



**Australian Government**  
**Department of Defence**

**DEFENCE AVIATION SAFETY AUTHORITY**

# **AIRWORTHINESS RECOGNITION**

The Authority hereby recognises the

## **DIREZIONE DEGLI ARMAMENTI AERONAUTICI E PER L'AERONAVIGABILITÀ (DAAA)**

as a competent airworthiness authority that applies appropriate safety oversight to the

### **Design, Certification, Maintenance and Production**

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 minor modifications and repairs
  - iii. Annex C for aircraft maintenance services
  - iv. Annex D for production services.
  - v. Annex E acceptance of components.
2. This recognition remains valid unless superseded, suspended or revoked.

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**JJ Medved**  
Air Commodore  
Director General  
DASA



# Airworthiness Recognition

Directorate of Aeronautical Armaments and Airworthiness (DAAA)

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

### Introduction

1. The Directorate of Aeronautical Armaments and Airworthiness (DAAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent 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 airworthiness authorisation listed at paragraph 2 may use any of the airworthiness authorisations issued by the DAAA to seek relief from developing compliance demonstration evidence.

### Conditions

6. This recognition of DAAA airworthiness authorisations applies only to crewed aircraft.
7. Authorisations and artefacts from the DAAA to be used as evidence must be EMAR-based artefacts issued under AER(EP).P-21, similarly to what would be expected under the DASR.

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8. The airworthiness authorisation or artefact forms the basis of a recommendation of certification by the DAAA as a Primary Authority of the Joint Military Aviation Authorities for NH90 (JMAAN).

### Caveats

9. 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

10. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.
11. The risk management framework applied by the DAAA in issuing airworthiness authorisations is incompatible with the requirements of the Australian Work Health and Safety Act. DAAA airworthiness policy under AER(EP).P-6 does not require that safety risks are eliminated so far as is reasonably practicable (SFARP) or otherwise minimised SFARP. The DAAA use a policy similar to ALARP (as low as reasonably practicable) specified in UK-MoD DEF STAN 00-56.

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

### Introduction

1. The Directorate of Aeronautical Armaments and Airworthiness (DAAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent 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 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, airworthiness authorisations for some major repairs and all minor repairs and modifications issued or endorsed by the DAAA 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 DAAA authorisation has been classified as ‘major’ or ‘minor’ in accordance with the DASR, or
  - b. the applicable data has otherwise been assessed by the CAMO as suitable for direct consumption in accordance with AMC M.A.304(d).
6. This recognition applies only to crewed aircraft.
7. Authorisations from the DAAA to be consumed must be EMAR-based artefacts issued under AER(EP).P-21, similarly to what would be expected under the DASR.

### Caveats

8. 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.
9. 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.
10. 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

11. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.
12. The risk management framework applied by the DAAA in issuing airworthiness authorisations is incompatible with the requirements of the Australian Work Health and Safety Act. DAAA airworthiness policy under AER(EP).P-6 does not require that safety risks are eliminated so far as is reasonably practicable (SFARP) or otherwise minimised SFARP. The DAAA use a policy similar to ALARP (as low as reasonably practicable) specified in UK-MoD DEF STAN 00-56.

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

### Introduction

1. The Directorate of Aeronautical Armaments and Airworthiness (DAAA) is recognised by the DASA as a competent Airworthiness 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 DAAA 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 DAAA 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 maintenance of components.

### Conditions

6. A DAAA maintenance organisation must be approved and operate under the regulations of AER(EP).P-145.

### 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 DAAA to the service sought by the ADF is at least equivalent to that which would be applied if the service were provided to an Italian 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 artefact 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; e.g. compliance with the Australian Work Health and Safety Act.
- 9. The risk management framework applied by the DAAA in issuing airworthiness authorisations is incompatible with the requirements of the Australian Work Health and Safety Act. DAAA airworthiness policy under AER(EP).P-6 does not require that safety risks are eliminated so far as is reasonably practicable (SFARP) or otherwise minimised SFARP. The DAAA use a policy similar to ALARP (as low as reasonably practicable) specified in UK-MoD DEF STAN 00-56.

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## ANNEX D: ASSESSING THE SUITABILITY OF PRODUCTION SERVICES PROVIDED WITHIN THE DAAA AIRWORTHINESS FRAMEWORK

### Introduction

1. The Directorate of Aeronautical Armaments and Airworthiness (DAAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent MAA that applies appropriate safety oversight to the production of crewed aircraft and components thereof. 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:
  - a. applicants for a DASA Certificate of Airworthiness, and
  - b. 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 DAAA or a production organisation within the DAAA framework.
  - b. a CAMO or maintenance organisation approved by DASA may use artefacts issued by the DAAS or a production organisation working within the DAAA framework to meet the component Certificate of Release to Service requirements of the Defence Aviation Safety Regulation (DASR).

### Conditions

5. This recognition applies only to crewed aircraft and their associated components.
6. Artefacts from the DAAA to be used as evidence must be EMAR-based artefacts issued under AER(EP).P-21, similarly to what would be expected under the DASR.



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### Caveats

7. Prior to applying for a DASA Certificate of Airworthiness using the provisions of paragraph 4a 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 DAAA to the service provided to Defence is at least equivalent to that which would be applied if the service were provided to an Italian organisation;
  - d. any components to be fitted are appropriately released to service in accordance with the DASR and any relevant DASA Airworthiness Directives or DAAA equivalent that have been applied;
  - e. any production waivers or deviations agreed by the DAAA are known to Defence; and
  - f. the measures taken to address the above caveats, including any checks or reviews necessary to ensure their effectiveness, are documented.
8. No caveats are applicable to component production; however, new arrangements for component production should take into account the caveats listed at paragraph 7 where applicable. See also the note at paragraph 9.

### 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 risk management framework applied by the DAAA in issuing airworthiness authorisations is incompatible with the requirements of the Australian Work Health and Safety Act. DAAA airworthiness policy under AER(EP).P-6 does not require that safety risks are eliminated so far as is reasonably practicable (SFARP) or otherwise minimised SFARP. The DAAA use a policy similar to ALARP (as low as reasonably practicable) specified in UK-MoD DEF STAN 00-56.

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

### Introduction

1. The Directorate of Aeronautical Armaments and Airworthiness (DAAA), is recognised by the DASA as a competent airworthiness 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 Italian MAA Authorised Release Certificate for components, Form 1, when issued by a maintenance organisation approved under AER(EP).P-145, is a recognised equivalent to a DASR Form 1.

### Conditions

4. The Form 1 must indicate the Italian MAA at block 1.
5. A DAAA 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. AER(EP).P-145, for a DAAA Form 1.

### Caveats

6. Prior to consuming a Form 1 under paragraph 3, the consumer must ensure that if the Form 1 uses a language other than English, the Form 1 is translated to English in a controlled way by an appropriately skilled person/organisation.

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### Notes

7. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.
8. 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:
  - c. Annex C for maintenance services; or
  - d. Annex D for production services.