



Australian Government
Department of Defence

DEFENCE AVIATION SAFETY AUTHORITY

AVIATION AUTHORITY RECOGNITION

DASA hereby recognises the

UNITED STATES NAVY
MILITARY AVIATION AUTHORITY

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

Design, Certification, Maintenance and Production

of crewed and uncrewed 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 for production services
 - v. Annex E for acceptance of components.
2. This recognition shall remain valid unless superseded, suspended or revoked.

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Original signed at
OBJ:BP39177179
JJ Medved
Air Commodore
Director General
DASA



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CERTIFICATE REVISIONS

No. & Status	Date	Changes	Released by
1.0	04 Jul 18	Initial release	DG DASA
1.1	04 Dec 18	Inclusion of direct consumption of 'major' repairs Revised scope and caveats to reflect changes to AMC DASR 21.A.20 Inclusion of Form DD250 <i>Material Inspection and Receiving Report</i> Inclusion of NAVAIR Form 4130/1	DR S JENKINSON DAVREG - DASA
1.2	19 Dec 18	Amendment to Recognition validity period.	DG DASA
2.0 CURRENT	6 May 24	Inclusion of data from a FRC Fleet Support Team. Recognition of USN MAA for uncrewed aircraft. Update to new certificate format.	DG DASA

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

Introduction

1. The United States Navy (USN) Military Aviation Authority (MAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent MAA that applies appropriate safety oversight to the design of crewed and uncrewed 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 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
 - f. Uncrewed Aircraft System (UAS) Operating Permit (UASOP).
3. Annex B provides for the direct consumption of data for modifications and repairs by a Continuing Airworthiness Management Organisation.
4. The USN MAA comprises the following USN organisations:
 - a. the Naval Air Systems Command (NAVAIR), and
 - b. the Office of the Commander, Naval Air Forces (CNAF).
5. DASA considers the Defense Contract Management Agency (DCMA) to be acting as an agent of the USN MAA when overseeing commercial organisations against contractual requirements based on USN MAA policy or approved data.
6. Advice on fulfilling the requirements of this annex will be provided by DASA on request.

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Scope

7. Subject to the conditions and caveats described in this annex, an applicant for a DASA authorisation listed at paragraph 2 may use the following authorisations issued or endorsed by the USN MAA to show compliance with the relevant DASR:
- a. Flight Clearance Recommendation
 - b. Permanent Flight Clearance
 - c. Interim Flight Clearance
 - d. Technical Directive (describing a configuration change not otherwise covered by a Flight Clearance)
 - e. NAVAIR Form 4130/1 (approved by a NAVAIR Configuration Control Board along with an associated Engineering Change Proposal not covered by a Technical Directive)
 - f. Rapid Action Change
 - g. Interim Rapid Action Change
 - h. Formal Change
 - i. Revisions
 - j. Pick-up Revision
 - k. NAVAIR TM Notice
 - l. Engineering Disposition, or
 - m. Provision of Engineering Advice.

Conditions

8. For items in paragraphs 7.h-m, it is necessary for the applicant to verify that these products originated from a US Navy Fleet Readiness Centre (FRC) Fleet Support Team (FST). With DASA's agreement, recognition may be applicable in respect of other FST products not listed in paragraph 7.
9. The provisions of this annex are not applicable to USN MAA authorisations or oversight in respect of USN Category 3 UAS.

Caveats

10. The applicant for a DASA authorisation exercising the provision of paragraph 7 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

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applicant must ensure that these checks, as well as any reviews necessary to ensure their effectiveness, are documented.

11. By exception to paragraph 10, the applicant for a DASA UASOP must ensure that the intent of the checks described in AMC DASR 21.A.20 are met.

Notes

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

13. USN airworthiness policy does not require that safety risks are eliminated So Far As is Reasonably Practicable (SFARP) or otherwise minimised SFARP.

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

Introduction

1. The United States Navy (USN) Military Aviation Authority (MAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent MAA that applies appropriate safety oversight to the design of crewed and uncrewed aircraft. This annex sets out:
 - a. the scope of this recognition
 - b. conditions on recognition
 - c. caveats, and
 - d. notes for the information of organisations using this annex.
2. This annex applies to Continuing Airworthiness Management Organisations approved by DASA.
3. The USN MAA comprises the following USN organisations:
 - a. the Naval Air Systems Command (NAVAIR), and
 - b. the Office of the Commander, Naval Air Forces (CNAF).
4. DASA considers the Defense Contract Management Agency (DCMA) to be acting as an agent of the USN MAA when overseeing commercial organisations against contractual requirements based on USN MAA policy or approved data.
5. Advice on fulfilling the requirements of this annex will be provided by DASA on request.

Scope

6. Subject to the conditions and caveats described in this annex, the following authorisations issued or endorsed by the USN MAA to show compliance with the relevant DASR:
 - a. Flight Clearance Recommendation
 - b. Permanent Flight Clearance
 - c. Interim Flight Clearance
 - d. Technical Directive (describing a configuration change not otherwise covered by a Flight Clearance)

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- e. NAVAIR Form 4130/1 (approved by a NAVAIR Configuration Control Board along with an associated Engineering Change Proposal not covered by a Technical Directive)
- f. Rapid Action Change
- g. Interim Rapid Action Change
- h. Formal Change
- i. Revision
- j. Pick-up Revision
- k. NAVAIR TM Notice
- l. Engineering Disposition, or
- m. Provision of Engineering Advice.

Conditions

7. The provision of this annex may only be applied where the effect of the USN MAA instrument has been classified in accordance with the DASR as:
- a. 'minor', for modifications; or
 - b. 'minor' or 'major', for repairs.
8. For items in paragraphs 6.h-m, it is necessary for the consumer to verify that these products originated from a US Navy Fleet Readiness Centre (FRC) Fleet Support Team (FST). With DASA's agreement, recognition may be applicable in respect of other FST products not listed in paragraph 6.
9. Applicants may directly consume any additional engineering products in a manner that has been agreed by DASA.
10. The provisions of this annex are not applicable to USN MAA authorisations or oversight in respect of USN Category 3 UAS.

Caveats

11. Where data has been classified as 'minor' in accordance with the DASR, the consumer must ensure that:
- a. the resulting modification or repair is compatible with:
 - (1) the Defence type design; and
 - (2) the Defence configuration, role and environment.

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- 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.
 - c. for 'major' repairs, the data is treated in accordance with a procedure agreed by DASA.
12. 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

13. The USN MAA design classification system is not considered equivalent to DASR 21. Further information on classification provisions is described in AMC DASR M.A.304(d).
14. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.
15. USN airworthiness policy does not require that safety risks are eliminated so far as is reasonably practicable (SFARP) or otherwise minimised SFARP.
16. 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.

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ANNEX C: ASSESSING THE SUITABILITY OF MAINTENANCE SERVICES PROVIDED WITHIN THE US NAVY AIRWORTHINESS FRAMEWORK

Introduction

1. The United States Navy (USN) Military Aviation Authority (MAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent MAA that applies appropriate safety oversight to the maintenance of crewed and uncrewed 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:
 - a. Continuing Airworthiness Management Organisations (CAMOs) approved by DASA, and
 - b. maintenance organisations approved by DASA.
3. The USN MAA comprises the following USN organisations:
 - a. the Naval Air Systems Command (NAVAIR), and
 - b. the Office of the Commander, Naval Air Forces (CNAF).
4. DASA considers the Defense Contract Management Agency (DCMA) to be acting as an agent of the USN MAA when overseeing commercial organisations against contractual requirements based on USN MAA policy or approved data.
5. Advice on how to fulfil the requirements of this annex will be provided by DASA on request.

Scope

6. Subject to the conditions and caveats described in this annex, an organisation listed at paragraph 2 may task a maintenance organisation working within the US Navy MAA framework to fulfil the aircraft Certificate of Release to Service requirements of DASR M.

Conditions

7. DASA considers a maintenance organisation to be working within the USN MAA framework if it is:

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- a. a military organisation within the applying the Naval Aviation Maintenance Program (NAMP)
 - b. a commercial organisation applying the NAMP in conjunction with DCMA instructions under the oversight of the DCMA.
8. The provisions of this annex are not applicable to USN MAA authorisations or oversight in respect of USN Category 3 UAS.

Caveats

9. 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:
- a. the service sought by Defence is within the scope of the maintenance organisation
 - b. a formal agreement between Defence and the maintenance organisation is established and documented
 - c. the safety oversight applied by the USN MAA to the service provided to Defence is at least equivalent to that which would be applied if the service were provided to a USN organisation
 - d. the maintenance is limited to discrete maintenance packages that are provided by the CAMO to be carried out in accordance with applicable maintenance data
 - e. any components to be fitted are appropriately released to service in accordance with the DASR and any relevant DASA Airworthiness Directives have been applied
 - 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), and
 - h. any arrangements for the subcontracting of maintenance are appropriate.
10. The consumer must ensure that the measures taken to address the above caveats, including any checks or reviews necessary to ensure their ongoing 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.

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12. The USN airworthiness system does not include a single artefact equivalent to the DASR Certificate of Release to Service (Form 1) for the release of components from maintenance.

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ANNEX D: ASSESSING THE SUITABILITY OF PRODUCTION SERVICES PROVIDED WITHIN THE US NAVY AIRWORTHINESS FRAMEWORK

Introduction

1. The United States Navy (USN) Military Aviation Authority (MAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent MAA that applies appropriate safety oversight to the production of crewed and uncrewed 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 or Restricted 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. The USN MAA comprises the following USN organisations:

- a. the Naval Air Systems Command (NAVAIR), and
- b. the Office of the Commander, Naval Air Forces (CNAF).

4. DASA considers the Defense Contract Management Agency (DCMA) to be acting as an agent of the USN MAA when overseeing commercial organisations against contractual requirements based on USN MAA policy or approved data.

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

Scope

6. Subject to the conditions and caveats described in this annex artefacts issued by the USN MAA or a production organisation within the USN MAA framework may be used as evidence in support of a DASA authorisation described in paragraph 2, eg:

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- a. the output of a Physical Configuration Audit;
 - b. Flight Clearance Recommendation; or
 - c. a completed DD Form 250 Material Inspection and Receiving Report.
7. DASA considers a production organisation to be working within the USN MAA framework if:
- a. the organisation is subject to DCMA instructions and oversight
 - b. the design of the aircraft or component has been approved in accordance the NAVAIR Systems Engineering Technical Review process, and
 - c. the organisation has been contracted by the DCMA on behalf of the USN to provide the production service.

Conditions

8. The provisions of this annex are not applicable to USN MAA authorisations or oversight in respect of USN Category 3 UAS.

Caveats

9. The following must be ensured prior to leveraging the provisions of this annex:
- 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, either directly or through the DCMA
 - c. the safety oversight applied by the USN MAA to the service provided to Defence is at least equivalent to that which would be applied if the service were provided to a USN organisation
 - d. any components to be fitted are appropriately released to service in accordance with the DASR and any relevant DASA Airworthiness Directives or USN equivalent have been applied
 - e. any production waivers or deviations agreed by the USN MAA 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.

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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 USN airworthiness system does not include an artefact equivalent to the DASR Certificate of Release to Service (Form 1) for the release of components from production.

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ANNEX E: ACCEPTANCE OF COMPONENTS UNDER A US NAVY AUTHORISED RELEASE CERTIFICATE

Introduction

1. The United States Navy Military Aviation Authority (MAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent MAA that applies appropriate safety oversight to the production and maintenance of components for crewed and uncrewed 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. The USN MAA comprises the following USN organisations:
 - a. the Naval Air Systems Command (NAVAIR); or
 - b. the Office of the Commander, Naval Air Forces Command, (CNAF).
3. DASA considers the Defense Contract Management Agency (DCMA) to be acting as an agent of the USN MAA when overseeing commercial organisations against contractual requirements based on USN MAA policy or approved data.
4. Advice on how to fulfil the requirements of this annex will be provided by DASA on request.

Scope

5. A DASA approved maintenance organisation may use artefacts issued by the US Navy MAA, or an organisation working within the US Navy MAA framework, to meet the component Certificate of Release to Service requirements of the DASR.
6. DASA considers an organisation to be working within the US Navy MAA framework if:
 - a. it is a military organisation within the USN applying the Naval Aviation Maintenance Program (NAMP)
 - b. the organisation is subject to DCMA instructions and oversight
 - c. the design of the component has been approved in accordance with the NAVAIR Systems Engineering Technical Review process, or

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- d. the organisation has been contracted by DCMA on behalf of the USN to provide the maintenance production service.

Conditions

7. The provisions of this annex are not applicable to USN MAA authorisations or oversight in respect of USN Category 3 UAS.

Caveats

8. Nil.

Notes

9. 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
 - b. Annex D for production services.
10. The US Navy 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 or production.