



Australian Government
Department of Defence

DEFENCE AVIATION SAFETY AUTHORITY

AIRWORTHINESS RECOGNITION

The Authority hereby recognises the

CIVIL AVIATION AUTHORITY OF NEW ZEALAND

as a competent airworthiness authority that applies appropriate safety oversight to

Design, Certification, Production 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 or production
2. This Recognition shall remain valid unless suspended or revoked.

For and on behalf of the Defence Aviation Safety Authority

Certificate number: 021
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(Original Signed at
BO1195417)

JD Hood
DG DASA



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CERTIFICATE REVISIONS

No. and Status	Date	Changes	Released by
1.0 CURRENT	14 DEC 18	Initial Release	DG DASA

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ANNEX A: ASSESSING THE SUITABILITY OF CAA-NZ APPROVALS OF REPAIRS AND 'MINOR' MODIFICATIONS

Introduction

1. The Civil Aviation Authority of New Zealand (CAA-NZ) 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
 - d. notes for the information of organisations using this annex.
2. This annex applies to the treatment of CAA-NZ repair and 'minor' change approvals by:
 - a. Continuing Airworthiness Management Organisations (CAMOs) approved by DASA; or
 - 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, or under privilege from, the CAA-NZ may be consumed directly under DASR M.A.304(d):
 - a. Approval of 'Minor' Change to Type Design
 - b. Approval of 'Minor' Repair Design
 - c. Approval of 'Major' Repair Design.

Conditions

5. This Recognition applies only to designs approved by:
 - a. the Civil Aviation Authority of New Zealand (CAA-NZ); or
 - b. a person authorised to do so under Section 23B of the Civil Aviation Act 1990.

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:

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- (1) the Defence type design; and
 - (2) the Defence configuration, role and environment; and
 - 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; and
 - c. 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. Within the CAA-NZ framework, a 'minor' modification or repair may also be referred to as a 'not major' or 'non-major' modification or repair.
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 CAA-NZ CERTIFICATION AND 'MAJOR' DESIGN PRODUCTS

Introduction

1. The Civil Aviation Authority of New Zealand (CAA-NZ) is recognised by DASA as a competent airworthiness authority that applies appropriate safety oversight to the approval of '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
 - d. notes for the information of organisations using this annex.
2. This annex applies to applicants for the following DASA airworthiness instruments:
 - a. Supplemental Type Certificate
 - b. Approval of 'Major' Change to Type Design
 - c. 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 in paragraph 2 may use the following CAA-NZ airworthiness instruments to claim relief from developing compliance demonstration evidence:
 - a. Supplemental Type Certificate;
 - b. Approval of 'Major' Change to Type Design; and
 - c. Approval of 'Major' Repair Design.

Conditions

5. This recognition applies only to products approved by:
 - a. the Civil Aviation Authority of New Zealand (CAA-NZ); or
 - b. a person authorised to do so under Section 23B of the Civil Aviation Act 1990.

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 evidence exists that CAA-NZ applied a

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level of oversight to the design commensurate with the consequences of system failure.

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 A CAA-NZ MAINTENANCE ORGANISATION APPROVAL

Introduction

1. The Civil Aviation Authority of New Zealand (CAA-NZ) 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
 - b. Commonwealth of Australia organisations seeking to establish 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 the DASA on request.

Scope

5. A CAR Part 145 approved maintenance organisation, holding an F1 rating in accordance with CAR 145.11(a)(11), 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 a whole-aircraft maintenance service under paragraph 5, and in addition to DASR requirements for contracting/tasking a maintenance organisation, the consumer must ensure that:
 - a. the service sought by Defence is within the scope of the maintenance organisation;
 - b. the maintenance organisation is contracted by Defence to provide the required service;

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- c. the safety oversight that will be applied by the CAA-NZ to the service sought by Defence is at least equivalent to that which would be applied if the service were provided to a New Zealand civilian consumer;
 - d. the maintenance will be performed 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); and
 - i. 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.

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ANNEX D: ACCEPTANCE OF COMPONENTS UNDER A CAA-NZ AUTHORISED RELEASE CERTIFICATE

Introduction

1. The Civil Aviation Authority of New Zealand (CAA-NZ) is recognised by DASA as a competent airworthiness authority that applies appropriate safety oversight to the manufacture and 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
 - d. notes for the information of organisations using this annex.
2. Advice on how to fulfil the requirements of this annex will be provided by DASA on request.

Scope

3. The CAA-NZ Authorised Release Certificate for components, CAA-NZ Form One, is a recognised equivalent to DASR Form 1.

Conditions

4. Nil.

Caveats

5. Nil.

Notes

6. A Defence organisation establishing arrangements directly with a maintenance or manufacturing organisation should ensure the suitability of those arrangements.
7. As a minimum, and where applicable, new arrangements for component maintenance to be carried out by a CAR Part 145 organisation should take into account the caveats listed at Annex C for aircraft maintenance.
8. As a minimum, and where applicable, new arrangements for component production to be carried out by a CAR Part 148 organisation should take into account the following:
 - a. the service sought by Defence is within the scope and privilege of the manufacturing organisation approval;
 - b. the manufacturing organisation is contracted by Defence, either directly or indirectly, to provide the required service;

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- c. the safety oversight applied by the CAA-NZ to the service sought by Defence is at least equivalent to that which would be applied if the service were provided to a New Zealand civilian consumer; and
- d. any production waivers or deviations agreed by the CAA-NZ are known to Defence.