



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

**DEFENCE AVIATION SAFETY AUTHORITY**

**AVIATION AUTHORITY RECOGNITION**

The Authority hereby recognises the

**UNITED STATES AIR FORCE**  
**MILITARY AVIATION AUTHORITY**

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

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

of manned 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.
2. This recognition remains valid unless superseded, suspended or revoked.

Original signed at  
BP13956748

Certificate number: 016  
Revision number: 2  
Date of issue: 29 MAR 2021

**JJ Medved**  
Air Commodore  
Director General  
DASA



# Aviation Authority Recognition

United States Air Force Military Aviation Authority

## VERSION HISTORY

| No. & Status   | Date        | Changes  | Released By                    |
|----------------|-------------|--|--------------------------------|
| 1.0<br>CURRENT | 14 SEP 2020 | First release  | JW Agius<br>AIRCDE<br>DG DASA  |
| 2.0<br>CURRENT | 29 MAR 2021 | Scope expansion to include Flight Operations, 'Airworthiness Authority' changed to 'Aviation Authority'. | JJ Medved<br>AIRCDE<br>DG DASA |

## Aviation Authority Recognition

United States Air Force Military Aviation Authority

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

#### Introduction

1. The United States Air Force (USAF) Military Aviation Authority (MAA) is recognised by 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 applicants for the following DASA airworthiness instruments:
  - 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. DASA considers the USAF MAA to comprise:
  - a. Assistant Secretary of the Air Force for Acquisition, Technology and Logistics (SAF/AQ);
  - b. Commander, Air Force Materiel Command (AFMC/CC) as Air Force Airworthiness Authority;
  - c. Director of Engineering and Technical Management/Services, Air Force Life Cycle Management Center (AFLCMC/EN-EZ) as Technical Airworthiness Authority (TAA); and
  - d. for Continuing Airworthiness only, commanders of the Major Commands.
5. DASA considers the Defense Contract Management Agency (DCMA) to be acting as an agent of the USAF MAA when overseeing contractor organisations against requirements based on USAF MAA policy or approved data.

# Aviation Authority Recognition

United States Air Force Military Aviation Authority

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

## Scope

7. Subject to the conditions and caveats described in this annex, an applicant for a DASA airworthiness instrument listed at paragraph 2 may use the following airworthiness instruments issued by the USAF MAA to seek relief from developing compliance demonstration evidence:
  - a. flight authorisation, including:
    - (1) Military Type Certificate;
    - (2) Supplemental Military Type Certificate; and
    - (3) Military Flight Release (MFR) issued by the TAA;
  - b. Time Compliance Technical Order;
  - c. Memorandum for Record issued in accordance with USAF Airworthiness Bulletin 345 *USAF Airworthiness Policy for Security Cooperation Programs* and Letter of Airworthiness Recommendation issued to similar effect.

## Conditions

8. This recognition applies only to manned aircraft and components thereof.

## Caveats

9. An applicant for a DASR airworthiness instrument applying the provision of paragraph 7 must carry out 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. USAF airworthiness policy does not require that safety risks are eliminated so far as is reasonably practicable (SFARP) or otherwise minimised SFARP.
12. An MFR may be issued in cases where 'Serious' and 'High' risks remain. Information about USAF risk management is available in USAF Airworthiness Bulletin 150A *Airworthiness Risk Assessment and Acceptance*.

# Aviation Authority Recognition

United States Air Force Military Aviation Authority

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

### Introduction

1. The United States Air Force (USAF) 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 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. DASA considers the USAF MAA to comprise:
  - a. Assistant Secretary of the Air Force for Acquisition, Technology and Logistics (SAF/AQ);
  - b. Commander, Air Force Materiel Command (AFMC/CC) as Air Force Airworthiness Authority;
  - c. Director of Engineering and Technical Management/Services, Air Force Life Cycle Management Center (AFLCMC/EN-EZ) as Technical Airworthiness Authority (TAA); and
  - d. for Continuing Airworthiness only, commanders of the Major Commands.
4. DASA considers the Defense Contract Management Agency (DCMA) to be acting as an agent of the USAF MAA when overseeing contractor organisations against requirements based on USAF 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 airworthiness instruments issued by or under authorisation of the USAF MAA may be directly consumed under Defence Aviation Safety Regulation (DASR) M.A.304(d):
  - a. flight authorisation, including:
    - (1) Military Type Certificate;

## Aviation Authority Recognition

United States Air Force Military Aviation Authority

- (2) Supplemental Military Type Certificate; and
  - (3) Military Flight Release (MFR) issued by the TAA;
- b. Time Compliance Technical Order;
  - c. Memorandum for Record issued in accordance with USAF Airworthiness Bulletin 345 *USAF Airworthiness Policy for Security Cooperation Programs* and Letter of Airworthiness Recommendation issued to similar effect.

### Conditions

7. The provisions of this annex may only be applied where:
  - a. the effect of the USAF MAA instrument has been classified as ‘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.
8. This recognition applies only to manned aircraft and components thereof.

### Caveats

9. 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.
  - 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.
10. 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.
11. 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

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

## Aviation Authority Recognition

United States Air Force Military Aviation Authority

---

13. USAF airworthiness policy does not require that safety risks are eliminated so far as is reasonably practicable (SFARP) or otherwise minimised SFARP.
14. An MFR may be issued in cases where 'Serious' and 'High' risks remain. Information about USAF risk management is available in USAF Airworthiness Bulletin 150A *Airworthiness Risk Assessment and Acceptance*.

## Aviation Authority Recognition

United States Air Force Military Aviation Authority

### ANNEX C: ASSESSING THE SUITABILITY OF MAINTENANCE SERVICES PROVIDED WITHIN THE USAF AIRWORTHINESS FRAMEWORK

#### Introduction

1. The United States Air Force (USAF) 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 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
  - a. Continuing Airworthiness Management Organisations (CAMOs) approved by DASA; and
  - b. maintenance organisations approved by DASA.
3. DASA considers the USAF MAA to comprise:
  - a. Assistant Secretary of the Air Force for Acquisition, Technology and Logistics (SAF/AQ);
  - b. Commander, Air Force Materiel Command (AFMC/CC) as Air Force Airworthiness Authority;
  - c. Director of Engineering and Technical Management/Services, Air Force Life Cycle Management Center (AFLCMC/EN-EZ) as Technical Airworthiness Authority (TAA); and
  - d. for Continuing Airworthiness only, commanders of the Major Commands.
4. DASA considers the Defense Contract Management Agency (DCMA) to be acting as an agent of the USAF MAA when overseeing contractor organisations against requirements based on USAF 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 set out in this annex, an organisation listed at paragraph 2 may:



## Aviation Authority Recognition

United States Air Force Military Aviation Authority

- a. task a maintenance organisation working within the USAF airworthiness framework to fulfil the aircraft Certificate of Release to Service requirements of Defence Aviation Safety Regulation (DASR) M; and
  - b. use artefacts issued by the USAF MAA, or a maintenance organisation working within the USAF airworthiness framework, to meet the component Certificate of Release to Service requirements of the DASR.
7. DASA considers a maintenance organisation to be working within the USAF airworthiness framework if it is:
- a. a military organisation within the USAF applying Air Force Instruction (AFI) 21-101 *Aircraft and Equipment Maintenance Management*; or
  - b. a commercial organisation applying AFI 21-101 in conjunction with DCMA instructions under the oversight of DCMA.

### Conditions

8. This recognition applies only to manned aircraft and components thereof.

### 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 USAF MAA to the service provided to Defence is at least equivalent to that which would be applied if the service were provided to a USAF 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);
  - h. any arrangements for the subcontracting of maintenance are appropriate; and

## Aviation Authority Recognition

United States Air Force Military Aviation Authority

- i. any other activities necessary to ensure safety have been carried out.
10. No caveats are applicable to component maintenance; however, new arrangements for component maintenance should take into account the caveats listed at paragraph 9 where applicable. See also the note at paragraph 13.
11. 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

12. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.
13. There is no direct equivalent to a DASA Airworthiness Directive in the USAF airworthiness system. Aircraft type-specific directives are prepared and distributed by the Program Office under the authority of the Program Manager and Chief Engineer as Immediate Action Time Compliance Technical Orders (ITCTOs) to correct safety of flight issues. There are two types of TCTOs that fulfil a function similar to a DASA AD: Inspection and Safety TCTOs. The USAF TAA also issues airworthiness advisories to disseminate flight safety related information as needed to increase awareness of flight safety concerns.
14. The USAF 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.

## Aviation Authority Recognition

United States Air Force Military Aviation Authority

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

#### Introduction

1. The United States Air Force (USAF) 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 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:
  - a. applicants for a DASA Certificate of Airworthiness;
  - b. Defence Continuing Airworthiness Management Organisations (CAMOs) in the embodiment of a major modification.
3. DASA considers the USAF MAA to comprise:
  - a. Assistant Secretary of the Air Force for Acquisition, Technology and Logistics (SAF/AQ);
  - b. Commander, Air Force Materiel Command (AFMC/CC) as Air Force Airworthiness Authority;
  - c. Director of Engineering and Technical Management/Services, Air Force Life Cycle Management Center (AFLCMC/EN-EZ) as Technical Airworthiness Authority (TAA); and
  - d. for Continuing Airworthiness only, commanders of the Major Commands.
4. DASA considers the Defense Contract Management Agency (DCMA) to be acting as an agent of the USAF MAA when overseeing contractor organisations against requirements based on USAF 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 set out in this annex:

## Aviation Authority Recognition

United States Air Force Military Aviation Authority

- a. an organisation applying for or validating a DASA Certificate of Airworthiness may use as evidence artefacts issued by the USAF MAA or a production organisation within the USAF airworthiness framework, e.g.:
    - (1) a USAF Military Certificate of Airworthiness (MCA);
    - (2) the result of a Physical Configuration Audit;
    - (3) a completed DD Form 250 *Material Inspection and Receiving Report*.
  - b. a CAMO or maintenance organisation approved by DASA may use artefacts issued by the USAF MAA or a production organisation working within the USAF airworthiness framework to meet the component Certificate of Release to Service requirements of the Defence Aviation Safety Regulation (DASR).
7. DASA considers a production organisation to be working within the USAF airworthiness framework if:
- a. the organisation is subject to DCMA instructions and oversight;
  - b. the design of the relevant aircraft or component has been subject to the USAF Airworthiness Process as per AFI 62-601; and
  - c. the organisation has been contracted by DCMA on behalf of the USAF to provide the production service.

### Conditions

8. This recognition applies only to manned aircraft and components thereof.

### Caveats

9. Prior to applying for a DASA Certificate of Airworthiness using the provisions of paragraph 6a 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, either directly or through DCMA;
  - c. the safety oversight applied by the USAF MAA to the service provided to Defence is at least equivalent to that which would be applied if the service were provided to a USAF organisation;
  - d. any components to be fitted are appropriately released to service in accordance with the DASR and any relevant Airworthiness Directives have been applied;
  - e. any production waivers or deviations agreed by the USAF MAA are known to Defence; and

## Aviation Authority Recognition

United States Air Force Military Aviation Authority

---

- f. the measures taken to address the above caveats, including any checks or reviews necessary to ensure their effectiveness, are documented.
10. No caveats are applicable to component production; however, new arrangements for component production should take into account the caveats listed at paragraph 9 where applicable. See also the note at paragraph 12.

### 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 USAF 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.