



Australian Government
Department of Defence

DEFENCE AVIATION SAFETY AUTHORITY

AVIATION AUTHORITY RECOGNITION

DASA hereby recognises the

FEDERAL AVIATION ADMINISTRATION

as a competent Aviation Authority that applies appropriate safety oversight to the

Design, Certification, Production, Maintenance and Flight Operations

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 This recognition remains valid unless superseded, suspended or revoked.

Original signed at BP41070099

Certificate number: 20
Revision number: 2.2 (8 May 24)
Original issued: 10 Mar 23

JJ Medved
Air Commodore
Director General
DASA



DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
 Federal Aviation Administration (FAA)

CERTIFICATE REVISIONS

No. & Status	Date	Changes	Released by
1.0	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. Annex A: Addition of paragraph 10. b. Annex B: Addition of paragraph 2(d) and 4(d). (3) Annex B: Reflected change to AMC DASR 21.A.20 in Sep 18 re. relief from ‘developing’ (vice <i>providing</i>) compliance demonstration evidence in Scope. (4) Annex D: a. Change “repair station” to “maintenance organisation” in paragraph 7, as DASR does not refer to repair stations. b. Paragraph 5(a) added to improve scope definition. (5) Annex E: Addition of paragraph 4(b).	DG DASA
2.0	10 Mar 23	Update to latest certificate format. Inclusion of provisions to exploit DASR 21.263(d).	DG DASA
2.1	22 Mar 23	Removal of caveat at Annex A paragraph 10 due to ambiguity in the applicability of DASR 21.263(d).	COS DASA
2.2 CURRENT	8 May 24	Scope increased to include Flight Operations.	DG DASA

DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
Federal Aviation Administration (FAA)

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

Introduction

1. The United States Federal Aviation Administration (FAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent Aviation Authority 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
 - d. notes for the information of organisations using this annex.
2. This annex applies to:
 - a. applicants for the following DASA airworthiness authorisations:
 - (1) Military Type Certificate
 - (2) Military Restricted Type Certificate
 - (3) Military Supplemental Type Certificate
 - (4) Approval of ‘Major’ Change to Type Design
 - (5) Approval of ‘Major’ Repair Design, where Annex B provisions are not applicable
 - b. applicants who have been granted privileges by DASA to declare applicability and/or approve listed changes in accordance with DASR 21.A.263.(d).
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. Applicants for the DASA airworthiness authorisations listed in paragraph 2a may use the following FAA airworthiness authorisations to claim relief from developing compliance demonstration evidence:
 - a. Type Certificate;
 - b. Supplemental Type Certificate;

DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
Federal Aviation Administration (FAA)

- c. Approval of ‘Major’ Change to Type Design; and
- d. Approval of ‘Major’ Repair Design.
- 6. Organisations described in paragraph 2b may declare applicability of and/or approve the following FAA artefacts for military products that have been derived from a civil type certified product under DASR 21.A.263(d):
 - a. Supplemental Type Certificate;
 - b. Approval of ‘Major’ Change to Type Design;
 - c. Approval of Aircraft Flight Manual; or
 - d. Any artefacts issued for the civil type by the civil type certificate holder of that product as oversighted by the FAA.

Conditions

- 7. This recognition applies only to crewed aircraft.
- 8. This recognition applies only to products issued or approved by:
 - a. the FAA;
 - b. a person or organisation authorised under 14 CFR Part 183, to act on behalf of the FAA, with the scope and privilege to do so; or
 - c. for products consumed under a DASR 21.A.263(d) privilege, the civil type certificate holder in accordance with procedures oversighted by the FAA.

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. Authorisations under 14 CFR Part 183 to issue airworthiness products include:
 - a. Organization Designation Authorizations; and
 - b. Designated Engineering Representatives.

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

Introduction

1. The Federal Aviation Administration (FAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent Aviation Authority 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. The following airworthiness authorisations issued by, or under privilege from, the FAA may be consumed directly under DASR M.A.304(d):

- a. Approval of 'Minor' Change to Type Design;
- b. Approval of 'Minor' Repair Design; and
- c. Approval of 'Major' Repair Design.

Conditions

5. This Recognition applies only to designs approved by:

- a. the Federal Aviation Authority (FAA); or
- b. a person or organisation authorised to act on behalf of the FAA under 14 CFR Part 183 with the scope and privilege to do so.

6. This recognition applies only to crewed aircraft.

Caveats

7. Where data has been classified in accordance with the DASR, the consumer must ensure that:

DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
Federal Aviation Administration (FAA)

- 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.
8. 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.
9. 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

10. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.
11. Authorisations under 14 CFR Part 183 to issue airworthiness products include:
- a. Organization Designation Authorizations; and
 - b. Designated Engineering Representatives.
12. 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.

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

Introduction

1. The United States Federal Aviation Administration (FAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent Aviation 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. An FAA 14 CFR Part 145 approved repair station may be tasked to:
 - a. carry out maintenance on Defence aircraft and components thereof; and
 - b. fulfil the aircraft Certificate of Release to Service requirements of the Defence Aviation Safety Regulation (DASR).
4. Refer to Annex E for information related to the acceptance of maintenance of components.

Conditions

5. Nil.

Caveats

6. 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;
 - c. the safety oversight that will be applied by the FAA to the service sought by the ADF is at least equivalent to that which would be applied if the service were provided to a domestic civilian consumer;

DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
Federal Aviation Administration (FAA)

- 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 Continuing Airworthiness Maintenance Organisation (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 authorisation 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 (refer to Annex E) 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

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

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

Introduction

1. The United States Federal Aviation Administration (FAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent Aviation Authority 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 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. An FAA Export Certificate of Airworthiness issued in accordance with 14 CFR Part 21 Subpart L or an FAA Form 8130-31 Statement of Conformity - Military Aircraft may be used as evidence by:
 - a. an applicant for a DASA Certificate of Airworthiness;
 - b. an applicant for a DASA Military Permit To Fly prior to the award of a DASA Type Certificate; or
 - c. an organisation issuing a Military Airworthiness Review Certificate.

Conditions

5. This recognition applies only to crewed aircraft and their associated components.

Caveats

6. Prior to applying for a DASA Certificate of Airworthiness using the provisions of this annex, the applicant must ensure that:

DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
Federal Aviation Administration (FAA)

- 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 FAA to the service provided to Defence is at least equivalent to that which would be applied if the service were provided to a domestic civilian organisation;
 - d. any components to be fitted are appropriately released to service in accordance with the DASR and any relevant DASA Airworthiness Directives or FAA equivalent that have been applied;
 - e. any production waivers or deviations agreed by the FAA are known to Defence; and
 - f. where applicable, any differences between the aircraft, engine, propeller, or article to be exported from the United States and its type design are listed on the Export Certificate of Airworthiness.
7. The measures taken to address the above caveats, including any checks or reviews necessary to ensure their effectiveness, are documented.

Notes

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

ANNEX E: ACCEPTANCE OF COMPONENTS FROM MAINTENANCE OR PRODUCTION UNDER FAA AUTHORISED RELEASE CERTIFICATE

Introduction

1. The United States Federal Aviation Administration (FAA), is recognised by the Defence Aviation Safety Authority (DASA) as a competent aviation 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 FAA Authorised Release Certificate for components, FAA Form 8130-3 Airworthiness Approval Tag, is a recognised equivalent to DASR Form 1.

Conditions

4. The FAA Form 8130-3 must be issued by:
 - a. a person or organisation authorised by the FAA under 14 CFR Section 43.7 and state that the component was maintained only in accordance with the Federal Aviation Regulations (FARs).
 - b. a Production Approval Holder issued under 14 CFR Part 21, and state that the component was produced only in accordance with the FARs.
5. A list of authorised persons and organisations can be found in FAA Order 8130.21H.
6. The FAA Form 8130-3 must indicate “FAA/United States” or “FAA” at block 1.
7. An FAA Form 8130-3 releasing a component from maintenance must indicate that the maintenance was carried out in accordance with FARs, i.e. block 14a indicates only “14 CFR 43.9 Return to Service”.
8. An FAA Form 8130-3 releasing a component from production must indicate that the component was produced in accordance with FARs, i.e. block 13a indicates conformity to “approved design data and are in condition for safe operation” only.

DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
Federal Aviation Administration (FAA)

Caveats

9. Nil.

Notes

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

11. A Defence organisation establishing arrangements directly with a maintenance organisation should ensure the suitability of those arrangements. As a minimum, and where applicable, the arrangements should take into account the caveats listed at Annex C for maintenance services or Annex D for production services.