



Australian Government
Department of Defence

DEFENCE AVIATION SAFETY AUTHORITY

AIRWORTHINESS RECOGNITION

The Authority hereby recognises the

CIVIL AVIATION SAFETY AUTHORITY (CASA)

being the National Airworthiness Authority (NAA) of the Commonwealth of Australia, as a competent Airworthiness Authority that applies appropriate safety oversight to

Design, Certification, Maintenance and Production

TERMS

1. This Recognition is limited by the scope, conditions and caveats set out in:
 - i. Annex A for minor design approvals
 - ii. Annex B for certification and major design approvals
 - iii. Annex C for maintenance of whole aircraft
 - iv. Annex D for acceptance of components from maintenance or production.
2. This Recognition shall remain valid unless suspended or revoked.

For and on behalf of the Defence Aviation Safety Authority

Certificate number: 009
Revision number: 1.2, 05 FEB 19
Original issued: 11 OCT 2017

Original signed at
AH6734016

J.D. Hood
DG DASA



Airworthiness Recognition

AUSTRALIAN NAA: CIVIL AVIATION SAFETY AUTHORITY (CASA)

CERTIFICATE REVISIONS

No. & Status	Date	Changes	Released by
1 CURRENT	11 OCT 17	Initial release	DG DASA
1.1 CURRENT	19 DEC 18	Amendment to Recognition validity period.	DG DASA
1.2 CURRENT	05 FEB 19	Addition of note in Annex C re. consumer responsibilities.	DPEPS-DASA

Airworthiness Recognition

AUSTRALIAN NAA: CIVIL AVIATION SAFETY AUTHORITY (CASA)

ANNEX A: ASSESSING THE SUITABILITY OF CASA MINOR DESIGN APPROVALS

Introduction

1. The Australian NAA, the Civil Aviation Safety Authority (CASA), is recognised by the DASA as a competent Airworthiness Authority that applies appropriate safety oversight to the approval of minor changes to type design and minor repairs. This Annex sets out:
 - a. the scope of this Recognition of minor design approvals
 - b. conditions on Recognition
 - c. caveats defining the minimum initial activities that must be carried out by the consumer prior to exploiting Recognition provisions.
2. This Annex applies to the treatment of CASA minor design approvals by:
 - a. a Commonwealth of Australia organisation seeking to operate a State aircraft
 - b. a CAMO approved by the DASA
 - c. an organisation establishing or supporting a CAMO approved by the DASA.
3. Advice on fulfilling the requirements of this Annex will be provided by the DASA on request.

Scope

4. The following CASA airworthiness instruments may be consumed under DASR M.A.304(d):
 - a. Approval of Minor Change to Type Design
 - b. Approval of Minor Repair Design.

Conditions

5. This Recognition applies only to designs approved by:
 - a. CASA
 - b. a person authorised for the purposes of Civil Aviation Safety Regulations (CASR) Part 21 Subpart M with the scope and privilege to do so
 - c. a design organisation approved under CASR Part 21 Subpart J with the scope and privilege to do so.

Airworthiness Recognition

AUSTRALIAN NAA: CIVIL AVIATION SAFETY AUTHORITY (CASA)

Caveats

6. Prior to consuming an airworthiness instrument under paragraph 4 of this Annex, the consumer must ensure that:
 - a. the resulting modification or repair is compatible with:
 - (1) the ADF type design; and
 - (2) the ADF configuration, role and environment.
 - b. the holder obligations, to the extent that they concern ADF aircraft, will be carried out in accordance with:
 - (1) DASR 21.A.109 for an Approval of Minor Change to Type Design; or
 - (2) DASR 21.A.451(b) for an Approval of Minor Repair Design.
 - c. the measures taken to address the above caveats, including any checks or reviews necessary to ensure their effectiveness, are recorded.
7. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety; e.g. compliance with the Australian Work Health and Safety Act.

Airworthiness Recognition

AUSTRALIAN NAA: CIVIL AVIATION SAFETY AUTHORITY (CASA)

ANNEX B: ASSESSING THE SUITABILITY OF CASA CERTIFICATION AND MAJOR DESIGN APPROVALS

Introduction

1. The Australian NAA, the Civil Aviation Safety Authority (CASA), is recognised by the DASA as a competent Airworthiness Authority that applies appropriate safety oversight to certification and the approval of major changes to type design and major repairs. This Annex sets out:

- a. the scope of this Recognition of certification and major design approvals
 - b. conditions on Recognition
 - c. caveats defining the minimum initial activities that must be carried out by the consumer prior to exploiting Recognition provisions.
2. This Annex applies to applicants for the following DADR airworthiness instruments:
- a. Military Supplemental Type Certificate
 - b. Approval of Major Change to Type Design
 - c. Approval of Major Repair Design.
3. Advice on fulfilling the requirements of this Annex will be provided by the DASA on request.

Scope

4. Applicants for the DADR airworthiness instruments listed in paragraph 2 may use the following CASA airworthiness instruments to seek relief from the need to provide Compliance Demonstration evidence to DASA:

- a. Supplemental Type Certificate
- b. Approval of Major Change to Type Design
- c. Approval of Major Repair Design

Conditions

5. This Recognition applies only to airworthiness instruments issued by:
- a. CASA
 - b. a person authorised for the purposes of Civil Aviation Safety Regulations (CASR) Part 21 Subpart M with the scope and privilege to do so

Airworthiness Recognition

AUSTRALIAN NAA: CIVIL AVIATION SAFETY AUTHORITY (CASA)

- c. a design organisation approved under CASR Part 21 Subpart J with the scope and privilege to do so.

Caveats

- 6. In addition to the considerations listed in AMC DASR 21.A.20 – *Compliance with the type-certification basis and environmental protection requirements (where applicable)*, the applicant must ensure that:
 - a. the certification or approval is within the expertise of the certifying or approving party (i.e. CASA, an authorised person or a CASR Part 21 Subpart J approved design organisation); and
 - b. the level of involvement of the certifying or approving party is known to the ADF.
- 7. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety; e.g. compliance with the Australian Work Health and Safety Act.

Airworthiness Recognition

AUSTRALIAN NAA: CIVIL AVIATION SAFETY AUTHORITY (CASA)

ANNEX C: ASSESSING THE SUITABILITY OF CASA 145 APPROVED ORGANISATIONS FOR WHOLE-AIRCRAFT MAINTENANCE

Introduction

1. The Australian NAA, the Civil Aviation Safety Authority (CASA), is recognised by the DASA as a competent Airworthiness Authority that applies appropriate safety oversight to maintenance. This Annex sets out:
 - a. the scope of this Recognition in the maintenance domain
 - b. conditions on Recognition
 - c. caveats defining the minimum initial activities that must be carried out prior to exploiting Recognition provisions
 - d. notes for the information of organisations using this annex.
2. Advice on how to fulfil the requirements of this Annex will be provided by the DASA on request

Scope

3. Aircraft maintenance services provided under a Civil Aviation Safety Regulation (CASR) Part 145 approval may be consumed by:
 - a. an Australian Defence Force Continuing Airworthiness Management Organisation (CAMO)
 - b. a Commonwealth of Australia organisation seeking to establish a CAMO.
4. A CASR Part 145 approved maintenance organisation may be tasked to fulfil the aircraft Certificate of Release to Service requirements of the DADR.
5. Refer to Annex D for information related to the maintenance of components.

Conditions

6. Nil.

Caveats

7. Prior to consuming a whole-aircraft maintenance service within the scope of this Recognition, and in addition to DADR requirements for contracting/tasking a maintenance organisation, the consumer must ensure that:
 - a. the provision of the service to the ADF is within the scope of the maintenance organisation approval;

Airworthiness Recognition

AUSTRALIAN NAA: CIVIL AVIATION SAFETY AUTHORITY (CASA)

- b. the maintenance organisation is contracted by the ADF to provide the required service;
- c. the safety oversight that will be applied by CASA to the service sought by the ADF is at least equivalent to that which would be applied if the service were provided to a civilian consumer;
- d. the maintenance will be carried out in accordance with applicable maintenance data;
- e. any differences between the ADF maintenance data and that applied by the maintenance organisation are known to the ADF;
- f. occurrences are reported to the CAMO in accordance with the intent of DASR 145.A.60 *Occurrence reporting* clause (d);
- g. new defects or incomplete maintenance work orders identified during maintenance are reported to the CAMO in accordance with the intent of DASR 145.A.50 *Certification of maintenance* clause (c);
- h. any arrangements for the subcontracting of maintenance on ADF aircraft are appropriate;
- i. any components to be fitted are appropriately released on a DASR Form 1 or equivalent as agreed by DASA;
- j. any materials or standard parts to be used are appropriate;
- k. any other activities necessary to ensure safety have been carried out; and
- l. the measures taken to address the above caveats, including any checks or reviews necessary to ensure their ongoing effectiveness, are recorded.

Notes

- 8. The consumer is responsible for ensuring the suitability of arrangements exploiting recognition. For example, establishing formal arrangements for the issuance of an organisation approval and provision of oversight by CASA and any costs associated with such are the responsibility of the consumer. Evidence of formal arrangements must be made available to DASA.

Airworthiness Recognition

AUSTRALIAN NAA: CIVIL AVIATION SAFETY AUTHORITY (CASA)

ANNEX D: ACCEPTANCE OF COMPONENTS UNDER A CASA AUTHORISED RELEASE CERTIFICATE

Introduction

1. The Australian NAA, the Civil Aviation Safety Authority (CASA), is recognised by the DASA as a competent Airworthiness Authority that applies appropriate safety oversight to the production and maintenance of components. This Annex sets out:
 - a. the scope of Recognition in the production domain
 - b. conditions on Recognition
 - c. caveats defining the minimum activities that must be carried out prior to exploiting Recognition provisions.

Scope

2. The CASA Authorised Release Certificate for components, Form 1, is a recognised equivalent to DASR Form 1.

Conditions

3. The Form 1 must be issued by an organisation approved under Civil Aviation Safety Regulations (CASR) Parts 21 or 145 and state that the component was produced or maintained only in accordance with the CASR.
4. The conditions of paragraph 3 are satisfied if:
 - a. The Form 1 names the Australian Civil Aviation Safety Authority at block 1.
 - b. A Form 1 releasing a component from maintenance indicates that the maintenance was carried out:
 - (1) in accordance with CASR, i.e. block 14a indicates only “Division 42.H.4 of CASR 1998 - Certificate of Release to Service (CASR Part 145 AMO)”; and
 - (2) by a CASA 145 approved maintenance organisation, i.e. the CASA Certificate Number entered at block 14c begins with “CASA.145”.
 - c. A Form 1 releasing a component from production indicates in block 13a that the component was produced only in conformity to “Approved design data and in a condition for safe operation”.

Caveats

5. Nil.