



DEFENCE AVIATION SAFETY AUTHORITY

NOTICE OF PROPOSED AMENDMENT FOR DASR CHANGE PROPOSAL 2022-032

AMENDMENTS TO DASR 21 NEW MDOA PRIVILEGES BASED ON EMAR 21 EDITION 2.0

INTRODUCTION

References:

- A. DASR 21 – Aircraft Design, Production and Certification of Oct 22
- B. EMAR 21 Edition 2.0 – *Certification of Military Aircraft and Related Products, Parts and Appliances, and Design and Production Organisations* of 31 Mar 21
- C. EMAR 21 AMC/GM Edition 2.0 – *Certification of Military Aircraft and Related Products, Parts and Appliances, and Design and Production Organisations* of 4 Oct 22
- D. DCP 2021-048: *Amendments to DASR 21 Certification Regulations* of 29 Apr 22 [BP20394166]
- E. DCP 2022-017: *Amendments to DASR 21 Repair Regulations* of 28 Oct 22 [BP25046784]
- F. EASA Opinion No 07/2016 *Embodiment of Lol requirements into Part-21* of 23 May 16

Applicability

1. This proposal is applicable to Military Type Certificate Holders (MTCH) and Military Design Organisation Approval (MDOA) holders.

Purpose

2. The purpose of this Notice of Proposed Amendment (NPA) is to enable community input into updating MDOA privilege regulations within DASR 21 Subpart J (Reference A), as a result of the release of EMAR 21 Edition 2.0 (Reference B and C). Also included is a provision for certain privileges to be awarded for a holder of a military type certificate of a civil derivative aircraft type.
3. The changes are a natural extension of Reference D and E that incorporated a Level of Involvement (LoI) allowing for risk-based assurance approach in line with ICAO Annex 19. The LoI concept recognises the performance and experience of design organisations especially in cases where the LoI by DASA may be very little or zero. These changes will allow high performing and experienced MDOA holders to qualify for new privileges.

Proposed Amendments

4. **Overview.** This proposal aligns DASRs to the EMAR 21 Edition 2.0 changes which were publicly promulgated in Mar 21 (the underpinning EASA regulations have been in place since 2019). Noting the lineage of these changes, the DASA considered the update non-controversial for those with an understanding of the EASA / EMAR changes. Further, these changes do not appreciably increase the burden on the regulated community, but instead offer opportunity and greater autonomy to Design organisations that possess deep skills, experience and competence.
5. The proposed amendments introduces the possibility for MDOA holders and holders of a type certificate to obtain new privileges from DASA. These privileges, to be awarded under specified scope and conditions, allow for certification of certain major changes to a Type Certificate (TC) (or to an Supplementary Type Certificate (STC)), issue of STCs, and approval of major repair designs. The changes lay a voluntary basis and only introduce a possibility to grant new privileges to approved organisations. DCP 2022-032 will achieve this by:

- a. Amending Subpart J – MDOA, DASR 21.A.263 – Privileges:



- (1) add a new privilege to allow MDOA holders to approve certain 'equivalent' major changes to a type-certificate within the scope as established by DASA.
 - (2) add a new privilege to allow MDOA holders (including the TC/STC holders) to issue certain 'equivalent' STCs within the scope as established DASA.
 - (3) extend the current privilege to approve major repairs to also cover other appropriately approved DOA holders who are not the TC/STC holders.
 - b. Adding new Acceptable Means of Compliance (AMC) to 21.A.263 that will define the scope and criteria for new privileges to cover: eligibility, similarity, repetitiveness, performance and experience.
 - c. Adding new AMC to 21.A.263 (d)(1)&(2) to allow for holders of a type certificate to declare applicability and approve a modification to a product derivative that is ostensibly equivalent to the civil type certified product when it is already approved by a recognised civil aviation authority.
 - d. Amending sections within Subpart D and E to reflect the new privileges of MDOA holders self-approving major changes and repairs.
6. A summarised list of changes and rationale is contained in Table 1 and Table 2 below. Table 1 identifies any change to regulation, and significant changes or additions of AMC and GM. Table 2 identifies minor changes to AMC and GM. This allows a targeted review of those aspects, which implement the changes.
7. The full detail of proposed amendments are covered in Annex A. Annex A contains all changes, and the context for the change. Thus a large majority of Annex A shows unchanged text, included to provide required context. DASA recommends that the reviewer focus on those areas of change identified in table 1 to gain maximum benefit of the review.
8. Note, that new EMARs for Operational Support Data (OSD) and the EMAR changes to Flight Test AMC and GM have not been included in this change. As such, there are numerous appearances of removed text from Annex A – this is provided for identifying the full difference of the DASRs from EMAR 2.0 at this current stage. DASA will consider OSD and Flight Test changes in future regulation updates as they impact other parts of the DASRs.
9. **Australian unique AMC/GM.** Some Australian unique AMC/ Guidance Material (GM) has been updated and some removed, as per Table 1 and Table 2 below.



Table 1 - Overview of major changes to DASR 21

Existing DASR 21 Reference	NPA 2022-017 reference	Title	Type of Change	Change and Rationale
21.A.97	21.A.97	Requirements for approval of a major change	amended	<p>The new text of point (a) reflects the fact that some major changes may now be self-approved by a MDOA holder, under their 21.A.263(c)(8) privilege.</p> <p>AUS unique addition within 21.A.97(a) to allow “an approved design organisation or holder of a type certificate within the scope of its privileges provided for in (1) and (8) of DASR 21.A.263(c) or (2) of DASR 21.A.263(d), as recorded in the terms of approval.”</p>
AMC 21.A.97	AMC 21.A.97	AMC for Requirements for the approval of a major change	amended	<p>The wording has been improved IAW EMAR, the application of the Lol concept clarified.</p> <p>AUS unique addition in Para 5 “For major changes approved by the holder of a type certificate on the basis of their privilege as per DASR 21.A.263(d)(2), the process described under AMC No 1 to DASR 21.A.263(d)(1) and (2) applies.”</p>
N/A	GM 21.A.97(b)	GM for Requirements for the approval of a major change	new	Clarifies that the level of detail of the compliance demonstration documents should not be affected by the entity that approves the change (i.e. DASA or the MDOA that holds the privilege).
GM1 21.A.239(a)	GM1 21.A.239(a)	GM for Design assurance system	amended	GM No 1 21.A.239(a) has been updated, subparagraph 3.1.5 ‘Maintenance and Operating Instructions’ improved, and new obligations introduced under 21.A.265(h).
N/A	GM 21.A.235	GM for Issue of a Design Organisation Approval	new	New GM highlighting demonstration of compliance.



GM 21.A.247	GM 21.A.247	GM for Significant changes in the design assurance system	amended	<p>Para 3 changes:</p> <ul style="list-style-type: none"> * new terminology "certain" included in "– the approval of the design of certain major repairs (EMAR 21.A.435(b) or EMAR 21.A.263(c)(5) * – the approval of the conditions under which a permit to fly can be issued (EMAR 21.A.263(c)(6)); * – the issue of a permit to fly (EMAR 21.A.263(c)(7)); * – the approval of certain major changes to a type certificate (EMAR 21.A.263(c)(8)); * – the approval of certain supplemental type certificates (EMAR 21.A.263(c)(9)); * – the approval of certain major changes to certain supplemental type certificates; (EMAR 21.A.263(c)(9));" included *"continuing airworthiness (see DASR 21.A.3A)." replaced with "continued airworthiness or continued operational suitability (see EMAR 21.A.3A);" * " the issue of information and instructions under the privilege of DASR 21.A.263(c)(3)." replaced by "the issue of data and information under the obligation of 21.A.265(h)." * Removal of "the approval of documentary changes to the Aircraft Flight Manual [DASR 21.A.263(c)(4)]."
21.A.263	21.A.263	Privileges	amended	<ul style="list-style-type: none"> * Privilege (a) & (b) removed now "(reserved)" * (c)3 and (c)4 are now reserved. * (c)5 Major repairs can now be approved without being a holder of MTC/STC * (c)6 "certain aircraft" terminology introduced. Also AUS unique addition to include exceptions for the purpose of DASR 21.A.701(a) (16) and (17); * (c)8 new privilege - approval "certain major changes" * (c)9 new privilege - issue "certain STC and approve certain major changes to those certificates" * Paragraph (d) AUS unique content added to support MTCH to use the privilege for derived civil type certified products
N/A	AMC No 3 to 21.A.263(c)(2)	AMC No 3 to 21.A.263(c)(2) Procedure for the approval of minor changes to a type certificate (TC) which affect the aircraft flight manual (AFM)	new	<ul style="list-style-type: none"> * New AMC - however some content appears to be based off the removed GM 21.A.263(c)(4). * Note: references in GM 21.A.263(c)(4) "revisions to the AFM not associated with changes to type design" are removed in the new content. New content now has "classification of the change to a TC, taking into account the impact on the AFM;" * Classification reference - GM EMAR 21.A.91 Section 3.4.
GM 21.A.263(c)(3)	N/A	GM for Issue of information or instructions	deleted	<p>DASR 21.A.263(c)(3) is now reserved. GM 21.A.263(c)(3) is therefore deleted and its contents partially moved to the new proposed GM 21.A.265(h).</p>



GM 21.A.263(c)(4)	N/A	GM for Procedure for the approval of minor revisions to the aircraft flight manual	deleted	DASR 21.A.263(c)(4) is deleted. GM 21.A.263(c)(4) is to be deleted and its contents partially moved to the amended GM 21.A.91 and AMC No 3 to 21.A.263(c)(2).
N/A	AMC1 to 21.A.263(c)(5), (8) and (9)	AMC for Scope and criteria	new	<ul style="list-style-type: none"> * Important definition 'certain changes' and associated "limitations" and "criteria" are included * New - "major repairs to products or APUs for which the DOA holder does not hold the TC or the STC or MTSOA and that meet the criteria of 3(a), (b) and (c)" * Limitations on "new interpretation of any item of the certification basis as used for the type certification". * 'Certain major changes' and 'certain supplemental type certificates' are similar to those that have been previously approved by the Authority for the same DOA holder. * Similarity of the design, the installation, and the operational characteristics - requirements and compliance demonstration. * Reference "type-certification basis as specified in EMAR 21.B.80, or the operational suitability data (OSD) certification basis as specified in EMAR 21.B.82, or the environmental protection requirements as specified in EMAR 21.B.85." * Series of limitation are introduced (revisions of TCDS, changes that require special conditions, "significant" changes, single failure systems etc.) * Series of criteria are introduced (similarity, repetitiveness of certification process, performance of previous projects)
N/A	AMC2 to 21.A.263(c)(5), (8) and (9)	AMC for Procedure for the approval of a major repair, a major change to a type certificate (TC), or a supplemental type certificate (STC) by a design organisation approval (DOA) holder under their privileges	new	Outlines process to for obtaining privilege (application - 'list associated with the privilege' of certain major repairs/changes/STCs, justification document, demonstrate the DOA holder's experience and performance)
AMC 21.A.263(d)(1)	AMC 21.A.263(d)(1)	AMC for Declaration of applicability	amended	<p>New information in Para 2a) " the procedures to evaluate within the scope of its EMAR 21 DOA a modification, or an instruction for continuing airworthiness, or a modification to the flight manual or a modification to the maintenance manual being already approved by a recognized civil airworthiness authority. Such procedures shall include necessary arrangements with the civil DOA to ensure access to the data related to the type design."</p> <p>Removal of "a) Being approved under DASR 21 Section A Subpart J under a civil DOA and being the type certificate holder from which the product is derived." & "b) Demonstrate they have access to the whole Type Certificate definition of the derivative product when applying its privileges."</p>



N/A	AMC1 21.A.263(d)(1)	AMC for Declaration of applicability for a holder of a type certificate (AUS)	new	Add AUS unique AMC to allow for MTCH to apply for privilege to declare the applicability of a modification, or of an instruction for continuing airworthiness, or of a modification to the flight manual or of a modification to the maintenance manual, as relevant, when it is already approved by a recognized civil National Airworthiness Authority (NAA), to a product derivate that is ostensibly equivalent to the civil type certified product.
N/A	AMC1 21.A.263(d)(2)	AMC for Approval for a holder of a type certificate (AUS)	new	Add AUS unique AMC to allow for MTCH to apply privilege to approve of a modification, or of an instruction for continuing airworthiness, or of a modification to the flight manual or of a modification to the maintenance manual, as relevant, when it is already approved by a recognized civil National Airworthiness Authority (NAA), to a product derivate that is ostensibly equivalent to the civil type certified product.
N/A	GM 21.A.265(h)	GM for Designation of data and information issued under the authority of a military design organisation approval (MDOA) holder	new	* Major inclusion. The purpose of this obligation is to give certainty to the end users about the approval status of the data and information issued by the MDOA holder.



Table 2 - Overview of minor changes to DASR 21

Existing DASR 21 Reference	NPA 2022-017 reference	Title	Type of Change	Change and Rationale
21.A.115	21.A.115	Requirements for approval of major changes in the form of a supplemental type-certificate	amended	The new text of point (a) reflects the fact that some STCs may now be issued by a MDOA holder under their 21.A.263(c)(9) privilege and within its terms of approval.
AMC 21.A.115	AMC 21.A.115	Requirements for the approval of major changes in the form of a supplemental type certificate (STC)	amended	AMC provides further clarification of the requirements for the issuance of an STC.
21.A.231	21.A.231	Scope	amended	Additional explanation that subpart references type-certificates and restricted type-certificates.
21.A.233	21.A.233	Eligibility	amended	Minor edit – inclusion of person or organisation.
21.A.234	21.A.234	Application	amended	Minor edit – consistency with EMAR 2.0.
AMC 21.A.234	AMC 21.A.234	Application - Form and manner (AUS)	amended	Minor edit – terminology.
21.A.239	21.A.239	Design assurance system and Safety Management System	amended	Minor edit. OSD certification basis not adopted as part of this DCP. Environmental protection requirements “(where applicable)” becomes AUS unique.
GM2 to 21.A.239(a)	GM2 to 21.A.239(a)	Design assurance system for minor changes to type design or minor repairs to products	amended	Airworthiness requirements and Environmental protection requirements “(where applicable)” becomes AUS unique.
GM 21.A.239(c)	GM 21.A.239(c)	Design assurance system	amended	Minor edit. Para re-number.
21.A.243	21.A.243	Handbook (Design Organisation Exposition)	amended	Minor edits. "Handbook" replaces "MDOE".
AMC1 to 21.A.243(a)	AMC1 to 21.A.243(a)	Handbook (Design Organisation Exposition) requirements	amended	Minor edits. "Handbook" replaces "MDOE". Para re-number. Para 5."continuing airworthiness" replaced with "continued airworthiness".



AMC2 to 21.A.243(a)	AMC2 to 21.A.243(a)	Handbook (Design Organisation Exposition) requirements - Model content for organisations designing minor changes to type design or minor repairs to products	amended	Minor Edits. Updated title. "Handbook" replaces "MDOE"
GM1 to 21.A.243(d)	GM1 to 21.A.243(d)	Statement of qualifications and experience	amended	Minor edit. Para re-numbered
GM2 to 21.A.243(d)	GM2 to 21.A.243(d)	Data requirements - Statement of the qualification and experience- Organisations designing minor changes to type design or minor repairs to products	amended	Issuing information or instructions now at Obligation: 21.A.265(h). Minor edits: title change, Para re-numbered.
21.A.245	21.A.245	Approval requirements	amended	Minor edit. Removed capitilisation.
GM1 to 21.A.245	GM1 to 21.A.245	Requirements for approval	amended	Minor edits. "MDOE" replaced by "data" Updated cross reference: "paragraph 2.c." to "paragraph 2.3." Para 4.6 "handbook" replaces "MDOE"
GM2 to 21.A.245	GM2 to 21.A.245	Requirements for approval - Organisations designing minor changes to type design or minor repairs to products	amended	Minor edits: "MDOE" replaced by "data". New cross reference: "paragraph c." to "paragraph 3."
21.A.247	21.A.247	Changes in design assurance system	amended	Minor edit: "handbook" replaces "MDOE."
GM 21.A.249	GM 21.A.249	Transferability	amended	Addition in Para 2 "However, if the same legal entity were to relocate to new premises with a new Chief Executive and/or new departmental heads, then a substantial investigation by the Authority would be necessary such that the change would be classified as a re-approval." Minor edit. Para's are numbered.
21.A.251	21.A.251	Terms of approval	amended	Minor edit: "APUs".
GM1 to 21.A.251	GM1 to 21.A.251	Terms of approval	amended	Minor edit. Para's are numbered. Para 2 is reworded, "handbook" replaces "MDOE"
GM2 to 21.A.251	GM2 to 21.A.251	Terms of approval - Organisations designing minor changes to type design or minor repairs to products	amended	Para 3: Minor edit and 21.A.263(c)(3) removed
21.A.258	21.A.258	Findings	amended	Minor edits - no capitilisation of sub-para', "showing" replaced by "demonstration". Para (c)1 and c(2) wording rephrased.



21.A.259	21.A.259	Duration and continued validity	amended	Minor edit. Rephrase - "unlimited duration".
GM 21.A.263(b)	N/A	MDOA privilege related to compliance documents	deleted	Removed due (b) reserved
AMC 21.A.263(b)(1)	N/A	Compliance documents with conditions related to engine or propeller without a type-certificate or with unapproved changes and fitted on aircraft for which a military permit to fly is requested	deleted	Removed due (b) reserved
AMC No. 1 to 21.A.263(c)(1)	AMC No. 1 to 21.A.263(c)(1)	Procedure for the classification of changes to a type certificate (TC) or a supplemental type certificate (STC) and of repair designs as minor and major	amended	* Title change * Para 1: "classification of changes to type design and repairs" replaced by "classification of changes to a TC, APU MTSO or to that part of the product covered by an STC, and repair designs." * Para 1, 2.1a), 2.1e), 2.2, 2.4, 2.5 type design terminology replaced by - "to a TC, APU MTSO or to that part of the product covered by an STC, and repair designs,;
AMC2 to 21.A.263(c)(2)	AMC2 to 21.A.263(c)(2)	Privileges - Organisations designing minor changes to type design or a type certificate (TC), APU AUSMTSO or a supplemental type certificate (STC) and minor repairs to products: procedure for the approval of minor changes to type design TC, APU AUSMTSO or minor repairs	amended	* Title change * Para 2 "to a TC, APU MTSO or to that part of the product covered by an STC, and minor repairs where additional work to" included * Para 3.1, 3.2 numbering introduced
AMC 21.A.263(c)(5)	AMC1 to 21.A.263(c)(5), (8) and (9)	Privileges - Of an organisation that is the type-certificate holder (AUS)	deleted	AUS unique content moved to DASR AMC1 to 21.A.263(c)(5), (8) and (9) within sub-para 1(c).
AMC 21.A.263(c)(6)	AMC 21.A.263(c)(6)	Procedure for the approval of the conditions for issue of a military permit to fly	amended	* Para 1: Addition of 2 paragraphs explaining the "responsibility of the organisation responsible for the design of the aircraft" * Minor edits. Para 1. MDOEs is removed. Para 2, 2.5 sub-para numbering amended. Para 2.7 "handbook" replaces "exposition"
AMC 21.A.263(c)(7)	AMC 21.A.263(c)(7)	Procedure for the issue of a military permit to fly	amended	Minor edit. Sub-para lettering removed.
21.A.265	21.A.265	Obligations of the holder	amended	* New sub-para (h), containing wording from removed 21.A.263c(3&4), re-purposed under obligations. * Minor edits and rephrasing in 21.A.265(d).



AMC 21.A. 265(a)	AMC 21.A. 265(a)	Administration of the Handbook (Military Design Organisation Exposition)	amended	* "must be" replaces "should be" in sub-para 1.,2., & 4. *Minor edits Para's and Sub-para's renumbered.
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Implementation Strategy

10. Following the end of the NPA public consultation period, DASA will review all comments and consult with design organisations and industry stakeholders as required to finalise the changes. The changes in this NPA are intended to be promulgated in the February 2023 DASR release. The new regulations will become effective immediately upon DASR release.

HOW TO SUBMIT COMMENTS ON THIS NPA

Format

11. Responses to this NPA are to be recorded and submitted using the NPA Response Sheet included at Annex B.

12. Responses are to be submitted by email to [DASA](#), Hardcopies of the NPA Comment Sheet are not required.

Timing

13. Comments on NPA to DCP 2022-032 are to be forwarded to DASA by close of business 03 February 23. Whilst this is a reasonably short review period due to the end of year break, the DASA considers the shortened time-period is warranted for the efficiency gains, and is not preclusive of a comprehensive review for a low complexity, low impost, EMAR aligned change.

Additional Information

14. Additional information concerning this NPA is available from Mr Nik Cagorski, Acting Deputy Director Initial Airworthiness Regulation and Promotion, at nik.cagorski@defence.gov.au.

DISPOSITION OF RESPONSES RECEIVED

15. A Comment Response Document will be prepared and published on the [DASA Website](#). DASA will not individually acknowledge or respond to comments or submissions.

DM Grosse

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Director of Initial Airworthiness
Defence Aviation Safety Authority
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Dec 22

Annexes:

- A. NPA to DCP 2022-032 - Proposed Changes to DASR 21
- B. NPA to DCP 2022-032 - Response Sheet



NPA FOR DCP 2022-032

PROPOSED CHANGES TO DASR 21

Notes to readers:

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- a. deleted text is marked with ~~strike through~~;
- b. text highlighted in green is Australian unique text; and
- c. new or amended text is highlighted in grey;
- d. EMAR 21 Edition 2.0 (Reference A) and EASA (Reference F) changes that are proposed but not adopted by the DASR is marked with ~~grey strike through~~.

DASR 21 SUBPART D — CHANGES TO MILITARY TYPE-CERTIFICATES AND MILITARY RESTRICTED TYPE-CERTIFICATES

21.A.97 - Requirements for approval of a major change

- a) Major changes to a type-certificate shall ~~be classified~~ and approved by:
 1. the Authority; or
 2. ~~(Reserved)~~ an approved design organisation ~~or holder of a type certificate~~ within the scope of its privileges provided for in (1) and (8) of DASR 21.A.263(c) or ~~(2) of DASR 21.A.263(d)~~, as recorded in the terms of approval.
- b) A major change to a type-certificate shall only be approved:
 1. When it has been demonstrated that the change and areas affected by the change comply with the type certification basis and environmental protection requirements, as established by the Authority in accordance with DASR 21.A.101;
 2. ~~(Reserved) in the case of a change affecting the operational suitability data, when it has been demonstrated that the necessary changes to the operational suitability data meet the operational suitability data certification basis, as established by the Authority in accordance with EMAR 21.A.101; and~~
 3. When compliance with ~~(1) and (2)~~ has been demonstrated in accordance with DASR 21.A.20, as applicable to the change.
- c) ~~(Reserved) By derogation from (2) and (3) of (b), at the applicant's request included in the declaration referred to in EMAR 21.A.20(d), a major change to an aircraft type certificate may be approved before compliance with the operational suitability data certification basis has been demonstrated, provided that the applicant demonstrates such compliance before the date at which those data are actually used.~~
- d) An approval of a major change to a type-certificate shall be limited to the specific configuration(s) in the type-certificate to which the change relates.

AMC 21.A.97 - Requirements for the approval of a major change

1. ~~For the application of DASR 21.A.97(b)~~ the applicant should use all the DASR AMC 21.A.20(e), as well as the DASR GM 21.A.20- AMC/GM to DASR 21.A.20 should be used for a major change approved by the Authority.



2. ~~(Reserved) For the application of EMAR 21.A.97(c), see GM to EMAR 21.A.21(b), 21.A.95(c), 21.A.97(c), 21.A.115(c), 21.B.103(b), 21.B.107(b) and 21.B.111(b).~~
3. In accordance with **DASR 21.A.97(d)**, the compliance demonstration process always takes into account the specific configuration(s) in the Military Type Certificate (MTC) to which the major change under approval is applied. These configurations may be defined by type models/variants or by design changes to the type design. The demonstration of compliance covers these applicable specific configurations. Consequently, the approval of the major change excludes any other configurations, in particular those that already exist but are not considered in the compliance demonstration process, as well as those that may be certified in future.
4. For major changes approved by the military design organisation approval (MDOA) holder on the basis of their privilege as per DASR 21.A.263(c)(8), the process described under AMC No 2 to DASR 21.A.263(c)(5), (8) and (9) applies.
5. For major changes approved by the holder of a type certificate on the basis of their privilege as per DASR 21.A.263(d)(2), the process described under AMC No 1 to DASR 21.A.263(d)(1) and (2) applies.

GM 21.A.97(b) Requirements for the approval of a major change

The level of detail of the documents that are referred to in DASR 21.A.93(b) should be the same regardless of whether the change is approved by the Authority or under a military design organisation approval (MDOA) privilege, to allow the change to be assessed in the frame of the MDOA surveillance.

SUBPART E - MILITARY SUPPLEMENTAL TYPE-CERTIFICATES

21.A.115 - Requirements for approval of major changes in the form of a supplemental type-certificate

- a) Supplemental type-certificates shall be issued by:
 1. the Authority; or
 2. ~~(Reserved)~~ an approved design organisation within the scope of its privileges provided for in (1) and (9) of DASR 21.A.263(c), as recorded in the terms of approval.
- b) A supplemental type-certificate shall only be issued when;
 1. The applicant has demonstrated its capability in accordance with DASR 21.A.112B;
 2. It has been demonstrated that the change to a type-certificate and areas affected by the change comply with the type-certification basis and the environmental protection requirements, **as established by the Authority in accordance with DASR 21.A.101;**
 3. ~~(Reserved); in the case of a supplemental type certificate affecting the operational suitability data, it has been demonstrated that the necessary changes to the operational suitability data meet the operational suitability data certification basis, as established by the Authority in accordance with EMAR 21.A.101;~~
 4. Compliance with ~~(2) and (3)~~ has been demonstrated in accordance with DASR 21.A.20, as applicable to the change; and
 5. In case the applicant has specified that it provided certification data on the basis of an arrangement with the owner of the type-certification data in accordance with DASR 21.A.113(b):
 - i. The type-certificate holder has indicated that it has no technical objection to the information submitted under DASR 21.A.93; and



- ii. The type-certificate holder has agreed to collaborate with the supplemental type-certificate holder to ensure discharge of all obligations for continued airworthiness of the changed product through compliance with DASR 21.A.44 and DASR 21.A.118A.
- c) **(Reserved)** ~~By derogation from (3) and (4) of (b), at the applicant's request included in the declaration referred to in EMAR 21.A.20(d), the applicant is entitled to have a supplemental type certificate for an aircraft issued before the applicant has demonstrated compliance with the operational suitability data certification basis, provided that the applicant demonstrates such compliance before the date at which those data are to be actually used.~~
- d) A supplemental type-certificate shall be limited to the specific configuration(s) in the type-certificate to which the related major change relates.

AMC 21.A.115 - Requirements for the approval of major changes in the form of a Military Supplemental Type Certificate (MSTC)

- a) ~~For DASR 21.A.115(b)(4) the AMC and GM to DASR 21.A.20 should be followed by the applicant. For STCs approved by the Authority, the AMC and GM to DASR 21.A.20 should be followed by the applicant.~~
- b) **(Reserved)** ~~For an application under EMAR 21.A.115(c), see GM 21.A.21(b), 21.A.95(c), 21.A.97(c), 21.A.115(c), 21.B.103(b), 21.B.107(b) and 21.B.111(b).~~
- c) In accordance with DASR 21.A.115(d), the compliance demonstration process must always cover the specific configuration(s) in the Military Type Certificate (MTC) to which the MSTC under approval is applied. These configurations should be defined by the change to the type certificate considering the type certificate data sheet (TCDS) and the relevant optional installations. The demonstration of compliance should cover these specific applicable configurations. Consequently, the approval of the MSTC excludes any other configurations, in particular those that already existed, but were not considered in the compliance demonstration process, and those that may be certified in future.
- d) ~~For STCs approved by the military design organisation approval (MDOA) holder under their privilege as per DASR 21.A.263(c)(9), the process described under AMC No 2 to 21.A.263(c)(5), (8) and (9) applies.~~

DASR 21 SUBPART J — MILITARY DESIGN ORGANISATION APPROVAL

21.A.231 Scope

This Subpart establishes the procedure for the approval of design organisations and rules governing the rights and obligations ~~and privileges~~ of applicants for, and holders of, such approvals. In this Subpart, the references to type-certificates include type-certificates and restricted type-certificates.

21.A.233 Eligibility

At the discretion of the Authority, any ~~person or~~ organisation shall be eligible as an applicant for an approval under this Subpart:

In accordance with DASR 21.A.14, DASR 21.A.112B, DASR 21.A.432B or DASR 21.A.602B; or

For approval of minor changes or minor repair design, when requested for the purpose of obtaining privileges under DASR 21.A.263.



21.A.234 Application

Each application for a design organisation approval shall be made in a form and manner established by the Authority, ~~or an alternative acceptable to the Authority,~~ and shall include an outline of the information required by DASR 21.A.243, and the terms of approval requested to be issued under DASR 21.A.251.

AMC 21.A.234 - Application - Form and manner (AUS)

DASR Form 80—Application for Design Organisation Approval, is to be obtained from the Authority, and completed by the Head of Design of the organisation.

The completed form, an outline of the design organisation exposition, and details of the proposed terms of approval are to be forwarded to the Authority.

Organisations ~~approved by~~ recognised ~~national competent~~ aviation authorities or certified under AS/EN 9100 or the equivalent Aerospace Quality Assurance Program (AQAP), may re-use part or all of the same process evidences in the demonstration of compliance with DASR 21 Section A Subpart J, as agreed by the Authority.

21.A.235 Issue of Military design organisation approval

An organisation shall be entitled to have a design organisation approval issued by the Authority when it has demonstrated compliance with the applicable requirements under this Subpart.

GM to 21.A.235 Issue of a Design Organisation Approval

- a) Where a design organisation has an extant EASA Part 21 design organisation approval, and when the military design activity is in the scope of the EASA terms of approval, the organisation may be accepted by the Authority to satisfy the DASR 21 requirements for that scope of work with any further investigation limited only to the delta between the two approvals. The Authority is to be kept informed by the design organisation of significant changes to the organisation and of any EASA findings that may impact the military design activity.
- b) Where a design organisation has an extant EASA Part 21 design organisation approval, and when the scope of the EASA terms of approval does not entirely cover the military design activity, those parts of the organisation's EASA Part 21 handbook that are equally applicable to satisfy EMAR 21 may be accepted by the Authority as equivalent in respect of the DASR 21 requirements. It is permissible that only those parts of the organisation that are specific to the military activity or requirements are addressed in the DASR 21 handbook (Military Design Organisation Exposition). Those requirements covered by read-across of the sections of the EASA handbook are to be identified with a reference to the applicable procedures or other basic working documents as referred to in the EASA handbook.

21.A.239 Design assurance system and Safety Management System

- a) The design organisation shall demonstrate that it has established and is able to maintain a design assurance system for the control and supervision of the design, and of design changes, of products, parts and appliances covered by the application. This design assurance system shall be such as to enable the organisation.
 1. To ensure that the design of the products, parts and appliances or the design change or repair solution thereof, comply with the applicable type-certification basis and ~~the applicable operational suitability data certification basis~~ environmental protection requirements ~~(where applicable)~~ (where applicable); and
 2. To ensure that its responsibilities are properly discharged in accordance with:
 - i. The appropriate provisions of this DASR; and



- ii. The terms of approval issued under DASR 21.A.251.
- 3. To independently monitor the compliance with, and adequacy of, the documented procedures of the system. This monitoring shall include a feed-back system to a person or a group of persons having the responsibility to ensure corrective actions.
- b) The design assurance system shall include an independent checking function of the showings of compliance on the basis of which the organisation submits compliance statements and associated documentation to the Authority.
- c) The design organisation shall specify the manner in which the design assurance system accounts for the acceptability of the parts or appliances designed or the tasks performed by partners or subcontractor according to methods which are the subject of written procedures.
- d) The organisation shall establish and maintain a Safety Management System (SMS), in accordance with DASR.SMS.

GM1 to DASR 21.A.239(a) – Design assurance system

1. Purpose

This GM outlines some basic principles and objectives of DASR 21.A.239(a).

2. Definitions

a) 2.1 The design assurance system is the organisational structure, responsibilities, procedures and resources to ensure the proper functioning of the design organisation.

b) 2.2 The design assurance means all those planned and systematic actions necessary to provide adequate confidence that the organisation has the capability:

- i. – to design products, or parts in accordance with the applicable airworthiness requirements and environmental protection requirements (where applicable);
- ii. – to demonstrate and verify the compliance with these requirements; and
- iii. – to demonstrate this compliance.

c) 2.3 The 'Type Investigation' means the tasks of the organisation in support of the type-certificate, supplemental type-certificate or other design approval processes necessary to demonstrate and verify and to maintain compliance with the applicable airworthiness requirements and environmental protection requirements (where applicable).

3. Design Assurance

The complete process, starting with the airworthiness and environmental protection (where applicable) requirements and product specifications and culminating with the issuing of a type-certificate, is shown in the diagram on Figure 3. This identifies the relationship between the design, the Type Investigation and design assurance processes.

Effective Design Assurance demands a continuing evaluation of factors that affect the adequacy of the design for intended applications, in particular that the product, or part, complies with applicable airworthiness and environmental protection (where applicable) requirements and will continue to comply after any change.

Two main aspects should therefore be considered:

- a) – How the planned and systematic actions are defined and implemented, from the very beginning of design activities up to and including the continued airworthiness activities;



- b) – How these actions are regularly evaluated and corrective actions implemented as necessary.

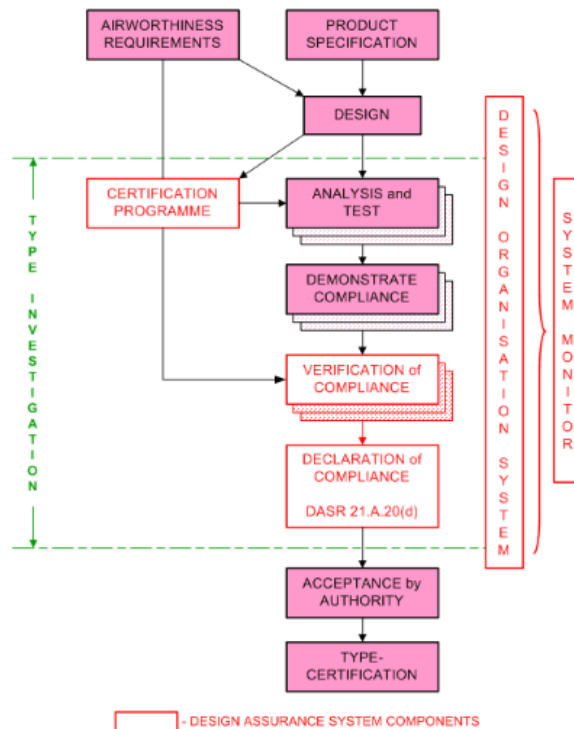


Figure 3 - Relationship between design, design assurance and type investigation

3.1 Planned and Systematic Actions

For design organisations carrying out Type Investigation of products, the planned and systematic actions should cover the following tasks and procedures should be defined accordingly:

3.1.1 General

- To issue or, where applicable, supplement or amend the ~~Military Design Organisation Exposition (MDOE)~~ design organisation handbook in accordance with DASR 21.A.243, in particular to indicate the initiation of design activities on a product
- To assure that all instructions of the ~~MDOE~~ handbook are adhered to.
- To conduct Type Investigation.
- To nominate staff as "compliance verification engineers" responsible to approve compliance documents as defined in paragraph 3.1.3.
- To nominate personnel belonging to the Office of Airworthiness responsible as defined in paragraph 3.1.4.
- In the case of an applicant for a supplemental type-certificate, to obtain the agreement of the type-certificate holder for the proposed supplemental type-certificate to the extent defined in DASR 21.A.115.
- To ensure full and complete liaison between the type design organisation and related organisations having responsibility for products manufactured to the type-certificate.
- To provide the assurance to the Authority that prototype models and test specimens adequately conform to the type design (see DASR 21.A.33(b)(1)).



3.1.2 Chief Executive and Head of design organisation (or their Deputy)

- a) The Chief Executive should provide the necessary resources for the proper functioning of the design organisation.
- b) The Head of the design organisation, or an authorised representative, should sign a declaration of compliance (see DASR 21A.20(d)) with the applicable airworthiness and environmental protection (where applicable) requirements after verification of satisfactory completion of the Type Investigation. In accordance with DASR 21.A.20(e), their signature on the declaration of compliance confirms that the procedures as specified in the ~~MDOE handbook~~ have been followed (see also DASR GM 21.A.265(b)).
- c) The functions of Chief Executive and Head of the design organisation may be performed by the same person.

3.1.3 Compliance Verification

- a) Approval by signing of all compliance documents, including test programmes and data, necessary for the verification of compliance with the applicable airworthiness and environmental protection (where applicable) requirements as defined in the certification programme.
- b) Approval of the technical content (completeness, technical accuracy...), including any subsequent revisions, of the manuals approved by the Authority (Aircraft Flight Manual, the Airworthiness Limitations section of the Instructions for Continuing Airworthiness and the Certification Maintenance Requirements (CMR) document, where applicable).

3.1.4 Office of Airworthiness

- a) Liaison between the design organisation and the Authority with respect to all aspects of the certification programme.
- b) Ensuring that a ~~MDOE handbook~~ is prepared and updated as required in DASR 21.A.243.
- c) Co-operation with the Authority in developing procedures to be used for the type-certification process.
- d) Issuing of guidelines for documenting compliance.
- e) Co-operation in issuing guidelines to ensure compliance with the regulations for the preparation of the manuals, Service Bulletins, drawings, specifications, and standards.
- f) Ensuring distribution of applicable airworthiness ~~codes or standards~~ and environmental protection ~~(where applicable)~~ ~~(where applicable)~~ requirements and other specifications.
- g) Co-operating with the Authority in proposing the type-certification basis
- h) Interpretation of applicable airworthiness ~~codes or standards~~ and environmental protection ~~(where applicable)~~ ~~(where applicable)~~ requirements and requesting decisions of the Authority in case of doubt.
- i) Advising of all departments of the design organisation in all questions regarding airworthiness, ~~operational suitability~~, environmental protection ~~(where applicable)~~ ~~(where applicable)~~ approvals and certification.
- j) Preparation of the certification programme and co-ordination of all tasks related to Type Investigation in concurrence with the Authority.
- k) Regular reporting to the Authority about Type Investigation progress and announcement of scheduled tests in due time.



- l) Ensuring co-operation in preparing inspection and test programmes needed for demonstration of compliance.
- m) Establishing the compliance checklist and updating for changes.
- n) Checking that all compliance documents are prepared as necessary to demonstrate compliance with all airworthiness ~~codes or standards~~ and environmental protection ~~(where applicable)~~ ~~(where applicable)~~ requirements, as well as for completeness, and signing for release of the documents.
- o) Checking the required type design definition documents described in DASR 21.A.31 and ensuring that they are provided to the Authority for approval when required.
- p) Preparation, if necessary, of a draft for a type-certificate data sheet and/or type-certificate data sheet modification.
- q) Providing verification to the head of the design organisation that all activities required for Type Investigation have been properly completed.
- r) Approving the classification of changes in accordance with DASR 21.A.91 and granting the approval for minor changes in accordance with DASR 21.A.95(b).
- s) Monitoring of significant events on other aeronautical products as far as relevant to determine their effect on airworthiness ~~or operational suitability~~ of products being designed by the design organisation
- t) Ensuring co-operation in preparing Service Bulletins and the Structural Repair Manual, and subsequent revisions, with special attention being given to the manner in which the contents affect airworthiness ~~codes or standards~~ and environmental protection ~~(where applicable)~~ ~~(where applicable)~~ and granting the approval on behalf of the Authority.
- u) Ensuring the initiation of activities as a response to a failure (accident/incident/in-service occurrence) evaluation and complaints from the operation and providing of information to the Authority in case of airworthiness ~~or operational suitability~~ impairment (continuing airworthiness ~~and continued operational suitability~~).
- v) Advising the Authority with regard to the issue of airworthiness directives in general based on Service Bulletins.
- w) Ensuring that the manuals approved by the Authority, including any subsequent revisions (the Aircraft Flight Manual, MMEL, the Airworthiness Limitations section of the Instructions for Continuing Airworthiness and the ~~Certification Maintenance Requirements~~ (CMR) document, where applicable) are checked to determine that they meet the respective requirements, and that they are provided to the Authority for approval.

3.1.5 Maintenance and Operating Instructions

- a) Ensuring the preparation and updating of all maintenance and operating instructions (including ~~instructions for continuing airworthiness and Services Bulletins~~) needed to maintain airworthiness (continuing airworthiness) in accordance with relevant ~~the~~ ~~airworthiness codes and standards requirements~~ ~~requirements~~. For that purpose, the applicant should:
 - i. ~~–~~ establish the list of all documents it is producing ~~to comply with the applicable airworthiness requirements~~ and that are to be delivered to the operator, such as Flight Manual, ICA, engine configuration and interface documentation (e.g as required to comply with EASA CS 2X.1581, EASA CS 2X.1529, EASA CS-E 20/25 ~~or EASA CS-P 40~~ ~~the applicable airworthiness requirements~~);
 - establish a system to collect in-service experience to be used for the improvement of the instructions;



- ii. – define procedures and organisation to produce and issue these documents, ~~using where applicable and so elected DASR 21.A.263(c)(3) privilege under the obligation of DASR 21.A.265(h);~~ the procedures should cover:
 - preparation, including the format and language (available industrial standards can be referred to and used);
 - proofreading (checking for clarity, readability, typos, etc.);
 - checking of technical consistency with the corresponding approved change(s), repair(s) or approved data, including the effectivity, description, effects on airworthiness and environmental protection, especially when limitations are changed;
 - checking of feasibility in practical applications; and
 - responsibilities and authorised signatories.
- b) In accordance with DASR 21.A.57, DASR 21.A.61, DASR 21.A.107, DASR 21.A.119, DASR 21.A.120A and DASR 21.A.449, ensuring that these documents are provided to all affected known operators and all involved authorities within the PMS.

3.1.6 Operational Suitability Data (OSD)

- a) ~~Ensuring the preparation and updating of all OSD in accordance with relevant airworthiness codes and standards. For that purpose, the applicant should:~~
 - ~~– establish the list of all the documents it is producing to comply with relevant requirements (e.g. EASA CS-MMEL or CS-GEN MMEL, CS-FCD, CS-CCD, CS-SIMD and CS-MCSD), as applicable;~~
 - ~~– define its procedures and the organisation to produce and issue these documents under the obligation of EMAR 21.A.265(h); these procedures should cover the aspects described in 3.1.5(a) above.~~
- b) ~~In accordance with EMAR 21.A.57, 21.A.62, 21.A.108, 21.A.119 and EMAR 21.A.120B, ensuring that these documents are provided to all affected operators and training organisations and all involved authorities.~~

3.2 Continued Effectiveness of the design assurance system

The organisation should establish the means by which the continuing evaluation (system monitoring) of the design assurance system will be performed in order to ensure that it remains effective.

GM2 to 21.A.239(a) - Design assurance system for minor changes to type design or minor repairs to products

1. Purpose

This GM outlines some basic principles and objectives in order to comply with DASR 21.A.239(a) for organisations designing only minor changes to type design or minor repairs to products.

2. Design assurance system

The design assurance system should include the following:

- a) an organisational structure to:



- i. control the design;
 - ii. to demonstrate compliance with applicable airworthiness ~~codes or standards~~ and environmental protection ~~(where applicable)~~ **(where applicable)** requirements;
 - iii. independently check demonstrations of compliance;
 - iv. liaise with the Authority;
 - v. continuously evaluate the design organisation;
 - vi. control sub-contractors.
- b) Procedures and responsibilities associated with the functions listed above, taking due account of DASR 21 requirements applicable to design and approval of minor changes to type design or minor repairs to products.

AMC 21.A.239(b) - Design assurance system - Independent checking function of the demonstration of compliance

1. The independent checking function of the demonstration of compliance should consist of the verification by a person not creating the compliance data. Such person may work in conjunction with the individuals who prepare compliance data
- a-2 The verification should be shown by signing compliance documents, including test programmes and data
- b-3 For a product, there is normally only one compliance verification engineer nominated for each relevant subject. **A procedure should cover the non-availability of nominated persons and their replacement when necessary.**
- c. ~~A procedure should cover the non-availability of nominated persons and their replacement when necessary.~~
- d-4 For MSTC cases, when compliance statement and associated documentation are produced by the MTC holder, and when these data are approved under the system of the authority of MTC holder, then the MSTC applicant ~~MDOEs~~ not need to provide, within its own MDOA, the independent checking function required in DASR 21.A.239(b) for these data.

GM 21.A.239(c) - Design assurance system

In meeting the requirements of DASR 21.A.239(c) the applicant for a design organisation approval under DASR 21 Section A Subpart J may adopt the following policy:

- a-1 The satisfactory integration of the Partner/Sub-contractor and applicant's design assurance systems should be demonstrated for the activities covered under the applicant's terms of approval.
- b-2 In the event that a Partner/Sub-contractor holds a military design organisation approval (MDOA), then in accordance with DASR 21.A.239(c), the applicant may take this into account in demonstrating the effectiveness of this integrated system.
- c-3 When any Partner/Sub-contractor MDOEs not hold a MDOA then the applicant will need to establish to its own satisfaction and the satisfaction of the Authority, the adequacy of that partner's/sub-contractor's design assurance system in accordance with DASR 21.A.243(b).

21.A.243 **Handbook (Design Organisation Exposition)**

- a) The design organisation shall furnish a ~~Design Organisation Exposition (DOE)~~ **handbook** to the Authority describing, directly or by cross-reference, the organisation, the relevant procedures



and the products, or changes to products to be designed. ~~If flight tests are to be conducted, a flight test operations manual defining the organisation's policies and procedures in relation to flight test shall be furnished. The flight test operations manual shall include:~~

1. If flight tests are to be conducted, the design organisation shall furnish a flight test operations manual defining the organisation's policies and procedures in relation to flight tests.

1. ~~a description of the organisation's processes for flight test, including the flight test organisation involvement into the permit to fly issuance process;~~
2. ~~crewing policy, including composition, competency, currency and flight time limitations, as required by the Authority;~~
3. ~~procedures for the carriage of persons other than crew members and for flight test training, when applicable;~~
4. ~~a policy for risk and safety management and associated methodologies;~~
5. ~~procedures to identify the instruments and equipment to be carried;~~
6. ~~a list of documents that need to be produced for flight test.~~

- b) Where any parts or appliances, or any changes to the products are designed by partner organisations or subcontractors, the ~~DOE handbook~~ shall include a statement of how the design organisation is able to give, for all parts and appliances, the assurance of compliance required by DASR 21.A.239(b), and shall contain, directly or by cross-reference, descriptions and information on the design activities and organisation of those partners or subcontractors, as necessary to establish this statement.
- c) The ~~DOE handbook~~ shall be amended as necessary to remain an up-to-date description of the organisation, and copies of amendments shall be supplied to the Authority.
- d) The design organisation shall furnish a statement of the qualifications and experience of the management staff and other persons responsible for making decisions affecting airworthiness and environmental protection ~~(where applicable)~~ (where applicable) in the organisation.
- e) The organisation shall establish and maintain a Safety Management System (SMS), in accordance with DASR.SMS.

AMC to 21.A.143, 21.A.243, 21.A.14(b), 21.A.112B(b) and 21.A.432B(b) Flight Test Operations Manual (FTOM)

(Reserved) 4. ~~General~~

~~a. Scope: The FTOM covers flight test operations.~~

~~The FTOM complexity should be proportionate to the aircraft and the organisation complexity.~~

~~b. Format~~

~~The FTOM may:~~

~~— be included in the Design Organisation Approval (DOA) /Production Organisation Approval (POA) /Alternative Procedure to DOA (ADOA) documents, or~~

~~— be a separate manual.~~

~~The FTOM may make reference to other documents to cover the contents listed below, e.g. for record keeping.~~



c. Use by contractors or sub-contractors:

When flight tests are performed by contractors or sub-contractors, they should comply with the FTOM of the primary organisations, unless they have established an FTOM in compliance with Part 21, the use of which has been agreed between the two organisations.

2. The FTOM should contain the following elements:

a. Exposition (not applicable in the case of ADOA)2:

If the FTOM is presented as a separate document, it should include a chart indicating the structure of the organisation and, more specifically, the functional links of the people in charge of flight test activities. It should also mention the coordination between all departments affecting flight test, e.g. Design Office, Production and Maintenance, in particular coordination for the establishment and update of a Flight Test Programme.

b. Risk and safety management:

The FTOM should describe the organisation's policy in relation to risk and safety assessment, mitigation and associated methodologies.

c. Crew members:

According to the flight test category, the FTOM should describe the organisation's policy on the composition of the crew (including the need to use a Lead Flight Test Engineer

(LFTE)) and the competence and currency of its flight test crew members, including procedures for appointing crew members for each specific flight.

All crew members should be listed in the FTOM.

A flight time limitation policy should be established.

d. Carriage of persons other than crew members:

According to the flight test category, the FTOM should describe the organisation's policy in relation to the presence and safety on board, of people other than crew members (i.e. with no flying duties).

People other than crew members should not be allowed on board for Category 1 flight tests.

e. Instruments and equipment:

The FTOM should list, depending on the nature of the flight, the specific safety-related instruments and equipment that should be available on the aircraft or carried by people on board.

The FTOM should contain provisions to allow flights to take place in case of defective or missing instruments or equipment.

f. Documents:

The FTOM should list the documents to be produced for flight test, and include (or refer to) the procedures for their issue, update and follow up to ensure the documents' configuration control:

(i) documents associated with a Flight Test Programme:

– Flight Order for a given flight, which should include:



- a list of the tests to be performed and associated conditions;
- safety considerations relevant to the flight;
- category of the flight (e.g. Category 1);
- composition of the crew;
- names of persons other than crew members;
- aircraft configuration items relevant to the test to be highlighted to the crew;
- loading of the aircraft;
- reference to approved flight conditions; and
- restrictions relevant to the flight to be highlighted to the crew.
- Flight crew report.
- (ii) documentation and information to be carried on the aircraft during flight test;
- (iii) record keeping: the FTOM should describe the policy relative to record keeping.
- g. Permit to fly:

The FTOM should describe the involvement of the flight test organisation or flight test team (as appropriate) in the process for the approval of flight conditions and the issue of permits to fly in accordance with Subpart P.
- h. Currency and training:

The FTOM should describe how training for flight test is organised.

Currency of the flight test crew may be ensured either through recent experience or refresher training.

The FTOM should specify the requirements for a refresher training in order to ensure that crew members are sufficiently current to perform the required flight test activity.

A system should be established to record the currency of the flight test crew's training.

AMC1 21.A.243(a) - Design Organisation Exposition requirements

The MDOE handbook (design organisation exposition) should provide the following information for each product covered by the design organisation approval.

- a.1. A description of the tasks which can be performed under the approval, according to the following classification:
 - i. a. General areas, like turbojet and turbo-propeller aircraft, small aircraft, Uncrewed Aerial Vehicles (UAV) and rotorcraft;
 - ii. b. Technologies handled by the organisation (composite, wood or metallic construction, electronic systems, etc.);
 - iii. c. A list of types and models for which the design approval has been granted and for which privileges may be exercised, supported by a brief description for each product;



- iv. d. For repair design, classification and (if appropriate) approval activities it is necessary to specify the scope of activity in terms of structures, systems, engines, etc.
- b.2. A general description of the organisation, its main departments, their functions and the names of those in charge; a description of the line management and of functional relationships between the various departments.
- e.3. A description of assigned responsibilities and delegated authority of all parts of the organisation which, taken together, constitute the organisation's design assurance system together with a chart indicating the functional and hierarchical relationship of the design assurance system to Management and to other parts of the organisation; also the chains of responsibilities within the design assurance system, and the control of the work of all partners and sub-contractors.
- d.4. A general description of the way in which the organisation performs all the design functions in relation to airworthiness, ~~operational suitability~~ and environmental protection ~~(where applicable)~~ **(where applicable)** approvals including:
 - i. a. The procedures followed and forms used in the Type Investigation process to ensure that the design of, or the change to the design of, the product as applicable is identified and documented, and complies with the applicable airworthiness and environmental protection ~~(where applicable)~~ **(where applicable)** approvals requirements, including specific requirements for import by importing authorities;
 - ii. b. The procedures for classifying design changes as 'major' or 'minor' and for the approval of minor changes;
 - iii. c. The procedures for classifying and approving unintentional deviations from the approved design data occurring in production (concessions or non-conformance's);
 - iv. d. The procedure for classifying and obtaining approval for repairs.
- e.5. A general description of the way in which the organisation performs its functions in relation to the ~~continuing continued~~ airworthiness ~~and continued operational suitability~~ of the product it designs, including co-operation with the production organisation when dealing with any ~~continuing continued~~ airworthiness actions that are related to production of the product, part or appliance, as applicable.
- f.6. A description of the human resources, facilities and equipment, which constitutes the means for design, and where appropriate, for ground and flight testing.
- g.7. An outline of a system for controlling and informing the Staff of the organisation of current changes in engineering drawings, specifications and design assurance procedures.
- h.8. A description of the recording system for:
 - i. a. The type design, including relevant design information, drawings and test reports, including inspection records of test specimens;
 - ii. b. The means of compliance;
 - iii. c. The compliance documentation (compliance check list, reports...).
- i.9. A description of the record keeping system to comply with DASR 21.A.55 and DASR 21.A.105.
- j.10. A description of the means by which the organisation monitors and responds to problems affecting the airworthiness ~~or operational suitability~~ of its product during design, production and in service in particular to comply with DASR 21.A.3A (see also DASR GM1 to 21.A.239(a), paragraphs 3.1.4(s) and 3.1.4(u)).
- k.11. The names of the design organisation authorised signatories. Nominated persons with specific responsibilities such as mentioned in DASR 21.A.33 and DASR 21.A.35 should be listed.



- 12. (Reserved).
- 13. A clear definition of the tasks, competence and areas of responsibility of the Office of Airworthiness.
- 14. A description of the procedures for the establishment and the control of the maintenance and operating instructions (see DASR 21.A.57, DASR 21.A.61, DASR 21.A.107, DASR 21.A.119, DASR 21.A.120A and DASR 21.A.449).
- 15. A description of the means by which the continuing evaluation (system monitoring) of the design assurance system will be performed in order to ensure that it remains effective.
- 16. (Reserved). A description of the procedures for the establishment and the control of the operational suitability data (see EMAR 21.A.57, EMAR 21.A.62, EMAR 21.A.108, EMAR 21.A.119 and EMAR 21.A.120B).

AMC2 21.A.243(a) – Data requirements – Handbook (Design Organisation Exposition) Model content of MDOE for organisations designing minor changes to type design or minor repairs to products

PART 1 - Organisation

- 1.1 Objective of MDOE and binding statement
- 1.2 Responsible person for administration of MDOE handbook
- 1.3 Amendment procedure
- 1.4 List of effective pages
- 1.5 Distribution list
- 1.6 Presentation of design organisation (including locations)
- 1.7 Scope of work (with identification of type and models of products)
- 1.8 Organisation charts
- 1.9 Human resources
- 1.10 Management staff
- 1.11 Certifying personnel (see DASR GM2 to 21.A.243(d), paragraph 2)
- 1.12 Independent system monitoring

PART 2 - Procedures

- 2.1 Management of changes to type design and design of repairs
 - a) configuration control
 - b) classification
 - e) approval of minor changes to type design and minor repairs
- 2.2 Control of design subcontractors
- 2.3 Collecting/Investigating of failures, malfunctions and defects



2.4 Co-ordination with production

2.5 Documentation control

- a) in relations with the changes and repairs
- b) in relation with failures/malfunctions and defects, (ie Services Bulletins).

2.6 Record keeping

AMC 21.A.243(a)(1) - Flight Test Operations Manual (AUS)

The flight test operations manual shall include:

- a. a description of the organisation's processes for flight test, including the flight test organisation involvement into the Military Permit to Fly issuance process. See DASR 21 Section A Subpart P – Military Permit to Fly;
- b. crewing policy, including composition, competency, currency and flight time limitations;
- c. procedures for the carriage of persons other than crew members and for flight test training, when applicable;
- d. a policy for risk and safety management and associated methodologies;
- e. procedures to identify the instruments and equipment to be carried; and
- f. a list of documents that need to be produced for flight test.

The flight test operations manual should be owned by the organisation conducting flight test. If flight test is to be conducted by an organisation outside that of the MDOA holder, eg a Military Air Operator (MAO), reference to that organisation's flight test operations manual (or equivalent) is acceptable.

AMC 21.A.243(d) - Statement of qualifications and experience (AUS)**QUALIFICATIONS AND EXPERIENCE REQUIREMENTS FOR KEY PERSONNEL****HEAD OF DESIGN****Qualifications:**

Bachelor of Engineering degree in Mechanical, Mechatronics, Aerospace, Aeronautical, Electronics, Software or Electrical Engineering.

NOTE: Qualifications shall be Australian accredited or assessed to be equivalent to Australian qualification by Engineers Australia, the Australian Computer Society, or the Australian Institute of Project Management.

Experience:

- 1. Chartered Professional Engineer (CPEng) in the Institute of Engineers Australia (IEAust) or an equivalent professional body recognised by the IEAust.
- 2. Ten years of aviation experience.

NOTE: For Commonwealth applicants: Ten years of aviation experience shall comprise of at least two years combined experience as staff of DASA, or an organisation holding a Design Organisation Approval under EASA, CASA, EMAR or DASR 21 Section A Subpart J—Military Design Organisation Approval.



CHIEF OF OFFICE OF AIRWORTHINESS

Qualifications:

Bachelor of Engineering degree in Mechanical, Mechatronics, Aerospace, Aeronautical, Electronics, Software or Electrical Engineering.

NOTE: Qualifications shall be Australian accredited or assessed to be equivalent to Australian qualification by Engineers Australia, the Australian Computer Society, or the Australian Institute of Project Management.

Experience:

1. Chartered Professional Engineer (CPEng) in the Institute of Engineers Australia or an equivalent professional body recognised by the IEAust.
2. Eight years of Aviation experience.

NOTE: For Commonwealth applicants: Eight years of aviation experience shall comprise of at least two years' experience as staff of DASA, or an organisation holding a Design Organisation Approval under EASA, CASA, EMAR or DASR 21 Section A Subpart J.

CHIEF OF THE INDEPENDENT MONITORING FUNCTION

Qualification:

Successfully completed a Lead Auditor course or a Diploma in Quality Auditing delivered by a registered training organisation.

Experience:

Eight years of aviation experience.

NOTE: For Commonwealth applicants: Eight years of aviation experience shall comprise:

1. Two years' experience as staff of DASA, or an organisation holding a Design Organisation Approval under EASA, CASA, EMAR or DASR 21 Section A Subpart J.
2. Three years' experience in aviation quality management.

GM1 to 21.A.243(d) - Statement of qualifications and experience

1. Purpose

This GM provides guidelines on the following points:

- a) Who are the persons covered by DASR 21.A.243(d)?
- b) What is requested from the applicant for these persons?

2. Who are the persons?

Three different types of functions are named or implicitly identified in the requirements of DASR 21 Section A Subpart J or in associated AMC and GM, using qualified and experienced personnel:

- a) the Chief Executive [see GM1 to 21A.239(a) paragraph 3.1.2, DASR GM 21.A.249 and DASR GM 21.A.265(b)].
- b) the other management staff:



- i.- the Head of the design organisation [see DASR GM1 to 21.A.239(a) paragraph 3.1.2, DASR GM1 to 21A.245 paragraph 4.1, DASR GM 21.A.265(b)];
 - ii.- the Chief of the Office of Airworthiness, or [see DASR GM1 to 21.A.245 paragraph 4.2];
 - iii.- the Chief of the independent monitoring function of the design assurance system [see DASR AMC1 to 21.A.243(a)(3) and DASR AMC1 to 21.A.243(a) paragraph 2].
- e)- the personnel making decisions affecting airworthiness, ~~operational suitability~~ and environmental protection (~~where applicable~~) (where applicable):
- i.- compliance verification engineers [see DASR GM1 to 21.A.239(a) paragraph 3.1.3; DASR AMC 21.A.239(b)];
 - ii.- personnel of the Office of Airworthiness making decisions affecting airworthiness and environmental protection (where applicable), especially those linked with the DASR 21.A.263 privileges (signing documents for release, approving classification of changes and repairs, and granting the approval of minor changes and minor repairs, granting the approval of Service Bulletins, and minor revisions to the aircraft flight manual) [see GM1 to 21.A.239(a) paragraph 3.1.4].

3. Kind of statement

3.1 Chief Executive

The Chief Executive should provide the necessary resources for the proper functioning of the design organisation.

A statement of the qualification and experience of the Chief Executive is normally not required.

3.2 Other management staff

The person or persons nominated should represent the management structure of the organisation and be responsible through the Head of design organisation to the Chief Executive for the execution of all functions as specified in DASR 21 Section A Subpart J. Depending on the size of the organisation, the functions may be subdivided under individual managers.

The nominated managers should be identified and their credentials furnished to the Authority on DASR Form 4—Nominated Personnel Approval, in order that they may be seen to be appropriate in terms of relevant knowledge and satisfactory experience related to the nature of the design activities as performed by the organisation.

The responsibilities and the tasks of each individual manager should be clearly defined, in order to prevent uncertainties about the relations, within the organisation. Responsibilities of the managers should be defined in a way that all responsibilities are covered.

3.3 Personnel making decisions affecting airworthiness, ~~operational suitability~~ and environmental protection (~~where applicable~~) (where applicable)

For these personnel, no individual statement is required. The applicant should show to the Authority that there is a system to select, train, maintain and identify them for all tasks where they are necessary.

The following guidelines for such a system are proposed:

- a)- These personnel should be identified in the MDOE handbook, or in a document linked to the MDOE handbook. This, and the corresponding procedures, should



enable them to carry out the assigned tasks and to properly discharge associated responsibilities.

- b)- The needs, in terms of quantity of these personnel to sustain the design activities, should be identified by the organisation.
- e)- These personnel should be chosen on the basis of their knowledge, background and experience.
- d)- When necessary, complementary training should be established, to ensure sufficient background and knowledge in the scope of their authorization. The minimum standards for new personnel to qualify in the functions should be established. The training should lead to a satisfactory level of knowledge of the procedures relevant for the particular role.
- e)- Training policy forms part of the design assurance system and its appropriateness forms part of investigation by the Authority within the organisation approval process and subsequent surveillance of persons proposed by the organisation.
- f)- This training should be adapted in response to experience gained within the organisation.
- g)- The organisation should maintain a record of these personnel which includes details of the scope of their authorisation. The personnel concerned should be provided with evidence of the scope of their authorisation.
- h)- The following minimum information should be kept on record:
 - i.a) Name;
 - ii.b) Date of birth;
 - iii.c) Experience and training;
 - iv.d) Position in organisation;
 - v.e) Scope of the authorisation;
 - vi.f) Date of first issue of the authorisation;
 - vii.g) If appropriate, date of expiry of the authorisation;
 - viii.h) Identification number of the authorisation.

The record may be kept in any format and should be controlled.

- i)- Persons authorised to access the system should be maintained at a minimum to ensure that records cannot be altered in an unauthorised manner or that such confidential records do not become accessible to unauthorised persons.
- j)- Personnel should be given access to their own record.
- k)- Under the provision of DASR 21.A.257, the Authority has a right of access (subject to contract) to the data held in such a system.
- l)- The organisation should keep the record for at least 2 years after a person has ceased employment with the organisation or withdrawal of the authorisation, whichever is the sooner.



GM2 to 21.A.243(d) - Data requirements - Statement of the qualification and experience- Organisations designing minor changes to type design or minor repairs to products

For organisations designing minor changes to type design or minor repairs to products, the statement of the qualifications and experience required by DASR 21.A.243(d) should be addressed as follows:

1. The nominated managers should be identified and their credentials submitted to the Authority on DASR Form 4—Nominated Personnel Approval, in order that they may be seen to be appropriate in terms of relevant knowledge and satisfactory experience related to the nature of the design activities as performed by the organisation.
- a.2 The persons responsible to:
 - i. — classify changes to type design or repairs;
 - ii. — verify compliance [DASR 21.A.239(b)];
 - iii. — approve minor changes to type design and minor repairs [DASR 21A.263(c)(2)];
 - iv. — issue information or instructions [DASR 21A.263(c)(3) 21.A.265(h)];

Should be selected by the organisation in accordance with a procedure and criteria agreed with the Authority.

21.A.245 Approval requirements

The design organisation shall demonstrate, on the basis of the information submitted in accordance with DASR 21.A.243 that, in addition to complying with DASR 21.A.239:

- a) The staff in all technical departments are of sufficient numbers and experience and have been given appropriate authority to be able to discharge their allocated responsibilities and that these, together with the accommodation, facilities and equipment are adequate to enable the staff to achieve the airworthiness, operational suitability and environmental protection (where applicable) (where applicable) objectives for the product;
- b) There is full and efficient coordination between departments and within departments in respect of airworthiness, operational suitability and environmental protection (where applicable) (where applicable) matters.

GM1 to 21.A.245 - Requirements for approval

See DASR 21.A.245

1. General

The MDOE data submitted in accordance with DASR 21.A.243 should show that sufficient skilled personnel are available and suitable technical and organisational provisions have been made for carrying out the Type Investigation defined by DASR GM1 to 21.A.239(a), paragraph 2.6.2.3.

2. Personnel

The applicant should show that the personnel available to comply with DASR 21.A.245(a) are, due to their special qualifications and number, able to provide assurance of the design or modification of a product, as well as the compilation and verification of all data needed to meet the applicable airworthiness codes and standards and environmental protection (where



applicable) (where applicable) requirements while taking into account the present state of the art and new experience.

3. Technical

The applicant should have access to:

- a) Workshops and production facilities which are suitable for manufacturing prototype models and test specimens;
- b) Accommodation and test facilities which are suitable for carrying out tests and measurements needed to demonstrate compliance with the airworthiness codes and standards and environmental protection (where applicable) (where applicable) requirements. The test facilities may be subjected to additional technical conditions related to the nature of tests performed.

4. Organisation

The MDOE data submitted in accordance with DASR 21.A.243 should show that:

- 4.1 The Head of the design organisation for which an application for approval has been made, has the direct or functional responsibility for all departments of the organisation which are responsible for the design of the product. If the departments responsible for design are functionally linked, the Head of the design organisation still carries the ultimate responsibility for compliance of the organisation with DASR 21 Section A Subpart J.
- 4.2 An Office of Airworthiness, or equivalent function, has been established and staffed on a permanent basis to act as the focal point for co-ordinating airworthiness, operational suitability and environmental protection (where applicable) (where applicable) (see DASR GM1 to 21.A.239(a) paragraph 3.1.4); it reports directly to the Head of the design organisation or is integrated into an independent quality assurance organisation reporting to the Head of the design organisation.
- 4.3 [Reserved]
- 4.4 Responsibilities for all tasks related to Type Investigations are assigned in such a way that gaps in authority are excluded.
- 4.5 The responsibility for a number of tasks as in paragraph 4.4 may be assigned to one person especially in the case of simple projects.
- 4.6 Co-ordination between technical departments and the persons in charge of the system monitoring required by DASR 21.A.239(a)(3) has been established:
 - a) to ensure quick and efficient reporting and resolution of difficulties encountered using the MDOE handbook and associated procedures;
 - b) to maintain the design assurance system;
 - c) to optimise auditing activities.

GM2 to 21.A.245 - Requirements for approval - Organisations designing minor changes to type design or minor repairs to products

The MDOE data submitted in accordance with DASR 21.A.243 should show that:

- a-1. The manager responsible for design has the direct or functional responsibility for all departments of the organisation which are involved in the design of minor changes to type design or minor repairs to products.



- b-2. Person(s) have been nominated to liaise with the Authority and to co-ordinate airworthiness, operational suitability and environmental protection (where applicable) (where applicable) matters. Their position in the organisation should allow direct report to the manager responsible for design.
- c-3. Responsibilities for all tasks related to the design and approval of minor changes to type design or minor repairs to products are assigned to ensure that all areas are covered
- d-4. The responsibility for a number of tasks as in paragraph (c) 3 may be assigned to one person especially in the case of simple projects.

21.A.247 Changes in design assurance system

After the issue of a design organisation approval, each change to the design assurance system that is significant to the showing of compliance or to the airworthiness, operational suitability and environmental protection (where applicable) (where applicable) of the product, shall be approved by the Authority. An application for approval shall be submitted in writing to the Authority and the design organisation shall demonstrate to the Authority, on the basis of submission of proposed changes to the DOE handbook, and before implementation of the change, that it will continue to comply with this Subpart after implementation.

GM 21.A.247 - Significant changes in the design assurance system

In addition to a change in ownership (see DASR 21.A.249), the following changes to the design assurance system should be considered as 'significant' to the demonstration of compliance or to the airworthiness, operational suitability and environmental protection (where applicable) (where applicable) of the products:

1. Organisation
 - a)- Relocation to new premises (see also DASR GM 21.A.249).
 - b)- Change in the industrial organisation (partnership, suppliers, design worksharing) unless it can be shown that the independent checking function of the demonstration of compliance is not affected.
 - c)- Change in the parts of the organisation that contribute directly to the airworthiness, operational suitability and environmental protection (where applicable) (where applicable) (independent checking function, office of airworthiness [or equivalent]).
 - d)- Change to the independent monitoring principles [see DASR 21.A.239(a)(3)].
2. Responsibilities
 - a)- Change of the management staff
 - i.- the Head of the design organisation [DASR GM1 to 21.A.239(a), paragraph 3.1.2, DASR GM1 to 21.A.245, paragraph 4.1, DASR GM 21.A.265(b)];
 - ii.- the Chief of the Office of Airworthiness [DASR GM1 to 21.A.245, paragraph 4.2];
 - iii.- the Chief of the independent monitoring function of the design assurance system [DASR 21.A.239(a)(3) and DASR AMC1 to 21.A.243(a), paragraph 2].
 - b)- New distribution of responsibilities affecting airworthiness, operational suitability and environmental protection (where applicable) (where applicable).
 - c)- For organisations designing minor changes to type design or minor repairs to products, change of the persons identified in DASR GM2 to 21.A.243(d).



3. Procedures

Change to the principles of procedures related to:

- a) ~~the type-certification;~~
- b) ~~the classification of changes and repairs as 'MAJOR major' or 'MINOR minor' [DASR 21.A.263(c)(1)];~~
- c) ~~the treatment of major changes and major repairs;~~
- d) ~~the approval of the design of minor changes and minor repairs [DASR 21.A.263(c)(2)];~~
- g) ~~the approval of the design of certain major repairs [DASR 21.A.437 DASR 21.A.435(b) or DASR 21.A.263(c)(5)];~~
- ~~– the approval of the conditions under which a permit to fly can be issued (DASR 21.A.263(c)(6));~~
- ~~– the issue of a permit to fly (DASR 21.A.263(c)(7));~~
- ~~– the approval of certain major changes to a type certificate (DASR 21.A.263(c)(8));~~
- ~~– the approval of certain supplemental type certificates (DASR 21.A.263(c)(9));~~
- ~~– the approval of certain major changes to certain supplemental type certificates; (DASR 21.A.263(c)(9));~~
- i) ~~the configuration control, when airworthiness, operational suitability and environmental protection (where applicable) (where applicable).~~
- h) ~~continuing continued airworthiness or continued operational suitability (see DASR 21.A.3A).~~
- j) ~~the acceptability of design tasks undertaken by partners or subcontractors [DASR 21.A.239(c)].~~
- e) ~~the issue of information and instructions under the privilege of DASR 21.A.263(c)(3) the obligation of 21.A.265(h).~~
- f) ~~the approval of documentary changes to the Aircraft Flight Manual [DASR 21.A.263(c)(4)].~~

4. Resources

- a) ~~Substantial reduction in number and/or experience of staff (see DASR 21.A.245(a)).~~

GM 21.A.249 – Transferability



1. Transfer of the approval would normally only be agreed in cases where the organisation itself remains substantially unchanged.
2. An acceptable transfer situation could be for example a change of company name supported by the appropriate certificate from the Australian Securities and Investments Commission (ASIC) but with no changes to site address or Chief Executive. However, if the same legal entity were to relocate to new premises with a new Chief Executive and/or new departmental heads, then a substantial investigation by the Authority would be necessary such that the change would be classified as a re-approval.
3. In the event of receivership there may be good technical justification for continuation of the approval provided that the company continues to function in a satisfactory manner. It is likely that at a later stage the approval might be surrendered by the receiver or transferred to another organisation in which case the former paragraphs apply.

21.A.251 Terms of approval

The terms of approval shall identify the types of design work, categories of products, parts and appliances for which the design organisation holds a design organisation approval, and the functions and duties that the organisation is approved to perform in regard to the airworthiness, operational suitability and environmental characteristics of products. For design organisation approval covering type-certification or AUSMTSO authorisation for Auxiliary Power Units (APUs), the terms of approval shall contain in addition the list of products or APUs. Those terms shall be issued as part of a design organisation approval.

GM1 to 21.A.251 - Terms of approval

1. The terms of approval are stated on the certificate of approval issued by the Authority. The certificate states the scope of work and the products, changes or repairs thereof, with the appropriate limitations for which the approval has been granted. For design organisation approval covering type-certification or AUSMTSO authorisation for APU, the list of product types covered by the design assurance system should be included.
2. Approval of a change in the terms of approval in accordance with DASR 21.A.253 will be confirmed by an appropriate amendment of the certificate of approval.
3. The certificate references the MDOE handbook of the approved design organisation, provided in accordance with DASR 21.A.243. This MDOE handbook defines the tasks which may be performed under the approval.
4. Scopes of work are, for example, 'subsonic turbojet aircraft', 'turbo-propeller aircraft', 'small aircraft', 'rotorcraft'. Technologies are quoted in the scope of work when it is considered by the Authority as a limitation for the military design organisation approval.
5. For repair design activities, the certificate states the scope of work with the appropriate limitations for which the approval has been granted.

GM2 to 21.A.251 - Terms of approval - Organisations designing minor changes to type design or minor repairs to products



Terms of approval issued for organisations designing minor changes to type design or minor repairs to products should contain:

1. Scope of work

This design organisation approval has been granted for:

- a) designing minor changes to type design or minor repairs to (aircraft, engine, propeller) in accordance with the applicable airworthiness codes and standards and environmental protection requirements (where applicable) (where applicable),
- b) demonstrating and verifying the compliance with these airworthiness codes and standards and environmental protection requirements (where applicable) (where applicable).

2. Category of products

Any other indication if the Authority has found a limitation related to aircraft systems or technologies and reducing the scope as defined in paragraph 1.

3. Privileges

The holder of this approval is entitled to: List of the privileges granted with the approval, pursuant to DASR 21.A.263(c)(1)- and DASR 21.A.263(c)(2) and DASR 21.A.263(c)(3)..

AMC 21.A.253 - Application - Form and manner (AUS)

DASR Form 82—Application for Significant Changes to Design Organisation Approval, is to be obtained from the Authority, and completed by the Accountable Manager of the organisation.

The completed form, an outline of the design organisation exposition (handbook), and details of the proposed terms of approval are to be forwarded to the Authority.

21.A.258 - Findings

- a) When, during the investigations referred to in DASR 21.A.257 and EMAR 21.B.100, objective evidence is found ~~showing~~ demonstrating non-compliance of the holder of a design organisation approval with the applicable requirements of this DASR, the finding shall be classified as follows:
 - 1. A level one finding is any non-compliance with this DASR which could lead to uncontrolled non-compliances with applicable requirements and which could affect the safety of the aircraft;
 - 2. A level two finding is any non-compliance with this DASR which is not classified as level one.
- b) A level three finding is any item where it has been identified, by objective evidence, to contain potential problems that could lead to a non-compliance under paragraph (a).
- c) After receipt of notification of findings under the applicable administrative procedures established by the Authority,
 - 1. In case of a level one finding, the holder of the design organisation approval shall demonstrate ~~corrective action~~ to the satisfaction of the Authority ~~that it has taken adequate corrective action~~ within a period of no more than 21 working days after written confirmation of the finding;
 - 2. In case of level two findings, ~~the corrective action period granted by the Authority~~ the holder of a design organisation approval shall ~~be appropriate~~ demonstrate to the satisfaction of the Authority that it has taken adequate corrective action within a time



period set by the Authority which is appropriate to the nature of the finding but in any case initially shall not be more than three months. ~~In certain circumstances and subject to the nature of the finding~~ The Authority may extend the ~~three month period subject to a satisfactory corrective action plan agreed by the Authority~~ initial time period where it considers that the nature of the finding allows such extension and where the applicant has submitted a corrective action plan which the Authority finds satisfactory; and

3. ~~A~~ level three finding shall not require immediate action by the holder of the design organisation approval. ~~If appropriate, the Authority will specify a compliance time.~~
- d) In case of level one or level two findings, the design organisation approval may be subject to a partial or full suspension or revocation under the applicable administrative procedures established by the Authority. The holder of the design organisation approval shall provide confirmation of receipt of the notice of suspension or revocation of the design organisation approval in a timely manner.

21.A.259 - Duration and continued validity

- a) A design organisation approval can be issued for ~~a limited period~~, ~~an unlimited duration~~, unless otherwise specified by the Authority. It shall remain valid for that duration unless:
 1. ~~The~~ the design organisation fails to demonstrate compliance with the applicable requirements of this Subpart; or
 2. ~~The~~ the Authority is prevented by the holder or any of its partners or subcontractors to perform the investigations in accordance with DASR 21.A.257; or
 3. ~~There~~ there is evidence that the design assurance system cannot maintain satisfactory control and supervision of the design of products or changes thereof under the approval; or
 4. ~~The~~ the certificate has been surrendered or revoked under the applicable administrative procedures established by the Authority.
- b) Upon surrender or revocation, the certificate shall be returned to the Authority.

21.A.263 – Privileges

The Authority may grant the following privileges, if national regulations allow:

- a) ~~The holder of a design organisation approval shall be entitled to perform design activities under this DASR and within its scope of approval; (Reserved)~~
- b) Subject to DASR 21.A.257(b), the Authority shall accept without further verification the following compliance documents submitted by the applicant for the purpose of obtaining:
 1. ~~The approval of flight conditions required for a military permit to fly; or~~
 2. ~~A type certificate or approval of a major change to a type design; or~~
 3. ~~A supplemental type certificate; or~~
 4. ~~An AUSMTSO authorisation under DASR 21.A.602B(b)(1); or~~
 5. ~~A major repair design approval. (Reserved)~~
- c) The holder of a design organisation approval shall be entitled, within the scope of its terms of approval, as established by the Authority, and under the relevant procedures of the design assurance system:



1. ~~To classify changes to type design type-certificate or to a supplemental type-certificate and repairs as 'major' or 'minor';~~
 2. ~~To approve minor changes to type design type-certificates or to supplemental type-certificates and minor repairs;~~
 3. ~~To issue information or instructions containing the following statement: 'The technical content of this document is approved under the authority of MDOA reference AUS.DASA.21J.[XXXX]; (Reserved)'~~
 4. ~~To approve minor revisions to the aircraft flight manual and supplements, and issue such changes containing the following statement: 'Revision number: YY to AFM (or supplement) reference: (ZZ), is approved under the authority of MDOA reference: AUS.DASA.21J.[XXXX]; (Reserved)'~~
 5. ~~To approve the design of certain major repair designs under Subpart M to products or Auxiliary Power Units (APU) for which it holds the type certificate or the supplemental type certificate or AUSMTSO authorisation;~~
 6. ~~To approve for certain aircraft the flight conditions under which a military permit to fly can be issued in accordance with DASR 21.A.710(a)(2), except for permits to fly to be issued for the purpose of DASR 21.A.701(a)(15), (16) and (17);~~
 7. ~~To issue a military permit to fly in accordance with DASR 21.A.711(b) for an aircraft it has designed or modified, or for which it has approved under, in accordance with DASR 21.A.263(c)(6), the flight conditions under which the military permit to fly can be issued, and when the holder of a design organisation itself is controlling under its MDOA the~~
 - i. ~~controls the~~ configuration of the aircraft, and
 - ii. ~~is attesting attests~~ conformity with the design conditions approved for the flight.
 8. to approve certain major changes to a type-certificate under Subpart D; and
 9. to issue certain supplemental type-certificates under Subpart E and approve certain major changes to those certificates.
- d) For a military product derived from a civil type certified product, the holder of a MDOA ~~or approved organisation~~ shall be entitled, within its terms of approval and under the relevant procedures of the design assurance system:
1. To declare the applicability, through validation of no impact to the military certification basis and the intended use, of the following when it is has already been approved by a recognized civil airworthiness authority:
 - i. ~~Aa~~ modification; or
 - ii. ~~Aa~~ an instruction for continuing airworthiness; or
 - iii. ~~Rr~~ revisions to the flight manual; or
 - iv. ~~Rr~~ revisions to the maintenance manual.
 2. To approve the following, when it is has already been approved by a recognized civil airworthiness authority and when it has been declared to be applicable to the military product:
 - i. ~~Aa~~ major modification; or
 - ii. ~~Rr~~ revisions to the flight manual; or



- iii. Revisions to the approved sections of the maintenance manual.

GM 21.A.263(b) – MDOA privilege related to compliance documents

A compliance document is the end result of a certification process, where the demonstration of compliance is recorded. For each specific certification process, the Authority is involved in the process itself at an early stage, especially through the establishment of the certification programme. The inspections or tests under DASR 21.A.257(b) may be performed at various stages of the whole certification process, not necessarily when the compliance document is presented.

Therefore, according to the scheduled level of involvement, the Authority should agree with the MDOA holder documents to be accepted without further Authority verification under the MDOA privilege of DASR 21.A.263(b).

AMC 21.A.263(b)(1) – Compliance documents with conditions related to engine or propeller without a type certificate or with unapproved changes and fitted on aircraft for which a military permit to fly is requested

The establishment of flight conditions may include conditions related to engines/propellers without a type certificate or with unapproved changes and fitted on the aircraft for which a military permit to fly is requested. These conditions, ie installation, operating, maintenance conditions or limitations, are defined by the organisation responsible for the design of the engine/propeller and provided to the organisation responsible for the design of the aircraft.

AMC1 21.A.263(c)(1) - Procedure for the classification of changes to a type certificate (TC) or a supplemental type certificate (STC) and of repair designs as minor and major

1. Intent INTENT

This acceptable means of compliance AMC provides means to develop a procedure for the classification of changes to type design a TC, APU MTSO or to that part of the product covered by an STC, and repairs designs.

Each MDOA applicant should develop its own internal classification procedure following this AMC, in order to obtain the associated privilege under DASR 21.A.263(c)(1) privilege.

2. Procedure for the classification of changes to type design and repairs PROCEDURE FOR THE CLASSIFICATION OF CHANGES TO A TC, APU MTSO, OR TO THAT PART OF THE PRODUCT COVERED BY AN STC, AND REPAIR DESIGNS

2.1 Content

The procedure should address the following points:

- a) the identification of changes to type design a TC, APU MTSO or to that part of the product covered by an STC, and repairs designs;
- b) classification;
- c) justification of the classification;
- d) authorised signatories; and
- e) supervision of changes to type design a TC, APU MTSO or to that part of the product covered by an STC, and repairs designs initiated by subcontractors.

For changes to type design TC, APU MTSO or to that part of the product covered by an STC, criteria used for classification should be in compliance with DASR 21.A.91 and DASR GM 21.A.91.



For repairs, criteria used for classification should be in compliance with DASR 21.A.435 and DASR GM 21.A.435(a).

2.2 Identification of changes to type design or a TC, APU MTSO or to that part of the product covered by an STC, and repairs designs

The procedure should indicate how the following are identified:

- a) major changes to type design a TC, APU MTSO or to that part of the product covered by an STC or major repairs;
- b) those minor changes to type design a TC, APU MTSO or to that part of the product covered by an STC or minor repairs where additional work is necessary to demonstrate compliance with the applicable airworthiness codes and standards and environmental protection requirements (where applicable) (where applicable); and
- e) other minor changes to type design a TC, APU MTSO or to that part of the product covered by an STC or minor repairs requiring no further demonstration of compliance.

2.3 Classification

The procedure should show how the effects on airworthiness as well as operational suitability and environmental protection (where applicable) (where applicable) are analysed, from the very beginning, by reference to the applicable requirements.

If no specific airworthiness codes, standards or environmental protection requirements (where applicable) (where applicable) are applicable to the change or repairs, the above review should be carried out at the level of the part or system where the change or repair is integrated and where specific airworthiness codes, standards or environmental protection requirements (where applicable) (where applicable) are applicable.

2.3.1 Consultation with operational authorities (AUS)

For designs that require demonstration of compliance with certification basis elements that can only be conducted by aircrew, eg flight characteristics, human machine interface, the procedure should state requirements for consultation with an appropriate operational authority, eg Force Element Group/Wing representatives, Air Warfare Centre, prior to classifying the change.

2.4 Justification of the classification

All decisions of classification of changes to type design or a TC, APU MTSO or to that part of the product covered by an STC, and repairs designs as 'major' or 'minor' should be recorded and, for those which are not straightforward, also documented. These records should be easily accessible to the Authority for sample check.

2.5 Authorised signatories

All classifications of changes to type design or a TC, APU MTSO or to that part of the product covered by an STC, and repairs designs should be accepted by an appropriate authorised signatory, belonging to or tasked by the Office of Airworthiness, as explained in GM No 1 to DASR 21.A.239(a)(3.1.4)(r).

The procedure should indicate the authorised signatories for the various products listed in the terms of approval.

For those changes or repairs that are handled by subcontractors, as described under paragraph 2.6, it should be described how the MDOA holder manages its classification responsibility.



- 2.6 Supervision of changes to ~~type design or~~ a TC, APU MTSO or to that part of the product covered by an STC, and repairs designs initiated by subcontractors

The procedure should indicate, directly or by cross-reference to written procedures, how changes to ~~type design or~~ that part of the product covered by an STC, and repairs designs may be initiated and classified by subcontractors and are controlled and supervised by the MDOA holder.

AMC2 21.A.263(c)(1) - Privileges – Organisations that designing minor changes to type design certificate (TC) or a supplemental type certificate (STC) and or minor repairs to products: Classification procedure

1. Content

The procedure should address the following points:

- a) configuration control rules, especially the identification of changes to ~~type design or~~ a TC, APU MTSO or to that part of the product covered by an STC, and repairs designs;
- b) classification, in compliance with DASR 21.A.91 and DASR GM 21.A.91 for changes and DASR GM 21.A.435(a) for repairs;
- c) justification of the classification;
- d) authorised signatories.

2. Identification of changes to ~~type design or~~ a TC, APU MTSO or to that part of the product covered by an STC, and repairs designs

The procedure should indicate how the following minor changes to ~~type design or~~ a TC or minor repairs are identified:

- a) those minor design changes to type design or minor repairs where additional substantiation data is necessary to demonstrate compliance with the airworthiness codes, standards or environmental protection requirements (~~where applicable~~) (where applicable);
- b) other minor design changes to ~~type design or~~ a TC or minor repairs requiring no further demonstration of compliance.

3. Classification

The procedure should show how the effects on airworthiness as well as on operational suitability and environmental protection (~~where applicable~~) (where applicable) are analysed, from the very beginning, by reference to the applicable requirements.

If no specific requirements are applicable to the change or the repair, the above review should be done at the level of the part or system where the change or repair is integrated and where specific airworthiness codes, standards or environmental protection (~~where applicable~~) (where applicable) requirements are applicable.

For repair, see also DASR GM 21.A.435(a).

4. Justification of the classification

All decisions of classification of changes ~~type design or~~ a TC, APU MTSO or to that part of the product covered by an STC, and repairs designs as 'minor' should be recorded and, for those which are not straightforward, also documented.

These records should be easily accessible to the Authority for sample check.



It may be in the format of meeting notes or register.

5. Authorised signatories

All classifications of changes to ~~type design or~~ a TC, APU MTSO or to that part of the product covered by an STC, and repairs ~~designs~~ should be accepted by an appropriate authorised signatory.

The procedure should indicate the authorised signatories for the various products listed in the terms of approval.

AMC1 21.A.263(c)(2) - Procedure for the approval of minor changes to ~~type design or~~ a type certificate (TC), APU MTSO or a supplemental type certificate (STC), and minor repairs

1. ~~Intent~~ INTENT

This ~~acceptable means of compliance~~ AMC provides means to develop a procedure for the approval of minor changes to ~~type design or~~ a TC, APU MTSO or to that part of the product covered by an STC, and minor repairs.

Each MDOA applicant should develop its own internal procedures following this AMC, in order to obtain the associated privilege under DASR 21.A.263(c)(2).

2. ~~Procedure for the approval of minor changes to type design or minor repairs~~ PROCEDURE FOR THE APPROVAL OF MINOR CHANGES TO A TC, APU MTSO OR TO THAT PART OF THE PRODUCT COVERED BY AN STC, AND MINOR REPAIRS

2.1 Content

The procedure should address the following points:

- a) ~~compliance documentation;~~
- b) ~~approval under the MDOA privilege;~~
- c) ~~authorised signatories;~~
- d) ~~supervision of minor changes to type design or~~ a TC, APU MTSO or to that part of the product covered by an STC, and minor repairs handled by subcontractors.

2.2 Compliance documentation

For those minor changes to ~~type design or~~ a TC, APU MTSO or to that part of the product covered by an STC, and minor repairs where additional work to demonstrate compliance with the applicable airworthiness ~~codes and standards~~ and environmental protection requirements ~~(where applicable)~~ (where applicable) is necessary, compliance documentation should be established and independently checked as required by DASR 21.A.239(b).

The procedure should describe how the compliance documentation is produced and checked.

2.3 Approval under the MDOA privilege

- 2.3.1 For those minor changes to ~~type design or~~ a TC, APU MTSO or to that part of the product covered by an STC, and minor repairs where additional work to demonstrate compliance with the applicable airworthiness ~~codes and standards~~ and environmental protection requirements ~~(where applicable)~~ (where applicable) is necessary, the procedure should define a document to formalise the approval under the MDOA privilege.

This document should include at least:



- a) identification and brief description of the change or repair and reasons for change or repair;
- b) applicable airworthiness codes and standards and environmental protection requirements (where applicable) (where applicable) and methods of compliance;
- c) reference to the compliance documents;
- d) effects, if any, on limitations and on the approved documentation;
- e) evidence of the independent checking function of the demonstration of compliance;
- f) evidence of the approval under the privilege of DASR 21.A.263(c)(2) by an authorised signatory;
- g) date of the approval.

For repairs, see DASR AMC 21.A.433(a),(b) and DASR AMC 21.A.447.

2.3.2 For the other minor changes to type design or a TC, APU MTSO or to that part of the product covered by an STC, and minor repairs, the procedure should define a means to identify the change or repair and reasons for the change or repair, and to formalise its approval by the appropriate engineering authority under an authorised signatory. This function may be delegated by the Office of Airworthiness but should be controlled by the Office of Airworthiness, either directly or through appropriate procedures of the MDOA holder's design assurance system.

2.4 Authorised signatories

The persons authorised to sign for the approval under the privilege of DASR 21.A.263(c)(2) should be identified (name, signature and scope of authority) in appropriate documents that maybe linked to the MDOE design organisation handbook.

2.5 Supervision of minor changes to type design or a TC, APU MTSO or to that part of the product covered by an STC, and minor repairs handled by subcontractors

For the minor changes to type design or a TC, APU MTSO or to that part of the product covered by an STC, and minor repairs described in paragraph 2.3.2, that are handled by subcontractors, the procedure should indicate, directly or by cross-reference to written procedures how these minor changes to type design or minor repairs are approved at the subcontractor level and the arrangements made for supervision by the MDOA holder.

AMC2 to 21.A.263(c)(2) - Privileges - Organisations designing minor changes to type design or a type certificate (TC), APU AUSMTSO or a supplemental type certificate (STC) and minor repairs to products: Procedure for the approval of minor changes to type design TC, APU AUSMTSO or minor repairs

1. Content

The procedure should address the following points:

- a) compliance documentation;
- b) approval under the MDOA privilege;
- c) authorised signatories.

2. Compliance documentation



For those minor changes to type design or a TC, APU AUSMTSO or to that part of the product covered by an STC, and minor repairs where additional work to demonstrate compliance with the applicable airworthiness codes and standards and environmental protection requirements (where applicable) (where applicable) is necessary, compliance documentation should be established and independently checked as required by DASR 21.A.239(b).

The procedure should describe how the compliance documentation is produced and checked.

3. Approval under the MDOA privilege

- 3.1 For those minor changes to type design or a TC, APU AUSMTSO or to that part of the product covered by an STC, and minor repairs where additional work to demonstrate compliance with the applicable airworthiness codes and standards and environmental protection requirements (where applicable) (where applicable) is necessary, the procedure should define a document to formalise the approval under the MDOA privilege.

This document should include at least:

- a) identification and brief description of the change or the repair and reason for change or repair;
- b) applicable airworthiness codes and standards and environmental protection requirements (where applicable) (where applicable) and methods of compliance;
- c) reference to the compliance documents;
- d) effects, if any, on limitations and on the approved documentation;
- e) evidence of the independent checking function of the demonstration of compliance;
- f) evidence of the approval under the privilege of DASR 21.A.263(c)(2) by an authorised signatory;
- g) the date of the approval.

For repairs, see also DASR 21.A.433(b) and DASR 21.A.447.

- 3.2 For the other minor changes to type design or a TC, APU AUSMTSO or to that part of the product covered by an STC, and minor repairs, the procedure should define a means to identify the change or repair and reasons for the change or repair, and to formalise its approval by the appropriate engineering authority under an authorised signatory. This function should be controlled through appropriate procedures of the MDOA holder's design assurance system.

4. Authorised signatories

The persons authorised to sign for the approval under the privilege of DASR 21.A.263(c)(2) should be identified (name, signature and scope of authority) in appropriate documents that may be linked to the MDOE handbook.

AMC No 3 to 21.A.263(c)(2) Procedure for the approval of minor changes to a type certificate (TC) which affect the aircraft flight manual (AFM)

1. Intent

This AMC provides additional guidance for developing a procedure for the approval of minor changes to a TC which affect the aircraft flight manual (AFM).

Each military design organisation approval (MDOA) applicant/holder should develop its own internal procedure, based on these guidelines. For guidance on the classification of changes to a TC which affect the AFM, see DASR GM 21.A.91.



2. Procedure for the approval of minor changes to a TC which affect the AFM

2.1 Content

The procedure should address the following points:

- assessment of any change to a TC for the impact of the change on the AFM;
- preparation of revisions or supplements to the AFM;
- classification of the change to a TC, taking into account the impact on the AFM;
- classification of stand-alone revisions or supplements to the AFM;
- control of the configuration of the AFM;
- approval of the revisions or supplements to the AFM; and
- the approval statement.

2.2 Assessment of a change for its impact on the AFM

The procedure should include an assessment of whether or not the AFM is impacted by the change.

2.3 Preparation

The procedure should indicate how revisions or supplements to the AFM are prepared and how the coordination among the persons in charge of design changes is performed.

2.4 Classification

The procedure should indicate how changes to a TC which affect the AFM are classified, in accordance with the criteria of DASR GM 21.A.91 Section 3.4.

The procedure should indicate how classification decisions are recorded, documented and signed.

Easy accessibility of these records to the Authority for sample checking should be ensured. All classifications should be accepted by an appropriately authorised signatory. The procedure should indicate the authorised signatories for the various products listed in the terms of approval.

2.5 Configuration control of the AFM

The procedure should explain the traceability of changes in order to understand who has approved what. Especially if a given page or data module has been revised several times, it should be traceable which part(s) of the page or data module has (have) been approved directly by the Authority under which approval, and which part(s) has (have) been approved under the privilege of a DOA holder.

2.6 Approval

The procedure should indicate how the approval under the privilege of DASR 21.A.263(c)(2) is formalised.

The authorised signatories should be identified (name, signature), together with the scope of the authorisation, in a document that is linked to the DOA handbook.

2.7 Approval statement



The amended AFM, or the supplement to the AFM, approved under the privilege of DASR 21.A.263(c)(2) should be issued under the obligation of DASR 21.A.265(h) (see DASR 21.A.265(h) and the related GM) with a respective statement in the log of revisions.

GM 21.A.263(c)(3) – Issue of information or instructions

1.—— Intent

This GM provides guidelines to address the various aspects the MDOA should cover in order to have a comprehensive procedure for the issue of information or instructions.

2.—— Scope

The information or instructions referred to in DASR 21.A.263(c)(3) are issued by a MDOA holder to make available to the owners or operators of a product with all necessary data to implement a change on the product or a repair, or to inspect it. Some are also issued to provide maintenance organisations and other interested persons with all necessary maintenance data for the performance of maintenance, including implementation of a change on the product or a repair, or inspection, in accordance with DASR 21.A.61, DASR 21.A.107, DASR 21.A.120A or DASR 21.A.449 (Instructions for Continuing Airworthiness).

This information or instructions may be issued in a format of a Service Bulletin as defined in S1000D Chapters, or in Structural Repair Manuals, Maintenance Manuals, Engine and Propeller Manuals etc.

The preparation of this data involves design, production and inspection. As the overall responsibility, through the privilege, is allocated to the MDOA holder, the three aspects should be properly handled under the MDOA to obtain the privilege 'to issue information or instructions containing a statement that the technical content is approved', and a procedure should exist.

3.—— Procedure

For the information and instructions issued under DASR 21.A.263(c)(3), the MDOA holder should establish a procedure addressing the following points:

- a)—— Preparation;
- b)—— verification of technical consistency with corresponding approved change(s), repair(s) or approved data, including effectivity, description, effects on airworthiness and environmental protection (where applicable), especially when limitations are changed;
- c)—— verification of the feasibility in practical applications;
- d)—— authorised signatories.

The procedure should include the information or instructions prepared by subcontractors or vendors, and declared applicable to its products by the MDOA holder.

4.—— Statement

The statement provided in the information or instructions should also cover the information or instructions prepared by subcontractors or vendors and declared applicable to its products by the MDOA holder.

The technical content is related to the design data and accomplishment instructions, and its approval means that:

- a)—— the design data has been appropriately approved; and



- b) ~~the instructions provide for practical and well defined installation/inspection methods, and, when accomplished, the product is in conformity with the approved design data.~~

NOTE: Information and instructions related to required actions under DASR 21.A.3B(b) (airworthiness directives) are submitted to the Authority to ensure compatibility with Airworthiness directive content (see DASR 21.A.265(e)), and contain a statement that they are, or will be, subject to an airworthiness directive issued by the Authority.

GM 21.A.263(c)(4) – Procedure for the approval of minor revisions to the aircraft flight manual

1. ~~Intent~~

This GM provides guidelines to develop a procedure for the approval of minor revisions to the aircraft flight manual (AFM).

Each MDOA applicant should develop its own internal procedure, based on these guidelines, in order to obtain the associated privilege under DASR 21.A.263(c)(4).

2. ~~Minor revisions to the aircraft flight manual~~

2.1 ~~The following revisions to the AFM are defined as minor revisions:~~

- a) ~~Revisions to the AFM associated with changes to type design classified as minor in accordance with DASR 21.A.91.~~
- b) ~~Revisions to the AFM not associated with changes to type design (also identified as stand alone revisions), that falls under one of the following:~~
 - ~~Changes to limitations or procedures that are achieved without altering or exceeding certification data, eg weight, structural, noise.~~
 - ~~Consolidation of two or more previously approved and compatible AFMs into one, or compilation of different parts taken from previously approved and compatible AFMs that are directly applicable to the subject aircraft~~
 - ~~The introduction of compatible and previously approved AFM amendments, revisions, appendices or supplements.~~
- c) ~~Administrative revisions to the AFM, defined as follows:~~
 - (1) ~~For AFM issued by the MTC holder~~
 - ~~Editorial revisions or corrections to the AFM~~
 - ~~Changes to parts of the AFM that are not required to be approved by the Authority~~
 - ~~Conversions of previous Authority approved combinations of units of measurement added to the AFM in a previously approved manner.~~
 - ~~The addition of aircraft serial numbers to an existing AFM where the aircraft configuration, as related to the AFM, is identical to aircraft already in that AFM.~~
 - ~~The removal of reference to aircraft serial numbers no longer applicable to that AFM.~~
 - ~~The translation of an Authority approved AFM (possibly through recognition) into the national language of the Authority.~~
 - (2) ~~For AFM supplements issued by MSTC holders~~



- ~~Editorial revisions or corrections to the AFM supplement.~~
- ~~Changes to parts of the AFM that are not required to be approved by the Authority~~
- ~~Conversions of previous Authority approved combinations of units of measurement added to the AFM supplement in a previously approved manner.~~
- ~~The addition of aircraft serial numbers to an existing AFM supplement where the aircraft configuration, as related to the AFM supplement, is identical to aircraft already in that AFM supplement.~~
- ~~The addition of a new MSTC to an existing AFM supplement, when this supplement is fully applicable to the new MSTC~~
- ~~The removal of reference to aircraft serial numbers no longer applicable to that AFM supplement.~~
- ~~The translation of an Authority approved AFM (possibly through recognition) into the national language of the Authority~~

~~2.2 No other revision can be classified as minor, unless specifically agreed by the Agency.~~

~~3. Procedure for the approval of minor revisions to the AFM~~

~~3.1 Content~~

~~The procedure should address the following points:~~

- ~~a) preparation of all revisions to the AFM;~~
- ~~b) classification as minor of the revision to the AFM;~~
- ~~c) approval of revisions to the AFM;~~
- ~~d) approval statement.~~

~~3.2 Preparation~~

~~The procedure should indicate how revisions to the AFM are prepared and how the co-ordination with people in charge of design changes is performed.~~

~~3.3 Classification~~

~~The procedure should indicate how revisions to the AFM are classified as minor, in accordance with the criteria of paragraph 2.~~

~~All decisions of classification of minor revisions to the AFM that are not straightforward must be recorded and documented. These records must be easily accessible to the Authority for sample check.~~

~~All classifications of minor revisions to AFM must be accepted by an appropriate authorised signatory.~~

~~The procedure must indicate the authorised signatories for the various products listed in the terms of approval.~~

~~3.4 Approval~~



~~The procedure should indicate how the approval under the privilege of DASR 21.A.263(c)(4) will be formalised.~~

~~The authorised signatories should be identified (name, signature), together with the scope of authorisation, in a document that can be linked to the MDOA handbook.~~

~~3.5 Approval statement and authorised signatories~~

~~Revisions of the AFM under the privilege of DASR 21.A.263(c)(4) containing only documentary changes should be issued with the approval statement defined in DASR 21.A.263(c)(4) on the front page and/or in the log of revisions.~~

AMC 21.A.263(c)(5) – Privileges – Of an organisation that is the type certificate holder (AUS)

~~An MDOA holder executing the obligations of a type certificate holder on their behalf, as described by DASR 21.A.44 – Obligations of the holder, shall also be entitled to seek an Authority privilege to include the approval of designs for 'MAJOR' repairs.~~

AMC 21.A.263(c)(6) - Procedure for the approval of the conditions for issue of a military permit to fly

1. ~~Intent~~ INTENT

This AMC provides means to develop a procedure to determine that an aircraft can fly, under the appropriate restrictions compensating for non-compliance with the airworthiness requirements applicable to the aircraft category.

Each MDOA applicant or holder should develop its own internal procedure following this AMC, in order to obtain the privilege to make this determination and approve associated conditions without Authority involvement, under DASR 21.A.263(c)(6). When the privilege MDOEs does not apply, the MDOA holder will prepare all necessary data required for the determination in accordance with the same procedure required for the privilege, and will apply for Authority approval.

The establishment of flight conditions may include conditions related to engines/propellers without a type certificate or with unapproved changes that are fitted to the aircraft, for which a military permit to fly (MPTF) is requested. These conditions (i.e. the installation, operating, maintenance conditions or limitations) should be defined by the organisation responsible for the design of the engine/propeller and provided to the organisation responsible for the design of the aircraft. In this context, the organisation responsible for the design of the engine/propeller acts as a supplier of the organisation responsible for the design of the aircraft.

These conditions should be established and substantiated under an arrangement between the organisation responsible for the design of the aircraft and the organisation responsible for the design of the engine/propeller. However, the establishment and substantiation of the flight conditions for the aircraft, including its engine(s), is ultimately the responsibility of the organisation responsible for the design of the aircraft.

2. ~~Procedure for the approval of the conditions for issue of a military permit to fly~~ PROCEDURE FOR THE APPROVAL OF THE CONDITIONS FOR ISSUE OF A MILITARY PERMIT TO FLY

2.1 Content

The procedure should address the following points:

- a) ~~decision to use the privilege;~~
- b) ~~management of the aircraft configuration;~~
- e) ~~determination of the conditions that should be complied with to perform safely a flight;~~



- d) documentation of flight conditions substantiation;
- e) approval under the MDOA privilege, when applicable;
- f) authorised signatories.

2.2 Decision to use the privilege of DASR 21.A.263(c)(6)

The procedure should include a decision to determine:

- a) flights for which the privilege of DASR 21.A.263(c)(6) will be exercised.

2.3 Management of the aircraft configuration

The procedure should indicate:

- a) how the aircraft, for which an application for military permit to fly is made, is identified;
- b) how changes to the aircraft will be managed.

2.4 Determination of the conditions that should be complied with to perform safely a flight

The procedure should describe the process used by the MDOA holder to justify that an aircraft can perform the intended flight(s) safely. This process should include:

- a) identification of deviations from applicable airworthiness requirements or non-compliance with DASR 21 conditions for the issue of a certificate of airworthiness;
- b) analysis, calculations, tests or other means used to determine under which conditions or restrictions the aircraft can perform safely a flight;
- c) the establishment of specific maintenance instructions and conditions to perform these instructions;
- d) independent technical verification of the analysis, calculations, tests or other means used to determine under which conditions or restrictions the aircraft can perform the intended flight(s) safely;
- e) statement by the office of airworthiness (or equivalent), that the determination has been made in accordance with the procedure and that the aircraft has no features and characteristics making it unsafe for the intended operation under the identified conditions and restrictions;
- f) approval by an authorised signatory.

2.5 Documentation of flight conditions substantiation

1. The analysis, calculations, tests, or other means used to determine under which conditions or restrictions the aircraft can perform safely a flight, should be compiled in compliance documents. These documents should be signed by the author and by the person performing the independent technical verification.
2. Each compliance document should have a number and issue date. The various issues of a document should be controlled.
3. The data submitted and approved by the type certificate holder can be used as substantiation. In that case, the independent technical verification referred to in paragraph 2.4 is not required.

2.6 Approval under the MDOA privilege



If a Category 1 or Category 2 flight test is to be conducted by an organisation outside of the MDOA holder approving the MPTF, flight conditions may only be approved by a Delegate of the Safety Authority (DoSA) - Flight Test (DoSA(FT)).

2.6.1 Initial approval

The procedure should include DASR Form 18a—Flight Conditions, (see DASR Forms document) to support the approval under the MDOA privilege:

When the privilege of DASR 21.A.263(c)(6) is not applicable, the signed form should be presented by the office of airworthiness (or equivalent) to the Authority.

2.6.2 Approval of changes

Except for changes that do not affect the conditions approved for the issue of the military permit to fly, the procedure should specify how changes will be approved by the MDOA holder. The DASR Form 18a should be updated.

2.7 Authorised signatories

The person(s) authorised to sign the approval form should be identified (name, signature and scope of authority) in the procedure, or in an appropriate document linked to the MDOA ~~exposition~~ handbook.

AMC 21.A.263(c)(7) - Procedure for the issue of a military permit to fly

1. ~~Intent~~ INTENT

This acceptable means of compliance provides means to develop a procedure for the issue of a military permit to fly.

Each MDOA applicant or holder should develop its own internal procedure following this AMC, in order to obtain the privilege of DASR 21.A.263(c)(7) to issue military permits to fly for aircraft it has designed or modified, or for which it has approved under DASR 21.A.263(c)(6) the conditions under which the military permit to fly can be issued, and when the design organisation itself is controlling under its MDOA the configuration of the aircraft and is attesting conformity with the design conditions approved for the flight.

2. ~~Procedure for the issue of a military permit to fly~~ PROCEDURE FOR THE ISSUE OF A MILITARY PERMIT TO FLY

2.1 Content

The procedure should address the following points:

- a) ~~conformity with approved conditions;~~
- b) ~~issue of the military permit to fly under the MDOA privilege;~~
- e) ~~authorised signatories;~~
- d) ~~interface with the local Authority for the flight.~~

2.2 Conformity with approved conditions

The procedure should indicate how conformity with approved conditions is made, documented and attested by an authorised person.

2.3 Issue of the military permit to fly under the MDOA privilege



The procedure should describe the process to prepare the DASR Form 20b — Military Permit to Fly (Approved Organisation), and how compliance with DASR 21.A.711(b) and DASR 21.A.711(e) is established before signature of the military permit to fly.

2.4 Authorised signatories

The person(s) authorised to sign the military permit to fly under the privilege of DASR 21.A.263(c)(7) should be identified (name, signature and scope of authority) in the procedure, or in an appropriate document linked to the MDOA exposition.

2.5 Interface with the local Authority for the flight

The procedure should include provisions describing the communication with the local Authority for compliance with the local requirements which are outside the scope of the conditions of DASR 21.A.708(b) (see DASR 21.A.711(e))

GM 21.A.263(c)(7) - Procedure for the issue of a military permit to fly

The privilege under DASR 21.A.263(c)(7) will generally be granted only for Category 4 flight test activities. See Categories of Flight Tests

A. GENERAL

This topic establishes the approval arrangements for Military Permits to Fly (MPTF) associated with flight tests according to category.

B. CATEGORIES OF FLIGHT TESTS

Category ONE (1):

- a. Initial flight(s) of a new type of aircraft or of an aircraft of which flight or handling characteristics may have been significantly modified.
- b. Flights during which it can be envisaged to potentially encounter flight characteristics significantly different from those already known.
- c. Flights to investigate novel or unusual aircraft design features or techniques.
- d. Flights to determine or expand the flight envelope.
- e. Flights to determine the regulatory performances, flight characteristics and handling qualities when flight envelope limits are approached.
- f. Flight test training for Category 1 flight tests.

Category TWO (2):

- a. Flights not classified as Category 1 on an aircraft whose type is not yet certified.
- b. Flights not classified Category 1 on an aircraft of an already certified type, after embodiment of a not yet approved modification or substantial change to role or environment and which:
 - i. require an assessment of the general behaviour of the aircraft;
 - ii. require an assessment of 'basic crew procedures*', when a new or modified system is operating or is needed; or
 - iii. are required to intentionally fly outside of the limitations of the currently approved operational envelope, but within the investigated flight envelope.



Flight test training for Category 2 flight tests.

*NOTE: Reference to 'basic crew procedures' refers to fundamental crew procedures for operating the aircraft, as opposed to simple/benign/low-risk crew procedures.

Category THREE (3):

Flights performed for the issuance of statement of conformity for a new-built aircraft which do not require flying outside of the limitations of the type certificate or the aircraft flight manual.

Category FOUR (4):

Flights not classified as Category 1 or Category 2 on an aircraft of an already certified type, in case of an embodiment of a not yet approved design change*.

*NOTE: For this purpose, a not yet approved design change is a design for which it is necessary to fly an aircraft in order to fully verify compliance with design requirements.

C. COMPETENCE AND EXPERIENCE OF PILOTS AND FLIGHT TEST ENGINEERS

Competence and experience of pilots, flight test engineers and flight test systems specialists shall be as specified in the approved flight conditions for the flight test activity.

AMC1 to 21.A.263(c)(5), (8) and (9) Scope and criteria

1. Definition of 'certain major repairs'

'Certain major repairs' for which privileges may be granted as per DASR 21.A.263(c)(5) are:

- (a) major repairs to products or auxiliary power units (APUs) for which the military design organisation approval (MDOA) holder holds the type certificate (TC) or the supplemental type certificate (MSTC) or the Australian Military technical standard order authorisation (AUSMTSOA); or
- (b) major repairs to products or APUs for which the MDOA holder does not hold the TC or the STC or AUSMTSOA and that meet the criteria of 3(a), (b) and (c) below.
- (c) An MDOA holder executing the obligations of a type-certificate holder on their behalf, as described by DASR 21.A.44 - Obligations of the holder, shall also be entitled to seek an Authority privilege to include the approval of designs for 'MAJOR' repairs.

1.1 Criteria for limitations on eligibility

An Authority approval may be required in cases of major repairs proposed by MDOA holders who are the MTC, MSTC or APU AUSMTSOA holders if the major repair is:

- (a) related to a new interpretation of any item of the certification basis as used for the type certification (such as the airworthiness requirements, certification review items for special conditions, equivalent safety findings, deviations or 'elect to comply'); and
- (b) related to the application of an airworthiness code or standard that is different from the one used for type certification.

Note: This should be established at the time of granting the privilege to the MDOA holder, or later through an Authority-agreed procedure.

2. Definition of 'certain major changes' and 'certain supplemental type certificates'



'Certain major changes' and 'certain supplemental type certificates' for which privileges may be granted as per DASR 21.A.263(c)(8) and (9) are changes similar to those that have been previously approved by the Authority for the same MDOA holder.

The similarity of the changes is to be seen in terms of the design, the installation, and the operational characteristics, whereas their repetitiveness is seen in terms of the applicable requirements and the compliance demonstration.

In this context, a 'requirement' means any element of the type-certification basis as specified in [DASR 21.A.17A](#), or the operational suitability data (OSD) certification basis as specified in [EMAR 21.B.82](#), or the environmental protection requirements (where applicable) as specified in [EMAR 21.B.85](#) [DASR 21.A.18](#).

2.1 Criteria for limitations on eligibility

The following types of changes are not eligible:

- (a) changes that require a revision to a type certificate data sheet (TCDS) (e.g. the introduction of a derivative model or variant) or a type certificate data sheet for noise (TCDSN);
- (b) changes that require an amendment to the existing certification basis by a special condition, equivalent safety finding, deviation or 'elect to comply';
- (c) changes that revise airworthiness limitations or operating limitations, unless otherwise agreed with the Authority;
- (d) changes that are intended to be used as alternative method of compliance (AMOC) to an airworthiness directive (AD);
- (e) changes that are made mandatory by an AD or that are the terminating action of an AD;
- (f) changes that are classified as 'significant' in accordance with DASR 21.A.101;
- (g) changes for which, in the affected area and for the operations for which the design is to be certified, more conservative airworthiness requirements are applicable which were not used in the description of the Authority-approved procedure of the MDOA holder, e.g. in the case of a type, model or modification with a later, more stringent certification basis;
- (h) changes that affect the noise and/or emissions characteristics of the changed product, unless otherwise agreed with the Authority;
- (i) changes that affect a part or system, a single failure of which may have a catastrophic effect upon the product, and for which critical characteristics have been identified, which should be controlled to ensure the required level of integrity;
- (j) changes to engines or propellers, a single failure of which may have a hazardous effect upon the product, and for which critical characteristics have been identified, which should be controlled to ensure the required level of integrity; and
- (k) changes for which a non-compliance has been found in the referenced change during the continued-airworthiness process.

3 Criteria for major repairs, major changes and STCs for which the privileges of DASR 21.A.263(c)(5), (8) and (9) may be granted

The following criteria need to be met:

- (a) Similarity



The installation on the product, the design, the operation, and the equipment qualification are basically the same as in projects for which the Authority has already been involved and issued an approval for the same MDOA holder.

(b) Repetitiveness of the certification process

The whole certification process is repetitive, i.e. identical to, or part of, an already approved referenced process. For a change or repair that is a part of the referenced 'certain major repairs', 'certain major changes' or 'certain supplemental type certificates', the certification process is still identical to the one for the affected change. This is the case when each compliance demonstration is performed to the same extent in accordance with the same requirements, GM, and content of the interpretative material, as well as with the same means and method of compliance (not only the same means-of-compliance (MoC) code).

Note: In this AMC, a 'requirement' means any element of the type-certification basis as specified in [DASR 21.A.17A](#), or the operational suitability data (OSD) certification basis as specified in [EMAR 21.B.82](#), or the environmental protection requirements (where applicable) as specified in [EMAR 21.B.85](#) [DASR 21.A.18](#).

(c) Performance and experience in previous projects

To demonstrate 'similarity' and 'repetitiveness', the Authority should have classified the level of performance of the organisation as 'medium' or 'high' during at least the latest project referenced.

In addition, the Authority should have classified the likelihood of an unidentified non-compliance as 'low' or 'very low' for all the included compliance demonstration items (CDIs) identified in at least the latest project referenced, to demonstrate 'similarity' and 'repetitiveness' (applying the criteria for the determination of the Authority's level of involvement (LoI) in product certification, see DASR AMC [EMAR 21.B.100\(a\)](#) and [21.A.15\(b\)\(6\)](#)

The process to obtain and to use the privileges of DASR 21.A.263(c)(5), (8) and (9) is described in AMC2 to DASR 21.A.263(c)(5), (8) and (9).

AMC2 to 21.A.263(c)(5), (8) and (9) Procedure for the approval of a major repair, a major change to a type certificate (TC), or a supplemental type certificate (STC) by a military design organisation approval (MDOA) holder under their privileges

This AMC describes the process to be followed in order to obtain and use the privilege to approve 'certain major repairs' and 'certain major changes' to a TC, and 'certain supplemental type certificates' as defined in points 1(b) and 2 of AMC 1 to DASR 21.A.263(c)(5), (8) and (9).

1. PROCESS FOR OBTAINING A PRIVILEGE

A MDOA holder that applies for the privileges referred to in DASR 21.A.263(c)(5), (8) or (9) should do the following:

- (a) Submit to the Authority an application for a significant change in the design assurance system (see DASR 21.A.247 and 21.A.253).
- (b) Establish internal procedures for the application of the privilege covering the following elements, and add them to the application:
 - (1) The definition of the 'list associated with the privilege' of certain major repairs/changes/STCs. The 'list associated with the privilege' is a list of all 'certain major changes', 'certain STCs' and 'certain major repairs' (or families thereof) plus the associated 'justification document' references for which the privileges as per DASR 21.A.263(c)(5), (8) and (9) have been granted.



(2) A 'justification document' for a 'certain major repair', 'certain major change' or a 'certain STC', as applicable. The 'justification document' should contain:

- (i) The reference(s) to the Authority-approved major change(s), STC(s) and major repair(s), which is (are) used to demonstrate the MDOA holder's experience and performance.

Note: The number of already Authority-approved major change(s), STC(s) or major repair(s) used to demonstrate the MDOA holder's experience and performance is based on an assessment of the scope of the 'certain major repairs', 'certain major changes' or 'certain supplemental type certificates' which is requested to be added to the 'list associated with the privilege', as well as on the performance of the MDOA holder during previous projects.

- (ii) The certification programme(s) of the major change(s), STC(s), or major repair(s), accepted by the Authority, used to demonstrate the applicant's experience and performance.

- (iii) The applicable product configuration(s).

The applicant should list the type(s) and model(s) to which the major change(s)/STC(s)/repair(s) applies (apply) or may apply. Exceptionally, this may be done for a dedicated product, system or equipment if the type or model has no technical influence on the major change(s)/STC(s)/repair(s), i.e. when the installation issues are negligible (e.g. the TCAS 7.1 software change for a certain equipment), such a listing is not mandatory, but it needs to be justified.

- (iv) The list of 'requirements' for the demonstration of compliance, if not identical to the ones referenced in the certification programme.

- (v) The certification process, if not identical to the one referenced in the certification programme.

- (vi) A detailed description with all the technical data relevant to the installation of the product, the design, the operation and the qualification which ensures the proper use of the privilege for future major changes, major repairs or STCs. This description should include the criteria defining the conditions that should be met in order to apply the privileges.

- (vii) Any other limits on the use of the privilege.

(3) The assessment of the acceptability of using the privilege for major repairs, major changes or STCs against the 'list associated with the privilege' and the 'justification document' of 'certain major repairs', 'certain major changes' or 'certain STCs'.

(4) The approval process, including the templates to be used, the authorised signatories, records management and the provision of a 'summary list' of major changes, major repairs and STCs approved under the privilege of DASR 21.A.263(c)(5), (8) and (9). This process should clarify that the approval is issued under the DOA holder's privilege.

The persons authorised under the privilege of DASR 21.A.263(c)(5), (8) and (9) should be identified by their names, signatures and scopes of authority in the appropriate documents and referenced in the procedure.

A 'summary list' of all the major changes, STCs and major repairs approved under a privilege should be provided to the Authority on a regular basis, as agreed with the Authority.

(5) Extension of the 'list associated with the privilege' after the privilege is granted.



After the granting of the privilege, the initial list of 'certain major repairs', 'certain major changes' and 'certain STCs' under the privilege may be further extended by an agreement with the Authority, as shown in Section 2 as well as in Figures 2 and 3 below.

- (c) Identify in the 'list associated with the privilege' the eligible major changes, major repairs or STCs proposed for inclusion in the scope of the privilege (see also AMC1 to DASR 21.A.263(c)(5), (8) and (9)).
- (d) Provide a 'justification document' for each proposed certain major change, certain major repair or certain STC identified under (c) above.

Note: The 'list associated to the privilege' identifying all certain major repairs, certain major changes and certain STCs and the associated 'justification document(s)' are to be referenced in the DOA holder procedure mentioned under (b) above.

The process for obtaining the privilege, referred to in DASR 21.A.263(c)(5), (8) and (9), is summarised in Figure 1 below:

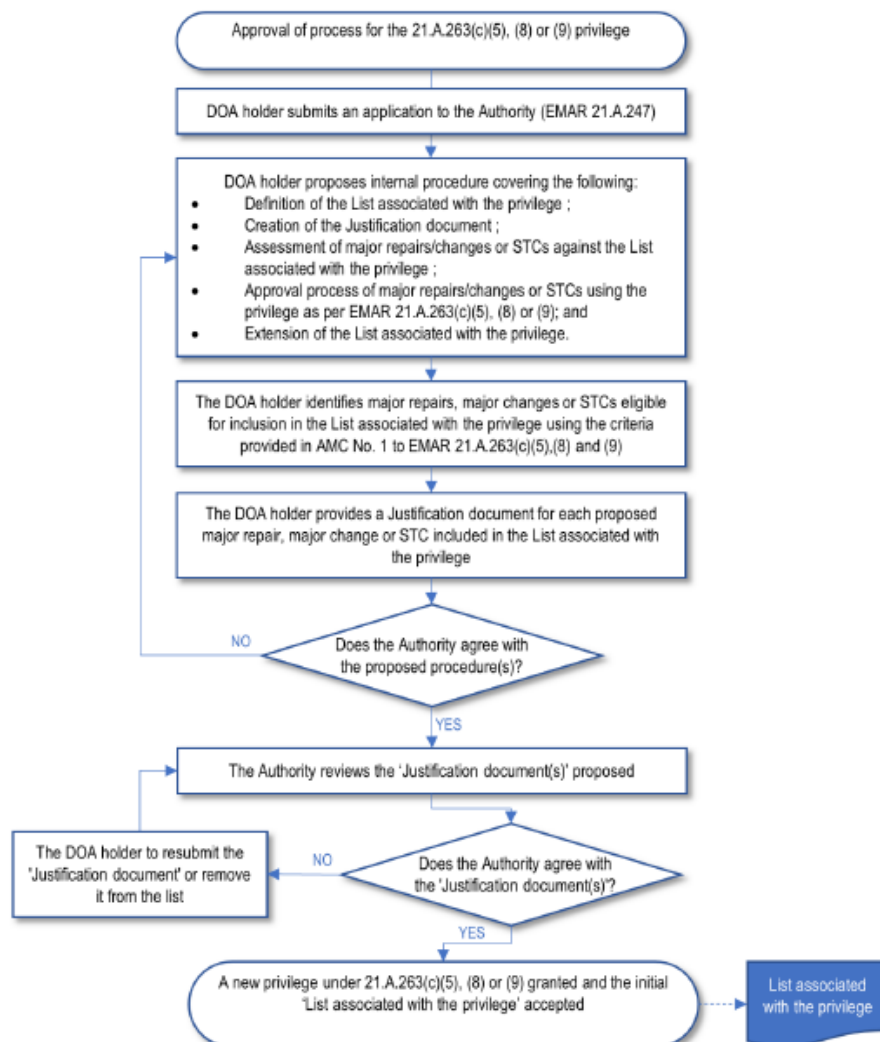


Figure 1

[Note all diagrams will be updated to DASR in prior to schedule regulation release]

The privilege referred to in DASR 21.A.263(c)(5), (8) and (9) may be used by a MDOA holder for the approval of major repairs, major changes or STCs, as applicable, under the following conditions:



- (a) the privilege has already been granted by the Authority;
- (b) the major repair/change/STC to be approved falls under the 'List associated with the privilege' agreed by the Authority; and
- (c) the criteria established in the relevant 'Justification document' are met and the relevant assessment is recorded.

If all the above conditions are met, the privilege may be used and the approval of major repairs, major changes or STCs, as applicable, can be obtained by the MDOA holder without the Authority's involvement.

Note: If a MDOA holder applies for a third-country validation after having approved a modification under its MDOA holder privilege, the Authority may review some of the compliance demonstration data in order to support the validation activity.

2. EXTENSION OF THE 'PRIVILEGE LIST' OF 'CERTAIN MAJOR REPAIRS', 'CERTAIN MAJOR CHANGES' OR 'CERTAIN STCs' AFTER THE PRIVILEGE IS GRANTED

When the MDOA holder intends to update the 'List associated with the privilege', a 'Justification document' needs to be provided to the Authority, as described in Section 1(b)(2) above. After the Authority agrees with the updated 'privilege list' as part of the MDOA holder's procedure, the MDOA holder may proceed as per Section 4 below.





Figure 2



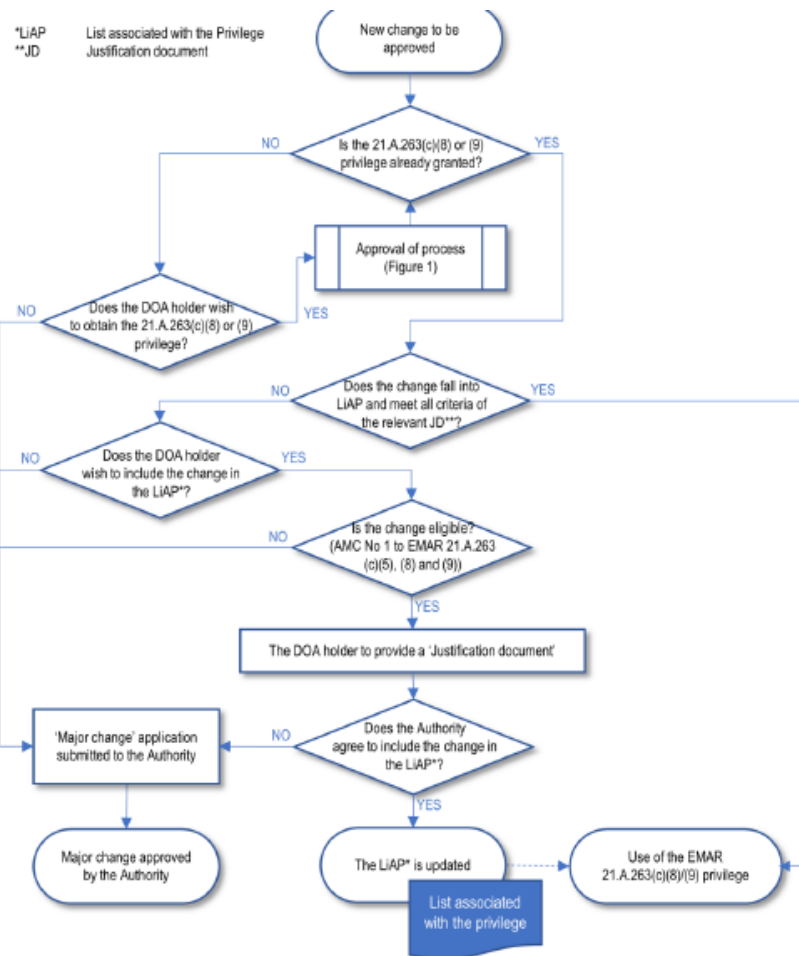


Figure 3

3. TC, STC OR APU AUSMTSOA HOLDER APPROVAL OF A MAJOR REPAIR UNDER A MAJOR REPAIR PRIVILEGE — SPECIFIC CONSIDERATIONS

TC, STC or APU AUSMTSOA MDOA holders that intend to approve a major repair design under the privilege of DASR 21.A.263(c)(5) should ensure that:

- the type-certification basis for the product, part or appliance to be repaired is identified, together with all the other relevant requirements;
- all the records and substantiation data, including the documents that demonstrate compliance with all the relevant requirements, are provided to the Authority for review; and
- for repair designs created for a specific product serial number, an assessment is made as to whether or not the repair design is affected by the presence of any embodied STC, change or repair.

4. MDOA HOLDER'S APPROVAL BASED ON THE PRIVILEGE FOR A MAJOR REPAIR, MAJOR CHANGE OR STC — SPECIFIC CONSIDERATIONS

For the approval of:

- major repairs by MDOA holders that are not the TC, STC or APU AUSMTSO authorisation holders;
- major changes; and



– STCs

by a MDOA holder under the privilege of DASR 21.A.263(c)(5), (8) and (9), the following should be considered.

4.1 Eligibility of the proposed major repair, major change or STC

The MDOA holder should assess the proposed major repair, major change or STC against the 'list associated with the privilege' and the 'justification document' of 'certain major repairs', 'certain major changes' or 'certain supplemental type certificates' in order to determine whether the criteria of AMC1 to DASR 21.A.263(c)(5), (8) and (9), Section 2.2, are met.

4.2 Forms for approval certificates

For the issuance of an approval under their privilege the MDOA holder should use forms provided by the Authority.

If such forms are not available or if the MDOA holder chooses to use their own forms, it must be ensured that at least the information as requested by the Authority is presented.

4.3 Approval under the MDOA holder's privilege

When the MDOA holder makes use of the privilege of DASR 21.A.263(c)(5), (8) or (9), they should include the following in the certification data package:

- a record of the assessment as described in 4.1 above;
 - the reference to the 'justification document';
 - the applicable product configuration;
 - the applicable airworthiness ~~codes and standards~~ requirements or environmental protection requirements (where applicable) and methods of compliance;
 - the compliance documents;
 - the effects, if any, on limitations and on the approved documentation;
 - the evidence of the independent checking of the compliance demonstration;
- (b) all the records and substantiation data, including the documents that demonstrate compliance with all the relevant requirements, are provided to the Authority for review; and
- (c) for repair designs created for a specific product serial number, an assessment is made as to whether or not the repair design is affected by the presence of any embodied STC, change or repair.

4. MDOA HOLDER'S APPROVAL BASED ON THE PRIVILEGE FOR A MAJOR REPAIR, MAJOR CHANGE OR STC — SPECIFIC CONSIDERATIONS

For the approval of:

- major repairs by MDOA holders that are not the TC, STC or APU AUSMTSO authorisation holders;
- major changes; and
- STCs



by a MDOA holder under the privilege of DASR 21.A.263(c)(5), (8) and (9), the following should be considered.

4.1 Eligibility of the proposed major repair, major change or STC

The MDOA holder should assess the proposed major repair, major change or STC against the 'list associated with the privilege' and the 'justification document' of 'certain major repairs', 'certain major changes' or 'certain supplemental type certificates' in order to determine whether the criteria of AMC1 to DASR 21.A.263(c)(5), (8) and (9), Section 2.2, are met.

4.2 Forms for approval certificates

For the issuance of an approval under their privilege the MDOA holder should use forms provided by the Authority.

If such forms are not available or if the MDOA holder chooses to use their own forms, it must be ensured that at least the information as requested by the Authority is presented.

4.3 Approval under the MDOA holder's privilege

When the MDOA holder makes use of the privilege of DASR 21.A.263(c)(5), (8) or (9), they should include the following in the certification data package:

- a record of the assessment as described in 4.1 above;
- the reference to the 'justification document';
- the applicable product configuration;
- the applicable airworthiness codes and standards requirements or environmental protection requirements (where applicable) and methods of compliance;
- the compliance documents;
- the effects, if any, on limitations and on the approved documentation;
- the evidence of the independent checking of the compliance demonstration;
- the approval document containing the statement of the approval under the privilege of DASR 21.A.263(c)(5), (8) and (9) by an authorised signatory; and
- the date of approval.

In any case, before the major change, STC or major repair is approved under the MDOA privilege, the MDOA holder should ensure that the Part 21 requirements, in particular DASR 21.A.97, 21.A.115 and 21.A.433, are met.

AMC 21.A.263(d)(1) - Declaration of applicability

1. Intent

This acceptable means of compliance provides means for an MDOA applicant to obtain the associated privileges under DASR 21.A.263(d)(1) to declare the applicability of a modification, or of an instruction for continuing airworthiness, or of a modification to the flight manual or of a modification to the maintenance manual, as relevant, when it is already approved by a recognized civil airworthiness authority, to a product derivate from a civil type certified product.

2. Procedure for declaring the applicability



In order to obtain the associated DASR 21A.263(d)(1) privilege for a scope of derivative product, an MDOA applicant should respect the following conditions:

a) Agree with the authority the procedures to evaluate within the scope of its DASR 21 MDOA a modification, or an instruction for continuing airworthiness, or a modification to the flight manual or a modification to the maintenance manual being already approved by a recognized civil airworthiness authority. Such procedures shall include necessary arrangements with the civil DOA to ensure access to the data related to the type design.

~~a) — Being approved under DASR 21 Section A Subpart J under a civil DOA and being the type certificate holder from which the product is derived.~~

~~b) — Demonstrate they have access to the whole Type Certificate definition of the derivative product when applying its privileges.~~

e)b) Develop its own internal procedure addressing the following points as agreed with the Authority:

i. Identification of the derivative delta to be assessed:

- type design definition including modifications
- operational characteristics
- performances
- limitation
- certification requirements
- means of demonstration of compliance

ii. Impact assessment

iii. Document formalise the declaration of applicability and conditions

iv. Records.

d)c) Assessment results should be documented and recorded. These records should be easily accessible to the Authority for sample check.

e)d) The declaration of applicability should be signed by an appropriate authorised signatory.

In case further investigation is needed for analysis of impact due to STC or because the specific configuration is not known by the applicant, the applicant will provide the data requested by the Authority for complementary analysis.

AMC1 21.A.263(d)(1) Declaration of applicability for a holder of a type certificate (AUS)

1 Intent

This acceptable means of compliance provides means for a military type certificate holder to obtain the associated privileges under DASR 21.A.263(d)(1) to declare the applicability of a modification, or of an instruction for continuing airworthiness, or of a modification to the flight manual or of a modification to the maintenance manual, as relevant, when it is already approved by a recognized civil National Aviation Authority (NAA), to a product derivate that is ostensibly equivalent to the civil type certified product.

Note: Ostensibly equivalent relates to having the configuration, role and operating environment predominately the same – where changes between types are:



- few in nature,
- Easily identified,
- Simple to understand and
- Considered to have no appreciable effect on airworthiness

2 Procedure for declaring the applicability

In order to obtain the associated DASR 21.A.263(d)(1) privilege for a scope of derivative product, an applicant should respect the following conditions:

- a) Agree with the authority the procedures to confirm within the scope of its organisational capability per DASR 21.A.14(c), modification, or an instruction for continuing airworthiness, or a modification to the flight manual or a modification to the maintenance manual being already approved by a recognized NAA. Such procedures shall include obtaining the ICA and manuals related to the change and addressing any caveats or conditions of the NAA recognition.
- b) Develop its own internal procedure addressing the following points as agreed with the Authority:
 - i. confirm the certification is within the scope, conditions and caveats specific to DASA Recognition of the certifying NAA;
 - ii. Identification of any CRE deltas requiring assessment
 - iii. confirm no CRE delta impacts consumption of the NAA approved product
 - iii. Document to formalize the declaration of applicability and conditions
 - iv. Records
- c) Assessment results should be documented and recorded. These records should be easily accessible to the Authority for sample check.
- d) The declaration of applicability should be signed by an appropriate authorised signatory.



AMC 21.A.263(d)(2) - Approval**1. Intent**

This acceptable means of compliance provides means for an MDOA applicant to obtain the associated privileges under DASR 21.A.263(d)(2) to approve a major modification, or the approved parts of the maintenance manual, or of the flight manual, and their evolutions, when it is already approved by a recognized civil airworthiness authority and when it has been declared applicable to the product derivative from the civil type certified product.

Applying this privilege implies that no additional work to show compliance to the (military) airworthiness requirements is needed.

In case the applicability to the specific definition of the derivative needs further demonstration of compliance (ie the assessment of "no impact" is not confirmed) the applicant will apply the relevant procedures of its military design assurance system for getting approval of the change.

Approval of minor changes is to be considered under relevant privileges DASR 21.A.263(c)(2).

2. Procedure for approving

In order to obtain the associated DASR 21A.263(d)(2) privilege, a MDOA applicant should comply with the following:

- a) The conditions related to privileges DASR 21.A.263(d)(1)
- b) Its own internal approval procedure as agreed by the Authority

In addition, the applicant should:

- c) Define how the approval under the MDOA privilege will be formalized and how the link with the civil approval is made visible
- d) Provide records and substantiation data including documents showing compliance with the airworthiness requirements required for the civil approval, to the Authority when requested.
- e) Maintain a summary list of approvals under this privilege to the Authority on a regular basis as agreed with the Authority.

AMC1 21.A.263(d)(2) Approval for a holder of a type certificate (AUS)**1 INTENT**

This acceptable means of compliance provides means for a military type certificate holder to obtain the associated privileges under DASR 21.A.263(d)(2) to approve a major modification, or the approved parts of the maintenance manual, or of the flight manual, and their evolutions, when it is already approved by a recognized civil National Aviation Authority (NAA) and when it has been declared applicable to the product derivative that is ostensibly equivalent to the civil type certified product.

Applying this privilege implies that no additional work to show compliance to the (military) airworthiness requirements are needed.

Approval of minor changes is to be considered under relevant privileges DASR 21.A.263(c)(2).

2 PROCEDURE FOR APPROVING

In order to obtain the associated DASR 21A.263(d)(2) privilege, an applicant should comply with the following:

a) The conditions related to privileges DASR 21.A263(d)(1)

b) Its own internal approval procedure as agreed by the Authority

In addition, the applicant should:

c) Define how the approval under the organisation privilege will be formalized and how the link with the civil approval and applicability declaration completed under DASR 21.A.263 (d)(1) is made visible

d) Maintain a summary list of approvals under this privilege to the Authority on a regular basis as agreed with the Authority.

21.A.265 - Obligations of the holder

The holder of a design organisation approval shall, within the scope of its terms of approval, as established by the Authority:

- a) Maintain the DOE handbook required under DASR 21.A.243 in conformity with the design assurance system;
- b) Ensure that this DOE handbook or relevant procedures included by cross-reference is are used as a basic working document within the organisation;
- c) Determine that the design of products, or changes or repairs thereof, as applicable, comply with applicable airworthiness specifications and requirements and have no unsafe feature;
- d) ~~Except for minor changes or repairs approved under the privilege of DASR 21.A.263~~, provide to the Authority statements and associated documentation confirming compliance with paragraph (c), except for approval processes carried out in accordance with DASR 21.A.263(c);
- e) Provide to the Authority data and information or instructions related to required actions under DASR 21.A.3B;
- f) ~~Where applicable, under the privilege of~~ determine, in accordance with DASR 21.A.263(c)(6), ~~determine the flight~~ conditions under which a military permit to fly can be issued; and
- g) ~~Where applicable, under the privilege of~~ establish, in accordance with DASR 21.A.263(c)(7), ~~establish compliance with DASR 21.A.711(b) and DASR 21.A.711(e) before issuing a military permit to fly (DASR Form 20b—Military Permit to Fly (Approved Organisation))~~, for an aircraft.
- h) designate data and information issued under the authority of the approved design organisation within the scope of its terms of approval as established by the Authority with the following statement: "The technical content of this document is approved under the authority of the MDOA ref. [3-letter designation of country].[Military Authority].21J.[XXXX]".

AMC 21.A.265(a) - Administration of the Handbook (Military Design Organisation Exposition)

- a)1. The handbook (Military Design Organisation Exposition-(MDOE) of the applicant ~~should~~ must be in the language which will permit the best use of it by all personnel charged with the tasks performed for the purpose of the design organisation. The applicant may be requested to provide an English translation of the MDOE handbook and other supporting documents as necessary for the investigation.



- b)2. The MDOE handbook should be produced in a concise form with sufficient information to meet DASR 21.A.243 relevant to the scope of approval sought by the applicant. The MDOE handbook should must include the following:
- i.a. Organisation name, address, telephone number, website and email address details, telex and facsimile numbers.
 - ii.b. Document title, and company document reference No (if any).
 - iii.c. Amendment or revision standard identification for the document.
 - iv.d. Amendment or revision record sheet.
 - v.e. List of effective pages with revision/date/amendment identification for each page.
 - vi.f. Contents list or index.
 - vii.g. A distribution list for the MDOE handbook.
 - viii.h. An introduction, or foreword, explaining the purpose of the document for the guidance of the organisation's own personnel. Brief general information concerning the history and development of the organisation and, if appropriate, relationships with other organisations which may form part of a group or consortium, should be included to provide background information for the Authority.
 - ix.i. The certificate of approval should be reproduced in the document.
 - x.j. Identification of the department responsible for administration of the MDOE handbook.

NOTE: In the case of an initial or revised approval it is recognised that certificate will be issued after Authority agreement to the MDOE handbook content in draft form. Arrangements for formal publication in a timely manner should be agreed before the certificate of approval is issued.

- e)3. An updating system should be clearly laid down for carrying out required amendments and modifications to the MDOE handbook.
- d)4. The MDOE handbook may be completely or partially integrated into the company organisation manual. In this case, identification of the information required by DASR 21.A.243 should be provided by giving appropriate cross references, and these documents should be made available, on request, to the Authority.

GM 21.A.265(b) - Use of the Handbook (Military Design Organisation Exposition) MDOE

- a)1. The MDOE handbook should be signed by the Chief Executive and the Head of the design organisation and declared as a binding instruction for all personnel charged with the development and type investigation of products.
- b)2. All procedures referenced in the MDOE handbook are considered as parts of the MDOE handbook and therefore as basic working documents.

GM 21.A.265(h) Designation of data and information issued under the authority of a military design organisation approval (MDOA) holder

1. INTENT

This GM provides guidance for complying with the obligation of DASR 21.A.265(h), and addresses the various aspects that the MDOA holder should cover in order to have a comprehensive procedure for the designation of data and information.



2. SCOPE

The term 'data and information' as used in DASR 21.A.265(h) also includes instructions.

Data and information referred to in DASR 21.A.265(h) are issued by a MDOA holder and cover the following:

- embodiment instructions for design changes or repairs (usually in the form of a service bulletin, a modification bulletin, repair instructions or engineering order, etc.);
- manuals required by DASR 21 or the applicable airworthiness codes and standards (such as the aircraft flight manual (AFM), rotorcraft flight manual, instructions for continued airworthiness (ICAs), etc.);
- ~~operation suitability data (OSD)~~ (reserved);
- continued-airworthiness instructions (usually in the form of service bulletins) which may be covered by airworthiness directives (ADs);
- additional data to be defined by the MDOA holder (e.g. alternative maintenance instructions that are not, per se, ICAs).

Note: This data and information may be issued in a digital or paper format.

The obligation does not apply to, and the statement provided with the data and information should not be used on, the following documents:

- certification documents (e.g. the certification programme, compliance checklist, etc.);
- compliance documents;
- design data transferred to production organisations; and
- production deviations (also referred to as 'unintended deviations' or 'concessions').

3. RATIONALE

The purpose of this obligation is to give certainty to the end users about the approval status of the data and information issued by the MDOA holder.

4. STATEMENT

The statement provided with the data and information should also cover those items prepared by subcontractors or vendors that the MDOA holder has declared as applicable to their products. The technical content of the statement is related to the type certificate data and information.

The approval included in the statement means that:

- the type certificate data has been appropriately approved; and
- the information contains practical and well-defined installation or inspection methods, and, when those methods are implemented, the product is in conformity with the approved type certificate data.

Note: Data and information related to the measures required by DASR 21.A.3B(b) (airworthiness directives (ADs)) are submitted to the Authority to ensure their compatibility with the content of an AD (see DASR 21.A.265(e)), and contain a statement that they are, or will be, subject to an AD issued by the Authority.



NPA for DCP 2022-017 Response Sheet

AMENDMENTS TO DASR 21 BASED ON EMAR 21 EDITION 2.0 (MDOA PRIVILEGES)

Please forward this sheet as an email attachment to [DASA](#) by 03 Feb 23. A word version of this response sheet can be found via obj no: [BO3960659](#) or alternatively contact [DASA](#).

Please indicate your acceptance or otherwise of this proposal by ticking the appropriate box below. Additional comments, suggested amendments or alternative action are welcome and may be provided on this response sheet or by separate correspondence.

- ☐ The proposal is **acceptable without change**.
- ☐ The proposal is **acceptable but would be improved if the following changes were made:**
- ☐ The proposal is **not acceptable but would be acceptable if the following changes were made:**

LSN	NPA Reference: (i.e. Regulation number, NPA paragraph etc.)	Comment or suggested change	Explanation
1			
2			
3			
4			
5			

RESOURCE IMPLICATIONS

Please provide specific comment on any significant resource implications that this proposal may have for your organisation, for both its implementation and ongoing compliance. Your comments should address both financial and human resource considerations.

Resource implications – Proposal implementation	
Resource implications – Proposal sustainment	



RESPONDENT DETAILS

Your name:	
Submission date:	
Your organisation:	
Email address:	
Postal address:	
Phone:	
Whose views are represented in your response? i.e. Is your response the authoritative response from your organisation?	Responding on behalf of : Individual [] Regulated Military entity [] Regulated Commercial entity [] Wing HQ [] Group HQ [] ADF Regulatory, Technical or Logistics policy agency [] Other commercial entity [], Other [] Please describe:
Do you consent to your name being published as an NPA respondent within the NPA Summary of Responses:	YES [] NO []

