



Australian Government
Department of Defence

DEFENCE AVIATION SAFETY AUTHORITY

AVIATION AUTHORITY RECOGNITION

The Authority hereby recognises the

UNITED KINGDOM CIVIL AVIATION AUTHORITY

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 This recognition remains valid unless suspended, superseded or revoked.

Certificate number: 028
Revision number: 2.0
Date of issue 4 April 24

Original Signed
at BP39409055

JJ Medved
Air Commodore
Director General



DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
UK CIVIL AVIATION AUTHORITY (CAA)

CERTIFICATE REVISIONS

No. & Status	Date	Changes	Released by
1.0	28 Feb 23	Initial release.	DG DASA
2.0	4 Apr 24	Scope increased to include Design & Certification	DG DASA

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

Introduction

1. The United Kingdom Civil Aviation Authority (UK CAA) 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 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
 - 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. Applicants for the DASA airworthiness authorisations listed in paragraph 2 may use the following UK CAA airworthiness authorisations to claim relief from developing compliance demonstration evidence:
 - a. Type Certificate
 - b. Supplemental Type Certificate
 - c. Approval of ‘Major’ Change to Type Design
 - d. Approval of ‘Major’ Repair Design.

Conditions

6. This recognition of UK CAA airworthiness authorisations applies only to crewed aircraft.
7. This annex may only be applied to authorisations issued IAW UK CAA Part 21 regulations.

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.

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

Introduction

1. The United Kingdom Civil Aviation Authority (UK CAA) 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
- 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 a UK CAA 21J design organisation approval, or by UK CAA 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 UK CAA 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.

DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
UK CIVIL AVIATION AUTHORITY (CAA)

7. This annex may only be applied to authorisations issued IAW UK CAA Part 21 regulations.

Caveats

8. Where data has been classified 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.

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. 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 CAA APPROVED ORGANISATIONS FOR WHOLE AIRCRAFT MAINTENANCE

Introduction

1. The United Kingdom Civil Aviation Authority (UK CAA) 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
 - 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 UK CAA Part 145 maintenance approval may be consumed by:
 - a. a Defence Continuing Airworthiness Management Organisation (CAMO)
 - b. a Commonwealth of Australia organisation seeking to establish a CAMO.
4. A UK CAA 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. This recognition applies only to crewed aircraft and their associated components.

Caveats

7. Prior to consuming a whole-aircraft maintenance service within the scope of this Recognition, and in addition to Defence Aviation Safety Regulation (DASR) requirements for contracting/tasking a maintenance organisation, the consumer must ensure that:
 - a. the provision of the service to Defence is within the scope of the maintenance organisation approval
 - b. the maintenance organisation is contracted by Defence to provide the required service

DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
UK CIVIL AVIATION AUTHORITY (CAA)

- c. the safety oversight that will be applied by the UK CAA to the service sought by Defence is at least equivalent to that which would be applied if the service were provided to a UK civilian consumer
- d. the maintenance will be carried out in accordance with applicable maintenance data
- e. any differences between the Defence maintenance data and that applied by the maintenance organisation are known to Defence
- 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 Defence aircraft are appropriate
- i. any materials or standard parts to be used are appropriate
- j. 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
- k. any other activities necessary to ensure safety have been carried out; and
- l. 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.

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

Introduction

1. The United Kingdom Civil Aviation Authority (UK CAA) 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. A UK CAA Form 27 Export Certificate of Airworthiness and authorisations issued under a CAA 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 (MPTF) 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.

6. This annex may only be applied to authorisations issued IAW UK CAA Part 21 regulations.

DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
UK CIVIL AVIATION AUTHORITY (CAA)

Caveats

7. 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
 - b. the production organisation is contracted by Defence to provide the required service
 - c. the safety oversight applied by the UK CAA to the service provided to Defence is at least equivalent to that which would be applied if the service were provided to an UK 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 UK CAA equivalent that have been applied
 - e. any production waivers or deviations agreed by the UK CAA 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

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 CAA AUTHORISED RELEASE CERTIFICATE

Introduction

1. The UK Civil Aviation Authority (UK CAA), is recognised by the Defence Aviation Safety Authority (DASA) as a competent Aviation Authority that applies appropriate safety oversight to the maintenance & production 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 UK CAA Authorised Release Certificate for components, Form 1, when issued by a maintenance or production organisation approved under UK CAA Part 21 or Part 145 regulations, is a recognised equivalent to a DASR Form 1.

Conditions

4. This recognition applies only to crewed aircraft and their associated components.
5. A UK CAA Form 1 releasing a component from maintenance must indicate that the maintenance was carried out in accordance with the UK CAA Part 145 regulations, ie Block 14a indicates only 'Part 145.A.50 Release to Service'.
6. A UK CAA Form 1 releasing a component from production must indicate that the component was produced in accordance with the UK CAA Part 21 Regulations, ie 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

7. None.

Notes

8. The requirements and provisions of this annex do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.

DEFENCE AVIATION SAFETY AUTHORITY
Aviation Authority Recognition
UK CIVIL AVIATION AUTHORITY (CAA)

9. 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.