



Australian Government
Department of Defence

DEFENCE AVIATION SAFETY AUTHORITY

AIRWORTHINESS RECOGNITION

The Authority hereby recognises the National Aviation Authorities listed in Annex A as competent airworthiness authorities that apply appropriate safety oversight to the maintenance and/or production of aircraft and components, as indicated in Table 1.

TERMS

1. This Recognition is limited by the scope, conditions and caveats set out in:
 - i. Annex B for production of aircraft;
 - ii. Annex C for maintenance of aircraft; and
 - iii. Annex D for acceptance of components released from maintenance or production.
2. This Recognition shall remain valid unless suspended or revoked.
3. Notwithstanding point 2 above, this Recognition ceases to apply to the United Kingdom on 30 March 2019.

For and on behalf of the Defence Aviation Safety Authority

Certificate number: 013
Revision number: 1.1, 19 DEC 18
Original issued: 01 AUG 2018

(Original signed at
U10312525)

JD Hood
DG DASA



Airworthiness Recognition

CERTIFICATE REVISIONS

No. & Status	Date	Changes	Released by
1 CURRENT	01 AUG 18	Initial release	DG DASA
1.1 CURRENT	19 DEC 18	Amendment to Recognition validity period.	DG DASA

Airworthiness Recognition

ANNEX A: NATIONAL AVIATION AUTHORITIES RECOGNISED THROUGH RECOGNITION CERTIFICATE 013

1. Recognition Certificate 013 recognises the National Aviation Authorities listed in Table 1 for the scope indicated by a check mark.

Table 1 - National Aviation Authorities recognised through Recognition Certificate 013.

(✓ = Recognised, A/c = Aircraft, Comp = Components)

Nation	National Aviation Authority	Code	Production		Maintenance	
			A/c	Comp	A/c	Comp
Austria	Bundesministerium fur Verkehr, Innovation und Technologie (BMVIT)	AT	-	✓	✓	✓
Belgium	Direction Generale Transport Aérien (DGTA)	BE	-	✓	✓	✓
Croatia	Croatian Civil Aviation Agency	HR	-	-	✓	✓
Czech Republic	Civil Aviation Authority of the Czech Republic (Czech Civil Aviation Authority - ÚCL/CAA)	CZ	-	✓	✓	✓
Denmark	Danish Transport Authority - Civil Aviation	DK	-	✓	✓	✓
Finland	Trafi, Finnish Transport Safety Agency	FI	-	✓	✓	✓
France	Direction generale de l'aviation civile (DGAC)	FR	✓	✓	✓	✓
Germany	Luftfahrt-Bundesamt (LBA, Federal Aviation Office)	DE	-	✓	✓	✓
Ireland	Irish Aviation Authority	IE	-	✓	✓	✓
Italy	Italian Civil Aviation Authority (Ente Nazionale Per L'Aviazione Civile - ENAC)	IT	-	✓	✓	✓
Latvia	Civil Aviation Agency of Latvia	LV	-	-	✓	✓
Luxembourg	Directorate of Civil Aviation of Luxembourg	LU	-	✓	✓	✓
Malta	Civil Aviation Directorate of Malta	MT	-	-	✓	✓
Netherlands	Human Environment and Transport Inspectorate (Inspectie Leefomgeving en Transport)	NL	-	✓	✓	✓
Poland	Civil Aviation Office (Urząd Lotnictwa Cywilnego - ULC)	PL	-	✓	✓	✓
Portugal	National Institute of Civil Aviation of Portugal (Instituto Nacional de Aviação Civil)	PT	-	✓	✓	✓
Romania	Romanian Civil Aeronautical Authority (Autoritatea Aeronautică Civilă Română - AACR)	RO	-	✓	✓	✓
Spain	Directorate General of Civil Aviation (Dirección General de Aviación Civil - DGAC)	ES	-	✓	✓	✓
Sweden	Swedish Transport Agency (Swedish Civil Aviation Authority – SCAA or Luftfartsverket)	SE	-	✓	✓	✓
United Kingdom	Civil Aviation Authority (CAA)	UK	-	✓	✓	✓

Airworthiness Recognition

ANNEX B: ASSESSING THE SUITABILITY OF AIRCRAFT PRODUCTION SERVICES PROVIDED UNDER A RECOGNISED EUROPEAN NAA APPROVAL

Introduction

1. The National Aviation Authorities (NAAs) listed at Annex A are recognised by DASA as competent airworthiness authorities. This annex sets out:
 - a. the scope of this recognition;
 - b. conditions on recognition;
 - c. caveats defining the minimum activities that must be carried out prior to applying recognition provisions; and
 - d. notes for the information of organisations using this annex.
2. This annex applies to organisations applying for a DASA Certificate of Airworthiness.
3. Refer to Annex D for information related to the production of components.
4. Advice on how to fulfil the requirements of this annex will be provided by DASA on request.

Scope

5. A recognised NAA for the purpose of this annex is one indicated by a check mark in the aircraft production column in Table 1 of Annex A.
6. Subject to the conditions and caveats described in this annex, an organisation applying for a DASA Certificate of Airworthiness may use as evidence:
 - a. an aircraft Certificate of Airworthiness issued by a recognised NAA;
 - b. an EASA Form 27 *Export Certificate of Airworthiness* issued by a recognised NAA; or
 - c. an EASA Form 52 *Aircraft Statement of Conformity* issued by a production organisation.

Conditions

7. This recognition applies only where the aircraft was produced under an EASA Part 21 Subpart G production organisation approval issued by a recognised NAA.

Caveats

8. Prior to consuming an aircraft production service and subsequently applying for a DASA Certificate of Airworthiness using the provisions of paragraph 6 of this annex, the applicant must ensure that:

Airworthiness Recognition

- a. the production organisation has the appropriate scope and privilege to provide the production service;
 - b. the production organisation is contracted by Defence, either directly or indirectly, to provide the required service;
 - c. the safety oversight applied by the recognised NAA to the service sought by Defence is at least equivalent to that which would be applied if the service were provided to a local civilian consumer;
 - d. any production waivers or deviations agreed by, or under privilege from, an airworthiness authority are disclosed to the consumer; and
 - e. any other activities necessary to ensure safety have been carried out.
9. The consumer must ensure that the measures taken to address the above caveats, including any checks or reviews necessary to ensure their ongoing effectiveness, are documented.

Notes

10. The above caveats do not preclude any additional supplies acceptance activities deemed necessary by the consumer.

Airworthiness Recognition

ANNEX C: ASSESSING THE SUITABILITY OF AIRCRAFT MAINTENANCE SERVICES PROVIDED UNDER A RECOGNISED EUROPEAN NAA APPROVAL

Introduction

1. The National Aviation Authorities (NAAs) listed at Annex A are recognised by DASA as competent airworthiness authorities. This annex sets out:
 - a. the scope of this recognition;
 - b. conditions on recognition;
 - c. caveats defining the minimum activities that must be carried out prior to applying recognition provisions; and
 - d. notes for the information of organisations using this annex.
2. This annex applies to:
 - a. Continuing Airworthiness Management Organisations (CAMOs) approved by DASA; and
 - b. Commonwealth of Australia organisations seeking to establish a CAMO.
3. Refer to Annex D for information related to the maintenance of components.
4. Advice on how to fulfil the requirements of this annex will be provided by DASA on request.

Scope

5. A recognised NAA for the purpose of this annex is one indicated by a check mark in the aircraft maintenance column in Table 1 of Annex A.
6. Subject to the conditions and caveats described in this annex, an organisation listed at paragraph 2 may task a maintenance organisation approved by a recognised NAA to fulfil the aircraft Certificate of Release to Service requirements of Defence Aviation Safety Regulation (DASR) Part M.

Conditions

7. This recognition applies only to services provided under an EASA Part 145 maintenance organisation approval issued by a recognised NAA.
8. Organisations or persons approved under EASA Part M Subpart F are not included in the scope of this recognition.

Caveats

9. Prior to accessing an aircraft maintenance service within the scope of this annex, and in addition to the DASR Part M requirements for contracting/tasking a maintenance organisation, the consumer must ensure that:

Airworthiness Recognition

- a. the service is within the scope of the maintenance organisation approval;
 - b. the maintenance organisation is contracted by Defence to provide the service;
 - c. the safety oversight that will be applied by the recognised NAA to the service provided to Defence is at least equivalent to that which would be applied if the service were provided to a local civilian consumer;
 - d. the maintenance will be carried out in accordance with applicable maintenance data;
 - e. any differences between the Defence maintenance data and that applied by the maintenance organisation are known to Defence;
 - f. occurrences are reported to the CAMO in accordance with the intent of DASR 145.A.60 *Occurrence reporting* clause (d);
 - g. new defects or incomplete maintenance work orders identified during maintenance are reported to the CAMO in accordance with the intent of DASR 145.A.50 *Certification of maintenance* clause (c);
 - h. any arrangements for the subcontracting of maintenance on Defence aircraft are appropriate;
 - i. any components to be fitted are appropriately released to service in accordance with the DASR and any relevant DASA Airworthiness Directives have been applied as required;
 - j. if any relevant artefact is written in a language other than English, the artefact will be translated to English in a controlled way by an appropriately skilled person/organisation; and
 - k. any other activities necessary to ensure safety have been carried out.
10. The consumer must ensure that the measures taken to address the above caveats, including any checks or reviews necessary to ensure their ongoing effectiveness, are documented.

Notes

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

Airworthiness Recognition

ANNEX D: ACCEPTANCE OF COMPONENTS UNDER AN EASA FORM 1 WHERE THE COMPETENT AUTHORITY IS A RECOGNISED EUROPEAN NAA

Introduction

1. The National Aviation Authorities (NAAs) listed at Annex A are recognised by DASA as competent airworthiness authorities. This annex sets out:
 - a. the scope of this recognition;
 - b. conditions on recognition;
 - c. caveats defining the minimum activities that must be carried out prior to applying recognition provisions; and
 - d. notes for the information of organisations using this annex.
2. This annex applies to:
 - a. Continuing Airworthiness Management Organisations (CAMOs) approved by DASA; and
 - b. maintenance organisations approved by DASA.
3. Advice on how to fulfil the requirements of this annex will be provided by DASA on request.

Scope

4. A recognised NAA for the purpose of this annex is one indicated by a check mark in the component maintenance and/or production columns in Table 1 of Annex A.
5. Subject to the conditions and caveats described in this annex, an EASA Form 1 issued under an organisation approval granted by a recognised NAA may be accepted as an Authorised Release Certificate for components, i.e. a DASR Form 1 equivalent.

Conditions

6. To be accepted as an Authorised Release Certificate for a component released from maintenance, an EASA Form 1 must indicate:
 - a. **Block 1.** The 'Approving Competent Authority / Country' must be recognised for component maintenance per Table 1 of Annex A.
 - b. **Block 14a.** The Form 1 must indicate 'Part-145.A.50 Release to Service'.
 - c. **Block 14c.** The 'Certificate / Approval Ref. No.' must indicate an organisation approved in accordance with EASA Part 145. This is indicated by an approval number in the form of the nation's two-letter code (see Table 1 of Annex A) followed by '145' and a unique identifier; e.g., for an organisation in Italy, 'IT.145.12345'.

Airworthiness Recognition

7. To be accepted as an Authorised Release Certificate for a component released from production, an EASA Form 1 must indicate:
 - a. **Block 1.** The 'Approving Competent Authority / Country' must be recognised for component production per Table 1 of Annex A.
 - b. **Block 13a.** This must indicate that the items identified are 'manufactured in conformity to approved design data and are in a condition for safe operation'.
 - c. **Block 13c.** The 'Approval / Authorisation Number' must indicate an organisation approved in accordance with EASA Part 21 Subpart G. This is indicated by an approval number in the form of the nation's two-letter code (see Table 1 of Annex A) followed by '21G' and a unique identifier; e.g., for an organisation in Sweden, 'SE.21G.12345'.

Caveats

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

Notes

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