International Military Airworthiness Regulation Conference

A Military Air Operator’s View

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Scope of Presentation

• Why do we have regulations
• DASR Structure, the Military Air Operator and Flight Operations
• My responsibilities
• Benefits
Why do we have regulations

Amplification of Work Health and Safety Requirements

- Explosives
- Radiation
- Aviation

- Diving
- Fire
- Contaminated air
- Falling objects
- Electrical
- Noise
- Asbestos
- Poor reporting
- Lead
- Poor training
- Maintenance of plant
- Lifting
- Demolition
- Confined spaces
- Excavating
- Poor labels
- Heights
- Poor health monitoring
- Poor labels
- Maintenance of plant
- Excavating
- Poor labels
- Heights
- Maintenance of plant
- Excavating
- Poor labels
- Heights
Why do we have regulations

- Simplest terms
  - Keep people safe
    - In aircraft and on ground
  - Secondary
    - Aircraft
- Manage the tension between production and protection
- Maximise operational freedom while maintaining safety
Why do we have regulations

• Amplification of WHS regulations
  – Clear accountabilities need to identified
  – Responsibilities within design, construction, maintenance and operation the aircraft and service providers
• Chain of command responsibilities – to ensure safety
• DASA – safety authorities perform assurance roles,
Clear safety accountabilities under Legislation / Common Law

Command must ensure that hazards/risk reduced SFARP

CASG
HASD
DGAir
OC SPO
CO/CENGR

WHS Section 22

ACAUST
MAO
OC Wing
CO SQN

WHS Section 20

CAF

Risk decisions regarding capability/safety

DefenceAA assures Defence aviation safety

DefenceAA
DASA
DASP
DASR

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

Defence Aviation Safety Authority

* Air Force example only
Why do we have regulations

- Old regulations – technical and operational airworthiness
  - Technical regs for the design, construction and maintenance of aircraft and various other aviation support systems
  - Operational regulations for flight operations and support services
- Confusion and duplication existed in some areas with regard to responsibilities, accountabilities and requirements
  - e.g. What is truly operational versus what is airworthiness vs support services
- DASR integrate both technical and operational elements and sets up clear accountabilities;
  - e.g. initial airworthiness, aerodromes...as shown in the next diagram
Old and New Frameworks

Previous regulatory framework

- Technical airworthiness
- Operational airworthiness

DASR framework

- Initial Airworthiness
- Continuing Airworthiness
- Flight operations
- Air Navigation Services
- Aerodromes
- Aviation Safety Management Systems

Operational
airworthiness

Defence Aviation Safety Authority
Meeting State Safety Program Requirements

- Aviation Safety Program Requirements
  - Safety Policy and Objectives
  - Safety Risk Management
  - Safety Assurance
  - Safety Promotion

- DASR are a subset of the policy and objectives

Defence Aviation Safety Authority
DASR targeted at lowest practicable level (MAO/CAM)

2 STAR : ACAUST/COMD FORCOMD/COMAUSFLT:
• Exercise command authority
• Make capability/safety decisions
• Govern (multiple) air operators
• Establish common systems and interoperability

Military Air Operator:
• Flying Management System
• Orders, Instructions, Pubs
• Training and Qualifications
• Quality Management
• Safety / Risk Management
• Continuing Airworthiness

DASR-21
DASR-SMS
System Program Office

DASR-145
DASR-SMS
Squadron

FEGCDR MAO / CAM

QMS QMS QMS

IAW Command Direction

Defence Aviation Safety Authority
A Practical Explanation

Military Air Operator (FEG or equiv)

- Accountable Manager (FEG CDR)
- QMS (Quality Manager)
- CAMO (CAM-DLC (O6))

Wing

- Operations
  - CAMO Functions

Squadron

- Operations
  - CAMO Functions
  - MRO* (Responsible Manager)

* For leased aircraft all MRO activities may be undertaken by contracted organisations

CAMO Functions

Contractor
  - Maintenance
  - Requirements
  - Organisations

Contractor Military Design Organisations

Contractor Continuing Airworthiness Management Organisations

SPO

- MDOA (MTCH-HOD)
  - CAMO Functions

Defence Aviation Safety Authority
Benefits

• Meets WHS legislation – aviation safety is a command responsibility
  – Must ensure aviation safety risks are eliminated or otherwise minimised so far as reasonably practicable (SFARP) in the circumstance

• Single point of accountability for continuing airworthiness and flight operations
  – One star level
  – Allows regulatory oversight of the organisation more directly accountable for aviation safety and continuing airworthiness of each aircraft type

• Flexibility provisions in the basic regulation

• Chain of Command make decisions based on risk
• The MAO facilitates a healthy tension between safety and capability: The MAO is responsible for both and therefore, the MAO has to 'balance' the two:
  – without a MAO other organisations may make these 'balancing' decisions without actually being aware and/or affected by both safety and capability (e.g. previously SPOs would potentially make capability decisions)

• Going Forward, we can’t work in isolation – both within our own organisations and as an aviation community

• A global airworthiness convention will allow us to work towards common goals
QUESTIONS