



Functions of a traditional SPO DASR 21 vs. DASR M

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DGTA-ADF DDAAFS ACPA



Initial vs Continuing Airworthiness

- **Initial Airworthiness (& Continued):**

- Type Design
- Certification
- Production
- Design changes post initial type certification

“Type”

- **Continuing Airworthiness:**

- All of the processes ensuring that the aircraft:
 - complies with airworthiness requirements
 - is in condition for safe operation
 - Supported within a **‘Controlled Environment’**

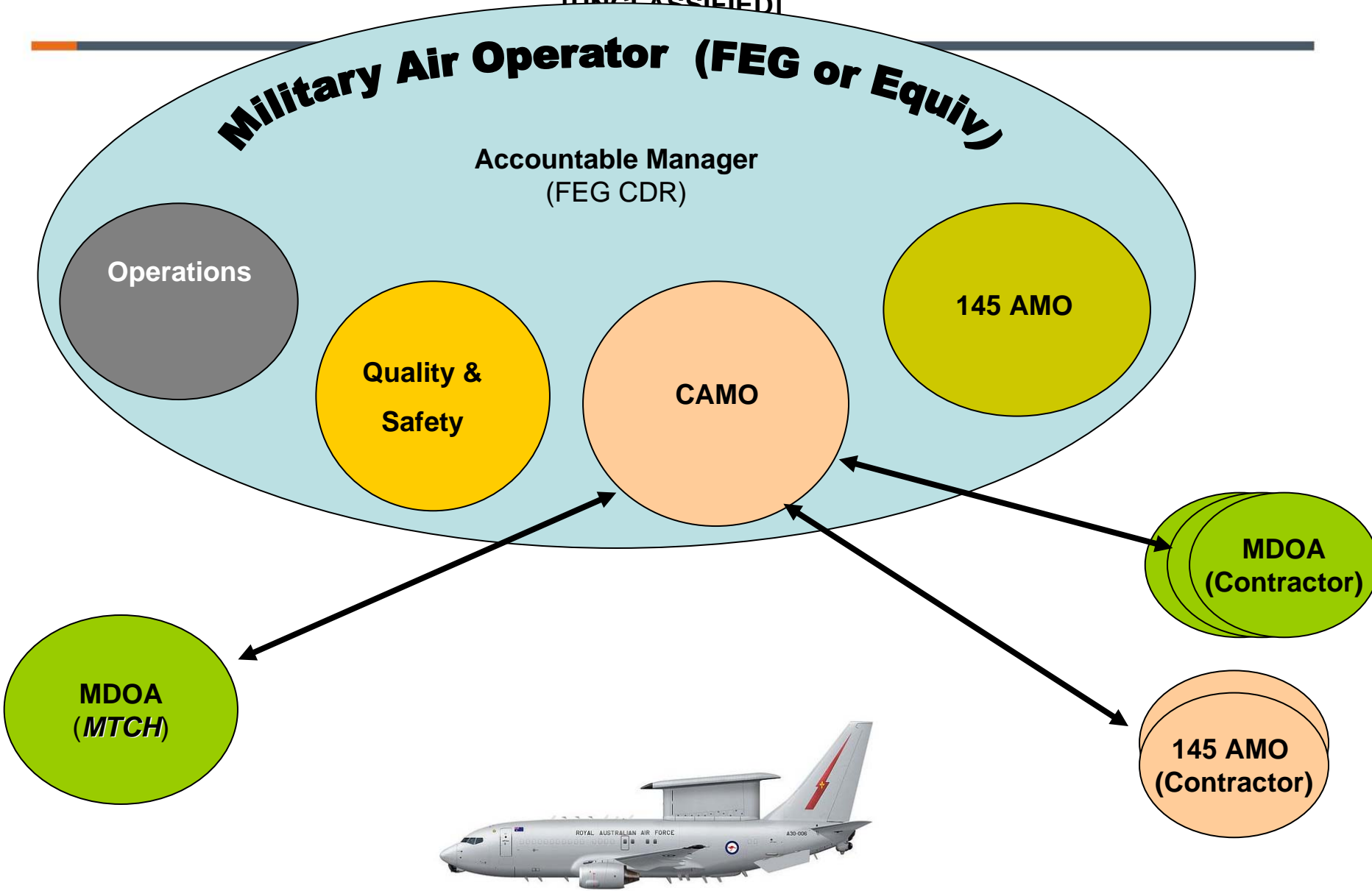
“Tails”



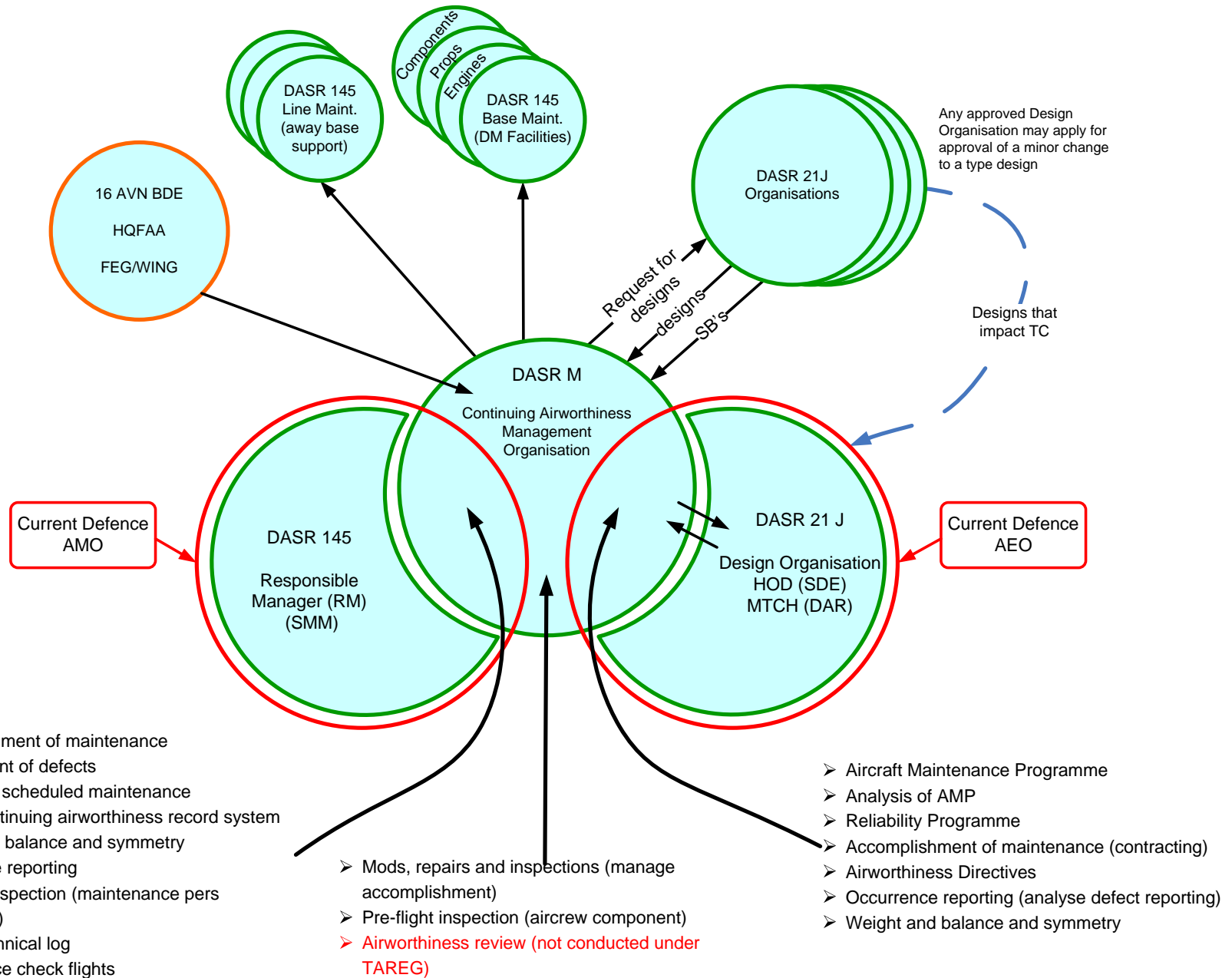
Organisational Responsibilities

- **DASR 21J** – Design Organisation
 - Initial design and changes to type design
 - Provide approved designs to CAMO
- **DASR 21G** – Production Organisation
 - Production of aeronautical product
 - Maintain production organisation in conformity with approved data and procedures
 - Provide statement of conformity
- **DASR M** - Continuing Airworthiness Management Organisation (CAMO)
 - Individual aircraft Configuration Management
 - Fleet maintenance planning
 - Management/approval of modification / repairs onto individual aircraft
 - Maintenance system – including Release to Service
 - Airworthiness reviews – product configuration sampling
- **DASR 145** - Maintenance Organisation
 - Maintenance of aircraft and components (inclusive of repair embodiment)





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



I work in an AEO – now what?

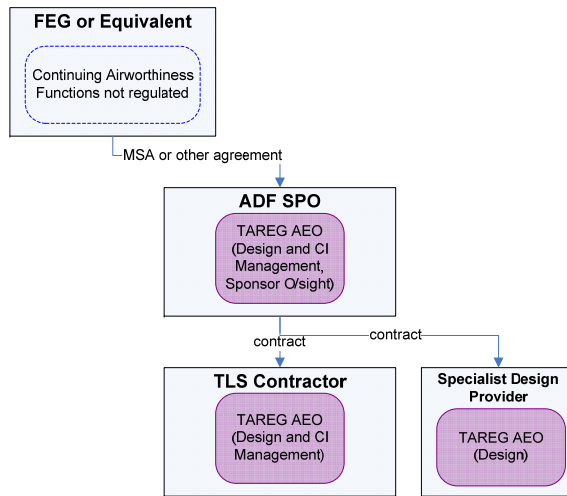
- TAREG AEO \neq DASR 21 MDOA holder
- A SPO or organisation who holds an AEO certification under the TAREGs **may**:
 - Become a DASR 21 MDOA holder; and/or
 - Perform CAM Functions (on behalf of a DASR M CAMO); and/or
 - Perform other functions regulated under other Parts of DASR; and/or
 - Perform other functions not regulated under DASR at all.



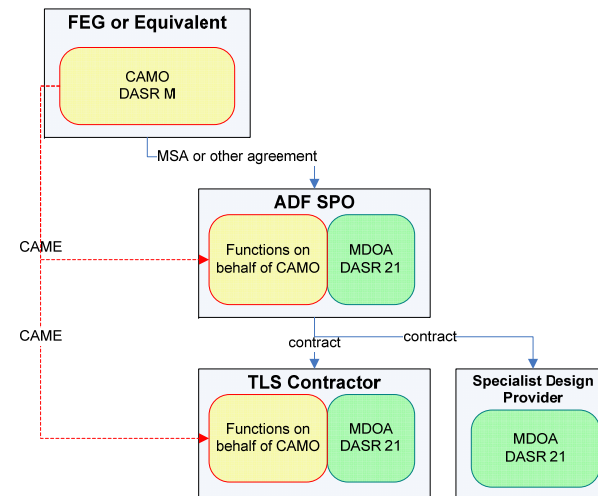
TAREG vs. DASR Approval

- Under TAREG
 - Organisations are regulated/approved
(and by implication the functions they perform)
- Under DASR
 - Functions are regulated/approved
(and by implication the organisations who perform them)

Approvals Under TAREGs



Approvals Under DASRs



SPO Organisational Approval

- A SPO will not have a single organisational approval from the Authority covering all the functions they perform.
- Someone working in a SPO will still do the same work under DASR
 - But they may be performing tasks on behalf of different regulated entities



DASR 21 MDOA Functions

- **Functions of DASR 21 MDOA holder:**
 - **Management of the Type Certificate (MTC) and Supplemental Type Certificates (MSTC)**
 - Review of technical information pertaining to defects, failures and malfunctions which may adversely affect the airworthiness of the design (subset of TIR)
 - Develop Airworthiness Directives (development of technical content for STIs)
 - Furnish and maintain manuals/instructions required by the type-certification basis and for continuing airworthiness (management of ICA)
 - **Repair Designs**
 - Development of repairs and embodiment instructions (design aspect of deviations)
 - Determination of airworthiness impact of unrepaired damage



DASR 21 MDOA Functions

- **Functions of DASR 21 MDOA holder:**
 - **Changes to Type Design**
 - Classification of changes in Type Design
 - Development, verification of compliance and approval for minor changes to the Type Design (Design Develop, Review, Approve and Accept)
 - Development and verification of compliance for major changes to the Type Design (Design Develop, Review & Approve)
 - Changes to airworthiness limits in ICA (Changes to AMD/Flight Manuals)
 - Control of partners/sub-contractors (DSN review and management)
 - **Designs to meet AUSMTSOs**



Aircraft Continuing Airworthiness Record System

Accomplishment of Maintenance

Aircraft Maintenance Program

Management of Defects

Airworthiness Review

Pre-Flight Inspection

Reliability Program

Analysis of AMP

CAMO Tasks

Occurrence Reporting

Aircraft Tech Log

Airworthiness Directives

Maintenance Check Flights

Modification, Repair & Inspection

Coordinate scheduled maintenance

Weight & Balance/ Symmetry Checks



So what is the role of the CAMO?

On behalf of the '**Operator**' (MAO) the **CAMO** is to ensure that the various aircraft 'Tail Numbers' are:

- Of the correct Configuration (IAW MTC)
- Available to meets the intended purpose
- Safe to fly (ie Airworthy)





DASR M Transition Requirements

Presenter: CMDR Steven Arney

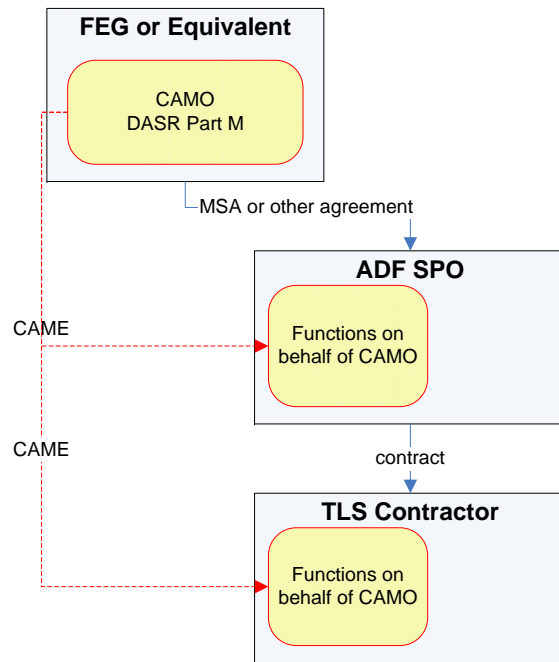


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CAMO Transition

Approvals Under DASRs



Defence Aviation Safety Program
Defence Aviation Safety Regulations

Defending Australia and its National Interests
www.defence.gov.au

Example and Guidelines for a:

**DASR M CONTINUING
AIRWORTHINESS MANAGEMENT
ORGANISATION EXPOSITION**

SAMPLE EXPOSITION