International Military Airworthiness Regulation Conference
“Into the Future”- Our Journey So Far
Malcolm Benfer
Defence Aviation Regulation - Industry Consultative Com

- Industry Group
  Initiated 4 years ago
- Discuss Regulatory Reform with DASA
- Consultative Dialogue
- Positive Outcome
Defence Aviation Regulation - Industry Consultative Committee

• Industry Meeting just prior DASR Implementation
• Status of Industry progress toward DASR (21J, CAMO, 145)
• Issues/Concerns on DASR Implementation
• Opportunities/Positives for DASR
Industry representatives reported:
- Good general understanding of DASR
- Progress toward implementation
- Those with commercial aviation activities alignment easier
- DASR 145 MOEs further progressed
## Industry Group DASR Transition Status

<table>
<thead>
<tr>
<th></th>
<th>DASR 21J</th>
<th>CAMO Services</th>
<th>DASR 145</th>
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<tbody>
<tr>
<td>Airbus Group AP</td>
<td>2</td>
<td>3</td>
<td>2</td>
</tr>
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* CASA/EASA 21

# Expositions/Plans Submitted
# Expositions/Plans in Development
Opportunities/Positives

• DASR shift to outcome focussed
• Supports DoD First Principles Review & Plan Jericho
• Commercial/Military alignment
  – 2000 RAAF, 8000 Civil in the pool
  – Ability to transfer People/structure/expositions
• Recognition of OEM Design/Systems
Opportunities/Positives cont’d

• Cultural Change

• Performance Based Contracting
  – Outcome based
  – Risk based decision & priorities

• Integration with Military Operator

• Industry as a ‘Fundamental Input to Capability’

• Industry closer alignment with end user
Issues/Concerns

- DASR Working Group
  - Working with Regulator & CASG
- Readiness of CAMO
  - Understanding accountabilities
  - Industry not leaning too far forward
- Contract template review/rework
  - Industry to be apart of review/rewrite
Issues/Concerns cont’d

• Contract to remove old references
  – Contracts reference the TAREGs?

• Cultural changes
  – Less prescriptive requirements for Maintenance Instructions

• Management of Airworthiness Certificates
Issues/Concerns cont’d

- Multiple interface into regulator
  - Lead to mixed messages
  - Single DGTA/Company POC
- Organisational Safety Management System
  - New requirement for all parties
  - Maturity Phase in Plan supported
- DASA transition Coordination
- Change Cost Absorbed by Industry to date
• Regulator Cultural Change & Training
  – Internal Regulator Training and required change in culture for the successful transition to DASR
  – CASG (SPO AEO Sponsor) MTCH
    Delegates to be included as well
Airbus Group AP Journey

- Airbus Group AP context
- Journey pre/post DASR
- Opportunities offered by DASR
- Complexities to be understood and managed
- Into the Future
Airbus Group AP Organisation

- Owned by Airbus Helicopters
- 13 Locations AS/NZ, 1700 staff
- Airbus Helicopters & Airbus Defence and Space
- Support Civil Helicopters/Fixed Wing (CASA/EASA 145, CASA 21M, CAA 146/145)
- AS and NZ Military Fleet Support (AEO, AMO)
Airbus Group AP Parentage

- Airbus Helicopters
  - EASA 21J (Civil Helicopters)
- NATO Helicopters Inc (AH, Fokker, Leonardo)
  - JMAAN 21 NH90
- Airbus Defence and Space
  - MRTT /A400M (EMAR 21J)
Airbus Group AP Context

Australian Military Context - platforms
• C130J Hercules
• P3C Orion
• ARH Tiger Helicopter
• MRH90 Multi Role Helicopter

AMO/AEO different due to contracts
Objective – Single Engineering System
Phase 1: Rotary Wing
• ARH and MRH
  • Similar contract scope/OEM
  • Significant reduction in processes, forms
• Outcome:
  • Reduced EMS maintenance and audit burden
Airbus Group AP - DASR

• Fixed Wing
  – C-130J/P3C (MDOA)
  – DASR 21J, 145, CAM Services

• Rotary Wing
  – ARH/MRH (MDOA)
  – DASR 21J, 145, CAM Services
Regulated activity scope reduced
• Limited to certification basis activities; functional/performance not regulated but necessary
• Minor changes: Compliance finding done in-house (no direct sponsor dependency – CVE on behalf of Authority)
Airbus Group AP – long term DASR efficiencies

• Also potential increase in activity scope:
  – Major changes: Compliance finding on behalf of Authority

• Other potential efficiencies:
  – Recognition of NMAAs
  – Recognition of OEMs/ FMS sources
Contemporary Certification Standards – Major Changes

DASR 21.101 – requires contemporary standards to be applied to changes to type certificate, unless the change is not significant according to the product change rule.

- Enforced in the transition period?
  - Changes to legacy platforms certified against the certification standard in effect at initial certification.
Beyond 2018

• DASR 21J MDOA
  • C-130J, ARH, MRH
• DASR 145 * 2
  • C-130J & ARH/ MRH
• CAM Services
  • C-130J & ARH/MRH
• Aviation SMS (Integrated with HSE)
• Framework for support to NZDF (Safe Air) and Indonesian MoD