
 - shall have available and use the necessary equipment, tools and material to perform the approved scope of work (145.A.40(a))
 - shall ensure that all tools, equipment and particularly test equipment, as appropriate, are controlled and calibrated according to an officially recognised standard at a frequency to ensure serviceability and accuracy. Records of such calibrations and traceability to the standard used shall be kept by the organisation (145.A.40(b))

GSE Interaction with DASR

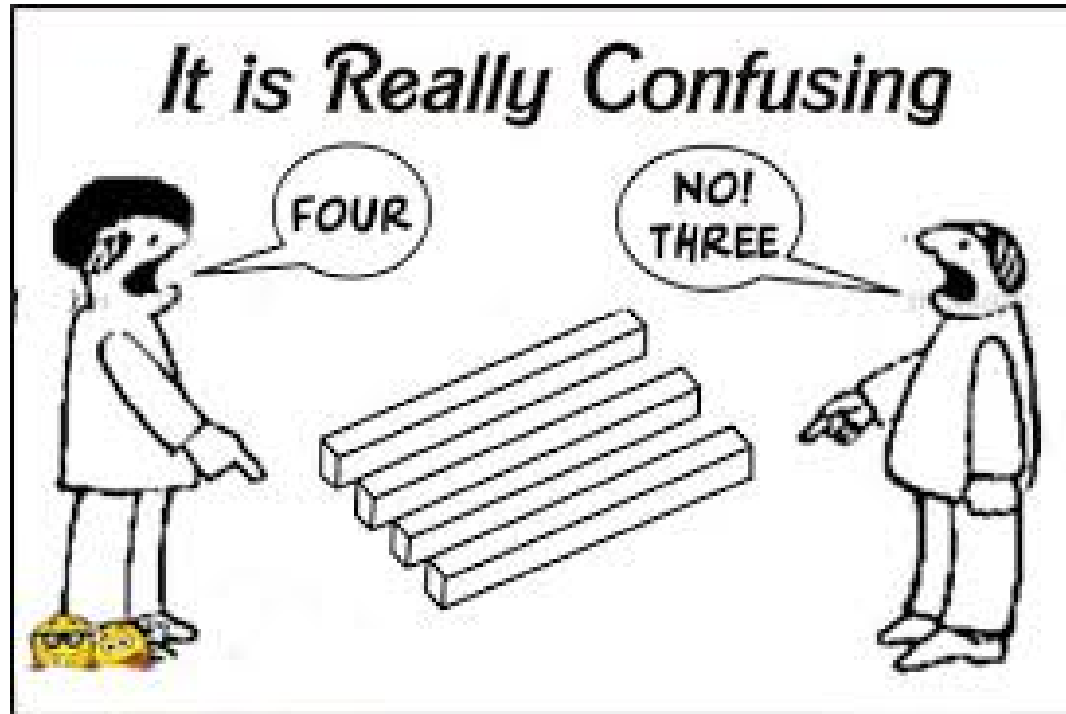
- **Examples:**
 - Power cart
 - Fuel
 - Oxygen
 - Tool calibration



Where to get more information?

- **DASP Website:**
- **www.defence.gov.au/DASP/**
- **FAQ on website** under general section:
 - “How does GSE fit in DASR”

Questions?



Military Air Operator (FEG or Equiv)

Accountable Manager
(FEG CDR)

Operations

Quality &
Safety

CAMO

145 AMO

MDOA
(MTCH)

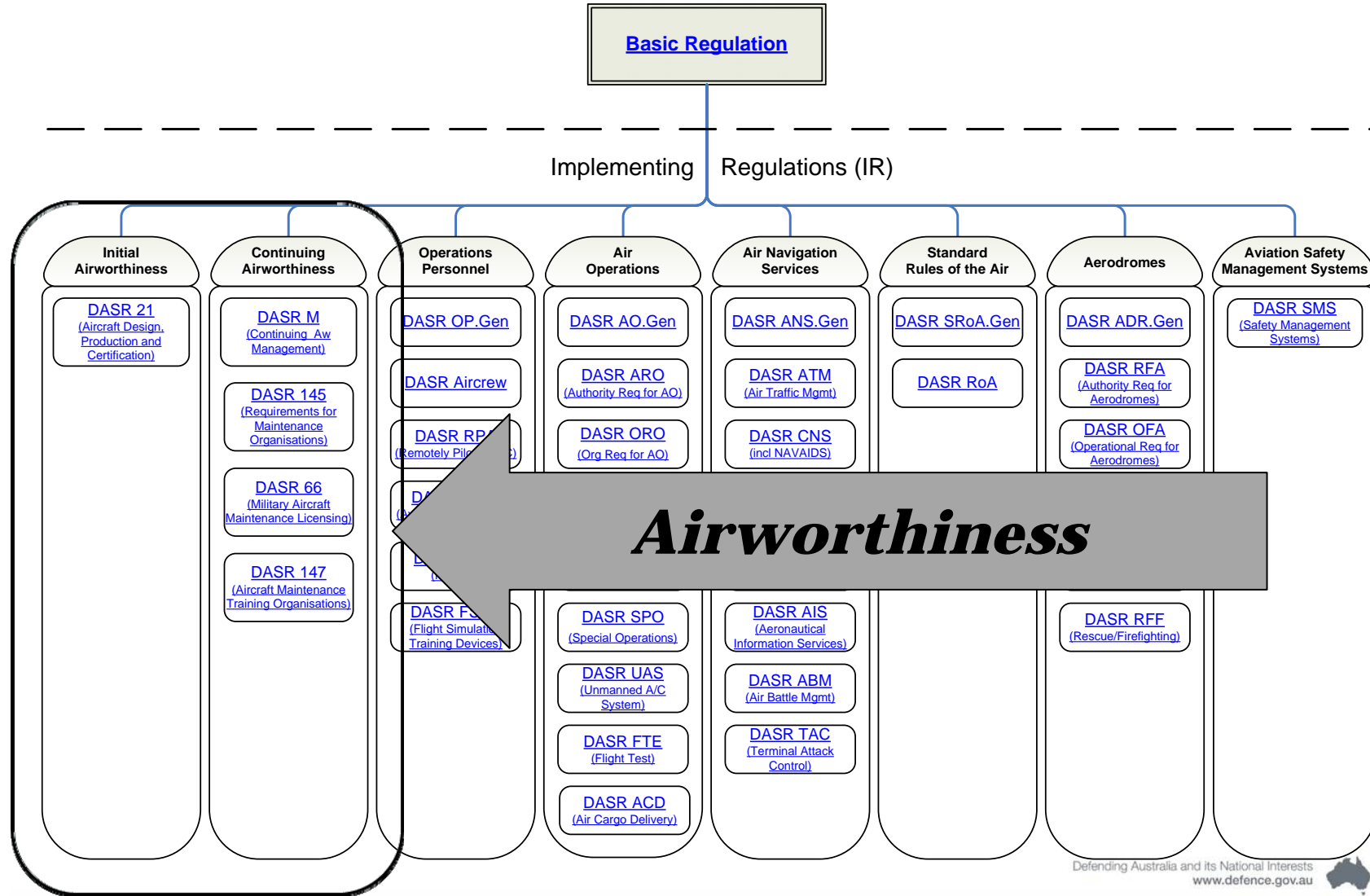
MDOA
(Contractor)

145 AMO
(Contractor)





DASR Structure



Airworthiness Definition

- TAREG definition of airworthiness
 - *Airworthiness is a concept, the application of which defines the condition of an aircraft and supplies the basis for judgement of the suitability for flight of that aircraft, in that it has been designed, constructed, maintained and operated to approved standards and limitations, by competent and authorised individuals, who are acting as members of an approved organisation and whose work is both certified as correct and accepted on behalf of Defence.*
- EMAR (and DASR) definition of airworthiness
 - *The ability of an aircraft, or other airborne equipment or system, to operate in flight and on ground without significant hazard to aircrew, ground-crew, passengers (where relevant) or to other third parties.*
- Consistent with EASA use of this term and ICAO definition of “Airworthy”
 - *The status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation*

“Focus on the Air Vehicle”

Indicative responsibilities of CAMO, 21J Design and 145 AMO against TAREG AEO and AMO

