



Australian Government
Department of Defence

DEFENCE AVIATION SAFETY AUTHORITY

AIRWORTHINESS RECOGNITION

The Authority hereby recognises the

MILITARY AVIATION AUTHORITY OF THE NETHERLANDS

as a competent airworthiness authority that applies appropriate safety oversight to

Design, Certification and Maintenance

TERMS

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

For and on behalf of the Defence Aviation Safety Authority

Certificate number: 014
Revision number: 1.1, 19 DEC 18
Original issued: 30 AUG 2018

(Original Signed at
U10374541)

J.D. Hood
DG DASA



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CERTIFICATE REVISIONS

No. and Status	Date	Changes	Released by
1 CURRENT	30 AUG 18	Initial release	DG DASA
1.1 CURRENT	19 DEC 18	Significant changes: (1) Amendment to Recognition validity period. (2) Addition of provisions for treating 'major' repairs under Annex B: a. <u>Annex A</u> : Addition of paragraph 10. b. <u>Annex B</u> : Addition of paragraph 2(d) and 4(d). (3) <u>Annex B</u> : Reflect change to AMC DASR 21.A.20 in Sep 18 re. relief from 'developing' (vice <i>providing</i>) compliance demonstration evidence in Scope.	DG DASA

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ANNEX A: ASSESSING THE SUITABILITY OF MAA-NLD APPROVALS OF REPAIRS AND 'MINOR' MODIFICATIONS

Introduction

1. The Military Aviation Authority of The Netherlands (MAA-NLD) is recognised by DASA as a competent airworthiness authority that applies appropriate safety oversight to the approval of repairs and 'minor' modifications. This annex sets out:
 - a. the scope of this Recognition;
 - b. conditions on this Recognition;
 - c. caveats defining the minimum activities that must be carried out prior to applying recognition provisions; and
 - d. notes for the information of organisations using this annex.
2. This annex applies to the treatment of MAA-NLD approvals of repairs and 'minor' modifications by:
 - a. Continuing Airworthiness Management Organisations (CAMOs) approved by DASA; and
 - b. Commonwealth of Australia organisations operating a State aircraft.
3. Advice on fulfilling the requirements of this annex will be provided by DASA on request.

Scope

4. The following airworthiness instruments issued by MAA-NLD may be consumed directly under DASR M.A.304(d):
 - a. Approval of 'Minor' Change to Type Design;
 - b. Approval of 'Minor' Repair Design;
 - c. Approval of 'Major' Repair Design; and
 - d. recommendations for the instruments listed at a, b and c.

Conditions

5. Nil.

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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 Defence type design; and
 - (2) the Defence configuration, role and environment.
 - b. the holder obligations, to the extent that they concern Defence aircraft, will be carried out in accordance with:
 - (1) DASR 21.A.109 for an Approval of 'Minor' Change to Type Design; or
 - (2) DASR 21.A.451(b) for an Approval of 'Minor' Repair Design.
 - c. if the airworthiness instrument uses a language other than English, the instrument is translated to English in a controlled way by an appropriately skilled person/organisation; and
 - d. for 'major' repairs, the data is treated in accordance with a procedure agreed by DASA.
7. The consumer must ensure that the measures taken to address the above caveats, including any checks or reviews necessary to ensure their effectiveness, are recorded.

Notes

8. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.
9. Design organisations accredited by MAA-NLD do not have a privilege to approve design products. Under the Dutch system, approval of design products involves a configuration, role and environment assessment carried out by the Dutch Military Type Certificate holder.
10. For approved 'major' repairs that cannot be consumed under the provisions of this annex, the repair may be treated using the provisions of Annex B.

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ANNEX B: ASSESSING THE SUITABILITY OF MAA-NLD CERTIFICATION AND 'MAJOR' DESIGN PRODUCTS

Introduction

1. The Military Aviation Authority of The Netherlands (MAA-NLD) is recognised by DASA as a competent airworthiness authority that applies appropriate safety oversight to certification and 'major' design products. This annex sets out:
 - a. the scope of this Recognition;
 - b. conditions on this Recognition;
 - c. caveats defining the minimum activities that must be carried out prior to applying recognition provisions; and
 - d. notes for the information of organisations using this annex.
2. This annex applies to applicants for the following DASA airworthiness instruments:
 - a. Military Type Certificate;
 - b. Supplemental Type Certificate;
 - c. Approval of 'Major' Change to Type Design; and
 - d. Approval of 'Major' Repair Design, where Annex A provisions are not applicable.
3. Advice on fulfilling the requirements of this annex will be provided by DASA on request.

Scope

4. Applicants for the DASA airworthiness instruments listed at paragraph 2 may use the following airworthiness instruments issued by MAA-NLD to claim relief from developing compliance demonstration evidence:
 - a. Type Certificate;
 - b. Supplemental Type Certificate;
 - c. Approval of 'Major' Change to Type Design;
 - d. Approval of 'Major' Repair Design; and
 - e. recommendations for the instruments listed at a, b, c and d.

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Conditions

5. Nil.

Caveats

6. In addition to the considerations detailed in AMC DASR 21.A.20 *Compliance with the type-certification basis and environmental protection requirements (where applicable)*, the applicant must ensure that:
 - a. evidence exists that MAA-NLD applied a level of oversight to the design commensurate with the consequences of system failure; and
 - b. if the airworthiness instrument uses a language other than English, the instrument is translated to English in a controlled way by an appropriately skilled person/organisation.

Notes

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

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ANNEX C: ASSESSING THE SUITABILITY OF SERVICES PROVIDED UNDER AN MAA-NLD MAINTENANCE ORGANISATION APPROVAL

Introduction

1. The Military Aviation Authority of The Netherlands (MAA-NLD) is recognised by DASA as a competent airworthiness authority that applies appropriate safety oversight to maintenance. This annex sets out:
 - a. the scope of this Recognition;
 - b. conditions on this Recognition;
 - c. caveats defining the minimum activities that must be carried out prior to applying recognition provisions; and
 - d. notes for the information of organisations using this annex.
2. This annex applies to:
 - a. Continuing Airworthiness Management Organisations (CAMOs) approved by DASA; or
 - b. Commonwealth of Australia organisations establishing a CAMO.
3. Refer to Annex D for information related to the release to service of components.
4. Advice on how to fulfil the requirements of this annex will be provided by DASA on request.

Scope

5. A MAA-NLD MAR-145 approved maintenance organisation may be tasked to:
 - a. carry out maintenance on Defence aircraft and components thereof; and
 - b. fulfil the aircraft Certificate of Release to Service requirements of the Defence Aviation Safety Regulation (DASR).

Conditions

6. Nil.

Caveats

7. Prior to consuming an aircraft maintenance service under paragraph 5, and in addition to the DASR requirements for contracting/tasking a maintenance organisation, the consumer must ensure that:

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- a. the service sought by Defence is within the scope of the maintenance organisation;
 - b. the organisation is contracted by Defence to provide the required service;
 - c. the safety oversight that will be applied by MAA-NLD to the service sought by Defence is at least equivalent to that which would be applied if the service were provided to a Dutch military consumer;
 - d. the maintenance will be provided with appropriate access to applicable maintenance data;
 - e. occurrences are reported to the CAMO in accordance with the intent of DASR 145.A.60 *Occurrence Reporting* clause (d);
 - f. 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);
 - g. any arrangements for the subcontracting of maintenance on Defence aircraft are appropriate;
 - h. any component to be fitted is appropriately released on a DASA Form 1 or equivalent as determined by DASA (refer to Annex D);
 - i. if any artefact to be consumed used a language other than English, the artefact will be translated to English in a controlled way by an appropriately skilled person/organisation prior to aircraft release to service; and
 - j. any other activities necessary to ensure safety have been carried out.
8. 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 recorded.

Notes

9. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.
10. In the Dutch system, a Distribution and Supply Organisation (DSO) receives components and retains the authorised release certificate (Form 1). The DSO will release the component with a Product Information Leaflet (PIL).

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ANNEX D: ACCEPTANCE OF COMPONENTS UNDER AN MAA-NLD AUTHORISED RELEASE CERTIFICATE

Introduction

1. The Military Aviation Authority of The Netherlands (MAA-NLD) is recognised by DASA as a competent airworthiness authority that applies appropriate safety oversight to the maintenance of components. This annex sets out:
 - a. the scope of this Recognition;
 - b. conditions on this Recognition;
 - c. caveats defining the minimum activities that must be carried out prior to applying recognition provisions; and
 - d. notes for the information of organisations using this annex.
2. Advice on how to fulfil the requirements of this annex will be provided by the DASA on request.

Scope

3. Subject to the conditions and caveats described below, the MAA-NLD “Defence Form 1” is a recognised equivalent to DASR Form 1.

Conditions

4. This recognition only applies where the Defence Form 1 is being used to release components from maintenance.
5. The Defence Form 1 must indicate “Military Aviation Authority The Netherlands” or “MAA-NLD” at block 1.
6. The Defence Form 1 must indicate only “MLE-145.A.50 Release to Service” at block 18.

Caveats

7. Prior to consuming a Defence Form 1 under paragraph 3, the consumer must ensure that if the artefact uses a language other than English, the artefact is translated to English in a controlled way by an appropriately skilled person/organisation.

Notes

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

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9. A Defence organisation establishing arrangements directly with a maintenance organisation should ensure the suitability of those arrangements. As a minimum, and where applicable, the arrangements should take into account the caveats listed at Annex C.