



**Australian Government**

**Department of Defence**

**DEFENCE AVIATION SAFETY AUTHORITY**

## **AVIATION AUTHORITY RECOGNITION**

DASA hereby recognises the

### **NEW ZEALAND DEFENCE AVIATION AUTHORITY**

as a competent Aviation Authority that applies appropriate safety oversight to the

**Design, Certification, Maintenance and Flight Operations**

of crewed aircraft within its remit.

#### TERMS

1. This recognition is limited by the scope, conditions and caveats set out in:
  - i. Annex A for type certification and major design products
  - ii. Annex B for the direct consumption of data for modifications and repairs
  - iii. Annex C for maintenance services
  - iv. Annex D *-reserved-*
  - v. Annex E for acceptance of components.
2. This recognition remains valid unless superseded, suspended or revoked.

Original Signed  
at BP22761232

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**JJ Medved**  
Air Commodore  
Director General  
DASA



## Aviation Authority Recognition

New Zealand Defence Aviation Safety Authority (DAA)

### ANNEX A: ASSESSING THE SUITABILITY OF DAA CERTIFICATION TO SEEK RELIEF FROM DEMONSTRATING COMPLIANCE

#### Introduction

1. The New Zealand Defence Aviation Safety Authority (DAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent Military Aviation Authority (MAA) that applies appropriate safety oversight to the design of crewed aircraft. This annex sets out:

- a. the scope of this recognition,
- b. conditions on recognition,
- c. caveats defining the minimum activities that must be carried out prior to applying recognition provisions, and
- d. notes for the information of organisations using this annex.

2. This annex applies to applicants for the following DASA airworthiness authorisations:

- a. Military Type Certificate,
- b. Military Restricted Type Certificate,
- c. Military Supplemental Type Certificate,
- d. Approval of 'Major' Change to Type Design, and
- e. Approval of 'Major' Repair Design, where Annex B provisions are not applicable.

3. Annex B provides for the direct consumption of data for modifications and repairs by a Continuing Airworthiness Management Organisation.

4. Advice on fulfilling the requirements of this annex will be provided by DASA on request.

#### Scope

5. Subject to the conditions and caveats described in this annex, an applicant for a DASA authorisation listed at paragraph 2 may use any of the authorisations issued by the DAA to seek relief from developing compliance demonstration evidence.

#### Conditions

6. This recognition of DAA airworthiness authorisations applies only to crewed aircraft.

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### Caveats

7. An applicant for a DASA airworthiness authorisation exercising the provision of paragraph 5 must carry out and document the checks described in AMC DASR 21.A.20 *Compliance with the type-certification basis and environmental protection requirements (where applicable)*. The applicant must ensure that these checks, as well as any reviews necessary to ensure their effectiveness, are documented.

### Notes

8. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.

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### ANNEX B: ASSESSING THE SUITABILITY OF APPROVED MODIFICATION AND REPAIR DATA FOR DIRECT CONSUMPTION

#### Introduction

1. The New Zealand Defence Aviation Safety Authority (DAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent MAA that applies appropriate safety oversight to the design of manned aircraft. This annex sets out:
  - a. the scope of this recognition,
  - b. conditions on recognition,
  - c. caveats defining the minimum activities that must be carried out prior to exploiting recognition provisions, and
  - d. notes for the information of organisations using this annex.
2. This annex applies to Continuing Airworthiness Management Organisations approved by DASA.
3. Advice on fulfilling the requirements of this annex will be provided by DASA on request.

#### Scope

4. Subject to the conditions and caveats described in this annex, all authorisations issued or endorsed by the DAA may be directly consumed under Defence Aviation Safety Regulation (DASR) M.A.304(d).

#### Conditions

5. The provisions of this annex may only be applied where:
  - a. the effect of the DAA authorisation has been classified as ‘major’ or ‘minor’ in accordance with the DASR, or
  - b. the data has otherwise been assessed by the CAMO as suitable for direct consumption in accordance with a procedure agreed by DASA.
  - c. This recognition applies only to crewed aircraft.
6. Authorisations from the DAA to be consumed must be EMAR-based artefacts issued under DAR-21, similarly to what would be expected under the DASR.

#### Caveats

7. Where data has been classified in accordance with the DASR, the consumer must ensure that:

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- a. the resulting modification or repair is compatible with:
    - (1) the Defence type design; and
    - (2) the Defence configuration, role and environment.
  - b. the holder obligations, to the extent that they concern Defence aircraft, will be carried out in accordance with:
    - (1) DASR 21.A.109 for modifications, or
    - (2) DASR 21.A.451 for repairs.
8. Where data has not been classified in accordance with the DASR, it must be assessed and treated in accordance with a procedure agreed by DASA.
9. The consumer must ensure that the measures taken to address the above caveats, including any checks or reviews necessary to ensure their effectiveness, are documented.

### Notes

10. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.

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### ANNEX C: ASSESSING THE SUITABILITY OF DAA APPROVED ORGANISATIONS FOR WHOLE-AIRCRAFT MAINTENANCE

#### Introduction

1. The New Zealand Defence Aviation Safety Authority (DAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent Aviation Authority that applies appropriate safety oversight to maintenance. This annex sets out:
  - a. the scope of this Recognition in the maintenance domain,
  - b. conditions on Recognition, and
  - c. caveats defining the minimum initial activities that must be carried out prior to exploiting Recognition provisions.
2. Advice on how to fulfil the requirements of this annex will be provided by the DASA on request.

#### Scope

3. Aircraft maintenance services provided under a DAA maintenance approval may be consumed by:
  - a. an Australian Defence Force Continuing Airworthiness Management Organisation (CAMO), or
  - b. a Commonwealth of Australia organisation seeking to establish a CAMO.
4. A DAA approved maintenance organisation may be tasked to fulfil the aircraft Certificate of Release to Service requirements of the DASR.
5. Refer to Annex E for information related to the acceptance of maintenance of components.

#### Conditions

6. This recognition applies only to crewed aircraft.

#### Caveats

7. Prior to consuming a whole-aircraft maintenance service within the scope of this Recognition, and in addition to DASR requirements for contracting/tasking a maintenance organisation, the consumer must ensure that:
  - a. the provision of the service to the ADF is within the scope of the maintenance organisation approval;
  - b. the maintenance organisation is contracted by the ADF to provide the required service;

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- c. the safety oversight that will be applied by the DAA to the service sought by the ADF is at least equivalent to that which would be applied if the service were provided to a New Zealand military consumer;
- d. the maintenance will be carried out in accordance with applicable maintenance data;
- e. any differences between the ADF maintenance data and that applied by the maintenance organisation are known to the ADF;
- f. occurrences are reported to the CAMO in accordance with the intent of DASR 145.A.60 Occurrence Reporting clause (d);
- g. new defects or incomplete maintenance work orders identified during maintenance are reported to the CAMO in accordance with the intent of DASR 145.A.50 Certification of Maintenance clause (c);
- h. any arrangements for the subcontracting of maintenance on ADF aircraft are appropriate;
- i. if any authorisation to be consumed uses a language other than English, the artefact will be translated to English in a controlled way by an appropriately skilled person/organisation prior to component fitment or aircraft release to service;
- j. any materials or standard parts to be used are appropriate;
- k. unless otherwise specified in DASR M.A.801(a), any components to be fitted are appropriately released to service on a DASR Form 1 or equivalent and any relevant DASA Airworthiness Directives have been applied as required;
- l. any other activities necessary to ensure safety have been carried out; and
- m. the measures taken to address the above caveats, including any checks or reviews necessary to ensure their ongoing effectiveness, are recorded.

### Notes

- 8. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.

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### ANNEX E: ACCEPTANCE OF COMPONENTS FROM MAINTENANCE UNDER DAA AUTHORISED RELEASE CERTIFICATE

#### Introduction

1. The New Zealand Defence Aviation Safety Authority (DAA), is recognised by the Defence Aviation Safety Authority (DASA) as a competent aviation authority that applies appropriate safety oversight to the maintenance of components. This annex sets out:
  - a. the scope of this Recognition;
  - b. conditions on this Recognition;
  - c. caveats defining the minimum activities that must be carried out prior to applying Recognition provisions; and
  - d. notes for the information of organisations using this annex.
2. Advice on how to fulfil the requirements of this annex will be provided by DASA on request.

#### Scope

3. The New Zealand MAA Authorised Release Certificate for components, Form 1, when issued by a maintenance organisation approved under the DARs, is a recognised equivalent to a DASR Form 1.

#### Conditions

4. The Form 1 must indicate the New Zealand MAA at block 1.
5. A DAA Form 1 releasing a component from maintenance must indicate that the maintenance was carried out in accordance with either:
  - a. EMAR 145.A.50 Release to Service (i.e. block 14a indicates only 'EMAR 145.A.50 Release to Service', for an EMAR Form 1); or
  - b. DAR-145, for a DAA Form 1.
6. This recognition applies only to components for crewed aircraft.

#### Caveats

7. Nil.

#### Notes

8. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.



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9. A Defence organisation establishing arrangements directly with a maintenance organisation should ensure the suitability of those arrangements. As a minimum, and where applicable, the arrangements should take into account the caveats listed at Annex C for maintenance services.