



Australian Government

Department of Defence

DEFENCE AVIATION SAFETY AUTHORITY

AVIATION AUTHORITY RECOGNITION

DASA hereby recognises the

EUROPEAN AVIATION SAFETY AGENCY

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

Design, Certification, Production and Maintenance

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 This recognition remains valid unless superseded, suspended or revoked.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 BP29118881

JJ Medved
Air Commodore
Director General
DASA

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CERTIFICATE REVISIONS

No. & Status	Date	Changes	Released by
1.0	14 Dec 18	Initial release.	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 CURRENT	22 Mar 23	Removal of caveat at Annex A paragraph 9 due to ambiguity in the applicability of DASR 21.263(d).	COS DASA

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

Introduction

1. The European Aviation Safety Agency (EASA) 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, and
 - 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, and
 - (5) Approval of ‘Major’ Repair Design, where Annex B provisions are not applicable.
 - b. organisations that have been granted a privilege by DASA to declare applicability of and/or approve authorisations and other artefacts in accordance with DASR 21.A.263.(d) *Privileges*.
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 EASA airworthiness authorisations to claim relief from developing compliance demonstration evidence:
 - a. Type Certificate

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- b. Supplemental Type Certificate
 - c. Approval of 'Major' Change to Type Design
 - d. Approval of 'Major' Repair Design.
6. Organisations described in paragraph 2b may declare applicability of and/or approve the following EASA 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 against the relevant civil type by the Civil Type Certificate Holder of that product as oversighted by EASA.

Conditions

7. This recognition of EASA airworthiness authorisations applies only to crewed aircraft.

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.
9. If the Airworthiness Authorisation uses a language other than English, the authorisation is translated to English in a controlled way by an appropriately skilled person/organisation.

Notes

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

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

Introduction

1. The European Aviation Safety Agency (EASA) 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 under the privilege of an EASA 21J design organisation approval, or by EASA itself, may be consumed directly under DASR M.A.304(d):
 - a. Approval of ‘Minor’ Change to Type Design
 - b. Approval of ‘Minor’ Repair Design
 - c. Approval of ‘Major’ Repair Design.

Conditions

5. The provisions of this annex may only be applied where:
 - a. the effect of the EASA authorisation has been classified as ‘major’ or ‘minor’ in accordance with the DASR, or
 - b. the data has otherwise been assessed by the Continuing Airworthiness Maintenance Organisation as suitable for direct consumption in accordance with a procedure agreed by DASA.
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:

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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.
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. If the airworthiness instrument uses a language other than English, the instrument is translated to English in a controlled way by an appropriately skilled person/organisation.
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. 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 EASA APPROVED ORGANISATIONS FOR WHOLE-AIRCRAFT MAINTENANCE

Introduction

1. The European Aviation Safety Agency (EASA) is recognised by the 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 DASA on request.

Scope

3. Aircraft maintenance services provided under a EASA 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. An EASA Part 145 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 acceptance of maintenance of components.

Conditions

6. Nil.

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;
 - b. the maintenance organisation is contracted by the ADF to provide the required service;

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- c. the safety oversight that will be applied by the EASA to the service sought by the ADF is at least equivalent to that which would be applied if the service were provided to an EU civilian 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 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

- 8. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.
- 9. EASA approves and oversees maintenance organisations having their principal place of business outside its Member States. National Aviation Authorities of EASA Member States approve and oversee maintenance organisations having their principal place of business within their territory; in such cases, refer to the recognition certificate applicable to the relevant nation.

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

Introduction

1. The European Aviation Safety Agency (EASA) 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 (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. An EASA Form 27 Export Certificate of Airworthiness and authorisations issued under an EASA 21G production organisation approval and 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
 - 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:
 - a. the production service sought by Defence is within the scope and expertise of the production organisation;

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- b. the production organisation is contracted by Defence to provide the required service;
- c. the safety oversight applied by the EASA to the service provided to Defence is at least equivalent to that which would be applied if the service were provided to an EU 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 EASA equivalent that have been applied;
- e. any production waivers or deviations agreed by the EASA 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.

Notes

- 7. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.
- 8. EASA approves and oversees production organisations having their principal place of business outside its Member States. National Aviation Authorities of EASA Member States approve and oversee production organisations having their principal place of business within their territory; in such cases, refer to the recognition certificate applicable to the relevant nation.

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

Introduction

1. The European Aviation Safety Agency (EASA), 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 EASA Authorised Release Certificate for components, Form 1, when issued by a maintenance or production organisation approved under EASA regulations, is a recognised equivalent to a DASR Form 1.

Conditions

4. An EASA Form 1 releasing a component from maintenance must indicate that the maintenance was carried out in accordance with the EASA Part 145 regulations, i.e. block 14a indicates only 'Part 145.A.50 Release to Service'.
5. An EASA Form 1 releasing a component from production must indicate that the component was produced in accordance with the EASA Part 21 regulations, i.e. block 13a only indicates that the artefact 'Certifies that the items ... were manufactured in conformity to approved design data and are in condition for safe operation'.

Caveats

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

Notes

7. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.
8. A Defence organisation establishing arrangements directly with a maintenance organisation should ensure the suitability of those arrangements. As a minimum, and where

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applicable, the arrangements should take into account the caveats listed at Annex C for maintenance services or Annex D for production services.