ADF paves the way

DASA’s forum highlights Australia’s role in global convention, Barrie Bardoe writes

THE ADF is leading the charge towards a new global convention on military airworthiness. Following the release of the Defence Aviation Safety Regulations (DASR), Australia has moved from a stand-alone system to align with a European-based convention that is used by 30 nations – and more countries are due to come on board.

The inaugural International Military Airworthiness Regulations Conference (IMACR), hosted by the Defence Aviation Safety Authority, provided a forum for international partners to better understand the benefits of a global approach.

The conference – which was held between November 14 and 15 in Melbourne – provided a global forum to look at the many benefits of the international convention, the reasoning behind moving from the old stand-alone system, and the lessons learned from other organisations that have adopted it. Attendees included representatives from the US, NATO, China, Turkey, Germany, Indonesia, Cambodia, Italy and Britain, as well as industry partners.

It gave international stakeholders an opportunity to “compare notes” and to better understand the Australian experience, which has seen a world-leading level of adoption of the European system (95 per cent of which is based on its civil equivalent).

AVM Catherine Roberts, Head Aerospace Systems Division at Capability, Acquisition and Sustainment Group, says the promise of a globally-based military airworthiness convention is a challenge that should be enthusiastically embraced.

“By making a rational choice on regulation, we can leverage global supply chains and support, to extend our global reach.” AVM Roberts said.

“New technology is challenging our thinking – a global regulation convention will provide a benchmark against which we can be measured.”

AVM Roberts likened the new convention to a team event and challenged attendees to embrace the opportunities it offered with a team mindset.

“My challenge to you is to make a choice to be an active participant in this global military aviation community,” she said.

“I urge you to be part of the team so that we can achieve the benefits of International Military Aviation Regulation.”

Stephen Hudson, Chief Engineer, Boeing Defence Australia, described how his company has been an enthusiastic early supporter of DASR.

“DASA has embraced the Defence Aviation Safety Regulations, and we’re excited about the benefits of the flexibility-based regulation to our global business,” he said.

“Boeing made a decision very early on that we would take a lead role in the DASS transition. We gained an in-depth understanding of the DASR and worked in close partnership with DASA to provide strategic industry advice and guidance on potential challenges and how we might solve them.”

“This collaborative approach – where Defence has been able to rely on industry to provide subject matter expertise – has been a tremendous success and is helping to prepare for the continued smooth transition to the new regulations.”

“At Boeing we believe in a world that requires more from less. We believe we can move towards a future in military aviation where the Defence Aviation Safety Regulations allow us to embrace the offered flexibility and efficiency, to provide unprecedented capability enhancement and support to the ADF, while improving upon the established level of aviation safety. We can imagine that world under DASS.”

AIRCORE James Hood, of the Defence Aviation Safety Authority and GPCAPT Joe Medved, Director Aviation Engineering – DASA, with MAJGEN Yen Som, of the Cambodian Air Force.

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