



DASR MAR 18 RELEASE – TOP LEVEL CHANGES

The first DASR release of 2018 was published on to the DASA webpage on 27 Mar 18. In this release, the following are the top level changes:

DASR Part 147 regulations

1. The following major changes in the form of new AMCs and a GM were incorporated into the DASR:
 - a. Compliance direction on qualifications for instructors and assessors was added under AMC DASR 147.A.105(f) (AUS).
 - b. Compliance direction on training and learning management packages was added under AMC1 DASR 147.A.120(a) (AUS).
 - c. Guidance on minor amendments within MTO exposition was also added under AMC DASR 147.A.139(a) (AUS).
 - d. Various editorial changes were also made that did not alter the intent of the regulation.

DASR OPS regulations

2. A major change under Aircrew.10 regulation has been incorporated into DASR which would enable ADF to have one aircrew training system that supports raise, train and sustain activities without compromising suitability for flight.
3. In addition to the editorial changes, the following minor changes were made that did not alter the intent of the regulation:
 - a. In order to align process for addition and removal of aircraft from the Defence register, ARO.60 AMC Para 2d was modified.
 - b. Definition of “the Authority” and various acronyms were added within the DASR glossary.
 - c. DASR Form 150, "Notification of Unmanned Aircraft System operating under a Standard Scenario" has been released and is to be utilised as the only approved method of notification under AMC UAS.30.C.

DASR Part 21 regulations

4. In addition to the editorial changes, the following minor changes were made that did not alter the intent of the regulation:
 - a. An AMC has been moved from 21.A.44 (Obligation of the Holder) to 21.A.14(c) (MTC Holder Organisations), and some minor changes were also made to 21.A.14(c) to enhance compliance with EMAR wording.
 - b. A GM has been moved from 21.A.44 to 21.A.14(c) as it is better placed in the MTC holder eligibility criterion as opposed to MTC holder obligations.
 - c. Reference to the Project DoSA has been removed from various AMC and GM within Subpart B (Military Type Certificates) as that function is better explained via the DoSA delegation letter and internal DASA procedures, and hence is not required in the implementing regulations.
 - d. A GM 21.A.235 (Issue of Military Design Organisation Approval) has been deleted because it is not compatible with the DASA recognition framework and will not be used.

DASR Part M regulations

5. In addition to the editorial changes, the following minor changes were made that did not alter the intent of the regulation:
 - a. A revised AMC to M.A.201(g) now defines three options for the consumption of services and artefacts provided by maintenance organisations acceptable to DASA. Additional content has been added to explain that use of recognition provision at M.A.201(g) which is subject to the scope, conditions and caveats outlined in the applicable Recognition certificate.
 - b. GM to M.A.201(g) has been added which clarify that alternate artefacts will only be applicable for organisations outside Australia.
 - c. M.A.201(l) has been removed because it negates the requirement for the derogation clause at M.A.201(l).

DASR Part 145 regulations

6. In addition to the editorial changes, the following minor changes were made that did not alter the intent of the regulation:
 - a. A paragraph within GM 145.A.55(c) (1) has been added to clarify system accountabilities related to maintenance certification and CRS.
 - b. Further information has been added to the AMC 145.A.30 (b)3 regarding achieving chartered engineer status with a diploma qualification.

DASR MAR 18 RELEASE - SUMMARY OF CHANGES

Clause	Current Content	Revised Content	Rationale
DASR 147			
AMC1 DASR 147.A.105(f) (AUS) (Instructors & Assessors)	<p>1. Assessors shall hold either:</p> <p>a) TAE10, or equivalent qualification, plus relevant aviation knowledge and skills to at least the level that is being assessed; or</p> <p>b) the competencies, or equivalent competencies, as follows:</p> <p>(i) plan and organise assessment,</p> <p>(ii) assess competence,</p> <p>(iii) participate in confirming assessment that meet the current requirements for training and assessment under the Australian Qualifications Framework as determined by the National Skills Standards Council in effect at the time of delivery and assessment; plus:</p> <p>(iv) relevant vocational knowledge and skills to at least the level that is being assessed.</p> <p>2. In derogation to paragraph a, two persons may be used to undertake assessments if:</p> <p>a) one person has the competencies required</p>	<p>1. Instructors. The qualifications for instructors depends on the type of training they are delivering:</p> <p>a. those who are delivering training that leads to the award of a Statement of Attainment or a qualification which contains national units of competence. Qualifications for these instructors are either:</p> <p>(i) a Cert IV in TAE (or higher qualification), plus an Aeroskills Cert IV (or higher qualification) in the trade related to the subjects in which the individual is instructing or a DASR/CASA 66 B1/B2 licence; or</p> <p>(ii) a TAE 'Enterprise Trainer' skill sets (Mentoring or Presenting) if the individual works under the supervision of a trainer who holds the Cert IV in TAE; plus an Aeroskills Cert IV (or higher qualification) in the trade related to the subjects in which the individual is instructing or a DASR/CASA 66 B1/B2 licence.</p> <p>b. those who are delivering training which is not</p>	<p>The revised content provides more specific information on acceptable qualifications for instructors and assessors. Further, the information separates qualifications necessary to satisfy the Australian Skills Quality Authority (ASQA) (for training or assessing national units of competence) from the qualifications needed to satisfy aircraft maintenance training which is outside ASQA's scope.</p> <p>The information also reflects latest Defence policy in trainers and assessors</p>

	<p>under paragraph a.2(i) to a.2(iii); and b)the other person has the knowledge and skills under paragraph a.2(iv).</p>	<p>related to Statements of Attainment or qualifications containing national units of competence. Qualifications for these instructors are either:</p> <p>(i) Military instructors. The Services have policies which define the qualifications for ground training instructors and assessors. These policies (eg AC SI (PERS) 33-40) are an acceptable means of complying with the requirements of this clause.</p> <p>(ii) Contractor instructors. Instructors at contractor MTOs are to have a TAE 'Enterprise Trainer' skill set (Mentoring or Presenting) or equivalent qualification plus an Aeroskills Cert IV (or higher qualification) in the trade related to the subjects in which the individual is instructing or a DASR/CASA 66 B1/B2 licence.</p> <p>2. Assessors. There are two classes of assessors:</p> <p>a. those who are conducting assessments of units of competence. Required qualifications are the TAE Assessor Skill Set or higher TAE qualification that contains the TAE Assessor Skill Set, plus Registered Workplace Assessor or Aeroskills Approved Assessor.</p> <p>b. those who are assessing whether trainees' performance following training which is not directly related to units of competence. Such assessors are to hold an Aeroskills Cert IV (or higher qualification) in the trade related to the subjects in which the individual is instructing or a DASR/CASA 66 B1/B2 licence. A TAE Assessor Skill Set, plus Registered Workplace Assessor or Aeroskills Approved Assessor is not mandatory, but is recommended.</p>	<p>qualifications</p>
<p>AMC DASR 147.A.110(a) (AUS)</p>	<p>There were nil contents in this section.</p>	<p>PMKeyS contains the information required by DASR 147.A.110 (a) and this database satisfies the requirements of this clause if an MTO uses PMKeyS.</p>	<p>It was suggested that PMKeyS can be used as an approved source of records.</p>

AMC1 DADR 147.A.110(b) (AUS)	There were nil contents in this section.	Duty Statements (or equivalent documents) satisfy the requirements of this clause.	Duty Statements satisfied the requirements of this clause.
AMC1 DADR 147.A.120(a) (AUS)	There were nil contents in this section.	Training Management Packages, Learning Management Packages and equivalent training materials which comply with the standards set in the Defence Learning Manual (DLM) and Systems Approach to Defence Learning Practitioners Guides meet the requirements of this clause.	Training Management Plans and Learning Management Packages meets the requirements of this clause.
AMC DADR 147.A.139(a) (AUS)	There were nil contents in this section.	Where the MTO reports course completions in PMKeyS, it is acceptable for the MTO to provide the course name, PMKeyS proficiency number and list of graduates' names and PMKeyS identification numbers to DASA.	<p>It was suggested that DASA is not funded or contracted to provide DASA with copies of training certificates of individuals graduating from RAAFSTT.</p> <p>Initial trade training and Type courses completed by military personnel are recorded in PMKeyS. It will be sufficient for DASA's purpose if the MTOs provide the course name, PMKeyS proficiency number and a list of the graduates' names and PMKeyS identification numbers.</p>

<p>GM1 DASR 147.A.140(c) (AUS)</p>	<p>There were nil contents in this section.</p>	<p>The classes of amendments which may be acceptable to DASA without prior approval by the Authority are those which have no material effect on safety, the quality of training or the knowledge, skills and attitudes of course graduates. With reference to Annex A to AMC 147.A.140, the procedure could include, but is not limited to changes to the following elements of the Exposition: a. 1.5 - List of instructional and examination staff. Changes to the list of instructors, examiners and assessors can be made, provided that the new employees have the appropriate qualifications. b. 1.8 - General description of facilities. The general description of facilities may be changed. c. Part 2 – any element may be changed, provided any such change has no material effect on safety, the quality of training or the knowledge, skills and attitudes of course graduates. d. All elements – grammatical and typographic changes. DASR 147 organisations may propose other elements to be included in the procedure for the DASA’s consideration.</p>	<p>The clause permits the MTO Exposition to contain a procedure to make minor changes to the Exposition.</p>
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<p>AMC DASR 147.A.155(a)1 (AUS)</p>	<p>There were nil contents in this section.</p>	<p>If a DASR 147 MTO is also a Registered Training Organisation or has a CASR Pt 147 organisational approval and the accreditation or approval is suspended or revoked, the DASA is to be advised within five working days. The advice is to include the reason(s) why the accreditation/approval has been suspended or revoked. If the accreditation/approval has been suspended for a set period, the advice is to state the period of suspension. DASA will determine whether suspension or revocation of the DASR 147 approval is warranted and advise the MTO.</p>	<p>It was suggested that the regulation should include the effect on an MTO if an organisation loses Australian Skills Quality Authority (ASQA) accreditation or CASA approval.</p>
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Clause	Current Content	Revised Content	Rationale
DASR OPERATIONS			
AIRCREW.10	<p>OMAUFLT/COMD FORCOMD/ACAUST must ensure that minimum Defence aircrew qualification and currencies include: (OAREG 2.3.b) GM AMC to AIRCREW.10.A – Award of Aircrew Qualifications (AUS) (8000.010 S5 C1)1.The authority to award aircrew brevet and qualifications is listed in the appropriate approved training syllabus, and is normally delegated to the Commanding Officer (CO) of the unit conducting the training course. All awards of aircrew qualifications should be recorded in the member’s Flying Log book or other authorised electronic means.</p> <p>Pilot Qualifications</p> <p>1.Basic Qualifications. The two basic pilot qualifications are as follows: a. Captain. A captain is a qualified first pilot on type who has been assessed as suitable for regular appointment as an aircraft captain for a specified range of operational and other tasks relevant to that unit and aircraft type. a. Co–pilot. A co-pilot is a qualified first pilot on type who has been assessed to be suitable for regular appointment as a support pilot for a specified range of operational and other tasks relevant to that unit and aircraft type. A co-pilot may perform specific functions of the captain: i. under the direct supervision of the authorised aircraft captain; andi.in accordance with Command, Wing and/or Unit Standing Instructions (SI).1.Special Pilot Qualifications. The following are special qualifications relevant to the pilot category: a. Instrument Rating Examiner (IRE). An IRE is a pilot who may conduct instrument flight tests for the award of</p>	<p>(a) The MAO must ensure an aircrew training system is established that supports raise, train, sustain requirements and includes the following elements: GM</p> <p>GM AIRCREW.10.A - Operational Standards</p> <p>1. Purpose. The purpose of this regulation is to assure that a minimum operational standard is maintained to ensure suitability for flight will not be compromised.</p> <p>2. Applicability 1. This regulation may apply to foreign military personnel employed as aircrew on Defence aircraft.</p> <p>3. Applicability 2. Members undergoing initial aircrew training are considered to be aircrew for the purposes of this guidance.</p> <p>4. Applicability 3. Air Force MAO compliance with this regulation is bounded by AC SI(OPS) 02-01 as part of Air Command’s assurance of standardisation.</p> <p>Training and Development</p> <p>5. AFTG is the RAAF Centre of Excellence for aviation training needs and development criteria and may provide advice to support regulatory outcomes.</p> <p>6. AAvnTC is the Army Centre of Excellence for aviation training needs and development criteria and may provide advice to support regulatory outcomes.</p> <p>7. HQ FAA is the Navy Centre of Excellence for aviation training needs and development criteria and may provide advice to support regulatory outcomes.</p> <p>8. The Defence Learning Manual (DLM) provides policy direction on learning and development</p>	<p>DASR.Aircrew.10 incorporates Aircew.15 Flying Instruction, Aircrew.20 Airborne Emergency Training, and ORO.25 Aircrew Competency System.</p> <p>This major change will create a tri-Service, outcome based aircrew training system regulation that will support RTS activities across the ADF. Identifying CFS as the Defence CoE for airborne instructional techniques ensures tri-Service standardisation.</p>

	<p>an instrument rating. A Senior Instrument Rating Examiner (SIRE) is a Flying Instructor authorised to renew IRE ratings and to conduct instrument flight tests. a. Flying Instructor. A flying instructor is a pilot who has been trained and certified as competent to give flying instruction. Flying instructors are to be subject to an annual flying instructor competency assessment conducted by a Flying Instructor Standardisation Officer. Sub-categories of Flying Instructor roles may be created or endorsed by COMAUSFLT/COMD FORCOMD/ACAUST as part of the applicable FMS (eg. QHI) a. Qualified Test Pilot (QTP). A QTP is a pilot who has postgraduate qualifications to carry out research, development, test or evaluation of an aircraft. a. Unit Maintenance Test Pilot (UMTP). A UMTP is a pilot specifically trained and endorsed to carry out post-maintenance flight testing of an aircraft</p> <p>Aircraft Categorisation (8000.010 S5 C1)</p> <p>1. All aircrew, employed in a flying role, are awarded a categorisation indicating their proficiency in that role. Aircrew categories utilised by Defence Aviation are: a. Cat A-Select. Cat A is to be awarded to aircrew who: i. display a consistent standard of excellence and effectiveness of the highest levels practicable within a particular role (with the aircraft and equipment in use) and, in particular, have displayed outstanding leadership and tactical or instructional ability where relevant to the role; i. displays comprehensive and extensive professional knowledge in that role; and i. have</p>	<p>activities or programs that are managed, sponsored or funded by any Defence authority. The DLM ensures that such policies are consistent and align with Defence capability priorities whilst ensuring efficient and effective use of resources.</p> <p>AMC AIRCREW.10.A(1): Categorisation system Categorisation of aircrew describes the level of proficiency in a role. Aircrew categories may include: Category A – Select. Category A aircrew have: a consistent standard of excellence and effectiveness of the highest levels practicable within a particular role (with the aircraft and equipment in use) and, in particular, have displayed outstanding command, leadership and tactical or instructional ability where relevant to the role comprehensive and extensive professional knowledge in the role extensive experience in the role. Category B – Highly Proficient. Category B aircrew have: a consistently high-level of effectiveness, particularly in respect of leadership and tactical or instructional ability where relevant to the role comprehensive professional knowledge within the role substantial experience in the role. Category C – Proficient. Category C aircrew have: achieved an intermediate level of effectiveness an intermediate level of professional knowledge within the role sufficient experience to function competently in all aspects of the role. Category D – Qualified. Category D aircrew have:</p>	
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	<p>extensive experience in the role. a. Cat B-Highly Proficient. Cat B is to be awarded to aircrew who: i. display a consistently high-level of effectiveness, particularly in respect of leadership and tactical or instructional ability where relevant to that role; i. display a comprehensive professional knowledge within the role; and i. have substantial experience in the role. a. Cat C-Proficient. Cat C is to be awarded to aircrew who have achieved at least the minimum level of operational effectiveness, professional knowledge and experience to function competently in all aspects of the role in peace and in war. a. Cat D-Converted to Type. Cat D is to be awarded to aircrew who have converted to type, but who do not meet the requirements of Cat C.1.Where useful for management purposes, an aircrew member's categorisation may be qualified to indicate differing levels of proficiency in different aspects of the role. Categorisation Scheme 24</p> <p>1.OIP issued by the relevant MAO should detail the management of the categorisation scheme for pilot and non-pilot aircrew.1.Award of Category. Aircrew categories should be awarded IAW the relevant OIP. MAO may determine policy for the award and renewal of aircrew Cat A.1.Category Validity and Recording. Aircrew categories, including Cat A, remain valid for a 12 month period; however, they may be revised at any time by a nominated authority. Changes of category should be recorded.1.Pilot's Instrument Rating. For a pilot to be operationally competent, the member should be rated to safely operate the aircraft by</p>	<p>achieved a Type Rating a base-line level of professional knowledge within the role a base-line level of experience to function competently in the role. Category E or U – Uncategorised. Category E or U aircrew are: undergoing Type Rating conversion, refresher or other training for the award of qualification or category aircrew whose category has lapsed aircrew whose category is no longer valid. Other categories as nominated by Command. Category Validity. Aircrew categories should be defined in Command OIP and address currency and recency requirements. Aircrew categories should remain valid for a 12 month period, unless a longer period is authorised.</p> <p>AMC AIRCREW.10.A(2) (AUS) - Basic aircrew qualifications. Basic Aircrew Qualifications should be defined in Command OIP and may include: Flight Crew. The flight crew basic qualifications include: Aircraft Captain Co-Pilot Flight Engineer. Mission Crew. The mission crew basic qualifications include: Airborne Electronics Analyst Weapon Systems Officer Maritime Patrol and Response Officer Air Battle Manager Aircrewman</p>	
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	<p>sole reference to the aircraft instruments. The minimum Instrument Rating held should be: a. Cat A and B captains should maintain a Qualified Instrument Rating a. Cat C and D captains, and co-pilots, may hold a minimum of a Qualified/Restricted Instrument Rating.1.Cancellation. If at any time the aircrew member is considered to have become ineligible, or displays performance below the standard required to hold a particular category, rating or appointment, their category can be cancelled by the Commanding Officer.</p> <p>GM to AIRCREW.10.A – Defence Aircrew Qualifications and Training (AUS) (8000.010 S5 C1)1.Purpose. The purpose of this regulation is to assure that Defence aircrew are adequately trained and proficient for employment in a specific role.1.Applicability. This regulation applies to all Defence personnel and foreign military personnel employed as aircrew on Defence aircraft. Members undergoing initial aircrew training are considered to be aircrew for the purposes of this guidance.1.Definitions. To allow Defence levels of proficiency and readiness to be assessed, uniform definitions and limitations must be applied Defence wide when discussing aircrew qualifications and categorisation. The following terms have specific definition within the context of this regulation: a. Qualification. Aircrew are considered qualified when they have successfully completed the relevant approved training syllabus and been awarded the appropriate aircrew qualification. Whilst aircrew</p>	<p>Aircrew women Technician Air Refuelling Operator Crew Attendant Flight Test Engineer Loadmaster Aviation Warfare Officer Other aircrew nominated by the Command.</p> <p>AMC AIRCREW.10.A (3) (AUS) - Additional aircrew qualifications Additional Aircrew Qualifications may include: Aircrew Instructor Assessor Flight Test. Flight Test aircrew may include: Flight Test Pilot Flight Test System Specialist. Maintenance Check Flight Pilot Other qualifications as nominated by the Command.</p> <p>AMC AIRCREW.10.A(4) (AUS) – Airborne Emergency Training. All aircrew are required to operate aircraft proficiently in accordance with normal and emergency procedures prescribed in the aircraft flight manual. To gain proficiency in performing emergency procedures, aircrew require training and practice in emergency situations. To the maximum extent practicable, emergency training should be conducted in a simulator. Where this is not possible due to the lack of a suitable simulator, or because of simulator limitations or inadequacies, airborne emergency training may be conducted in aircraft to the extent approved by the OIP. Practice emergencies should be limited to</p>	
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	<p>are undergoing initial training or conversion they are generally referred to as Cat U/E (or Uncategorised) – though there is no requirement to record this categorisation formally. a. Categorisation. Categorisation (CAT) is an indication of a member’s proficiency in a flying role and is indicated by the award and recording of one of the following categories:</p> <p>i. Cat A-Select. Cat B-Highly Proficient. Cat C-Proficient. Cat D-Converted to Type a. Crewing of Aircraft. The following definitions of aircraft crewing are to be used:</p> <p>i. Multi-crew. The term ‘multi-crew’ refers to an aircraft crewed by both pilot and non-pilot crew. i. Single pilot. The term ‘single pilot’ refers to the crewing of an aircraft by one pilot, even though other pilot positions may be available and occupied by non-pilot crew members. i. Two pilot. Two pilots crewing refer to the operation by two pilots of an aircraft fitted with dual flying controls. i. Dual. The term ‘dual’ refers to a flight under the command of a Flying Instructor for the purpose of conducting flying instruction. i. Solo. The term ‘solo’ refers single pilot, no other crew.</p> <p>1. Successful completion of a prescribed qualifying course for the relevant aircraft type or system or are undergoing a course of instruction conducted by a qualified instructor in accordance with an approved curriculum.</p> <p>2. Been deemed competent and current by the operating unit commander for the roles and duties to be performed.</p> <p>(b) The Commander Air Force Training Group (CDR AFTG) must coordinate with</p>	<p>simulating those events described in the aircraft flight manual (AFM) and conducted in accordance with the emergency procedures promulgated in the AFM. Practice emergency sequences designed to simulate emergencies not described in the AFM should be reviewed and approved in OIP prior to being conducted.</p> <p>Practice engine failures – General. Training involving an actual engine shutdown should only occur during use of a FSTD. Airborne engine failures may be simulated during actual flight by retarding the throttle or power control lever to idle, or to a setting which simulates engine shutdown. Some engine emergency scenarios may involve an intermediate setting to simulate a limited power or power restriction scenario. OIP should document the procedures and limitations for the simulation of an engine failure and for subsequent actions, including engine operating limitations, committal and overshoot heights, and engine restart and warm-up procedures.</p> <p>Practice engine failures – Single-engine aircraft. The deliberate airborne shutdown or stopping of an engine in single-engine aircraft during emergency training may not occur unless specifically authorised by COMAUSFLT / COMD FORCOMD / ACAUST.</p> <p>Practice engine failures – Multi-engine aircraft. A suitable education program that covers multi-engine theory, such as asymmetric aerodynamics, should be implemented to prevent serious incidents (See B-707 BOI recommendation). Procedures and limitations for asymmetric training in all multi-engine aircraft types under command should include: methods to be employed for the simulation of</p>	
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	<p>COMAUSFLT, COMD FORCOMD and ACAUST to initiate and maintain Defence basic fixed wing flying curricula. (OAREG 2.3.1.a)</p> <p>(c) COMAUSFLT/COMD FORCOMD/ACAUST must establish an approved course of training for award of initial pilot qualifications. (OAREG 2.3.1.b)</p> <p>(d) COMAUSFLT/COMD FORCOMD/ACAUST must endorse and coordinate the implementation of Defence initial non-pilot curricula. (OAREG 2.3.2.a) GM to AIRCREW.10.D - Non-Pilot Crew Qualification (AUS)4.(8000.010 S5 C1) Non-pilot crew includes ground based UAS personnel who are integral to airborne flight operations. The following are qualifications relevant to the non-pilot category: d. Aviation Warfare Officerd.Aircrewman and Aircrewman Techniciand.Air Refuelling Operatord.Warfare Officerd.Air Combat Officerd.Flight Test Engineerd.Flight Test Systems Specialistd.Airborne Electronics Analystd.Flight Engineerd.Loadmasterd.Crew Attendantd.UAS Remote Pilotd.UAS Air Vehicle Operatord.Other specialist crew nominated by COMAUSFLT/COMD FORCOMD/ACAUST.</p> <p>(e) The MAO must endorse OIP detailing aircrew currency requirements for aircraft crew duties. (OAREG 2.3.3.a)</p> <p>(f) The MAO must ensure that OIP issued under this regulation will base award of role/duty qualifications upon approved training and assessment criteria that includes: (OAREG 2.3.3.b)</p>	<p>engine failure(s)</p> <p>procedures and limitations for asymmetric flying training, including double asymmetric training (if permitted)</p> <p>aircraft type limitations for asymmetric training operations including minimum:</p> <p>heights</p> <p>speeds</p> <p>weather criteria.</p> <p>Multiple emergency training. The reliability of modern aircraft systems are such that the simultaneous failure of critical, independent systems should be rare. Accordingly, airborne emergency training involving multiple emergencies should not be required. A system failure that would normally lead to an associated failure and that cannot be safely practised should be described and discussed as part of emergency training.</p> <p>Authorisation. Aircrew should not be permitted to perform unsupervised airborne emergency training without specific authorisation.</p> <p>Weather. To the maximum extent possible, airborne emergency training should be conducted in VMC. In the case of emergency training involving failure of the pilot's primary attitude reference, flight in IMC is prohibited unless a qualified and current safety pilot is crew assigned to monitor full panel instruments and will occupy a control seat with fully-functioning dual controls.</p> <p>Airborne emergency training should be conducted under the supervision of an Aircraft Captain with appropriate experience. In all practice scenarios, the crew should be briefed and familiar with appropriate emergency procedures prior to airborne emergency training being conducted.</p>	
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	<p>1.pre-requisite competencies are defined and met 2.role specialisation training is defined and conducted 3.the authority for award or cancellation is identified 4.the requirements for recording and monitoring competence are defined 5.criteria that define a lapse in role or crew duty skills are defined, including requirements for re-qualification. (g) The MAO must ensure that role specific training is conducted in accordance with approved OIP. (OAREG 2.3.9.a) GM</p>	<p>AMC AIRCREW.10.A (5) (AUS) - Currency and recency requirements</p> <p>Currency requirements should be defined in OIP and may vary depending on the category scheme used. Recency requirements, if applicable, should be defined in OIP and may vary depending on the category scheme used. Currency and recency requirements should include: minimum currency criteria methods of maintaining and regaining currency identification of circumstances and author</p> <p>AMC AIRCREW.10.A(6) - Method of recording qualification, competency and currency</p> <p>The authority to award aircrew qualifications should be listed in the approved Command OIP. All aircrew qualification awards should be recorded in accordance with DASR AIRCREW.80. The recording method may be flying logbooks, electronic (soft copy) based solutions, or any other format that is determined to be enduring. The competency management system should not be contained within operational documents. The records of competency and recency are deemed OIP. As such, the provisions of DASR.AO.GEN apply.</p> <p>AMC AIRCREW.10.A(7) - Air Instructor training and standards requirements</p> <p>Defence flying training systems rely on the quality and integrity of aircrew instructors to implement authorised standards and procedures and achieve consistent and effective results. Aircrew instructors include airborne and non-airborne instructors</p>	
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		<p>associated with an airborne aviation system. The maintenance of aircrew instructor standards is vital for the maintenance of both Defence air capabilities and aviation safety. By ensuring both the competency and standardisation of aircrew instructors, Defence can reduce variance in flying performance between individuals, and consistently deliver standardised flying training.</p> <p>RAAF CFS is the Defence Centre of Excellence for airborne instructional techniques affording tri-Service standardisation of flying instruction techniques. CFS is also responsible for the competency assessment and standardisation of airborne instruction within Defence. CFS does not assess standards for tactical employment of service aircraft. This remains the responsibility of the appropriate MAO for particular aircraft types.</p> <p>Aircrew Instructor. Certification as an Aircrew Instructor allows Defence employment in aircrew instruction and assessment. Aircrew Instructors should be subject to routine instructor competency assessments. Aircrew Instructors may include:</p> <ul style="list-style-type: none">Flying InstructorFlight Engineer InstructorMission InstructorsSimulator Instructor. <p>Assessor. An assessor may include:</p> <ul style="list-style-type: none">Senior Instrument Rating Examiner (SIRE)Instrument Rating Examiner (IRE)Check CaptainCategory Assessor. <p>Aircrew Instructors should be qualified using a Defence-recognised course.</p> <p>Aircrew Instructors should be subject to routine instructor competency assessment.</p> <p>Categories of Aircrew Instructor roles may be developed by the Command as part of the applicable service-based aircrew training system.</p> <p>Non-Defence Aircrew Instructors deemed to meet</p>	
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		<p>equivalent Defence standards may be employed.</p> <p>AMC AIRCREW.10.A (8) - Training and standard requirements</p> <p>competency for all aircraft roles and operations</p> <p>training and assessment requirements for initial award and maintenance of competency</p> <p>criteria that define a lapse in competency, including the requirements for requalification.</p> <p>Pilot Instrument Rating. For a pilot to be operationally competent, the pilot is required to safely operate the aircraft by sole reference to the aircraft's flight instruments. Therefore, a Pilot Instrument Rating Scheme (PIRS) should be established to support safe aircraft operation during IMC. PIRS controls should include:</p> <p>Command responsibility to determine the conduct of an Instrument Rating Test (IRT), including consultation with CFS SME.</p> <p>Experience, currency and recency and renewal requirements.</p> <p>Flexible use of command to ensure that those pilots who, for various reasons, are not entitled to an Instrument Rating, may still fly under restricted conditions.</p> <p>Employment strategy of relevant Assessors.</p> <p>Flexibility provisions that can be authorised by the command chain.</p> <p>A system to ensure complete documentation of all testing and qualification awards.</p>	
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AMC ARO.100.C Para 6	Para 6 used to have over 50 references.	Replaced reference list with smaller consolidated list.	Previous references too detailed.
ARO.100.C	c.The applicant organisation must apply to the Authority for issue of, or variation to, a Military Air Operator Certificate or attached Operation Specifications.	c.The applicant organisation must apply to the Authority for: (i) issue of Military Air Operator Certificate or attached Operations Specifications (ii) variation to a Military Air Operator Certificate or attached Operations Specifications'	This change will clarify the necessity for MAO-AM to update Compliance Statements when applying for an MAOC variation, (as well as when applying for the issue of) and therefore reduce the risk of non-compliance with DASR.
ARO.055(a)	The MAO or operational commander must cease flight operations under their command or management where an emergent risk compromises the continuing airworthiness of aircraft and / or safe flight operations.	The MAO, or operational commander must cease flight operations under their command or management where an emergent risk compromises the continuing airworthiness of aircraft and / or Operational Airworthiness.	Re-introduction of 'operational airworthiness within DASR was inadvertently missed. 'safe flight operations 'has been replaced with 'operational airworthiness
ARO.60(a) AMC Para 2d)	confirm that the aircraft is not on any other aircraft register (AAP 7001.048 S3 C2 para 17)	Confirm that aircraft is not on any other register (AAP 7001.048 S3 C2 Para 17) and describe the process to permanently remove previous registration markings and insignia, where appropriate.	The considerations for both removal and addition to the Defence Register should have the requirement to remove previous registration markings. As a related side note there have been two instances of aircraft with both VH and Military registration makings.
FSTD.05.B AMC para 2.d	Flight crew operational training requirements. Reference to a detailed curriculum / training management plan. (Refer AMC 4)	Flight crew operational training requirements. Reference to a detailed curriculum / training management plan. (See paragraph 8)	Incorrect reference when FSTD.05 was 'cutover' from OAREG.
DASR Glossary addition	There were nil contents in this section.	Definition of "the Authority" in the DASR Glossary: The Authority collectively refers to the Defence Aviation Authority (Defence AA), and specific appointments within the Defence Aviation	There was no glossary definition for 'Authority'.

		Safety Authority (DASA) who have been given a delegation from the Defence AA to exercise authority on his behalf.	
AMC to DASR MED.15A paragraph 17	Critical Incident Mental Health Support (CMS). CMS has been developed as a technique to assist coping with a 'crisis'—an event that is often traumatic, personally confronting and out of the person's normal range of experiences.	Critical Incident Mental Health Support (CIMHS). CIMHS has been developed as a technique to assist coping with a 'crisis'—an event that is often traumatic, personally confronting and out of the person's normal range of experiences.	CMS has been replaced with CIMHS. Correct acronym IAW Defence Health manual.
ORO.30.B GM para 5	The FTAA is exempt from DASR ORO.30.B for flight test activities	The DoSA(FT) is exempt from DASR ORO.30.B for flight test activities	Incorrect nomenclature. FTAA has been replaced with DoSA.
ORO.25 Aircrew Competency System	<p>a) The MAO must establish an aircrew competency system that ensures:</p> <ol style="list-style-type: none"> 1) aircrew are trained and qualified in accordance with DASR AIRCREW.10 2) aircrew maintain currency on the required aircraft type 3) aircrew are competent to perform their assigned roles. <p>b) OIP issued under this regulation must ensure that aircrew currency requirements are identified, including:</p> <ol style="list-style-type: none"> 1) minimum currency criteria 2) methods of maintaining and regaining currency 3) Identification of circumstances and authority 	Deleted.	ORO.25 <i>Aircrew Competency System</i> has been incorporated into Aircrew.10.

	<p>for extension.</p> <p>c) The aircrew competency system must ensure that competency requirements are identified, including:</p> <p>1) competency for all aircraft roles and operations</p> <p>2) training and assessment requirements for initial award and maintenance of competency</p> <p>3) criteria that define a lapse in competency, including the requirements for requalification.</p> <p>d) The aircrew competency system must ensure that all aircrew qualifications and award of competencies are recorded.</p>		
DASR OPS PERS RPA	DASR RPA	DASR RP	Correct term
AMC UAS.30.C	There were nil contents in this section.	DASR Form 150, "Notification of Unmanned Aircraft System operating under a Standard Scenario" has been released and is to be utilised as the only approved method of notification under AMC UAS.30.C.	Under the new DASR.UAS that were released last December, UAS.30.C requires Command/Groups to notify their intention to operate a UAS under a Standard Scenario. An alternative method to providing written notification via email has been developed to allow a more effective receipt of information within a Smart Form (#150). This form will allow for an improved standardization and quality of information to subsequently inform ACPA Safety Assurance activities.

Clause	Current Content	Revised Content	Rationale
DASR 21			
GM 21.A.14(a) (Part a - o) Demonstration of capability (AUS)	<p>The Project Engineering Manager (PEM) within an Acquisition Project Office or equivalent will likely be required to perform a number of Authority tasks in relation to Type Certification. These tasks will be conducted by the Project Delegate of the Safety Authority (Project DoSA) and will vary from project to project and include providing some or all of the following:</p> <ul style="list-style-type: none"> a.(for extant organisational approvals) a recommendation on the suitability and appropriateness of organisational approvals for the scope of work to be undertaken; b.(for new organisational approvals) assistance with evaluating the suitability and appropriateness of the organisational for the scope of work to be undertaken; c.assurance that the ICA produced by the design organisation has been assessed as usable by the CAMO and/or in-service design and maintenance organisations; d.assistance in assessing a National/Military Airworthiness Authority's (N/MAA's) competence, in those situations where N/MAA prior certification activities are proposed to support type certification under DASR 21.A.20 – Compliance with the Type-certification base and environmental protection requirements (where applicable), but the N/MAA has not yet achieved unilateral/mutual recognition with Defence; e.assistance in assessing a NMAA/MAA suitability to conduct Compliance Demonstration inspection activities on new design to support type certification under 	Deleted	Removes information that relates to internal DASA processes rather than for use by the regulated community.

	<p>DASR;</p> <ul style="list-style-type: none">f.ongoing assurance throughout the type certification activity that the NMAA/MAA is maintaining the agreed level of competence and suitability;g. assurance that the draft certification programme (see DASR 21.A.20(b)) fully reflects the project's scope and complexity;h.assurance that the documented Defence Configuration, Role and operating Environment (CRE) assessment is fully reflective of Defence's proposed operations and usage;i.assurance that project (including contractor) staff who are appointed by the Authority to Inspect Compliance Demonstration evidence (DASR GM2 21.A.33), have employed the Authority's process and provided a sufficiently thorough inspection;j.assurance that, where non-compliance with a TCB element is anticipated, the proposed MCRI is supported by a robust risk characterisation and so far as is reasonably practicable determination by technical and operational stakeholders (required to comply with DASR 21.A.21(c)(3));k.timely advice that an emerging project issue may require an update to the agreed;l.timely advice that the Authority's agreed Level of Involvement (LOI) in inspecting Compliance Demonstration evidence may not be proportionate with observed design complexity and/or design organisation performance (DASR GM3 21.A.33);m.assurance that all limitations in the design are captured in the Type Certificate Data Sheet, flight manual or other agreed repository;n.(for Military Permit To Fly (MPTF)) assurance that the MPTF and relevant Military Air Operator Certificate Operational Specification (if required)		
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	<p>are consistent and comprehensive; and o.a declaration that there is no issue to the Project DoSA's knowledge that might preclude the Authority from issuing the requested certification. A delegation letter will define which of the above are required for the particular project being conducted.</p>		
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<p>AMC 21.A.14(c) - Demonstration;</p>	<p>In some countries a government organisation is approved by the Authority to execute the Military Type-certificate holder responsibilities. This government organisation may apply for a type-certificate or restricted type-certificate, without being the original design organisation. In this case, the government organisation should, in accordance with DASR 21.A.2, enter an agreement with a DASR 21.A.14(a) design organisation which has access to the Type Design data to ensure the undertaking of specific actions and obligations. The Authority acknowledges some extant platform procurement/ support arrangements will preclude availability of a DASR 21.A.14(a) compliant organisation to provide execution of holder functions. In these cases aAny alternative procedures for establishing a Design Assurance System or Safety Management System should be acceptable to the Authority in fulfilling the obligations required under DASR 21.A.44 - Obligations of the Holder.</p>	<p>In some countries a government organisation is approved by the Authority to execute the Military Type-certificate holder responsibilities. This government organisation may apply for a type-certificate or restricted type-certificate, without being the original design organisation. In this case, the government organisation should, in accordance with DASR 21.A.2, enter an agreement with a design organisation which has access to the Type Design data to ensure the undertaking of specific actions and obligations. Any alternative procedures for establishing a Design Assurance System or Safety Management System should be acceptable to the Authority in fulfilling the obligations required under DASR 21.A.44 - Obligations of the Holder.</p>	<p>Includes relevant AMC moved from 21.A.44 that has been amended to reflect MTC holder feedback (see NPA Summary of Responses). Also makes some minor changes to the clause to increase compliance with EMAR wording.</p>
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<p>AMC 21.A.14(c)</p> <ul style="list-style-type: none"> - Exposition; - Qualifications; - Experience; 	<p>There were nil contents in this section.</p>	<p>Exposition: Government organisations seeking approval as a MTC holder shall submit a Type Continued Airworthiness Exposition (TCAE) for approval by the Authority. The TCAE should:</p> <ul style="list-style-type: none"> i. justify the arrangements for management of the MTC and be capable of expanding for subsequent changes to type design, MSTC and major repairs, ii. include demonstration against the recognition framework general and specific suitability criteria when engaging a non-DASR design organisation via 21.A.2 to provide DASR 21J or holder functions, and iii. identify an individual (a senior Defence engineer) responsible for managing the in-house and contracted holder obligations. The individual shall comply with the following qualifications and experience requirements: <p>Qualifications:</p> <ol style="list-style-type: none"> 1. Bachelor of Engineering degree in Mechanical, Mechatronics, Aerospace, Aeronautical, Electronics, Software or Electrical Engineering. 2. Qualifications must be Australian accredited or assessed to be equivalent to Australian qualification by Engineers Australia, the Australian Computer Society or the Australian Institute of Project Management. <p>Experience:</p> <ol style="list-style-type: none"> 1. Chartered Professional Engineer in the Institute of Engineers Australia or equivalent. 2. Ten years of Aviation experience. The experience must comprise of at least two years' combined experience as staff of DASA or an organisation holding a Design Organisation Approval under EASA, CASA, EMAR or DASR 21 Section A Subpart J. 	<p>Content moved from AMC 21.A.44 to AMC 21.A.14. These requirements a better placed in the MTC holder eligibility criteria as opposed to MTC holder obligations.</p>
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<p>AMC 21.A.14(c) (Para a - l)</p> <p>- TCAE</p>	<p>There were nil contents in this section.</p>	<p>a. Information regarding the eligibility of the organisation to apply for and hold the Type Certificate (and subsequent changes to type design, MSTC and major repairs) in accordance with the requirements of DASR 21.A.14 (and/or DASR 21.A.92(a) and/or DASR 21.A.112B and/or DASR 21.A.117(c) and/or DASR 21.A.432B if applicable). This includes recognition framework assessments where non-DASR design organisations have been engaged.</p> <p>b. An overview of the Product's Type Design and Certification including subsequent modifications (and/or Supplementary Certificates and major repairs if applicable). Access arrangements to type design data for the life of type should be included here.</p> <p>c. The ADF configuration, Role and Environment (including a link to the SOIU).</p> <p>d. ADF Capabilities to support the Product including specialist support.</p> <p>e. Key organisations involved in the management of the product's design, including their contractual relationships with Defence; their maturity, experience, capabilities, limitations, responsiveness, quality of product, impartiality, past performance, and future viability; and any gaps in overall coverage. Information related to DASR 21 subpart J approval held by the organisation or equivalent approvals held under recognised authorities should be included.</p>	
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		<p>f. An assessment of the likelihood of leveraging other military and civil operator's programs to support the Defence product's design, including Defence's ability to influence those programs, and the type of data that will be accessible.</p> <p>g. Information related to the performance of holder obligations under DASR 21.A.44 (and/or DASR 21.A.118A and/or DASR 21.A.451 if applicable), including systems, processes and procedures used.</p> <p>h. Information related to how the organisation, or the design organisation with which they have an agreement, will perform its function as an applicant for and holder of any subsequent major changes to type design after the issue of the MTC. This information should include a methodology for major or minor classification of recognised design certifications.</p> <p>i. Information related to how the requirements of DASR 21.A.42 for integration of Products, Weapons and other Systems onto the aircraft.</p> <p>j. Information about the nominated individual responsible for managing the in-house and contracted holder obligations and QTE compliance information.</p> <p>k. System of managing changes to the TCAE including frequency of review and obtaining authority approval / notification.</p> <p>l. References to Procedures or processes referenced within the TCAE.</p>	
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<p>GM 21.A.14(c) MTC holder organisations</p>	<p>There were nil contents in this section.</p>	<p>Unlike civil TC obligations, Defence MTC and MRTC obligations are not enforceable via national legislation; DASR (in general) are enforceable for commercial organisations only via contract law. As a result, during the certification or approval process, the Authority will assess a nominated Australian government organisation, and when satisfied issue the Australian MTC to that organisation. That organisation becomes responsible for conduct of the holder obligations as detailed in DASR 21.A.44. AMC 21.A.14(c) defines the assessment criteria for the MTC holder organisation that will conduct the holder responsibilities and manage major changes to the issued MTC or MRTC.</p> <p>Contracting of holder responsibilities. Where the government organisation does not meet DASR 21.A.14(a) or (b) provisions, or is unable to</p>	<p>Content moved from GM 21.A.44 to GM 21.A.14. These requirements a better placed in the MTC holder eligibility criteria as opposed to MTC holder obligations.</p>
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		<p>meet all obligations internally DASR 21.A.14(c) allows for the government organisation to contract the provision of the DASR 21.A.44, DASR 21.A.118A and DASR 21.A.451(a) aligned holder obligations to commercial engineering organisations under DASR 21.A.2.</p> <p>Where extant procurement/ support arrangements preclude a DASR MDOA organisation being contracted under these provisions, the holder organisation will need to use the DASA recognition framework to assist demonstration of the external design organisation as suitable to meet the DASR 21 requirements and should also pay particular attention to the equivalence of obligations in the areas of major/minor design change classification (DASR 21.A.91) and reporting to the Authority of failures, malfunctions and defects (DASR 21.A.3A). This is to ensure that</p>	
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		<p>Authority interfaces are established at the same equivalent level and hence the Authority's safety assurance function is not compromised by the incorrect translation of processes. Attention should also focus on the processes to meet the Safety Management System requirements (DASR 21.A.239(c)) equivalence. This is to ensure that the holder organisation's risk management of operational hazards is based on a sound risk and safety management system.</p> <p>Application. During the Certification Program culminating in issue of a new MTC or MRTTC the applicant will identify an appropriate government organisation best placed to fulfil the DASR 21.A.44 holder obligations. The selected organisation will develop an exposition, known as the Type Continued Airworthiness Exposition (TCAE), to show how compliance with the DASR 21J requirements and holder obligations is achieved and submit to the Authority for approval.</p> <p>Type Continued Airworthiness Exposition. The purpose of the TCAE is to inform the Authority of the proposed MTC holder management arrangements. The nature of those arrangements will vary considerably between aircraft types, and will depend on the product's design itself; how the product is operated; and the depth and ability of organisations supporting the product's design.</p> <p>A TCAE satisfies the following needs:</p> <p>a. Contains, or references to, the agreement that shows how the government organisation, in cooperation with the supporting design organisation(s) will comply with the</p>	
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		<p>requirements of DASR 21 Subpart J, including demonstration of compliance in meeting the holder obligation.</p> <p>b. Provides confidence that the applicant government organisation understands the nature of the product's design and its supporting organisations sufficiently to meet the holder obligations.</p> <p>c. Identifies the senior Defence engineer responsible for overseeing delivery of the holder functions, and for communication of the complex hazards and risks to the operator organisation.</p> <p>d. Provides key information influencing the specific solution to meet the MTC holder obligations, particularly where obligations are fulfilled remotely from main operating bases, e.g. via foreign military sales or other global fleet support arrangement.</p> <p>Is a working document able to expand to reflect arrangements for subsequent MTC Changes, MSTC issues, and major repair design approvals.</p>	
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GM2 to 21.A.20	<p>Not all compliance demonstration evidence will require the direct involvement of a MDOA holder, or the production of a Declaration of Compliance. There may be occasions where additional compliance demonstration evidence is required for an in-service aircraft to support operational approval of a previously uncertified capability, eg navigation authorisations, but for which the original certification program did not demonstrate compliance. Where demonstration of compliance for such purposes only requires a straightforward collation of existing design information/data, which demonstrates that the extant design complies with the prescribed design requirements, there is no need for a MDOA holder to make a Declaration of Compliance since the design clearly complies and it is a simple matter to confirm this. Therefore, a DASR M organisation may conduct an assessment to confirm that the extant design is compatible with the proposed operation of the</p>	Deleted	<p>This GM is covered in other Certification Program (CP) guidance, and does not need to be in DASR 21 GM.</p>
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	<p>aircraft in consultation with other stakeholders (including a relevant MDOA holder and/or MTC holder). Updating of records/OIP to reflect the additional compliance demonstration outcomes may be considered an administrative activity that could be completed outside of MDOA holder processes although MTC holder involvement will be required to support continued airworthiness management.</p> <p>Where the compliance activity requires more than a straightforward review of evidence, ie any form of additional analysis, assessment of the context of the evidence or its applicability to the Defence CRE, then a Declaration of Compliance will be required and should be produced by a MDOA holder with an appropriate scope and level of approval.</p> <p>Regardless of the approach, the applicable standards (and tailoring) against which compliance will be established must be approved by the Authority (through approval of a certification programme under DASR 21.A.20(b)) before the compliance demonstration activity is started, and the outcomes of the compliance demonstration should be presented to the Authority to support Authority advice on the granting of operational approvals (where required) by the chain of command, including advice on the impact of any identified shortfalls.</p>		
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<p>AMC 21.A.33 - Investigation and tests (AUS)</p>	<p>The Authority will determine the depth and extent of its inspections of Compliance Demonstration evidence and this will be reflected in the certification programme. This will determine those items of Compliance Demonstration evidence that the Authority will inspect. The depth and extent may change throughout the project in order to account for changes that affect the basis of initial determinations. The provisions of DASR 21.A.257(b) continue to apply.</p> <p>The Authority may appoint appropriately qualified individuals outside the Authority to perform inspection of Compliance Demonstration evidence on behalf of the Authority. Such inspections will utilise Authority procedures.</p> <p>The Authority may also accept an NAA/NMAA, whose certification is recognised by the Authority, as suitable to conduct the inspection tasks described at DASR 21.A.33 during a new design development.</p>	<p>The Authority will determine the depth and extent of its inspections of Compliance Demonstration evidence and this will be reflected in the certification programme. This will determine those items of Compliance Demonstration evidence that the Authority will inspect. The depth and extent may change throughout the project in order to account for changes that affect the basis of initial determinations. The provisions of DASR 21.A.257(b) continue to apply.</p> <p>The Authority may also accept an NAA/NMAA, whose certification is recognised by the Authority, as suitable to conduct the inspection tasks described at DASR 21.A.33 during a new design development.</p>	<p>Incorporates related changes as per DAVCERT advice (see U9511997)</p>
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<p>GM1 to 21.A.33 - Investigation and tests (AUS)</p>	<p>The Authority may accept a recognised NAA/NMAA as suitable to conduct the inspection tasks described at DASR 21.A.33 during a new design development. Suitability of the NAA/NMAA will depend on the assessment of the following:</p> <ul style="list-style-type: none"> a. relevant experience in the particular certification issue; b. level of commitment to the task (particularly when the new design is being developed only for Defence and not intended for use on aircraft for which the NAA/NMAA has direct responsibility); and c. mechanisms available to enforce requirements onto the design organisation/s. <p>The extent to which the Authority can leverage off the NAA/NMAA inspections will depend on an assessment of the following:</p> <ul style="list-style-type: none"> a. whether the NAA/NMAA assessed the design against the standards in the Defence TCB or against the NAA/NMAA's own preferred standards; b. the extent (if any) to which the inspections accounted for Defence's proposed role and 	<p>NAA/NMAA Suitability</p> <p>The Authority may accept a recognised NAA/NMAA as suitable to conduct the inspection tasks described at DASR 21.A.33 during a new design development. Suitability of the NAA/NMAA will depend on the assessment of the following:</p> <ul style="list-style-type: none"> a. relevant experience in the particular certification issue; b. level of commitment to the task (particularly when the new design is being developed only for Defence and not intended for use on aircraft for which the NAA/NMAA has direct responsibility); and c. mechanisms available to enforce requirements onto the design organisation/s. <p>The extent to which the Authority can leverage off the NAA/NMAA inspections will depend on an assessment of the following:</p> <ul style="list-style-type: none"> a. whether the NAA/NMAA assessed the design against the standards in the Defence TCB or against the NAA/NMAA's own preferred standards; 	<p>Removes reference to the Project DoSA. That function is better explained via the DoSA delegation letter and internal DASA procedures, and hence is not required in the implementing regulations.</p>
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	<p>environment; c.what the NAA/NMAA certification does and does not cover; and d.the processes used by the NAA/NMAA for treating design deficiencies and making risk treatment decisions, eg retention of risk, limitations, operational mitigations. This includes the proposed communication and engagement arrangements with Defence for these aspects.</p> <p>Whilst the Authority is ultimately responsible for the assessment of the above, the Project DoSA may be utilised to conduct the assessment and provide a recommendation to the Authority. Therefore, in accordance with DASR GM 21.A.14(a), the delegation letter for the Project DoSA will clarify responsibilities for the assessment of the NAA/NMAA and the responsibilities for on-going assessments throughout the Compliance Demonstration process.</p> <p>The certification programme should describe any agreements between Defence and the NAA/NMAA. Should the Authority or the Project DoSA become aware of any adverse changes or become aware of any additional issues, such as the NAA/NMAA not performing in accordance with Defence's original expectations, these may require changes to the certification programme to reflect changes to the level of reliance on inspections conducted by another NAA/NMAA.</p>	<p>b. the extent (if any) to which the inspections accounted for Defence's proposed role and environment; c. what the NAA/NMAA certification does and does not cover; and d. the processes used by the NAA/NMAA for treating design deficiencies and making risk treatment decisions, eg retention of risk, limitations, operational mitigations. This includes the proposed communication and engagement arrangements with Defence for these aspects.</p> <p>The certification programme should describe any agreements between Defence and the NAA/NMAA. Should the Authority become aware of any adverse changes or become aware of any additional issues, such as the NAA/NMAA not performing in accordance with Defence's original expectations, these may require changes to the certification programme to reflect changes to the level of reliance on inspections conducted by another NAA/NMAA.</p>	
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<p>GM3 to 21.A.33 - Investigation and tests (AUS)</p>	<p>Inspection of Compliance Demonstration Evidence on behalf of the Authority. The Authority may appoint individuals outside the Authority to inspect Compliance Demonstration evidence on behalf of the Authority. Such appointments will consider the qualifications, training and experience of the individual in relation to the inspection task required.</p> <p>When an inspection appointment is granted, the following will be defined:</p> <ul style="list-style-type: none">a. scope of the appointment;b. authority instructions and processes that the individual will be required to utilise; andc. any additional oversight arrangements that the Authority will apply.	<p>Deleted</p>	<p>Incorporates related changes as per DAVCERT advice (see U9511997)</p>
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<p>GM 1 to 21.A.44 - Obligations of the holder (AUS)</p>	<p>Type-certificates under DASR. Unlike civil Type-certificates (TC), Military Type-certificates (MTC) and Military Restricted Type-certificates (MRTC) are issued for internal Defence purposes, and hence are subject to additional requirements that relate to how Defence products are both acquired and supported in-service. The applicant for an MTC or MRTC is not the product's OEM; rather, the applicant is the Defence project acquiring the product under a contract with the OEM. Unlike civil TC obligations, Defence MTC and MRTC obligations are not enforceable via national legislation; DASR (in general) are enforceable for commercial organisations only via contract law. As a result, during the certification or approval process, the Authority will assess an applicant nominated Australian government organisation, and when satisfied issue the Australian MTC to that organisation. That organisation becomes responsible for conduct of the holder obligations as detailed in AMC 21.A.44 - Obligations of the holder (AUS).</p> <p>Contracting of holder responsibilities. Where the holding government organisation does not meet DASR 21.A.14(a) or (b) provisions, or is unable to meet all obligations internally DASR</p>	<p>GM 21.A.14(c) defines the role of a government MTC holder organisation in holding all DASA issued MTC/MRTC and subsequent major design change approval, STCs and major repair design approvals.</p> <p>Occasions will arise when a Defence aircraft will be required to operate with an identified deficiency in the type design, either outside its established type-certification basis or at an elevated risk level</p> <p>Such occasions represent a hazard, which must be eliminated or reduced so far as is reasonably practicable. Notification of the requirement will typically be initiated by the Continuing Airworthiness Manager (CAM) on behalf of the aircraft operator, in response to a condition/need identified (or suspected to exist) with one or more aircraft. The CAM will engage the holder organisation to characterise the hazard and its impact from a type design perspective; assessments concerning the ongoing airworthiness of an individual aircraft are the responsibility of the CAM.</p> <p>NOTE: also that where a deficiency exists AMOs, CAMOs and MDOAs are all required to report to the Authority any unsafe or potentially unsafe conditions under respective DASR, and in most cases this reporting would be occurring</p>	<p>Transfer of majority of information regarding holder organisation to GM 21.A.14(c), which details the need for, and eligibility criteria to attain, Authority approval to apply for and hold a MTC or MRTC.</p> <p>Changes to reflect the outcome of the Summary of Response from NPA 02/2017 have also been implemented (removed references to risk characterisation for operation with non-standard CRE).</p> <p>Note that additional changes to risk characterisation GM and AMC is still to occur in-line with risk management review.</p>
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	<p>21.A.14(c) allows for the government organisation to contract the provision of the DASR 21.A.44, DASR 21.A.118A and DASR 21.A.451(a) aligned holder obligations to commercial engineering organisations under DASR 21.A.2.</p> <p>Where extant procurement/ support arrangements preclude a DASR MDOA organisation being contracted under these provisions, the holder organisation will need to pay particular attention to the equivalence of obligations in the areas of major/minor design change classification (DASR 21.A.91) and reporting to the Authority of failures, malfunctions and defects (DASR 21.A.3A). This is to ensure that Authority interfaces are established at the same equivalent level and hence the Authority's safety assurance function is not compromised by the incorrect translation of processes. For non DASR 21 organisations (and hence meeting DASR 21.A.14(b)) attention should also focus on the processes to meet the Safety Management System requirements (DASR 21.A.239(c)) equivalence. This is to ensure that the holder organisation's risk management of operational hazard is based on a sound risk and safety management system. Oversight. The holder organisation is required to establish a Type Continued Airworthiness Exposition (TCAE) detailing arrangements in place to meet the MTC (and subsequent STC and Major Repair) holder obligations. The Authority shall approve the TCAE and establish a compliance oversight framework to assure</p>	<p>in parallel to the risk characterisation required by this paragraph.</p> <p>In these circumstances the role of the holder will vary depending upon the severity of the hazard. For a deficiency in the type design, when a hazard exceeds a certain threshold (as guided by GM 21.A.3B(b) Determination of an unsafe condition for the holder) 21.A.3B requires the holder to notify the Authority and take action to address the deficiency, which may include assisting the Authority to issue an Airworthiness Directive.</p> <p>In the period where specific holder output (such as a Service Bulletin or equivalent) or Airworthiness Directive is yet to be issued to address an unsafe condition, or where the hazard does not reach or exceed the 21.A.3B unsafe condition threshold, but where the management of that risk in accordance with the holder organisation's system safety program requires timely communication to the operator, the operator will be required to assess whether continued operation is safe so far as reasonably practicable. In these circumstances, risk characterisation and advice from the holder supports the operator assessment and decision. The risk characterisation or advice may require the operator to implement additional treatments to reduce the hazard so far as is reasonably practicable, and hence will require coordination with the CAM and operator. Examples of treatments include a maximum number of flights, with minimum crew, for ferry flights only, with an unpressurised cabin and undercarriage extended etc. These treatments may support</p>	
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	<p>ongoing arrangements remain suitable and adequate. The holder shall also oversight conduct of the contracted MTC holder obligations. There are many methods available to oversight these obligations, such as collocated oversight by Defence staff, formal audits, informal visits, participation in key meetings/boards, and being on the distribution of key reports and performance metrics etc. The degree and nature of oversight required is a function of the specific circumstances surrounding management of the Defence product's design, which are outlined and justified as part of the TCAE.</p> <p>GM 21.A.14(c) defines the role of a government MTC holder organisation in holding all DASA issued MTC/MRTC and subsequent major design change approval, STCs and major repair design approvals.</p> <p>Operational Hazards. Occasions will arise when a Defence aircraft will be required to operate :</p>	<p>flight conditions (DASR 21.A.708) as part of a Military Permit to Fly (MPTF) application, as input to a Command Clearance (DASR SPA.10), or to support other operator decisions. In these circumstances:</p> <p>a. The nominated senior Defence engineer (or delegate) within the holding organisation should convey to the military aircraft operator and CAM all relevant information that characterises the hazard to the Risk Management Authority.</p> <p>b. The military aircraft operator will evaluate whether reasonably practicable operational treatments exist (including the cessation of flying), and present their recommendation to the command appointment with authority to make the 'residual risk retention' decision.</p> <p>c. In the event that a risk retention decision is elevated to, or above, a one-star rank within the chain of command, the holding organisation will provide the Authority with the same risk characterisation advice as that conveyed to the aircraft operator.</p> <p>GM 21.A.14(c) defines the role of a government MTC holder organisation in holding all DASA</p>	
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	<p>With an identified deficiency in the type design, either outside its established type-certification basis or at an elevated risk level; or With non-standard Configuration, Role or operating Environment (CRE)..</p> <p>Such occasions represent a hazard, which must be eliminated or reduced so far as is reasonably practicable. Notification of the requirement will typically be initiated by the Continuing Airworthiness Manager (CAM) on behalf of the aircraft operator, in response to a condition/need identified (or suspected to exist) with one or more aircraft. The CAM will engage the holder organisation to characterise the hazard and its impact from a type design perspective; assessments concerning the ongoing airworthiness of an individual aircraft are the responsibility of the CAM.</p>	<p>issued MTC/MRTC and subsequent major design change approval, STCs and major repair design approvals.</p> <p>Occasions will arise when a Defence aircraft will be required to operate with an identified deficiency in the type design, either outside its established type-certification basis or at an elevated risk level</p> <p>Such occasions represent a hazard, which must be eliminated or reduced so far as is reasonably practicable. Notification of the requirement will typically be initiated by the Continuing Airworthiness Manager (CAM) on behalf of the aircraft operator, in response to a condition/need identified (or suspected to exist) with one or more aircraft. The CAM will engage the holder organisation to characterise the hazard and its impact from a type design perspective; assessments concerning the ongoing airworthiness of an individual aircraft</p>	
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	<p>NOTE: also that where a deficiency exists AMOs, CAMOs and MDOAs are all required to report to the Authority any unsafe or potentially unsafe conditions under respective DASR, and in most cases this reporting would be occurring in parallel to the risk characterisation required by this paragraph.</p> <p>NOTE: also that where a deficiency exists AMOs, CAMOs and MDOAs are all required to report to the Authority any unsafe or potentially unsafe conditions under respective DASR, and in most cases this reporting would be occurring in parallel to the risk characterisation required by this paragraph.</p> <p>In these circumstances the role of the holder will vary depending upon the severity of the hazard. For a deficiency in the type design, when a hazard exceeds a certain threshold (as guided by GM 21.A.3B(b) Determination of an unsafe condition for the holder) 21.A.3B requires the holder to notify the Authority and take action to address the deficiency, which may include assisting the Authority to issue an Airworthiness Directive.</p> <p>In the period where specific holder output (such as a Service Bulletin or equivalent) or Airworthiness Directive is yet to be issued to address an unsafe condition, or where the hazard does not reach or exceed the 21.A.3B unsafe condition threshold, but where the management of that risk in accordance with the holder organisation's system safety program requires timely communication to the operator, or where the shortfall derives from the operator wanting to operate with non-standard CRE, the operator will be required to assess whether</p>	<p>are the responsibility of the CAM.</p> <p>NOTE: also that where a deficiency exists AMOs, CAMOs and MDOAs are all required to report to the Authority any unsafe or potentially unsafe conditions under respective DASR, and in most cases this reporting would be occurring in parallel to the risk characterisation required by this paragraph.</p> <p>In these circumstances the role of the holder will vary depending upon the severity of the hazard. For a deficiency in the type design, when a hazard exceeds a certain threshold (as guided by GM 21.A.3B(b) Determination of an unsafe condition for the holder) 21.A.3B requires the holder to notify the Authority and take action to address the deficiency, which may include assisting the Authority to issue an Airworthiness Directive.</p> <p>In the period where specific holder output (such as a Service Bulletin or equivalent) or Airworthiness Directive is yet to be issued to address an unsafe condition, or where the hazard does not reach or exceed the 21.A.3B unsafe condition threshold, but where the management of that risk in accordance with the holder organisation's system safety program requires timely communication to the operator, the operator will be required to assess whether continued operation is safe so far as reasonably practicable. In these circumstances, risk characterisation and advice from the holder supports the operator assessment and decision. The risk characterisation or advice may require the operator to implement additional treatments to reduce the hazard so far as is reasonably practicable, and hence will require coordination with the CAM and operator. Examples of treatments include a maximum number of flights, with minimum crew, for ferry flights only,</p>	
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	<p>continued operation is safe so far as reasonably practicable. In these circumstances, risk characterisation and advice from the holder supports the operator assessment and decision.</p> <p>The risk characterisation or advice may require the operator to implement additional treatments to reduce the hazard so far as is reasonably practicable, and hence will require coordination with the CAM and operator. Examples of treatments include a maximum number of flights, with minimum crew, for ferry flights only, with an unpressurised cabin and undercarriage extended etc. These treatments may support flight conditions (DASR 21.A.708) as part of a Military Permit to Fly (MPTF) application, as input to a Command Clearance (DASR SPA.10), or to support other operator decisions.</p> <p>In these circumstances:</p> <ol style="list-style-type: none"> a. The nominated senior Defence engineer (or delegate) within the holding organisation should convey to the military aircraft operator and CAM all relevant information that characterises the hazard to the Risk Management Authority. b. The military aircraft operator will evaluate whether reasonably practicable operational treatments exist (including the cessation of flying), and present their recommendation to the command appointment with authority to make the 'residual risk retention' decision. c. In the event that a risk retention decision is elevated to, or above, a one-star rank within the chain of command, the holding organisation will provide the Authority with the same risk characterisation advice as that conveyed to the aircraft operator. 	<p>with an unpressurised cabin and undercarriage extended etc. These treatments may support flight conditions (DASR 21.A.708) as part of a Military Permit to Fly (MPTF) application, as input to a Command Clearance (DASR SPA.10), or to support other operator decisions. In these circumstances:</p> <ol style="list-style-type: none"> a. The nominated senior Defence engineer (or delegate) within the holding organisation should convey to the military aircraft operator and CAM all relevant information that characterises the hazard to the Risk Management Authority. b. The military aircraft operator will evaluate whether reasonably practicable operational treatments exist (including the cessation of flying), and present their recommendation to the command appointment with authority to make the 'residual risk retention' decision. c. In the event that a risk retention decision is elevated to, or above, a one-star rank within the chain of command, the holding organisation will provide the Authority with the same risk characterisation advice as that conveyed to the aircraft operator. 	
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	<p>Eliminating the risk. In the above situation, should the operator choose to eliminate the risk by ceasing flying operations, the operator may request any or all of the following:</p> <ul style="list-style-type: none">a. The CAM can withdraw the aircraft's Military Airworthiness Review Certificate (MARC) under DASR M.A.902.b. The Authority (or DoSA with Certificate of Airworthiness delegation) may withdraw affected Certificates of Airworthiness (CoA) (DASR 21.A.181(a)(4)).c. The Authority (or DoSA with Airworthiness Directive delegation) may release an Airworthiness Directive (AD) that is effective upon receipt, i.e. 'before next flight' – DASR 21.A.3B. <p>PLACEHOLDER: For additional guidance on holder management of type design deficiencies and management of type design risks.</p> <p>Application. During the work program culminating in issue of a new MTC or MRTC the Project Office, or equivalent, will identify an appropriate government organisation best placed to fulfil the 21.A.44 holder obligations. The selected organisation will develop a TCAE, including QTE compliance for the identified senior Defence engineer, and submit for Authority approval. TCAE approval will be recognised by issue of the MTC or MRTC to the holder organisation.</p> <p>Type Continued Airworthiness Exposition. The purpose of the TCAE is to inform the Authority of the proposed MTC holder management arrangements. The nature of those arrangements will vary considerably between</p>		
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	<p>aircraft types, and will depend on the product's design itself; how the product is operated; and the depth and ability of organisations supporting the product's design.</p> <p>A TCAE satisfies the following needs:</p> <p>Provides confidence that the applicant government organisation understands the nature of the product's design and its supporting organisations sufficiently to meet the holder obligations.</p> <p>Identifies the senior Defence engineer responsible for overseeing delivery of the holder functions, and for communication of the complex hazards and risks to the operator organisation.</p> <p>Provides key information influencing the specific solution to meet the MTC holder obligations, particularly where obligations are fulfilled remotely from main operating bases, e.g. via foreign military sales or other global fleet support arrangement.</p> <p>Is a working document able to expand to reflect arrangements for subsequent MTC Changes, MSTC issues, and major repair design approvals.</p>		
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<p>GM 2 to 21.A.44 - Obligations of the holder (AUS)</p>	<p>Australian MTCs will be issued by the Authority to Australian government organisations.</p> <p>Duties of the holding organisation consist of the following:</p> <p>a. Obligations specific to the MTC:</p> <p>i. Obligations of the holder (under DASR 21.A.44).</p> <p>ii. The integration of Products, Weapons and other Systems onto the aircraft, except for approvals under Subpart E (under DASR 21.A.42).</p> <p>iii. Manage all applications for approval of major changes to a type design under DASR 21.A.92(a).</p>	<p>Australian MTCs will be issued by the Authority to Australian government organisations.</p> <p>Duties of the holding organisation consist of the following:</p> <p>a. Responsibilities specific to the MTC:</p> <p>i. Obligations of the holder (under DASR 21.A.44).</p> <p>ii. The integration of Products, Weapons and other Systems onto the aircraft, except for approvals under Subpart E (under DASR 21.A.42).</p> <p>iii. Manage all applications for approval of major changes to a type design under DASR 21.A.92(a).</p> <p>iv. Make arrangements with MSTC applicants under DASR 21.A.115 with respect to the</p>	<p>Transfer of information regarding holder organisation to AMC 21.A.14(c), which details the need for, and eligibility criteria to attain, Authority approval to apply for and hold a MTC or MRTC.</p> <p>Additionally the risk management advice and activities of the holder have been amended to only relate to deficiencies in the type design, rather than for shortfalls due to the operator wanting to operate outside approved ICA or CRE. In those circumstances,</p>
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	<p>iv. Make arrangements with MSTC applicants under DASR 21.A.115 with respect to the MSTC impact on the MTC or MRTC, including the effect of any major design changes on certification basis elements.</p> <p>b. Responsibility for holding subsequent DASR MSTC and major repair design approvals issued against the MTC, which entails:</p> <p>i. For MSTC, obligations of the holder (under DASR 21.A.118A).</p> <p>ii. For Major Repairs, obligations of the holder (under DASR 21.A.451(a)).</p> <p>c. For all MTC, MSTC and major repair design approvals held:</p> <p>i. Ensure that a system for the in-service management of product hazards is implemented and maintained.</p> <p>ii. Provide risk characterisation concerning the Type Design during instances where a Defence product is required to operate outside its established type-certification basis, with an elevated level of risk, or in a non-standard configuration, role or operating environment (CRE). For example, where a product needs to be operated:</p> <p>with a defect present, or likely to be present, that is outside the scope of standard deferred defect provisions under DASR M.A.301(a)(2) and DASR 145.A.50;</p>	<p>MSTC impact on the MTC or MRTC, including the effect of any major design changes on certification basis elements.</p> <p>b. Responsibility for holding subsequent DASR MSTC and major repair design approvals issued against the MTC, which entails:</p> <p>i. For MSTC, obligations of the holder (under DASR 21.A.118A).</p> <p>ii. For Major Repairs, obligations of the holder (under DASR 21.A.451(a)).</p> <p>c. For all MTC, MSTC and major repair design approvals held:</p> <p>i. Ensure that a system for the in-service management of product hazards is implemented and maintained.</p> <p>ii. Provide risk characterisation concerning the Type Design during instances where a Defence product is required to operate with a deficiency outside its established type-certification basis.</p> <p>Where the holding organisation is unable to provide the holder services internally an external design or engineering organisation that is compliant to DASR 21.A.14(a) or (b), may be contracted/ tasked to perform any outstanding holder duties defined in paragraphs (a) through (b) above.</p> <p>The Authority will issue all major design change approvals, MSTC and major repair design approvals to MTCs. The holder organisation will</p>	<p>the operator can seek advice from any competent design organisation; it is not a holder function.</p>
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	<p>ii. with unrepaired damage, under DASR 21.A.445;</p> <p>iii. beyond OEM recommended component lifting or servicing interval limits, airworthiness limitations or certification maintenance requirements under DASR M.A.301(a)(5)(iii); or</p> <p>iv. where an Airworthiness Directive under DASR GM 21.A.3B(a) has not been fully incorporated.</p> <p>Where the holding organisation is unable to provide the holder services internally an external design or engineering organisation that is compliant to DASR 21.A.14(a), may be contracted/ tasked to perform any outstanding holder duties defined in paragraphs (a) through (c) above.</p> <p>The Authority will issue all major design change approvals, MSTC and major repair design approvals to MTC. The holder organisation will be responsible for the holder obligations of those instruments as defined in DASR 21.A.118A for MSTC and DASR 21.A.451(a) for major repairs.</p> <p>Prior to issue of a MTC, the applicant (such as a Project Office) will nominate a suitable</p>	<p>be responsible for the holder obligations of those instruments as defined in DASR 21.A.118A for MSTC and DASR 21.A.451(a) for major repairs.</p>	
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	<p>government organisation to become the MTC holder by submitting an exposition (Type Continued Airworthiness Exposition (TCAE)) that:</p> <ul style="list-style-type: none"> i. justifies the arrangements for management of the MTC and which can expand for subsequent MSTC and major repairs proposed by the applicant, and ii. identifies an individual (a senior Defence engineer) responsible for managing the in-house and contracted holder obligations. The individual is to show compliance against the following qualifications and experience requirements: <p>Qualifications:</p> <ul style="list-style-type: none"> 1. Bachelor of Engineering degree in Mechanical, Mechatronics, Aerospace, Aeronautical, Electronics, Software or Electrical Engineering. 2. Qualifications must be Australian accredited or assessed to be equivalent to Australian qualification by Engineers Australia, the Australian Computer Society or the Australian Institute of Project Management. <p>Experience:</p> <ul style="list-style-type: none"> 1. Chartered Professional Engineer (CPEng) in the Institute of Engineers Australia or equivalent. 2. Ten years of Aviation experience. 3. For Commonwealth applicants, ten years' experience must comprise of at least two years' combined experience as staff of DASA or an organisation holding a Design Organisation Approval under EASA, CASA, EMAR or DASR 21 Section A Subpart J. The TCAE shall follow the template available on the DASA internet website and contain the following: <ul style="list-style-type: none"> a. A summary of the product's design, including 		
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	<p>its lineage, reliability, and validity of structural and propulsion certification and identified system safety hazards.</p> <p>b. The degree of ongoing support provided coincidentally through other civil or military TC holders that are fully or partially applicable to the Defence product's configuration.</p> <p>c. A summary of Defence's operational role and environment, relative to other fleets, including whether Defence products are likely to be fleet leaders, and the likelihood of changes to roles and environment or extensions to planned withdrawal date etc.</p> <p>Key organisations involved in the management of the product's design, including their contractual relationships with Defence; their maturity, experience, capabilities, limitations, responsiveness, quality of product, impartiality, past performance, and future viability; and any gaps in overall coverage.</p> <p>e. An assessment of Defence capabilities to support the design, including structural and propulsion systems integrity specialists, explosive ordnance and aircraft/stores clearance specialists, reliability and maintainability specialists, non-destructive testing procedure development, software and avionics support capabilities. Within this assessment, the competency of individual key engineering positions, the ability to recruit and train new staff, and access to data.</p> <p>f. An assessment of the likelihood of leveraging other military and civil operator's programs to support the Defence product's design, including Defence's ability to influence those programs, and the type of data that will be accessible.</p> <p>g. Arrangements for the management of the MTC (and subsequent MSTC and Major</p>		
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	<p>Repairs) that provides for mitigation of the risks identified in the above assessments.</p> <p>h. The nominated individual responsible for managing the in-house and contracted holder obligations and QTE compliance information.</p>		
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GM1 to 21.A.97 - Major changes (AUS)	DASR GM1 to 21.A.33, DASR GM2 to 21.A.33 and DASR GM3 to 21.A.33 – Investigations and tests (AUS), are all applicable to Major changes to type design. Therefore, depending on the scope of the change, the Authority may require a Project DoSA for the project in accordance with DASR GM 21.A.14(a). For most projects, the Project DoSA will likely be a Senior Engineer already involved in Project Engineering Manager (PEM) or MTC holder duties. However, some projects may be large enough to warrant a dedicated Project DoSA.	Deleted	Removes reference to Project DoSA, which belongs in internal DASA procedures rather than implementing regulations
GM1 to 21.A.112B - Demonstration of Capability (AUS)	DASR GM 21.A.97 – Major Changes, also applies for supplemental type-certificates and hence a Project DoSA may be required in accordance with DASR GM 21.A.14(a).	Deleted	Removes reference to Project DoSA, which belongs in internal DASA procedures rather than implementing regulations
GM 21.A.235 - Issue of Military Design Organisation Approval	<p>a. Where a design organisation has an extant EASA Part 21 design organisation approval, and when the military design activity are in the scope of the EASA term of approval, the organisation may be accepted by the Authority to satisfy the DASR 21 requirements for that scope of work with any further investigation limited only to the delta between the two approvals. The Authority is to be kept informed by the design organisation of significant changes to the organisation and of any EASA findings that may impact the military design activity.</p> <p>b. Where a design organisation has an extant EASA Part 21 design organisation approval, and when the</p>	Deleted	Removed. This GM is not compatible with the DASA recognition framework and will not be used.

	<p>scope of the EASA term of approval does not entirely cover the military design activity, those parts of the organisation's EASA Part 21 exposition that are equally applicable to satisfy the DASR 21 may be accepted by the Authority as equivalent in respect of the DASR 21 requirements. It is permissible that only those parts of the organisation that are specific to the military activity or requirements are addressed in the DASR 21 exposition. Those requirements covered by read-across of the sections of the EASA exposition document are to be identified and the EASA document clause reference quoted.</p>		
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Clause	Current Content	Revised Content	Rationale
DASR M			
AMC M.A.201(g)	<p>An 'equivalent 145 AMO' is a maintenance organisation whose services are accessed within the scope, conditions and caveats of a Recognition established by the NMAA.</p> <p>Prior to consuming a maintenance service through Recognition, eg obtaining an aircraft Certificate of Release to Service, the consumer must ensure the suitability of the service in accordance with the Recognition scope, conditions and caveats. The details of the suitability requirement are included as annexes to the corresponding Airworthiness Authority Recognitions which are published on the DASA Recognition web page.</p>	<p>A maintenance organisation is accepted by the NMAA if the organisation is oversighted by a recognised airworthiness authority and:</p> <p>(a) the maintenance is certified within a regulatory system equivalent to DASR. Prior to accessing the services of an organisation through Recognition, the consumer must ensure the organisation's suitability in accordance with the Recognition scope, conditions and caveats. The details of this requirement are included in the annexes to the relevant airworthiness authority Recognition certificate, available on the DASA Recognition web page.</p> <p>Or</p> <p>(b) the maintenance is certified within a regulatory system alternate to DASR. Prior to accessing the services of an organisation through Recognition, the consumer must ensure the organisation's suitability in accordance with the Recognition scope, conditions and caveats. The details of this requirement are included in the annexes to the relevant airworthiness authority Recognition certificate, available on the DASA Recognition web page.</p> <p>Or</p>	<p>Revised AMC defines three options for the consumption of services and artefacts provided by maintenance organisations acceptable to DASA.</p> <p>Additional content has been added to explain that use of recognition provision at M.A.201(g) is subject to the scope, conditions and caveats outlined in the applicable Recognition certificate.</p>

		<p>(c) the maintenance is certified using an alternate artefact accepted by DASA. In cases where a maintenance organisation is unable to provide the required artefact to an ADF consumer under existing oversight arrangements, the NMAA may agree that the CAMO can consume an alternate artefact where the CAMO can demonstrate, to the satisfaction of the NMAA, that:</p> <ol style="list-style-type: none"> 1. It is not feasible for the maintenance organisation to become a DASR 145 maintenance organisation; 2. The maintenance organisation is unable to carry out maintenance under an existing DASR 145 organisation approval using the sub-contractor provisions of DASR 145.A.75—Privileges of the organisation; 3. The maintenance is carried out, and the alternate artefact is issued, through the same processes by which the organisation provides a similar service under the oversight of a recognised airworthiness authority; 4. The organisation is a suitable provider of the required service; and 5. Appropriate controls are in place to ensure safety. 	
GM M.A.201(g)	<p>The NMAA recognises other Airworthiness Authorities to enable organisations complying with the DASR to consume certain products and services provided by organisations operating under those Authorities, eg maintenance of aircraft and components. The details of established Recognitions are published on the DASA Recognition web page.</p> <p>An 'equivalent 145 AMO' is one operating under</p>	<p>The alternate artefact described at point (c) of AMC DASR M.A.201(g) will only be accepted by DASA in cases where the provider is located outside Australia.</p>	<p>Content added to clarify that alternate artefacts will only be applicable for organisations outside Australia.</p>

	<p>a regulatory construct similar to DASR 145, eg EASA 145, EMAR 145. For planning purposes it should be noted that DASA's task of recognising an Airworthiness Authority that does apply regulations similar to DASR is less complex than recognising one that does not.</p>		
M.A.201(l)	<p>By derogation to paragraphs (g) and (h)2, the NMAA may agree to an alternative approach for a maintenance organisation to demonstrate its capability as an acceptable alternate to a DASR 145 AMO, to perform maintenance of military aircraft and components thereof, in lieu of holding a DASR 145 AMO or equivalent 145 AMO approval.</p>	Deleted.	Amendments to DASR M.A.201 negate the requirement for the derogation clause at M.A.201(l).

AMC M.A.201(l)	<p>An 'acceptable alternate to a DASR 145 AMO' is either:</p> <p>1.a maintenance organisation whose services are accessed within the scope, conditions and caveats of a Recognition established by the NMAA; or</p> <p>2.a maintenance organisation that has been approved by the NMAA for use by the CAMO and where the CAMO has demonstrated, to the satisfaction of the NMAA, that:</p> <p>(a) It is not feasible for the maintenance organisation to become a DASR 145 maintenance organisation;</p> <p>(b) The maintenance organisation is unable to carry out maintenance under an existing DASR 145 organisation approval using the sub-contractor provisions of DASR 145.A.75; and</p> <p>(c) Appropriate controls are in place to ensure safety.</p> <p>Prior to consuming a maintenance service through Recognition (e.g. obtaining an aircraft Certificate of Release to Service), the consumer must ensure the suitability of the service in accordance with the Recognition scope, conditions and caveats. The details of the suitability requirement are included as annexes to the corresponding Airworthiness Authority Recognitions which are published on the DASA Recognition web page.</p>	Deleted.	Amendments to DASR M.A.201 negate the requirement for the derogation clause at M.A.201(l).
GM M.A.201(l)	<p>The NMAA recognises other Airworthiness Authorities to enable organisations complying with the DASR to consume certain products and services provided by organisations operating under those Authorities, eg maintenance of aircraft and components. The details of established Recognitions are published on the DASA Recognition web page.</p>	Deleted.	Amendments to DASR M.A.201 negate the requirement for the derogation clause at M.A.201(l).

	<p>An 'alternate to a DASR 145 AMO' is one that is not operating under a regulatory construct similar to DASR 145. For planning purposes it should be noted that DASA task of recognising an Airworthiness Authority that does not apply regulations similar to DASR is more complex than recognising one that does.</p>		
<p>AMC M.A.304(d)</p>	<p>'Data produced by an organisation accepted by the NMAA' is any approved minor change to type design, or approved minor repair, accessed within the scope, conditions and caveats of a Recognition established by the NMAA.</p> <p>Prior to consuming any such airworthiness instrument through Recognition, the consumer must ensure the suitability of the instrument in accordance with the Recognition scope, conditions and caveats. The details of the suitability requirement are included as annexes to the corresponding Airworthiness Authority Recognitions which are published on the DASA Recognition web page.</p>	<p>This AMC applies only to data products equivalent to a DASR minor change to type design or minor repair design. Further about this classification is available in the annexes to the relevant airworthiness authority Recognition certificate on the DASA Recognition web page.</p> <p>Data is produced by an organisation accepted by the NMAA if the organisation is oversighted by a recognised airworthiness authority and:</p> <p>(a) the design data is certified within a regulatory system equivalent to DASR. Prior to consuming an airworthiness instrument through Recognition, the consumer must ensure the instrument's suitability in accordance with the Recognition scope, conditions and caveats. The details of this requirement are included in the annexes to the relevant airworthiness authority Recognition certificate, available on the DASA Recognition web page.</p> <p>Or</p>	<p>Revised AMC defines three options for the consumption of services and artefacts provided by design organisations acceptable to DASA.</p> <p>Additional content has been added to explain that use of recognition provision at M.A.304(d) is subject to the scope, conditions and caveats outlined in the applicable Recognition certificate.</p>

		<p>(b) the design data is certified within a regulatory system alternate to DASR. Prior to consuming an airworthiness instrument through Recognition, the consumer must ensure the instrument's suitability in accordance with the Recognition scope, conditions and caveats. The details of this requirement are included in the annexes to the relevant airworthiness authority Recognition certificate, available on the DASA Recognition web page.</p> <p>Or</p>	
		<p>(c) the design data is certified using an alternate instrument accepted by DASA. In cases where a design organisation is unable to provide the required airworthiness instrument to an ADF consumer under existing oversight arrangements, DASA may agree that the CAMO can consume an alternate instrument where the CAMO can demonstrate, to the satisfaction of DASA, that:</p> <ol style="list-style-type: none"> 1. It is not feasible for the design organisation to become a DASR 21 Subpart J design organisation; 2. The design data is developed, and the alternate instrument is issued, through the same processes by which the organisation provides a similar product under the oversight of a recognised airworthiness authority; 3. The organisation is a suitable provider of the required data; and 4. Appropriate controls are in place to ensure safety. 	
GM M.A.304(d)	The NMAA recognises other Airworthiness Authorities to enable organisations complying with the DASR to consume certain products and services provided by those Authorities or	The alternate instrument described at point (c) of AMC DASR M.A.304 (d) will only be accepted by DASA in cases where the provider is located outside Australia.	Content added to clarify that alternate artefacts will only be applicable for organisations outside Australia.

	<p>organisations operating under their approval. The details of established Recognitions are published on the DASA Recognition web page.</p>		
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Clause	Current Content	Revised Content	Rationale
DASR 145			
AMC 145.A.30 (b)3	<p>ACCOUNTABLE MANAGER</p> <p>Qualifications:</p> <p>No specific requirements</p> <p>Experience:</p> <p>No specific requirements</p> <p>RESPONSIBLE MANAGER</p> <p>Qualifications:</p> <p>a. A four-year Bachelor of Engineering degree under an Australian accredited or recognised program in Mechanical, Mechatronics, Aerospace, Aeronautical, Electronics, Software or Electrical Engineering, or</p> <p>b. Diploma level, or equivalent, qualification in appropriately related aviation field.</p> <p>Experience:</p> <p>At least five years of aviation experience including:</p> <p>a. Chartered Professional Engineer (CPEng), Chartered Engineering Technologist (CEngT) or Chartered Engineering Associate (CEngA) status with the Institute of Engineers Australia or equivalent and</p> <p>b. Two years' experience as staff of DASA or an</p>	<p>ACCOUNTABLE MANAGER</p> <p>Qualifications:</p> <p>No specific requirements</p> <p>Experience:</p> <p>No specific requirements</p> <p>RESPONSIBLE MANAGER (RM)*</p> <p>Qualifications:</p> <p>a. A four-year Bachelor of Engineering degree under an Australian accredited or recognised program in Mechanical, Mechatronics, Aerospace, Aeronautical, Electronics, Software or Electrical Engineering, or</p> <p>b. Diploma level, or equivalent (as demonstrated by attaining chartered status), qualification in appropriately related aviation field such as Mechanical, Mechatronics, Aerospace, Aeronautical, Electronics, Electrical Engineering or Maintenance Management.</p> <p>Experience:</p> <p>At least five years of aviation experience including:</p> <p>a. Chartered Professional Engineer (CPEng), Chartered Engineering Technologist (CEngT) or Chartered Engineering Associate (CEngA)</p>	<p>Amplification of RM Diploma qualification to bring in line with that of Bachelor Degree requirements.</p> <p>Note related to RM / QM qualification subject to NMAA consideration if the organisation meets all three criteria.</p>

	<p>organisation holding a Organisational Approval (excluding 147), under DASR, CASA, EMAR, EASA or other acceptable to the NMAA.</p> <p>QUALITY MANAGER (QM)</p> <p>The Quality Manager requires formal acceptance by the NMAA which is granted through the corresponding DASR Form 4.</p> <p>Qualifications:</p> <p>Formal qualification in Quality. Such as a Diploma in Quality Auditing issued by an Australian registered training organisation (RTO) or other comparable qualification acceptable to the NMAA.</p> <p>Experience:</p> <p>At least five years of Aviation experience including:</p> <p>a. Two years' experience as staff of DASA or an organisation holding a Organisational Approval (excluding 147), under DASR, CASA, EMAR, EASA or other acceptable to the NMAA, and</p> <p>b. Three years' experience in aviation quality management.</p>	<p>status with the Institute of Engineers Australia or equivalent and</p> <p>b. Two years' experience as staff of DASA or an organisation holding an Organisational Approval (excluding 147), under DASR, CASA, EMAR, EASA or other acceptable to the NMAA.</p> <p>QUALITY MANAGER (QM)*</p> <p>The Quality Manager requires formal acceptance by the NMAA which is granted through the corresponding DASR Form 4.</p> <p>Qualifications:</p> <p>Formal qualification in Quality. Such as a Diploma in Quality Auditing issued by an Australian registered training organisation (RTO) or other comparable qualification acceptable to the NMAA.</p> <p>Experience:</p> <p>At least five years of Aviation experience including:</p> <p>a. Two years' experience as staff of DASA or an organisation holding an Organisational Approval (excluding 147), under DASR, CASA, EMAR, EASA or other acceptable to the NMAA, and</p> <p>b. Three years' experience in aviation quality management.</p> <p>*Note: RM and QM qualification and experience for workshops meeting the following three criteria will be considered by the NMAA on a case by case basis:</p> <p>1. Small enterprise, and</p>	
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		<p>2. Off aircraft, and 3. Component maintenance</p>	
<p>GM1 to 145.A.55 (c)(1), para 3</p>	<p>Paper systems should use robust material which can withstand normal handling and filing. Computer systems should have, at least, one backup system which should be updated within 24 hours of any new entry. Computer systems should include safeguards against the ability of unauthorised personnel to alter the data.</p>	<p>Paper systems should use robust material which can withstand normal handling and filing.</p>	<p>Community Feedback</p>

<p>GM2 to 145.A.55 (c)(1), para 4</p>	<p>There were nil contents in this section.</p>	<p>Systems used for maintenance should have at least one backup system which should be updated at least within 24 hours of any maintenance. Each terminal is required to contain programme safeguards against the ability of unauthorised personnel to alter the database. DASR 145.A.55.</p> <p>The prime objective is to have secure and easily retrievable records with comprehensive and legible contents. The aircraft record should contain basic details of all serialised aircraft components and all other significant aircraft components installed, to ensure traceability to such installed aircraft component documentation and associated maintenance data as specified in DASR 145.A.45.</p> <p>Computer backup discs, tapes etc. shall be stored in a different location from that containing the working discs, tapes etc., in an environment that ensures they remain in good condition. When hardware or software changes take place, special care should be taken that all necessary data continues to be accessible at least through the required retention period. DASR 145.A.55.</p> <p>The system of certification should provide an effective trail of accountability to show which employee carried out maintenance, who issued maintenance certifications and CRS, including the authorisation identification numbers of the employees involved; the date of the accomplishments and the maintenance data used.</p> <p>Authentication: the means by which a system validates the identity of an authorised user. This</p>	<p>Additional guidance required</p>
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		<p>may include a password, a personal identification number (PIN), a cryptographic key, a badge, or a stamp. Authenticate means to validate or establish to be genuine such that the matter being authenticated will have legal force or be legally binding.</p> <p>Electronic Signature: any signature made using an electronic communication. Where an electronic signature is used to satisfy a requirement under Commonwealth law, the method used must be as reliable as is appropriate for the circumstances of the information communicated and comply with the relevant Government agency's requirements for applying that method. An electronic signature can combine cryptographic functions of digital signatures with the image of a person's handwritten signature or some other form of visible mark that would be considered acceptable in the circumstances.</p> <p>Integrity - The information contained in the communication must retain its integrity. This means the information must remain complete and unaltered (apart from the addition of an endorsement, or any immaterial change arising in the normal course of communication, storage or display). This may include, for example, information added to the communication that is necessary to identify the message for storage purposes.</p> <p>There is a reliable means of assuring the maintenance of the integrity of the information. This could be accomplished by having a record of transactions including records of entries and alterations of entries which identifies the person by name, date and identifiable number who</p>	
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		<p>makes the entry and any alteration. Corrected errors are alterations to the record that need to be identified as and include the reason for the correction.</p> <p>There is a mechanism for version control to ensure that, where a document is changed, those changes can be tracked and all users can access the current version.</p> <p>To guarantee the authenticity of records, the system must be capable of establishing if the records have been altered by any person or process; establishing the reliability of software applications used to create records; displaying the time and date records were created or altered; demonstrating the name and identity of any person who created, accessed or altered them; and displaying an altered record prior to and after its alteration.</p> <p>An electronic signature should not be capable of being affixed to a record where the person's qualification and authorisation are not appropriate to the record.</p> <p>Before DASA can accept an electronic signature for certification purposes, the method used must be able to reliably identify the signatory in a way that is difficult for an unauthorised person to duplicate. This can be done by using an authentication procedure that validates the identity of the signatory. For example, an individual using an electronic signature should be required to identify themselves and the system that produces the electronic signature should then authenticate that identification. The signature must also include the licence or certificate number issued</p>	
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		<p>by DASA or, where the person is exercising an authorisation issued by an organisation, that identification.</p> <p>The scope of information attested by an electronic signature must be understood by the signatory and be apparent to subsequent readers of the record, record entry, or document. While handwritten documents use the physical proximity of the signature to the information in order to identify those items attested to by a signature, electronic documents may not use the position of a signature in the same way. It is therefore important to clearly delineate the specific sections of a record or document that are affected by a signature from those sections that are not affected. Acceptable methods of delineation of the affected areas include, but are not limited to: highlighting, contrast inversion or the use of borders or flashing characters. In addition, the system should notify the signatory that the signature has been affixed.</p> <p>The security of an individual's handwritten signature is maintained by ensuring it is difficult for another person to duplicate or alter it. An electronic signature should maintain an equivalent level of security. Due to the reproduction capability inherent in an electronic system, an electronic system used to produce a signature should restrict the ability of any person to cause another individual's signature to be affixed to record, record entry, or document. Such a system enhances safety by precluding an unauthorised person from certifying required documents, such as a maintenance release. The signatory must also know who else holds the privilege for access to</p>	
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		<p>the electronic authentication key.</p> <p>An electronic signature should prevent a signatory from denying that he or she affixed a signature to a specific record, record entry, or document. The more difficult it is to duplicate a signature, the greater the likelihood that a signature was created by the signatory. Those security features of an electronic system that make it difficult for another person to duplicate a signature or alter a signed document tend to ensure that a signature was indeed made by the signatory.</p> <p>Organisations intending to use electronic signatures should consult with DASA before implementing an electronic signature system of certification. A written description of how electronic signatures will be used in maintenance or other activities should be submitted along with draft copies of the applicable regulatory required manuals. DASA will review the electronic signature methods proposed.</p> <p>Acceptance of Systems: The prior acceptance of a system of electronic recordkeeping system or a system using electronic signatures by an aircraft designer/manufacturer/AMO does not mean an automatic acceptance by DASA for use of the product by your organisation. Whilst the software and hardware may be the same, the assessment will be carried out based on how you will use the system (as described in your exposition/procedures manual) and what you propose to do with that system. A statement of conformity of your system (by the software vendor) that the system is being used by an organisation equivalent to your own may</p>	
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		<p>assist in the approval process. The organisation must provide a copy of the procedures to be used for implementing an electronic record keeping system, for approval, to DASA with oversight jurisdiction.</p> <p>Security. The security mechanisms provided for an electronically formatted certification, record or management system requires the following attributes:</p> <ul style="list-style-type: none">• The electronic system must maintain information confidentially.• The system must ensure that there cannot be unauthorised alterations to the record.• A corresponding policy and management structure must support the hardware and software that delivers the information.• Before introducing an electronic system, the organisation's exposition/procedures must include the following: a mechanism for version control; an audit procedure that can ensure the integrity of each computerised workstation and verify whether records have been accessed improperly; a procedure for conducting a review of the use of any personal identification codes by the system to ensure that it will not permit password duplication; a procedure that establishes an audit of the computer system at a frequency sufficient to ensure the integrity of the system (e.g. by demonstrating that access to records is restricted to authorised persons or applications); a procedure that describes how it will ensure that the computerised records will be transmitted to other organisations in a format acceptable to them; a procedure for making required records available to DASA personnel (e.g. by providing access to the system via a logon portal) so that they can make paper copies of viewed information; guidelines for the use of electronic signatures for contractors; and	
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		a description of the training procedure and requirements to authorise access to the system.	
AMC 145.A.70(a), para 6	PART 1 MANAGEMENT 1.1 Corporate commitment by the Accountable Manager	PART 1 MANAGEMENT 1.1 Corporate commitment by the Accountable Manager 1.2 Safety and quality policy 1.3 Management personnel	Maintain alignment with DASR numbering

	<p>1.2 Safety and quality policy</p> <p>1.3 Management personnel</p> <p>1.4 Duties and responsibilities of management personnel</p> <p>1.5 Management organisational chart</p> <p>1.6 Certifying Staff</p> <p>1.7 Manpower resources</p> <p>1.8 Facilities</p> <p>1.9 Scope of work</p> <p>1.10 Changes to the organisation</p> <p>1.11 Exposition amendment procedures</p> <p>PART 2 MAINTENANCE PROCEDURES</p> <p>2.1 Supplier evaluation and subcontract control procedure</p> <p>2.2 Acceptance/inspection of aircraft components and material from outside contractors</p> <p>2.3 Storage, tagging and release of aircraft components and material</p> <p>2.4 Tools and equipment</p>	<p>1.4 Duties and responsibilities of the management personnel</p> <p>1.5 Management organisation chart</p> <p>1.6 List of certifying staff and support staff</p> <p>1.7 Manpower resources</p> <p>1.8 General description of the facilities at each address intended to be approved</p> <p>1.9 Organisations intended scope of work</p> <p>1.10 Notification procedure to the NMAA regarding changes to the maintenance organisation's activities/approval/location/personnel</p> <p>1.11 MOE amendment procedures including, if applicable, delegated procedures</p> <p>PART 2 MAINTENANCE PROCEDURES</p> <p>2.1 Supplier evaluation and contract/tasking control procedure</p> <p>2.2 Acceptance/inspection of aircraft components and material from outside contractors/organisations</p> <p>2.3 Storage, tagging and release of aircraft components and material to aircraft maintenance</p> <p>2.4 Acceptance of tools and equipment</p> <p>2.5 Calibration of tools and equipment</p> <p>2.6 Use of tooling and equipment by staff (including alternative tools)</p> <p>2.7 Cleanliness standards of maintenance facilities</p> <p>2.8 Maintenance instructions and relationship to aircraft/aircraft component manufacturers' instructions including updating and availability to staff</p>	
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	<p>2.5 Calibration of tools and equipment</p> <p>2.6 Use of tooling and equipment by staff</p> <p>2.7 Cleanliness standards of maintenance facilities</p> <p>2.8 Maintenance instructions and relationship to aircraft/aircraft component manufacturers' instructions including updating and availability to staff</p> <p>2.9 Repair procedures</p> <p>2.10 Aircraft maintenance programme compliance</p> <p>2.11 Airworthiness directives procedure</p> <p>2.12 Optional modification procedure</p> <p>2.13 Maintenance documentation</p> <p>2.14 Technical records control</p> <p>2.15 Rectification of defects arising during base maintenance</p> <p>2.16 Certification of Maintenance and Certificate of Release to Service procedure</p> <p>2.17 Records for the CAMO</p> <p>2.18 Reporting of defects to DASA/CAMO/MTC holder/STC holder</p>	<p>2.9 Repair procedures</p> <p>2.10 Aircraft Maintenance Programme compliance</p> <p>2.11 Airworthiness Directives procedure</p> <p>2.12 Optional modification procedure</p> <p>2.13 Maintenance documentation in use and completion of same</p> <p>2.14 Technical record control</p> <p>2.15 Rectification of defects arising during base maintenance</p> <p>2.16 Release to service procedure</p> <p>2.17 Maintenance records for the CAMO</p> <p>2.18 Reporting of defects to the NMAA/CAMO/(Military) TC/STC Holder</p> <p>2.19 Return of defective aircraft components to store</p> <p>2.20 Management of defective components with outside contractors/organisations</p> <p>2.21 Control of computer maintenance record systems</p> <p>2.22 Control of manhour planning versus scheduled maintenance work</p> <p>2.23 Control of critical tasks</p> <p>2.24 Reference to specific maintenance procedures such as:</p> <ul style="list-style-type: none"> - Engine running procedures - Aircraft pressure run procedures - Aircraft towing procedures - Aircraft taxiing procedures - Aircraft military specific systems procedures <p>2.25 Procedures to detect and rectify maintenance errors</p> <p>2.26 Shift/task handover procedures</p> <p>2.27 Procedures for notification of maintenance data inaccuracies and</p>	
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	<p>2.19 Return of defective aircraft components to store</p> <p>2.20 Defective components to outside contractors/organisations</p> <p>2.21 Control of computer maintenance records systems</p> <p>2.22 Man-hour planning</p> <p>2.23 Control of critical tasks</p> <p>2.24 Specific procedures</p> <p>2.25 Procedures to detect and rectify maintenance errors.</p> <p>2.26 Shift/task handover procedures</p> <p>2.27 Procedures for notification of maintenance data inaccuracies and ambiguities, to DASA/CAMO/MTC holder/STC holder</p> <p>2.28 Production planning procedures</p> <p>PART L2 ADDITIONAL LINE MAINTENANCE PROCEDURES</p> <p>L2.1 Line maintenance control of aircraft components, tools, equipment, etc.</p> <p>L2.2 Line maintenance procedures related to servicing/fuelling/de-icing etc</p>	<p>ambiguities, to the NMAA/(military) TC/STC holder</p> <p>2.28 Maintenance planning procedures</p> <p>PART L2 ADDITIONAL LINE MAINTENANCE PROCEDURES</p> <p>L2.1 Line maintenance control of aircraft components, tools, equipment, etc.</p> <p>L2.2 Line maintenance procedures related to servicing/fuelling/de-icing including inspection for/removal of de-icing/anti-icing fluid residues, etc.</p> <p>L2.3 Line maintenance control of defects and repetitive defects</p> <p>L2.4 Line procedure for completion of aircraft technical log</p> <p>L2.5 Line procedure for pooled parts and loan parts</p> <p>L2.6 Line procedure for return of defective parts removed from aircraft</p> <p>L2.7 Line procedure control of critical tasks</p> <p>PART 3 QUALITY SYSTEM PROCEDURES</p> <p>3.1 Quality audit of organisation procedures</p> <p>3.2 Quality audit of aircraft and components</p> <p>3.3 Quality audit remedial action procedure</p> <p>3.4 Certifying staff and support staff qualification and training procedures</p> <p>3.5 Certifying staff and support staff records</p> <p>3.6 Procedures for qualifying of quality audit personnel</p> <p>3.7 Procedures for qualifying of supervisors</p> <p>3.8 Procedures for qualifying of maintenance personnel</p> <p>3.9 Aircraft or aircraft component maintenance</p>	
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	<p>L2.3 Line maintenance control of defects and repetitive defects</p> <p>L2.4 Line procedure for completion of technical log</p> <p>L2.5 Line procedure for pooled parts and loan parts</p> <p>L2.6 Line procedure for return of defective parts</p> <p>L2.7 Line procedure control of critical tasks</p> <p>PART 3 QUALITY SYSTEM PROCEDURES</p> <p>3.1 Quality Management Systems</p> <p>3.2 Quality audit of organisation procedures</p> <p>3.3 Quality audit of aircraft and components</p> <p>3.4 quality audit remedial action procedure</p> <p>3.5 Certifying staff - qualification and training</p> <p>3.6 Certifying staff records</p> <p>3.7 Qualification of quality audit personnel</p> <p>3.8 Qualification of maintenance supervisors</p> <p>3.9 Qualification of maintenance personnel</p> <p>3.10 Aircraft or aircraft component maintenance</p>	<p>tasks exemption process control</p> <p>3.10 Concession control for deviation from organisations' procedures</p> <p>3.11 Qualification procedure for specialised activities such as NDT, welding, etc.</p> <p>3.12 Control of manufacturers' and other maintenance working teams</p> <p>3.13 Human factors training procedure</p> <p>3.14 Competence assessment of personnel</p> <p>3.15 Training procedures for On-the-Job Training as per Section 6 of Appendix III to EMAR 66</p> <p>3.16 Procedure for the issue of a recommendation to the NMAA for the issue of a MAML in accordance with EMAR 66.B.105</p> <p>PART 4</p> <p>This section is reserved for describing the procedures, paperwork and records associated with the CAMOs that place tasks on the maintenance organisation.</p> <p>4.1 Contracting / tasking CAMO</p> <p>4.2 CAMO procedures / paperwork</p> <p>4.3 CAMO record completion</p> <p>PART 5</p> <p>5.1 Sample of documents</p> <p>5.2 List of contractors/tasked organisations as per EMAR 145.A.75(b)</p> <p>5.3 List of Line maintenance locations as per EMAR 145.A.75(d)</p> <p>5.4 List of contracted/tasked organisations as per EMAR 145.A.70(a)(16)</p>	
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	<p>tasks deviation process control</p> <p>3.11 Concession control for deviation from organisations' procedures</p> <p>3.12 Qualification procedure for specialised activities such as NDT, welding, etc.</p> <p>3.13 Control of manufacturers' and other maintenance working teams</p> <p>3.14 Human factors training procedure</p> <p>3.15 Competence assessment of personnel</p> <p>3.16 Safety Management System</p> <p>PART 4 OPERATIONS</p> <p>This section is reserved for describing the procedures, paperwork and records associated with the CAMOs that place tasks on the AMO/Tasking CAMO.</p> <p>4.1 Contracting / tasking CAMO</p> <p>4.2 CAMO procedures / documentation</p> <p>4.3 CAMO records completion</p> <p>PART 5 TRAINING AND ASSESSMENT</p> <p>5.1 Facilities</p> <p>5.2 Personnel</p> <p>5.3 Training and assessment procedures</p> <p>5.4 Training sourcing and quality control</p>	<p>PART 6 OPERATING ORGANISATION'S MAINTENANCE PROCEDURES</p> <p>This section is reserved for those maintenance organisations who are also part of Operating Organisations.</p>	
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