



Military Airworthiness Review Report

Guidance

These guidelines are designed to assist you to complete the DASR Form 15c for an Airworthiness Review under Defence Aviation Safety Regulation (DASR) M.A. 901.

IMPORTANT

It is the responsibility of the reviewer to ensure they can demonstrate compliance with all the relevant regulatory requirements prior to issuing or requesting the MAA issue a Military Airworthiness Review Certificate (MARC).

Please read this document carefully and any relevant Acceptable Means of Compliance or Guidance Material issued by DASA. This information is available on the [Defence Aviation Safety Program](#) (DASP) website and will assist with the application process.

About this form

This form provides the CAMO evidence that an Airworthiness Review has been completed, and all areas required by the DASR have been addressed. This form accompanies the DASR Form 15a if the CAMO is applying for a MARC to be issued by DASA, or DASR Form 15b if the CAMO intends to issue a MARC.

NOTE 1: For all aircraft that have their continuing airworthiness managed by a CAMO not holding the privilege to carry out airworthiness reviews, the MARC shall be issued by DASA upon satisfactory assessment of the DASR Form 15a. DASA may not consider your application or cease to consider it further if all required fields have not been completed, insufficient evidence is made available or you have not complied with all DASR requirements.

NOTE 2: Provide comments or reference to evidence sighted in the column provided for Sections 4 to 7

Section 1 – Inspection Details

Provide details of the individual completing the inspection, the Operating Organisation of the aircraft and the organisation performing CAMO services for the aircraft in section one.

Section 2 – Details of the Aircraft

Details of the individual aircraft that the Airworthiness Review is for must be recorded in Section 2.

Section 3 – Information in Relation to the Review

Is this review for the issue of a MARC or an extension to an existing MARC? Will this assessment be a recommendation to DASA for the issue of the MARC with an accompanying DASR Form 15(b) or for information only?

NOTE: If the CAMO will be issuing the MARC there is no requirement to send this form to DASA providing it is made available upon request.

Section 4 – MARC Extensions

Provide a response to the questions listed to address the requirements of M.A.901. For additional guidance, see DASR AMC M.A.901 and M.A.302 where applicable.

NOTE: For an MARC extension, only Section 1 to 4 and Section 8 are required to be completed

Section 5 – AMP

Response to this section is self explanatory.



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Section 6 and 7 – Documentation and Physical Survey

Provide a response to the questions listed to address the requirements of M.A.710. For additional guidance, refer to DASR M.A.710.

If the aircraft has been maintained in a controlled environment, data retrieved from the Maintenance Management Systems such as CAMM2, GO81, or other Maintenance Information Systems (MIS) sources, may be used, providing sufficient evidence is available to verify the data as a true reflection of the maintenance and flight activity of the aircraft and/or engines. In the event that during the data verification process from these Maintenance Management Systems a discrepancy is identified, further investigation will be required.

NOTE: All responses must be supported by evidence and a record of all evidence sighted must be maintained for audit purposes.

- DASR M.A.710(a)1.** *Airframe, engine and propeller flying hours and associated flight cycles and/or landings and any other airworthiness data as required by the MAA, have been properly recorded.*

A review of the recorded hours, cycles and landings must be performed. The intent is to ensure that the recorded data, either electronically or otherwise is a true reflection of the use of the aircraft.

- DASR M.A.710(a)2.** *The aircraft flight manual and/or any other manuals required by the MAA are applicable to the aircraft configuration and reflect the latest revision status.*

Refer to current records on DASA-ACPA website for details for the MTC.

Confirm that the AFM (electronic) copy is of the correct revision status and that any hard copies issued by the Technical Library reflect the same revision status. Ensure that all AFM affected mods (STC's, etc...) have been incorporated.

- DASR M.A.710(a)3.** *All the maintenance due on the aircraft according to the AMP has been carried out.*

Requirement: Sample check of 50 maintenance tasks or 5 per cent (%) of maintenance performed, (which ever is the lesser of the two).

NOTE: For CAMM2 managed platforms, providing the requirements as set in AAP 7001.060 for the maintenance verification process carried out by the CAMM2 MCS Staff is followed, CAMM2 data may be considered sufficient to meet the requirements of the maintenance sample review in the Airworthiness Review process.

Other Maintenance Information Systems would need to ensure the accuracy of the data maintained is a true reflection of maintenance requirements and certification activity.

NOTE: If any discrepancies are found during the sample check, further investigation should be carried out to the extent necessary to determine the level of inaccuracy in the records kept.

- DASR M.A.710(a)4.** *All known defects have been corrected or, when applicable, carried forward in a controlled manner.*

Ensure all Deferred Defects, (reference CFU) have been correctly and appropriately documented and these Deferred Defects do not affect any airworthiness systems.

NOTE: All defects should be corrected however the Continuing Airworthiness System may have open entries related to flight preparation activities.

- DASR M.A.710(a)5.** *All applicable Airworthiness Directives (AD) have been applied and properly registered.*

All ADs applicable to the type of aircraft will be listed on the DASA website. Refer to the DASA website to check applicability to the individual tail number and that the AD has been actioned in accordance within the compliance requirements.

NOTE 1: Refer also to issued Special Technical Instructions (STIs)

NOTE 2: During an initial review, the review of ADs issued will only be for ADs issued post 30 Sept 2016. Ensure that all applicable ADs have been incorporated, and incorporated within the stated required compliance period.

- DASR M.A.710(a)6.** *All modifications and repairs applied to the aircraft have been registered and are in compliance with DASR M.A.304.*

Ensure all repairs and modifications without a DASR 21 approval or DASR 21 equivalent have been noted.

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7. DASR M.A.710(a)7. *All service life limited components (Maintenance Manage Items) installed on the aircraft are properly identified, registered and have not exceeded their approved service life limit.*

Sample up to five life limited items and ensure these life limited items have not exceeded their life limit, and confirm through the physical survey that the part number and serial number of each selected part matches that of the details maintained within the records management system.

NOTE: If life limited items are tracked any other way, ie 'a spread sheet', confirm the same via sampling as above.

8. DASR M.A.710(a)8. *All maintenance has been released in accordance with M.A. Subpart H.*

NOTE: For operators using the Form EE500 – Maintenance Form, or any other Technical Log, verify that the CRS has been appropriately applied.

NOTE: All defects should be corrected however the Continuing Airworthiness System may have open entries related to flight preparation activities.

9. DASR M.A.710(a)9. *The current weight and balance statement reflects the configuration of the aircraft and is valid.*

NOTE: For CAMM2 managed aircraft, the Weigh and Balance (W&B) Chart C may not 100% align with what's on the VASM screen; this is due to the W&B engineers working within an allowable limit which doesn't require change to the Centre of Gravity (CG).

Section 8 – Statement

After rectification or appropriate deferment of a defect you need to close the question in the list with the date and your initials. If question 7.1 can not be answered positively but the aircraft is still considered to be airworthy, support the recommendation at part 8.2 within the remarks field.

Annex A – Findings and Rectification

When an item of Section 4 to 7 is considered to be out of compliance, you are required to identify the non compliance and detail the finding in Annex A. Please indicate any additional pages added, if required. Once rectification is complete, or the finding has been appropriately deferred, you are to provide details of the rectification or deferral. When all findings have been appropriately managed in accordance with the CAMO QMS, Annex B may be completed and if the aircraft is considered airworthy, the MARC may be issued.

Annex B – Physical Survey

Provide a response to the questions listed to address the requirements of DASR M.A.710. For additional guidance, see DASR M.A.710. The items listed in Annex B are considered the minimum required to satisfy the physical survey. Each CAMO may add additional items required to be reviewed during the physical survey activity.

Privacy Policy

DASA requires the provision of information as listed in this form. All such information received will be treated as confidential and will not be disclosed to any third parties unless that disclosure is required or authorised by law. DASA will safeguard personal information however, please be aware that DASA policy is to publish approvals on its website.

Form Submission

If this assessment is a recommendation to DASA for the issue of the MARC, please submit this form electronically to DASA by email: DASA.DCACAA@defence.gov.au



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Report

Name of CAMO:			
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Your Reference:		Report Number	
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Section 1. Inspection Details

1.1 Inspection Completed by	Name		
	DARN - P		
	Contact Number		
	Email Contact		

1.2 Holder of the Aircraft	Organisation Name		
	DARN - O		
	Contact Number		
	Email Contact		

1.3 Continuing Airworthiness Management is performed by	Organisation Name		Since	
	DARN - O			
	Contact Number			
	Email Contact			

1.4 Location and date of the inspection survey		Date	
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1.5 MARC Valid until (N/A for initial)	
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Section 2. Details of the Aircraft

2.1 Registration	
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2.2 Manufacturer	
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2.3 Serial Number	
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Section 3. Information in Relation to the Review

NOTE: Once a MARC is issued, a CAMO may only extend twice the validity of a MARC for a period of up to one year each time.

3.1 Inspection relates to:	MARC Issue	Complete all sections	MARC Extension	Section 5 to 7 not required
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3.2 Send this report to the MAA for:	Recommendation	DASR Form 15a	Information	DASR Form 15b
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Section 4. Aircraft Management

Reference	DASR Requirement	Comments / evidence reference				
			Yes	No	Initial	Date
4.1 Reference M.A. 901(c) (2)AMC (i)	During the last 12 months, has the aircraft been continuously managed by a DASR M CAMO?					
4.2 Reference M.A. 901(c) (2)AMC (ii)	During the last 12 months, did all maintenance performed conform to the requirements of a controlled environment?					

NOTE: For a MARC extension, only Section 1 - 4 are required to be completed. For an extension only of the MARC, Section 5 to 7 are not required.



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Section 5. AMP

NOTE: Section 5 does not require the AwR staff to audit the AMP process; rather ensure the latest approved version is in use.

Reference	DASR Requirement	Comments / evidence reference				
			Yes	No	Initial	Date
5.1 Reference AMC M.A.302(f)(3) and M.A.302(g)	Has there been a yearly evaluation on the effectiveness and validation of the Aircraft Maintenance Program (AMP)?					
5.2 Reference M.A.302(d)	Is the approved AMP updated with the latest revisions of the source documents?					
5.3 Reference M.A.302(b)	Is the AMP approved by the authority or through an indirect approval procedure?					

Current revision of the AMP

Section 6. Documentation

Reference	DASR Requirement	Comments / evidence reference				
			Yes	No	Initial	Date
6.1 Reference M.A.710(a)1	Airframe, engine and propeller flying hours and associated flight cycles and/or landings and any other airworthiness data as required by the MAA, have been properly recorded?					

Airframe Hours

Power Plant, Propeller and Rotor Blade (main and tail) Serial Number and Hours.

NOTE: Physical verification of Part Number/Serial Number not required unless discrepancy identified

(N/A fields not required)	#1 Engine	#2 Engine	#3 Engine	#4 Engine
Engine Part Number				
Engine Serial Number				
Engine Hours				
(N/A if no Propeller fitted)	#1 Propeller	#2 Propeller	#3 Propeller	#4 Propeller
Propeller Part Number				
Propeller Serial Number				
Propeller Hours				

Rotary Wing Aircraft Only

	#1 Blade	#2 Blade	#3 Blade	#4 Blade	#5 Blade	#6 Blade
Main Rotor Blade Part Number						
Main Rotor Blade Serial Number						
Main Rotor Blade Hours						
Tail Rotor Blade Part Number						
Tail Rotor Blade Serial Number						
I Rotor Blade Hours						

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6.2 Reference M.A.710(a)2	Is the flight manual applicable to the aircraft configuration and does it reflect the latest revision status?		Yes	No	Initial	Date
Aircraft Flight Manual						
6.3 Reference M.A.710(a)3	Has all the maintenance due on the aircraft according to the Aircraft Maintenance Program, (AMP) been carried out?		Yes	No	Initial	Date
6.4 Reference M.A.710(a)4	Have all known defects been corrected or, when applicable, deferred in a controlled manner?		Yes	No	Initial	Date
6.5 Reference M.A.710(a)5	Have all applicable Airworthiness Directives (ADs) been applied and properly registered?		Yes	No	Initial	Date
6.6 Reference M.A.710(a)6	Have all modifications and repairs that are applied to the aircraft been registered and are in compliance with DASR M.A.304?		Yes	No	Initial	Date
6.7 Reference M.A.710(a)7	Have all installed Service Life Limited components been properly identified, registered and have not exceeded their approved service life limit?		Yes	No	Initial	Date
6.8 Reference M.A.710(a)8	Has all maintenance been released according to DASR M.A. Subpart H?		Yes	No	Initial	Date
6.9 Reference M.A.710(a)9	Does the current weight and balance statement reflect the current configuration of the aircraft and is it still valid?		Yes	No	Initial	Date
6.10 Reference M.A.710(a)10	Does the aircraft comply with the latest revision of the type design approved by the MAA/(M)TCH?		Yes	No	Initial	Date
6.11 Reference M.A.710(a)12	Where required, does the current symmetry report reflect the configuration of the aircraft and is it valid	N/A	Yes	No	Initial	Date

Section 7. Physical Survey

NOTE 1: The physical survey should only be carried out once all findings and corrective action and/or deferrals identified from responses to Sections 4 to 6 have been appropriately actioned.

NOTE 2: The physical survey must only be conducted with DASR Part 145 approved personnel present. DASR Part 145 maintenance procedures must be followed when accessing any part of the aircraft.

NOTE 3: Refer to Annex B for the Military Airworthiness Review Physical Survey Check Sheet prior to completing Section 7.

Reference	DASR Requirement	Comments / evidence reference	Yes	No	Initial	Date
7.1 Reference M.A.710(c)1	Are the required markings and placards properly installed?					

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7.2 Reference M.A.710(c)2	Does the aircraft comply with its aircraft flight manual and/or any other manuals required by the MAA?		Yes	No	Initial	Date
7.3 Reference M.A.710(c)3	Does the aircraft configuration comply with the approved data?		Yes	No	Initial	Date
7.4 Reference M.A.710(c)4	During the physical survey of the aircraft, there were no defects found that could not have been reasonably expected to be addressed.		Yes	No	Initial	Date
7.5 Reference M.A.710(c)5	There are no inconsistencies between the aircraft and the documented review of records that were checked in Section 6?		Yes	No	Initial	Date

Section 8. Statement

8.1a Airworthiness Review: The questions of section 4 through 7 are:	N/A for extension	All answered positively		Not all answered positively	
8.1b MARC Extension: The questions of section 4 are:	N/A for Issue	All answered positively		Not all answered positively	

NOTE: If question 8.1a or 8.1b cannot be answered positively but the aircraft is still considered to be airworthy, support the recommendation below in the remarks field.

8.2 Remarks:

NOTE: DASR M.A 901(k): A MARC cannot be issued or extended if there is evidence or reason to believe that the aircraft is not airworthy.

With regards to what is stated above, I declare that the Airworthiness Review has been performed in compliance with DASR M.

8.3 It is advised	To issue / extend the MARC	NOT to issue / extend the MARC
8.4 Name and authorisation number		
8.5 Title and Signature		
Detail reference to or copies of all evidence sighted during this review		



Military Airworthiness Review Findings

Annex A

Annex A. Airworthiness Review Findings and Corrective Actions

Detail all findings and corrective action and / or deferrals (See Sections 4 to 7)

Item No.	Description	Rectification / Deferral details	Date

Extra pages for findings	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
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All the findings listed above have been appropriately managed in accordance with the CAMO QMS

Name and authorisation number		
Title and Signature		

Military Airworthiness Review Physical Survey Check Sheet

Annex B

NOTE 1: The physical Inspection should only be carried out once all findings and corrective action and/or deferrals identified from responses to Sections 4 to 6 have been appropriately actioned.

NOTE 2: The physical survey **must** only be conducted with DASR Part 145 approved personnel present. DASR Part 145 maintenance procedures must be followed when accessing any part of the aircraft.

NOTE 3: Record all identified discrepancies during the physical survey in Annex A.

NOTE 4: the items listed are the minimum required to satisfy the physical survey of the aircraft. Additional or targeted items may also be reviewed and detailed.

1. Inspect the condition of the aircraft for obvious damage, leaks and other discrepancies including a general condition of the paint.		N/A	Yes	No	Initial	Date
2. The Australian nationality and registration markings are present and legible		N/A	Yes	No	Initial	Date
3. Check the fuselage skin is smooth and unobstructed around pitot static ports/probes and angle of attack sensors. Check that the area around the static ports is smooth, clean and free of paint immediately around the area		N/A	Yes	No	Initial	Date
4. Check canopy/passenger/emergency exit doors operating instruction, (including the exit signs where fitted) are present and legible		N/A	Yes	No	Initial	Date
5. The operating instructions for cargo/access doors/panels are present and legible		N/A	Yes	No	Initial	Date
NOTE: when assessing tracked items, every attempt to identify different items across the fleet of aircraft should be made to allow a greater sample of items reviewed						
6. Record the Part Number and Serial Number of tracked parts as fitted to the aircraft in the list below:		N/A	Yes	No	Initial	Date
	One cabin / cockpit tracked part:	One landing gear tracked part		One airframe tracked part		
Description:						
Part Number:						
Serial Number:						
7. Where fitted, check the condition, service life location and quantity of the cockpit safety equipment is in accordance with the aircraft emergency equipment check sheets. (note: a 100% check of all crew safety equipment required)		N/A	Yes	No	Initial	Date
8. Cabin mandatory placards are present and legible		N/A	Yes	No	Initial	Date
9. Check the condition, service life location and quantity of the cabin safety equipment is in accordance with the aircraft emergency equipment check sheets. (NOTE: sample of passenger and 100% crew safety equipment required)		N/A	Yes	No	Initial	Date
10. Check general condition of cabin, cargo holds, equipment bays		N/A	Yes	No	Initial	Date
11. List any additional items checked during the physical survey			Yes	No	Initial	Date

