



Australian Government

Department of Defence  
Capability Acquisition and  
Sustainment Group

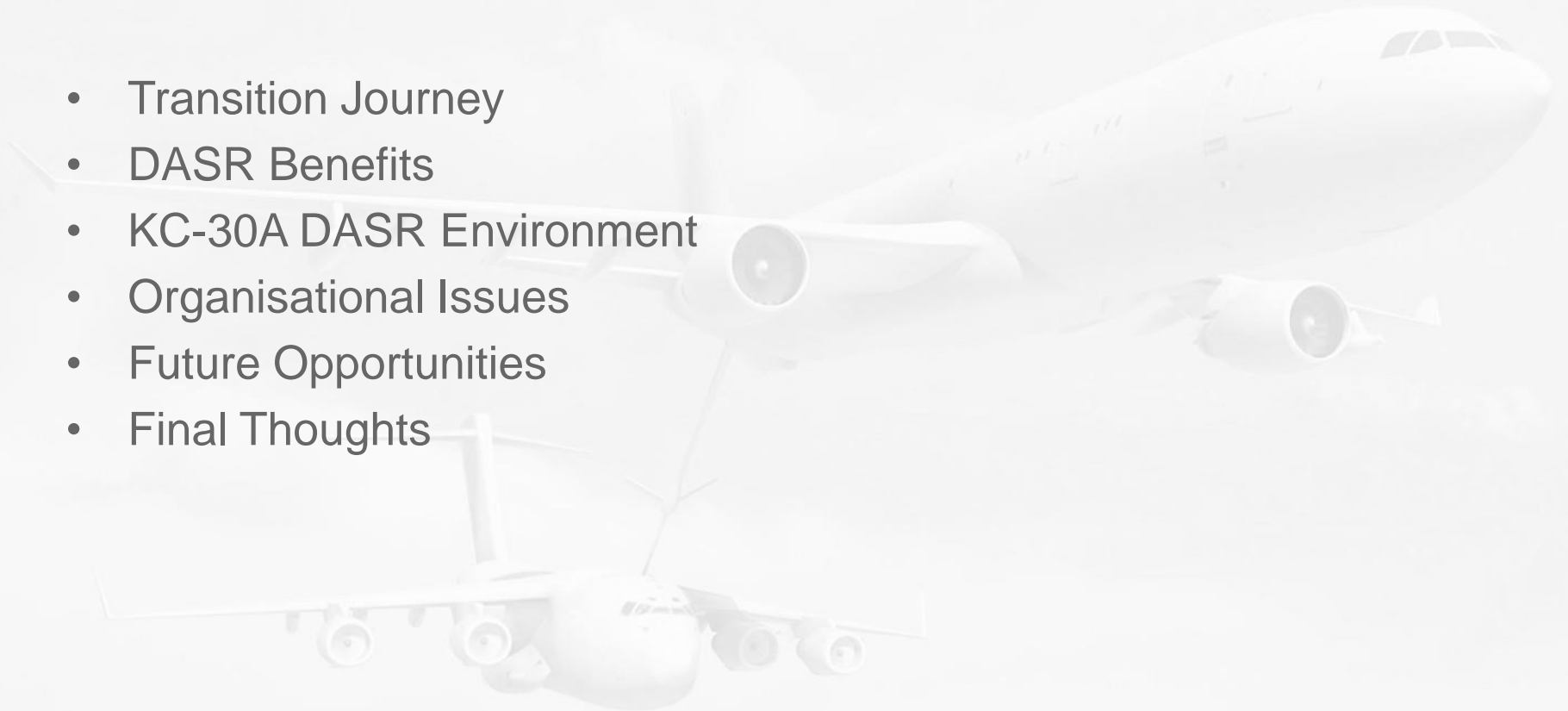
# HALSPO

## DASR – *What Does it Really Mean*



# Scope

- Transition Journey
- DASR Benefits
- KC-30A DASR Environment
- Organisational Issues
- Future Opportunities
- Final Thoughts



# Transition Journey

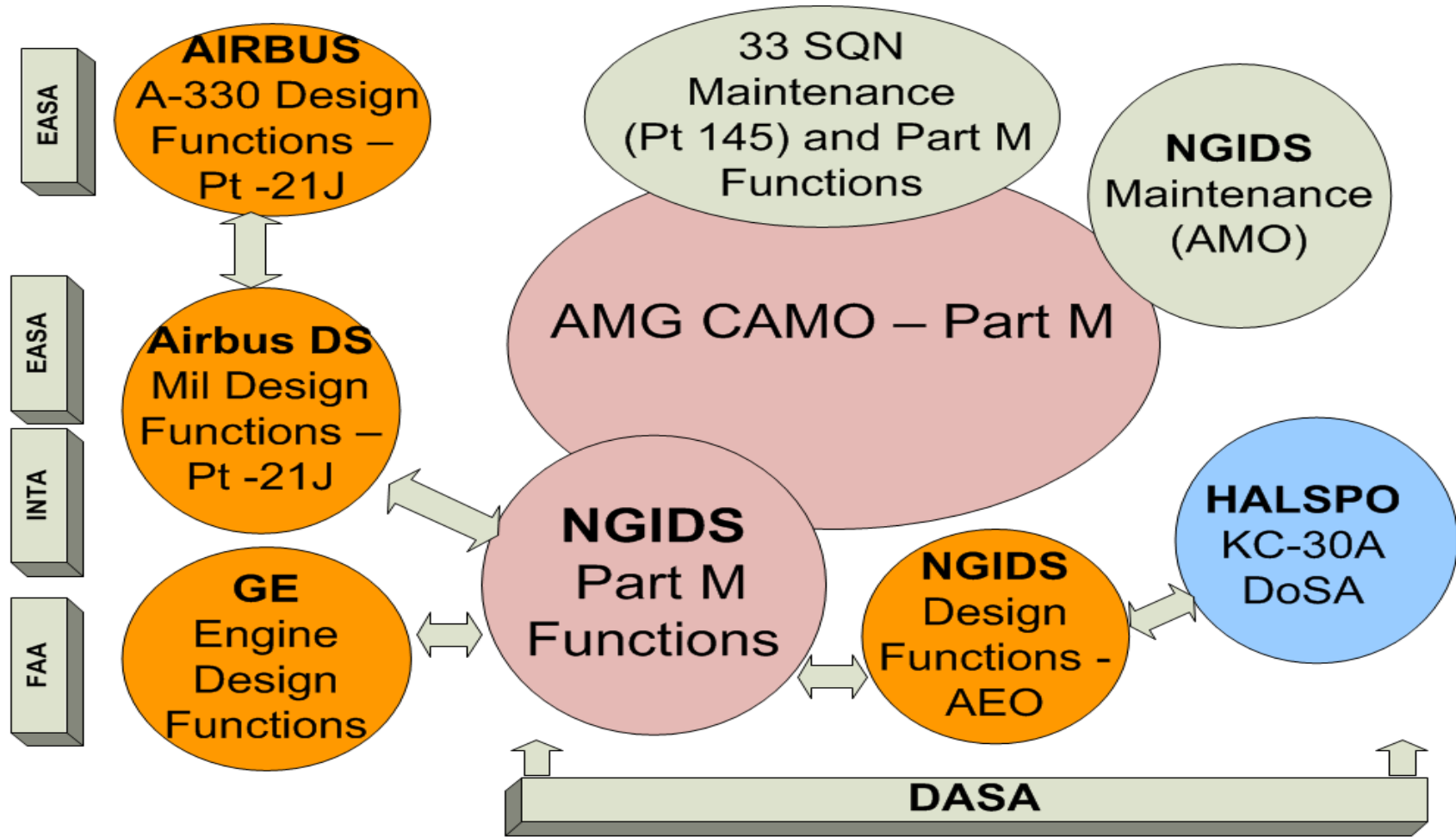


- A journey of discovery for both the regulated entities and the regulators – **DASA were VERY Helpful!!!!!! Above not True... Same learning journey**
- Approach and timeframes for implementation were correct but at times proved challenging
- Transition under Phase 1 was achieved where possible utilising extant processes to 'Lock in the Current Level of Safety'
- New Processes / Artefacts had to be developed to demonstrate compliance – Certainly not resource neutral

# DASR Benefits – HALSPO Perspective

- **Clear Organisational / Individual Accountability**
  - Pt-21J Design Organisations Accountable for their designs
  - Part M Organisations Accountable for ensuring that their platforms undertake required maintenance – AMP / MODS / ADs
  - Part 145 Organisations accountable for the conduct of maintenance
- **Regulation based upon EASA Regulation Set**
  - TAREGs were a bespoke regulation set that were very prescriptive
  - DASRs not prescriptive – Opportunities for identification of efficiencies – This is the next phase of DASR implementation.....
    - Error capture methods – Does this have to be IMIs?
    - Improved efficiency in ADF acceptance of Airbus DS Pt-21J generate designs
  - DASR makes it easier for mutual recognition - Regulatory Framework adopted by other nations
    - Certification of Future Major Changes to KC-30A Type Design by INTA
    - Utilisation of the same regulatory lexicon across all EMAR / EASA organisations

# KC-30A DASR (Technical) Environment



# DASR Organisation Construct Issues



CAM – DLC  
Accountable



DoCAM –  
SO1 Eng



AMG  
CAMO

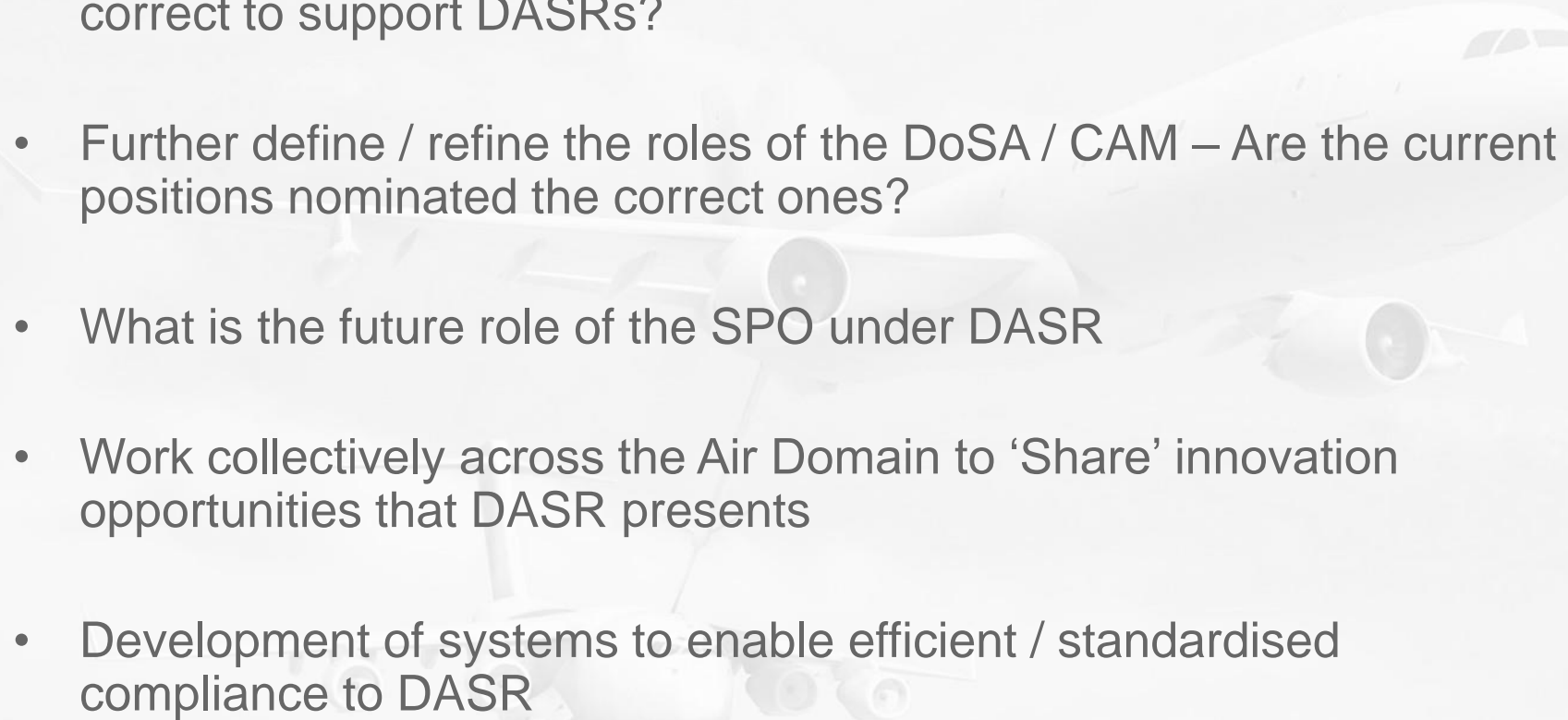


DHALSPO –  
Contract / Quality  
Responsibilities



Part M  
Functions

# DASR – Future Opportunities

- Organisational Reviews – Is the current organisational construct correct to support DASRs?
  - Further define / refine the roles of the DoSA / CAM – Are the current positions nominated the correct ones?
  - What is the future role of the SPO under DASR
  - Work collectively across the Air Domain to ‘Share’ innovation opportunities that DASR presents
  - Development of systems to enable efficient / standardised compliance to DASR
    - occurrence reporting
    - Recording of Maintenance – eg SBs instead of MOD Orders in CAMM2
- 

# Final Thoughts

- Defences decision to adopt the DASRs is the right one
- Transition in the early stages was challenging but we have come a long way in our understanding since Sep 16
- DASRS is less prescriptive than the TAREGs and there are efficiencies to be realised – However, don't throw the baby out with the bath water.....