



Australian Government
Department of Defence

DEFENCE AVIATION SAFETY AUTHORITY

AIRWORTHINESS RECOGNITION

The Authority hereby recognises the

LUFTFAHRTAMT DER BUNDESWEHR (LUFABW)

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 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 This recognition remains valid unless superseded, suspended or revoked.

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BP25304214

JJ Medved
Air Commodore
Director General
DASA



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CERTIFICATE REVISIONS

No. and Status	Date	Changes	Released by
1	30 AUG 18	Initial release	DG DASA
1.1	19 DEC 18	Significant changes: (1) Amendment to Recognition validity period. (2) Addition of provisions for treating 'major' repairs under Annex B: a. <u>Annex A</u> : Addition of paragraph 11. b. <u>Annex B</u> : Addition of paragraph 2(d) and 4(d). (3) <u>Annex B</u> : Reflect change to AMC DASR 21.A.20 in Sep 18 re. relief from 'developing' (vice <i>providing</i>) compliance demonstration evidence in Scope.	DG DASA
1.2 CURRENT	25 OCT 22	Renewal through MARQ assessment. No noteworthy changes.	DG DASA

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

Introduction

1. The Luftfahrtamt der Bundeswehr (LufABw) 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 LufABw to seek relief from developing compliance demonstration evidence.

Conditions

6. This recognition of LufABw airworthiness authorisations applies only to crewed aircraft.

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7. Artefacts from the LufABw to be used as evidence must be EMAR-based artefacts issued under DEMAR, similarly to what would be expected under the DASR.

Caveats

8. 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

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 LufABw in issuing airworthiness authorisations may be incompatible with the requirements of the Australian Work Health and Safety Act. LufABw airworthiness policy under A1-275/3-8905 does not make clear how safety risks are eliminated so far as is reasonably practicable (SFARP) or otherwise minimised SFARP. The LufABw is known to be influenced by the use of MIL-HDBK-516 and policies similar to ALARP (as low as reasonably practicable).

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

Introduction

1. The Luftfahrtamt der Bundeswehr (LufABw) 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, all airworthiness authorisations issued or endorsed by the LufABw 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 LufABw 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 LufABw to be consumed must be EMAR-based artefacts issued under DEMAR, 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 LufABw in issuing airworthiness authorisations may be incompatible with the requirements of the Australian Work Health and Safety Act. LufABw airworthiness policy under A1-275/3-8905 does not make clear how safety risks are eliminated so far as is reasonably practicable (SFARP) or otherwise minimised SFARP. The LufABw is known to be influenced by the use of MIL-HDBK-516 and policies similar to ALARP (as low as reasonably practicable).

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

Introduction

1. The Luftfahrtamt der Bundeswehr (LufABw) 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 LufABw 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 LufABw 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 LufABw maintenance organisation must be approved and operate under the regulations of DEMAR.

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;

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- b. the maintenance organisation is contracted by the ADF to provide the required service;
- c. the safety oversight that will be applied by the LufABw to the service sought by the ADF is at least equivalent to that which would be applied if the service were provided to a German 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 LufABw in issuing airworthiness authorisations may be incompatible with the requirements of the Australian Work Health and Safety Act. LufABw airworthiness policy under A1-275/3-8905 does not make clear how safety risks are eliminated so far as is reasonably practicable (SFARP) or otherwise minimised SFARP. The LufABw is known to be influenced by the use of MIL-HDBK-516 and policies similar to ALARP (as low as reasonably practicable).

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

Introduction

1. The Luftfahrtamt der Bundeswehr (LufABw) 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 LufABw or a production organisation within the LufABw framework.
 - b. a CAMO or maintenance organisation approved by DASA may use artefacts issued by the LufABw or a production organisation working within the LufABw 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 LufABw to be used as evidence must be EMAR-based artefacts issued under DEMAR, 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:
 - c. the production service sought by Defence is within the scope and expertise of the production organisation;
 - d. the production organisation is contracted by Defence to provide the required service;
 - e. the safety oversight applied by the LufABw to the service provided to Defence is at least equivalent to that which would be applied if the service were provided to a German organisation;
 - f. any components to be fitted are appropriately released to service in accordance with the DASR and any relevant DASA Airworthiness Directives or LufABw equivalent that have been applied;
 - g. any production waivers or deviations agreed by the LufABw are known to Defence;
 - h. the measures taken to address the above caveats, including any checks or reviews necessary to ensure their effectiveness, are documented; and
 - i. if any artefact to be consumed used a language other than English, the artefact will be translated to English in a controlled way by an appropriately skilled person/organisation prior to aircraft release to service.
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 LufABw in issuing airworthiness authorisations may be incompatible with the requirements of the Australian Work Health and Safety Act. LufABw airworthiness policy under A1-275/3-8905 does not make clear how safety risks are eliminated so far as is reasonably practicable (SFARP) or otherwise minimised SFARP. The LufABw is known to be influenced by the use of MIL-HDBK-516 and policies similar to ALARP (as low as reasonably practicable).

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ANNEX E: ACCEPTANCE OF COMPONENTS FROM MAINTENANCE UNDER A LUFABW AUTHORISED RELEASE CERTIFICATE

Introduction

1. The Luftfahrtamt der Bundeswehr (LufABw), is recognised by DASA as a competent airworthiness 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; 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 the DASA on request.

Scope

3. Subject to the conditions and caveats described below, the LufABw Authorised Release Certificate for components, the 'DEMAR Form 1', is a recognised equivalent to DASR Form 1.

Conditions

4. The DEMAR Form 1 must indicate the 'LufABw', 'Luftfahrtamt der Bundeswehr', 'FOMABw' or 'Federal Office of the Bundeswehr for Military Aviation' at block 1.
5. A DEMAR 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. DEMAR 145, for a DEMAR Form 1.
6. A Form 1 releasing a component from production must indicate that the production was carried out in accordance with DEMAR 21 (i.e. block 13a indicates only 'Certifies that the items identified above were manufactured in conformity to: approved design data and are in a condition for safe operation').

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Caveats

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

Notes

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