



DEFENCE AVIATION SAFETY REGULATION

Continuing Airworthiness

DASR 145



DGTA-ADF DDAAFS ACPA



DASR 145

Hot Topics

- *What has changed in Sep 30 Provisional Release?*
- *Deferred Defects*
 - *MEL/CDL vs PA CFU*
- *CAMO Services*
 - *The role of the Maintenance Organisation*
- *Equivalent vs. Alternate 145 AMOs*
- *66/147*
 - *Rollout schedule*
- *Delegate vs. Deputy*
 - *145 Context*
- *What's coming to EMAR 1.2*



What has changed in Sep 30 Provisional Release?

- **Occurrence reporting**
 - BR Appendix I - Occurrence Reporting
 - Occurrence reporting GM restructured and standardised across all Airworthiness Regulations.
 - Separate brief on occurrence reporting
- **145.A.50 (e) - Deferred Defects (M.A.301(a)(2))**
 - updated AMC/GM
- **145.A.30 AMC Personnel Requirements**
 - clarify it is the organisation responsibility to nominate deputy personnel



Deferred Defects

MEL/CDL vs. PA CFU

- **MEL - Minimum Equipment List**
 - lists the equipment/systems/parts that may be **inoperative/degraded** at the commencement of flight including associated limitations
 - approved by the Authority
- **CDL – Configuration Deviation List**
 - lists the equipment/systems/parts that may be **missing** at the commencement of flight including associated limitations
 - approved by the TC Holder
- **Pre-Assessed CFU**
 - an Unserviceability (defect) that has been pre-assessed to simplify the decision making process for the CFU Authority
 - promulgated by the AMO for reference by delegates when considering an unserviceability for deferment
 - approved locally by SMM or other local authority



Deferred Defects

AMC/GM

There are three ways to defer a defect:

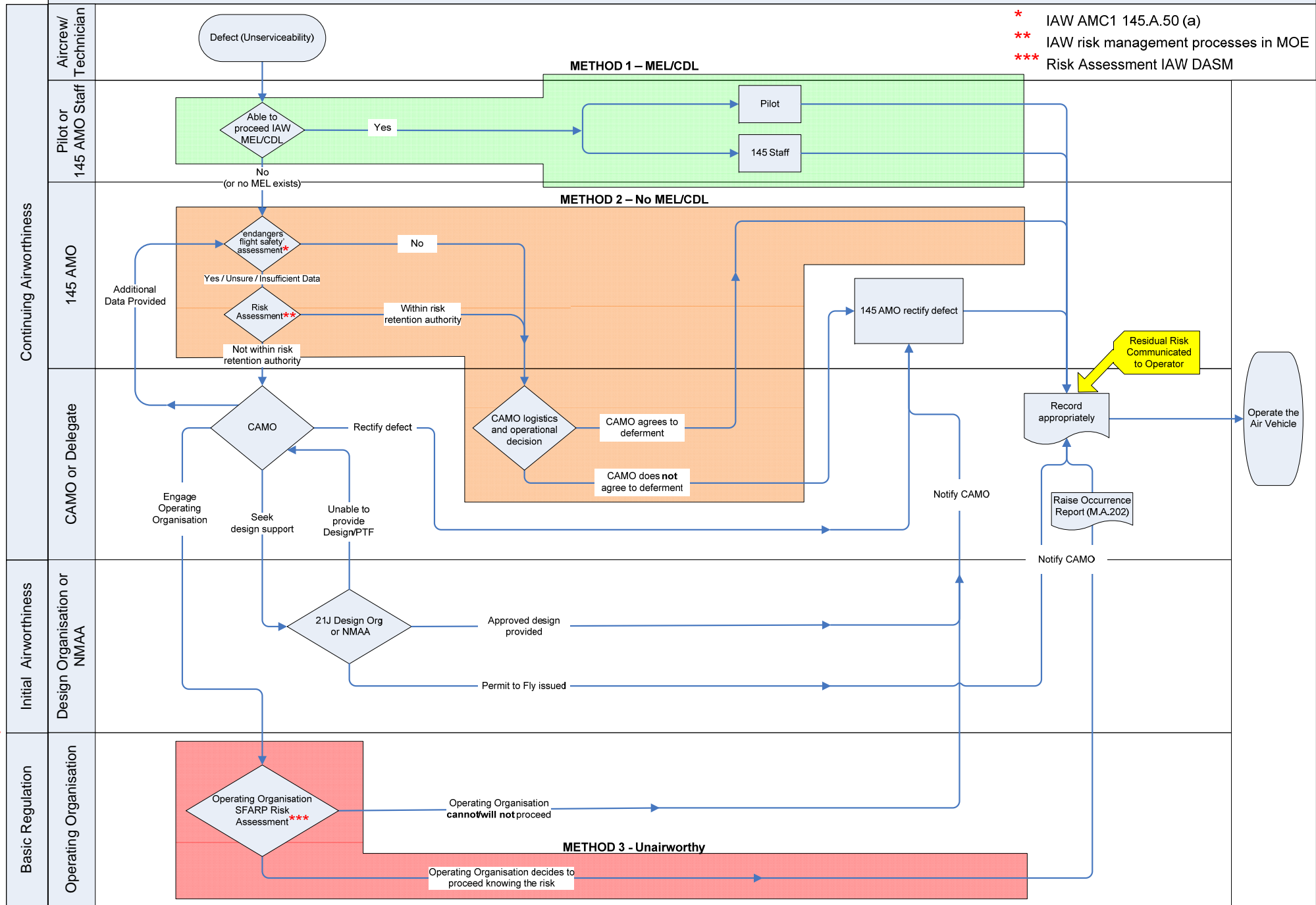
- The MEL or CDL, if available.
 - Available for Pilot or Authorised Certifying Staff
- The deferred defect process where no MEL/CDL is available.
 - similar to CFU process
 - involves CAMO (or Delegate) for logistical/operational decision
- The DASR Basic Regulation flexibility provisions for the **Operating Organisation** to proceed for “**compelling operational imperatives or emergencies**”
 - outside of the Airworthiness regulations
 - risk assessment by the operator



- * IAW AMC1 145.A.50 (a)
- ** IAW risk management processes in MOE
- *** Risk Assessment IAW DASM

Airworthy

Unairworthy



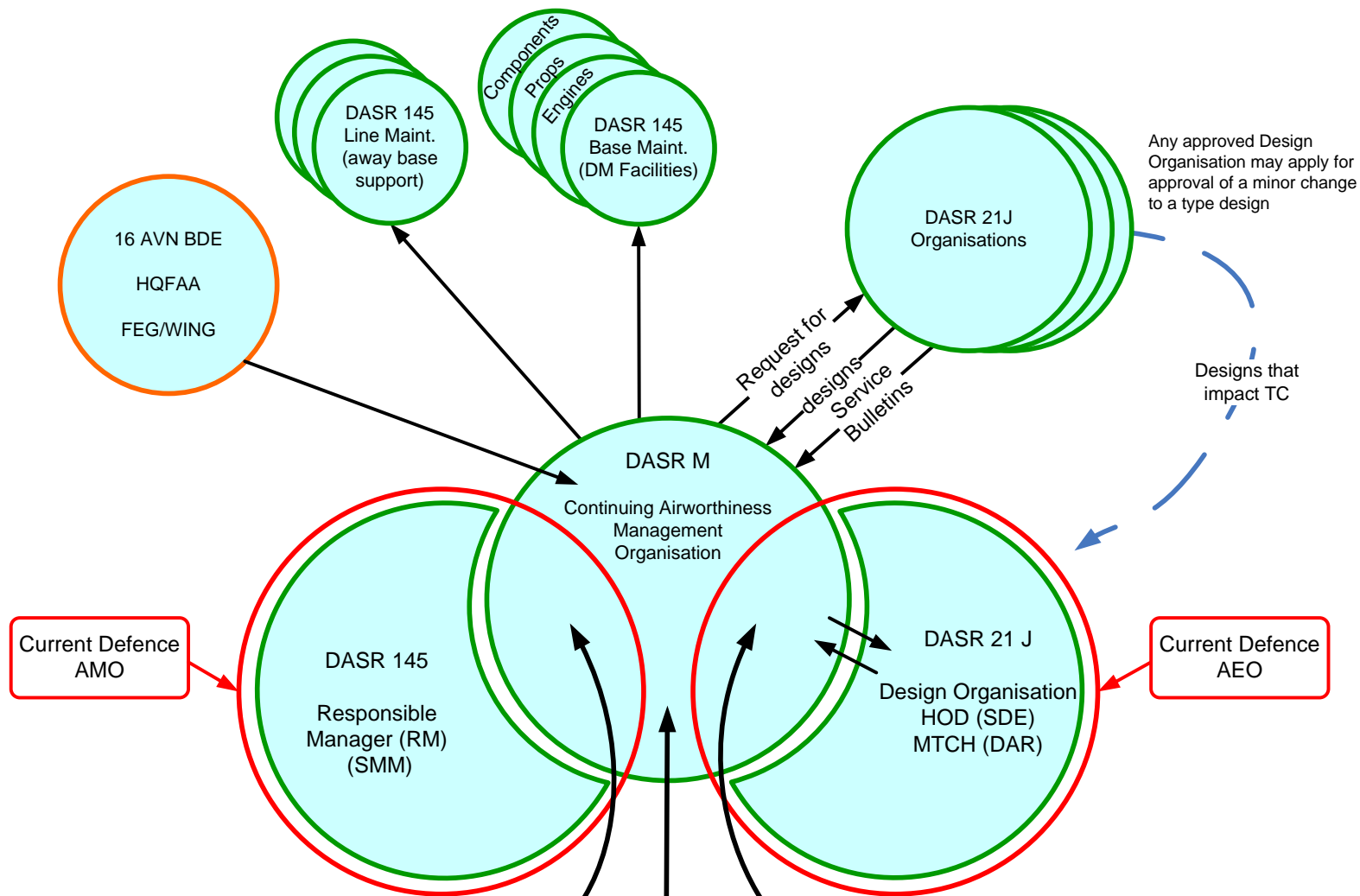
CAMO Services

The role of the Maintenance Organisation

- Some functions that were the **responsibility** of Maintenance Organisation now rests with the CAMO
- These functions are performed by the SQN/ Business unit not the DASR 145
 - Not in 145 MOE



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



- Accomplishment of maintenance
- Management of defects
- Coordinate scheduled maintenance
- Aircraft continuing airworthiness record system
- Weight and balance and symmetry
- Occurrence reporting
- Pre-flight inspection (maintenance pers component)
- Aircraft technical log
- Maintenance check flights

- Mods, repairs and inspections (manage accomplishment)
- Pre-flight inspection (aircrew component)
- **Airworthiness review (not conducted under TAREG)**

- Aircraft Maintenance Programme
- Analysis of AMP
- Reliability Programme
- Accomplishment of maintenance (contracting)
- Airworthiness Directives
- Occurrence reporting (analyse defect reporting)
- Weight and balance and symmetry

Equivalent vs. Alternate 145 AMOs

Equivalent

- M.A.201 (g) Maintenance of military aircraft, and components thereof shall be carried out by a DASR 145 AMO, or **equivalent** 145 AMO

The NMAA considers an "**equivalent 145 AMO**" to be

- a) A commercial 145 maintenance organisation under an ICAO based 145 maintenance approval (such as a CASR 145, FAA 145 Repair Station or EASA 145 Approved Maintenance Organisation)
- b) A military or commercial maintenance organisation under an EMAR 145 regulatory framework

Equivalent organisations should be identified in the CAME for approval by the NMAA.



Equivalent vs. Alternate 145 AMOs

Alternate by Derogation

- M.A.201 (l)..... the NMAA may agree to an **alternative approach** for a maintenance organisation to demonstrate its capability

NMAA may consider the following maintenance organisations to be **“acceptable alternates to DASR 145”**

- a. A commercial maintenance organisation operating under a NAA construct that is not using ICAO based 145. (Singapore Maintenance Organisation)
- b. A military maintenance organisation operating under a NMAA construct that is not based on an EMAR 145 AMO (USAF, USN)

Both examples need to provide a commensurate level of maintenance service to achieve the same outcome as expected from a DASR 145

Acceptable alternate organisations should be identified in the CAME for approval by the NMAA.



What is the role of a 'deputy' RM in DASR 145?

- Nominated Person/s responsible to the Accountable Manager for ensuring compliance with DASR 145
- RM and nominated deputy require formal acceptance by the NMAA on Form 4 [145.A.30 AMC]



DASR 66/147

Planned Roll-out

- Refer to FAQ on DASA Website
- Regulation Release plan
 - Draft planned for release in Jan 17
 - Final versions in Jun 17
 - Transition complete by Dec 18
- AMC/GM to clarify requirements



DASR 66/147

Key Points

- *Licences initially drawn from existing information*
 - *eRTE, PEX, PMKEYS*
- *AMC/GM to clarify requirements*
- *Licences issued by the Authority*
- *Authorisations managed by the DASR 145*

- *TAREGS system largely managed by the SMM*
 - *18 Years old to apply for a licence*
 - *21 to issue CRS ??*



DASR 145

- *Where to now?*
- *EMAR 1.2 released 04 Oct 2016*
 - *Minor changes to*
 - *Regulations*
 - *AMC / GM*
 - *Some **AUS unique content** will change to black text*
 - *Changes will be assessed and included in normal amendment schedule*



Questions

