



Australian Government
Department of Defence

DEFENCE AVIATION SAFETY AUTHORITY

AIRWORTHINESS RECOGNITION

The Authority hereby recognises the

UNITED STATES ARMY
MILITARY AIRWORTHINESS AUTHORITY

as a competent airworthiness authority that applies appropriate safety oversight to the

Design, Certification, Maintenance and Production

of manned aircraft within its remit.

TERMS

1. This recognition is limited by the scope, conditions and caveats set out in:
 - i. Annex A for type certification and major design products
 - ii. Annex B for the direct consumption of data for modifications and repairs
 - iii. Annex C for maintenance services
 - iv. Annex D for production services.
2. This recognition remains valid unless superseded, suspended or revoked.

Original signed

Certificate number: 029
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JW Agius
Air Commodore
Director General
DASA



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CERTIFICATE REVISIONS

No. & Status	Date	Changes	Released by
1.0 CURRENT	11 DEC 20	First release	JW Agius AIRCDRE DG DASA

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ANNEX A: ASSESSING THE SUITABILITY OF US ARMY MAA CERTIFICATION TO SEEK RELIEF FROM DEMONSTRATING COMPLIANCE

Introduction

1. The United States Army Military Airworthiness Authority (MAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent MAA that applies appropriate safety oversight to the design of manned aircraft. 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 applicants for the following DASA airworthiness instruments:
 - a. Military Type Certificate,
 - b. Military Restricted Type Certificate,
 - c. Military Supplemental Type Certificate,
 - d. Approval of 'Major' Change to Type Design, and
 - e. Approval of 'Major' Repair Design, where Annex B provisions are not applicable.
3. Annex B provides for the direct consumption of data for modifications and repairs by a Continuing Airworthiness Management Organisation.
4. DASA considers the US Army MAA to comprise:
 - a. US Army Forces Command,
 - b. Systems Readiness Directorate, and
 - c. US Army Materiel Command.
5. DASA considers the Defense Contract Management Agency (DCMA) to be acting as an agent of the US Army MAA when overseeing commercial organisations against contractual requirements based on US Army MAA policy or approved data.
6. Advice on fulfilling the requirements of this annex will be provided by DASA on request.

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Scope

7. Subject to the conditions and caveats described in this annex, an applicant for a DASA airworthiness instrument listed at paragraph 2 may use the following airworthiness instruments issued by the US Army MAA to seek relief from developing compliance demonstration evidence:
 - a. Airworthiness Release, or recommendation for such, issued in accordance with Army Regulation (AR) 70-62 *Airworthiness of Aircraft Systems*;
 - b. Statement of Airworthiness Qualification issued in accordance with Army Regulation (AR) 70-62 *Airworthiness of Aircraft Systems*; and
 - c. Repair Approval issued through a Maintenance Engineering Call issued in accordance with AR 70-62.

Conditions

8. This recognition of US Army MAA airworthiness instruments applies only to manned aircraft.

Caveats

9. An applicant for a DASA airworthiness instrument exercising the provision of paragraph 7 must carry out and document the checks described in AMC DASR 21.A.20 *Compliance with the type-certification basis and environmental protection requirements (where applicable)*. The applicant must ensure that these checks, as well as any reviews necessary to ensure their effectiveness, are documented.

Notes

10. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.
11. US Army airworthiness policy does not require that safety risks are eliminated so far as is reasonably practicable (SFARP) or otherwise minimised SFARP.
12. A Modification Work Order (MWO) can be issued for any US Army materiel and not aviation products specifically. As such, MWOs can be issued for modifications that have not been approved through the Airworthiness Release process.

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ANNEX B: ASSESSING THE SUITABILITY OF APPROVED MODIFICATION AND REPAIR DATA FOR DIRECT CONSUMPTION

Introduction

1. The United States Army Military Airworthiness Authority (MAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent MAA that applies appropriate safety oversight to the design of manned aircraft. 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 exploiting recognition provisions, and
 - d. notes for the information of organisations using this annex.
2. This annex applies to Continuing Airworthiness Management Organisations approved by DASA.
3. DASA considers the US Army MAA to comprise:
 - a. US Army Forces Command,
 - b. Systems Readiness Directorate, and
 - c. US Army Materiel Command.
4. DASA considers the Defense Contract Management Agency (DCMA) to be acting as an agent of the US Army MAA when overseeing commercial organisations against contractual requirements based on US Army MAA policy or approved data.
5. Advice on fulfilling the requirements of this annex will be provided by DASA on request.

Scope

6. Subject to the conditions and caveats described in this annex, the following airworthiness instruments issued or endorsed by the US Army may be directly consumed under Defence Aviation Safety Regulation (DASR) M.A.304(d):
 - a. Airworthiness Release or recommendation for Airworthiness Release issued in accordance with Army Regulation (AR) 70-62 *Airworthiness of Aircraft Systems*,
 - b. Statement of Airworthiness Qualification issued in accordance with Army Regulation (AR) 70-62 *Airworthiness of Aircraft Systems*, and

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- c. Repair Approval issued through a Maintenance Engineering Call or Maintenance Engineering Order issued in accordance with AR 70-62.

Conditions

7. The provisions of this annex may only be applied where:
 - a. the effect of the US Army MAA instrument has been classified as 'minor' in accordance with the DASR, or
 - b. the data has otherwise been assessed by the CAMO as suitable for direct consumption in accordance with a procedure agreed by DASA.
8. This recognition applies only to manned aircraft.

Caveats

9. Where data has been classified as 'minor' in accordance with the DASR, 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 modifications, or
 - (2) DASR 21.A.451 for repairs.
10. Where data has not been classified in accordance with the DASR, it must be assessed and treated in accordance with a procedure agreed by DASA.
11. The consumer must ensure that the measures taken to address the above caveats, including any checks or reviews necessary to ensure their effectiveness, are documented.

Notes

12. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.
13. US Army airworthiness policy does not require that safety risks are eliminated so far as is reasonably practicable (SFARP) or otherwise minimised SFARP.

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14. A Modification Work Order (MWO) can be issued for any US Army materiel and not aviation products specifically. As such, MWOs can be issued for modifications that have not been approved through the Airworthiness Release process.

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ANNEX C: ASSESSING THE SUITABILITY OF MAINTENANCE SERVICES PROVIDED WITHIN THE US ARMY AIRWORTHINESS FRAMEWORK

Introduction

1. The United States Army Military Airworthiness Authority (MAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent MAA that applies appropriate safety oversight to the maintenance of manned aircraft and components thereof. 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. DASA considers the US Army MAA to comprise:
 - a. US Army Forces Command,
 - b. Systems Readiness Directorate, and
 - c. US Army Materiel Command.
4. DASA considers the Defense Contract Management Agency (DCMA) to be acting as an agent of the US Army MAA when overseeing commercial organisations against contractual requirements based on US Army MAA policy or approved data.
5. Advice on how to fulfil the requirements of this annex will be provided by DASA on request.

Scope

6. Subject to the conditions and caveats described in this annex, an organisation listed at paragraph 2 may:

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- a. task a maintenance organisation working within the US Army MAA framework to fulfil the aircraft Certificate of Release to Service requirements of Defence Aviation Safety Regulation (DASR) M; and
 - b. use artefacts issued by the US Army MAA, or a maintenance organisation working within the US Army MAA framework, to meet the component Certificate of Release to Service requirements of the DASR.
7. DASA considers a maintenance organisation to be working within the US Army MAA framework if it is:
- a. a military organisation within the US Army applying AR 750-1 Army Materiel Maintenance Policy and DA PAM 738-751 Functional Users Manual for the Army Maintenance Management System, or
 - b. a commercial organisation applying AR 750-1 and DA PAM 738-751 in conjunction with DCMA instructions under the oversight of DCMA.

Conditions

8. This recognition applies only to manned aircraft and associated components.

Caveats

9. Prior to accessing a whole-aircraft maintenance service within the scope of this annex, and in addition to the DASR M 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. a formal agreement between Defence and the maintenance organisation is established and documented,
 - c. the safety oversight applied by the US Army MAA to the service provided to Defence is at least equivalent to that which would be applied if the service were provided to a US Army organisation,
 - d. the maintenance is limited to discrete maintenance packages that are provided by the CAMO to be carried out in accordance with applicable maintenance data,
 - e. any components to be fitted are appropriately released to service in accordance with the DASR and any relevant DASA Airworthiness Directives have been applied,
 - f. occurrences are reported to the CAMO in accordance with the intent of DASR 145.A.60 Occurrence reporting clause (d),

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- 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 are appropriate, and
 - i. any other activities necessary to ensure safety have been carried out.
10. No caveats are applicable to component maintenance; however, new arrangements for component maintenance should take into account the caveats listed at paragraph 9 where applicable. See also the note at paragraph 13.
11. 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

12. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.
13. The US Army airworthiness system does not include a single artefact equivalent to the DASR Certificate of Release to Service (Form 1) for the release of components from maintenance.

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ANNEX D: ASSESSING THE SUITABILITY OF PRODUCTION SERVICES PROVIDED WITHIN THE US ARMY AIRWORTHINESS FRAMEWORK

Introduction

1. The United States Army Military Airworthiness Authority (MAA) is recognised by the Defence Aviation Safety Authority (DASA) as a competent MAA that applies appropriate safety oversight to the production of manned aircraft and components thereof. 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. applicants for a DASA Certificate of Airworthiness, and
 - b. Defence Continuing Airworthiness Management Organisations (CAMOs) in the embodiment of a major modification.
3. DASA considers the US Army MAA to comprise:
 - a. US Army Forces Command,
 - b. Systems Readiness Directorate,
 - c. US Army Materiel Command.
4. DASA considers the Defense Contract Management Agency (DCMA) to be acting as an agent of the US Army MAA when overseeing commercial organisations against contractual requirements based on US Army MAA policy or approved data.
5. Advice on fulfilling the requirements of this annex will be provided by DASA on request.

Scope

6. Subject to the conditions and caveats described in this annex:
 - a. an organisation applying for or validating a DASA Certificate of Airworthiness may use as evidence artefacts issued by the US Army MAA or a production organisation within the US Army MAA framework, e.g.:

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- (1) Airworthiness Release or recommendation for Airworthiness Release issued in accordance with Army Regulation (AR) 70-62 *Airworthiness of Aircraft Systems*,
 - (2) Statement of Airworthiness Qualification issued in accordance with Army Regulation (AR) 70-62 *Airworthiness of Aircraft Systems*,
 - (3) the output of a Physical Configuration Audit, and
 - (4) a completed DD Form 250 Material Inspection and Receiving Report.
- b. a CAMO or maintenance organisation approved by DASA may use artefacts issued by the US Army MAA or a production organisation working within the US Army MAA framework to meet the component Certificate of Release to Service requirements of the Defence Aviation Safety Regulation (DASR).
7. DASA considers a production organisation to be working within the US Army MAA framework if:
- a. the organisation is subject to DCMA instructions and oversight,
 - b. the design of the aircraft or component has been approved in accordance with Army Regulation 70-62 *Airworthiness of Aircraft Systems*, and
 - c. the organisation has been contracted by the DCMA on behalf of the US Army to provide the production service.

Conditions

8. This recognition applies only to manned aircraft and components.

Caveats

9. Prior to applying for a DASA Certificate of Airworthiness using the provisions of paragraph 6a of this annex, the applicant must ensure that:
- a. the production service sought by Defence is within the scope and expertise of the production organisation;
 - b. the production organisation is contracted by Defence to provide the required service, either directly or through the DCMA;
 - c. the safety oversight applied by the US Army MAA to the service provided to Defence is at least equivalent to that which would be applied if the service were provided to a US Army organisation;
 - d. any components to be fitted are appropriately released to service in accordance with the DASR and any relevant DASA Airworthiness Directives or US Army equivalent have been applied;

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- e. any production waivers or deviations agreed by the US Army MAA are known to Defence; and
 - f. the measures taken to address the above caveats, including any checks or reviews necessary to ensure their effectiveness, are documented.
10. No caveats are applicable to component production; however, new arrangements for component production should take into account the caveats listed at paragraph 9 where applicable. See also the note at paragraph 12.

Notes

11. The above caveats do not preclude any additional activities deemed necessary by the consumer to fulfil its responsibility to ensure safety.
12. The US Army airworthiness system does not include an artefact equivalent to the DASR Certificate of Release to Service (Form 1) for the release of components from production.