



Australian Government
Department of Defence

DEFENCE AVIATION SAFETY AUTHORITY

AVIATION AUTHORITY RECOGNITION

DASA hereby recognises the

CANADIAN MILITARY AVIATION AUTHORITY

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

Design, Certification, Maintenance, Production and Flight Operations

of crewed aircraft within its remit.

TERMS

1. The role of the Canadian Military Aviation Authority (MAA) is performed by:
 - i. Department of National Defence (DND) and Canadian Armed Forces (CAF) Airworthiness Authority (Airworthiness)
 - ii. Commander 1 Canadian Air Division (Flight Operations).
2. 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 for production services
 - v. Annex E for acceptance of components.
3. This recognition shall remain valid unless superseded, suspended or revoked.

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JJ Medved
Air Commodore
Director General
DASA



DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
Canadian Military Aviation Authority

CERTIFICATE REVISIONS

No. & Status	Date	Changes	Released by
1.0	7 Nov 16	Initial release	Def AA
2.0	17 Dec 24	New certificate to align with DASP recognition program Flight Operations scope included Annex B changed to reflect changes to AMC DASR M.A.304(d)	DG DASA

ANNEX A: ASSESSING THE SUITABILITY OF CANADIAN MAA CERTIFICATION TO SEEK RELIEF FROM DEMONSTRATING COMPLIANCE

Introduction

1. The Canadian Military Aviation Authority (MAA) is recognised by Defence Aviation Safety Authority (DASA) as a competent Aviation Authority 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
 - 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
 - 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 airworthiness authorisations listed at paragraph 2 may use the following Canadian MAA airworthiness authorisations to claim relief from developing compliance demonstration evidence:
 - a. Department of National Defence (DND)/Canadian Armed Forces (CAF) Type Certificate
 - b. Airworthiness Approval.

DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
Canadian Military Aviation Authority

Conditions

6. This recognition applies only to crewed aircraft.

Caveats

7. An applicant for a DASA airworthiness authorisations applying 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.
8. The consumer must ensure that the measures taken to address the above caveats, including any checks or reviews necessary to ensure their effectiveness, are recorded.

Notes

9. The Canadian MAA design classification system is not considered equivalent to DASR 21.A.91 – *Classification of changes to a type-certificate*. Further information on classification provisions is described in AMC DASR M.A.304(d).
10. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.

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

Introduction

1. The Canadian Military Aviation Authority (MAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent Aviation Authority 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
 - 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, the following airworthiness authorisations issued or endorsed by the Canadian Armed Forces may be directly consumed under Defence Aviation Safety Regulation (DASR) M.A.304(d):
 - a. Airworthiness Approval of 'Modifications'
 - b. Airworthiness Approval of 'Repairs'
 - c. Airworthiness Approval of 'Alterations'.

Conditions

5. The provisions of this annex may only be applied to airworthiness authorisations that are:
 - a. modifications classified as 'minor', or
 - b. repairs classified as 'minor' or 'major'.
6. Applicants may directly consume any additional engineering products in a manner that has been agreed by DASA.
7. This recognition applies only to crewed aircraft.

DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
Canadian Military Aviation Authority

Caveats

8. Prior to consuming an airworthiness authorisation under paragraph 4 of this annex, the consumer must ensure that it complies with the requirements of AMC M.A.304(d).

Notes

9. The Canadian MAA design classification system is not considered equivalent to DASR 21.A.91 – *Classification of changes to a type-certificate*. Further information on classification provisions is described in AMC DASR M.A.304(d).

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

11. For approved ‘major’ repairs that cannot be consumed under the provisions of this annex, the repair may be treated using the provisions of Annex A.

DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
Canadian Military Aviation Authority

ANNEX C: ASSESSING THE SUITABILITY OF MAINTENANCE SERVICES PROVIDED WITHIN THE CANADIAN MAA FRAMEWORK

Introduction

1. The Canadian Military Aviation Authority (MAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent Aviation Authority that applies appropriate safety oversight to the maintenance of crewed aircraft. 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
 - 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. Aircraft maintenance services provided under a Canadian MAA maintenance approval may be consumed by:
 - a. a Defence Continuing Airworthiness Management Organisation (CAMO)
 - b. a Commonwealth of Australia organisation seeking to establish a CAMO.
4. A maintenance organisation working within the Canadian MAA framework 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 maintenance of components.
6. DASA considers a maintenance organisation to be working within the Canadian MAA framework if it is a TAA-Acceptable Maintenance Organisation (AMO) accredited by the TAA.

Conditions

7. This recognition applies only to crewed aircraft.

Caveats

8. Prior to accessing a whole-aircraft maintenance service within the scope of this annex, and in addition to the DASR M requirements for contracting/tasking a maintenance organisation, the consumer must ensure that:

DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
Canadian Military Aviation Authority

- a. the service sought by Defence is within the scope of the maintenance organisation
- b. the maintenance organisation is contracted by Defence to provide the required service
- c. the safety oversight that will be applied by the Canadian MAA to the service sought by Defence is at least equivalent to that which would be applied if the service were provided to a Canadian Armed Forces organisation
- d. the maintenance will be carried out in accordance with applicable maintenance data
- e. any differences between Defence maintenance data and that applied by the maintenance organisation are known to Defence
- f. any components to be fitted are appropriately released to service in accordance with the DASR and any relevant DASA Airworthiness Directives or Canadian Armed Forces equivalent have been applied
- g. occurrences are reported to the CAMO in accordance with the intent of DASR 145.A.60 *Occurrence reporting* clause (d)
- h. 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)
- i. any arrangements for the subcontracting of maintenance on Defence aircraft are appropriate
- j. any materials or standard parts to be used are appropriate
- k. any other activities necessary to ensure safety have been carried out, and
- l. the measures taken to address the above caveats, including any checks or reviews necessary to ensure their ongoing effectiveness, are recorded.

Notes

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

10. The Canadian Armed Forces airworthiness system does not include an artefact equivalent to the DASR Certificate of Release to Service (Form 1) for the release of components from maintenance.

DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
Canadian Military Aviation Authority

ANNEX D: ASSESSING THE SUITABILITY OF PRODUCTION SERVICES PROVIDED WITHIN THE CANADIAN MAA FRAMEWORK

Introduction

1. The Canadian Military Aviation Authority (MAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent Aviation Authority that applies appropriate safety oversight to the production 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
 - d. notes for the information of organisations using this annex.
2. This annex applies to:
 - a. applicants for a DASA Certificate of Airworthiness
 - b. applicants for a DASA Military Permit To Fly (MPTF) prior to the award of a DASA Type Certificate
 - c. Defence Continuing Airworthiness Management Organisations (CAMOs) in the embodiment of a major modification.
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:
 - a. An organisation applying for or validating a DASA Certificate of Airworthiness may use as evidence artefacts issued by the Canadian MAA or a production organisation working within the Canadian MAA framework
 - b. a CAMO or maintenance organisation approved by DASA may use artefacts issued by the Canadian MAA or a production organisation working within the Canadian MAA framework to partially (or completely) meet the Certificate of Release to Service requirements of the Defence Aviation Safety Regulation (DASR)
 - c. DASA considers a production organisation to be working within the Canadian MAA framework if it is a TAA-Acceptable Manufacturing Organisation (AMfgO) accredited by the TAA.

DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
Canadian Military Aviation Authority

Conditions

5. This recognition applies only to crewed aircraft.

Caveats

6. Prior to applying for a DASA Certificate of Airworthiness using the provisions of paragraph 44.a of this annex, the applicant must ensure that:
- a. the production service sought by Defence is within the scope and expertise of the production organisation
 - b. the production organisation is contracted by Defence to provide the required service;
 - c. the safety oversight applied by the Canadian MAA to the service provided to Defence is at least equivalent to that which would be applied if the service were provided to a Canadian Armed Forces organisation
 - d. any components to be fitted are appropriately released to service in accordance with the DASR and any relevant DASA Airworthiness Directives or Canadian Armed Forces equivalent have been applied
 - e. any production waivers or deviations agreed by the Canadian MAA are known to Defence
 - f. the measures taken to address the above caveats, including any checks or reviews necessary to ensure their effectiveness, are documented.

Notes

7. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.
8. The Canadian Armed Forces airworthiness system does not include an artefact equivalent to the DASR Form 1 for the release of components.

DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
Canadian Military Aviation Authority

ANNEX E: ACCEPTANCE OF COMPONENTS UNDER A CANADIAN AUTHORISED RELEASE CERTIFICATE

Introduction

1. The Canadian Military Aviation Authority (MAA), is recognised by the Defence Aviation Safety Authority (DASA) as a competent Aviation Authority that applies appropriate safety oversight to the production and 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
 - 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. Artefacts issued by the Canadian MAA or a production organisation working within the Canadian Armed Forces may be used to partially (or completely) meet the component Certificate of Release to Service requirements of the Defence Aviation Safety Regulation (DASR) in a manner acceptable to DASA.

Conditions

4. This recognition applies only to components for crewed aircraft.

Caveats

5. Nil.

Notes

6. The Canadian Armed Forces airworthiness system does not include a singular artefact equivalent to the DASR Certificate of Release to Service (Form 1) for the release of components from maintenance or production.
7. A Defence organisation establishing arrangements directly with a maintenance or production organisation should ensure the suitability of those arrangements. As a minimum, and where applicable, the arrangements should take into account the caveats listed at:
 - a. Annex C for maintenance services; or

DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
Canadian Military Aviation Authority

- b. Annex D for production services.