



Australian Government
Department of Defence

DEFENCE AVIATION SAFETY AUTHORITY

AIRWORTHINESS RECOGNITION

The Authority hereby recognises the

**MILITARY AVIATION AUTHORITY
OF THE UNITED KINGDOM**

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 aircraft maintenance
 - iv. Annex D for the 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: 022
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(Original Signed at
BO1195017)

J.D. 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 APPROVED REPAIRS AND MINOR MODIFICATIONS

Introduction

1. The Military Aviation Authority of the United Kingdom (MAA-UK) 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-UK approvals of repairs and minor modifications 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 MAA-UK may be consumed directly under DASR M.A.304(d):
 - a. Approval of Minor Change to Type Design;
 - b. Approval of Minor Repair Design; and
 - c. Approval of Major Repair Design.

Conditions

5. This Recognition applies only to approvals issued by:
 - a. the MAA-UK;
 - b. an organisation approved by the MAA-UK under the Design Approved Organisation Scheme with the appropriate scope and privilege; or

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- c. for 'minor' changes and 'minor' repairs, an appropriately authorised Type Airworthiness Authority within the Defence Equipment and Support organisation of the UK Ministry of Defence.

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; 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. 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-UK CERTIFICATION AND MAJOR DESIGN PRODUCTS

Introduction

1. The Military Aviation Authority of the United Kingdom (MAA-UK) 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 to claim relief from developing compliance demonstration evidence:
 - a. Military Type Certificate issued by the MAA-UK;
 - b. Approval of Major Change to Type Design issued by the MAA-UK or an appropriately authorised Type Airworthiness Authority (TAA); and
 - c. Approval of Major Repair Design issued by the MAA-UK.

Conditions

5. Major Changes to Type Design approved by a TAA within the Defence Equipment and Support organisation of the UK Ministry of Defence may be accepted by DASA on a case-by-case basis. The use of such instruments is subject to DASA's

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acceptance of the rationale for approval by the TAA rather than the MAA-UK, normally documented through the MAA-UK Form 30.

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 the MAA-UK applied a level of oversight to the design commensurate with the consequences of system failure.

Notes

7. For all proposed major changes, an MAA-UK Form 30 is submitted by the applicant. This is used by the MAA-UK to determine whether a design change should be approved by the TAA or by the MAA-UK.
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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ANNEX C: ASSESSING THE SUITABILITY OF SERVICES PROVIDED UNDER AN MAA-UK MAINTENANCE ORGANISATION APPROVAL

Introduction

1. The Military Aviation Authority of the United Kingdom (MAA-UK) 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 maintenance of components.
4. Advice on how to fulfil the requirements of this annex will be provided by DASA on request.

Scope

5. An organisation approved by the MAA-UK under the Maintenance Approved Organisation Scheme 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 the MAA-UK to the service sought by Defence is at least equivalent to that which would be applied if the service were provided to a UK military 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* subclause (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* subclause (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. 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. Military organisations generally do not hold approvals from the MAA-UK under the Maintenance Approved Organisation Scheme and are outside the scope of this Recognition.

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

Introduction

1. The Military Aviation Authority of the United Kingdom (MAA-UK) 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 DASA on request.

Scope

3. The MAA-UK authorised release certificate for components, the MAA-UK Form 1, is a recognised equivalent to a DASA Form 1.

Conditions

4. Nil.

Caveats

5. Nil

Notes

6. 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.