



Australian Government
Department of Defence

DEFENCE AVIATION SAFETY AUTHORITY

AIRWORTHINESS RECOGNITION

The Authority hereby recognises the

**UNITED STATES NAVY
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 design products
 - ii. Annex B for modifications classified as 'minor' and repairs
 - iii. Annex C for maintenance services
 - iv. Annex D for production services.
2. This recognition supersedes the design, maintenance and production elements of the Australian Department of Defence recognition of the United States Navy, certificate number 003 dated 23 September 2014. The operational elements of that recognition remain in effect.
3. This recognition shall remain valid unless suspended or revoked.

For and on behalf of the Defence Aviation Safety Authority

Certificate number: 015
Revision number: 1.2, 19 DEC 18
Original issued: 04 JUL 2018

(Original Signed at
U10182523)

J.D. Hood
DG DASA



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CERTIFICATE REVISIONS

No. & Status	Date	Changes	Released by
1 CURRENT	04 JUL 18	Initial release	DG DASA
1.1 CURRENT	04 DEC 18	Significant changes: <ol style="list-style-type: none"> <li data-bbox="480 528 1187 658">(1) <u>Annexes A and B</u>: Addition of a NAVAIR Form 4130/1 to the list of USN MAA instruments that may be directly consumed under DASR M.A.304(d) or used to support the approval of 'major' changes. <li data-bbox="480 663 1187 792">(2) <u>Annex A</u>: Revised scope and caveats to reflect change to AMC DASR 21.A.20 in Sep 18 re. relief from 'developing' (vice <i>providing</i>) compliance demonstration evidence. <li data-bbox="480 797 1187 864">(3) <u>Annex B</u>: Added provision for the direct consumption of 'major' repairs. <li data-bbox="480 869 1187 936">(4) <u>Annex C</u>: Removal of paragraph 2c – applicability to DASA approved maintenance organisations. <li data-bbox="480 940 1187 1128">(5) <u>Annex D</u>: <ol style="list-style-type: none"> <li data-bbox="501 967 1054 1001">a. Changes to paragraph 2 re. applicability. <li data-bbox="501 1005 1174 1128">b. Addition of a Form DD250 <i>Material Inspection and Receiving Report</i> in list of artefacts that may be used as evidence to support an application for a DASA CoA. 	DR S JENKINSON DAVREG - DASA
1.2 CURRENT	19 DEC 18	Amendment to Recognition validity period.	DG DASA

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ANNEX A: ASSESSING THE SUITABILITY OF USN MAA DESIGN PRODUCTS

Introduction

1. The United States Navy (USN) 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 and certification 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 (Restricted) Type Certificate;
 - b. Supplemental Type Certificate;
 - c. Approval of 'Major' Change to Type Design; and
 - d. Approval of 'Major' Repair Design, where Annex B provisions are not applicable.
3. Data for repairs, and data for modifications classified as 'minor' in accordance with the Defence Aviation Safety Regulation (DASR), may be treated in accordance with Annex B.
4. The USN MAA comprises the following USN organisations:
 - a. the Naval Air Systems Command (NAVAIR); and
 - b. the office of the Commander, Naval Air Forces (CNAF).
5. DASA considers the Defense Contract Management Agency (DCMA) to be acting as an agent of the USN MAA when overseeing commercial organisations against contractual requirements based on USN 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 USN MAA to claim relief from developing compliance demonstration evidence:
 - a. Flight Clearance Recommendation;
 - b. Permanent Flight Clearance;
 - c. Interim Flight Clearance;
 - d. Technical Directive describing a configuration change not otherwise covered by a Flight Clearance;
 - e. NAVAIR Form 4130/1 approved by a NAVAIR Configuration Control Board along with an associated Engineering Change Proposal not covered by a Technical Directive; and
 - f. Repair Approval.

Conditions

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

Caveats

9. An applicant for a DASA airworthiness instrument applying the provision of paragraph 7 must ensure that the checks described in AMC DASR 21.A.20 *Compliance with the type-certification basis and environmental protection requirements (where applicable)* are carried out and 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. The risk management framework applied by the USN MAA in issuing airworthiness instruments is incompatible with the requirements of the Australian Work Health and Safety Act.

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ANNEX B: ASSESSING THE SUITABILITY OF USN MAA MODIFICATIONS CLASSIFIED AS 'MINOR' AND REPAIR APPROVALS

Introduction

1. The United States Navy (USN) 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 and certification 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 Continuing Airworthiness Management Organisations approved by DASA.
3. The USN MAA comprises the following USN organisations:
 - a. the Naval Air Systems Command (NAVAIR); and
 - b. the office of the Commander, Naval Air Forces (CNAF).
4. DASA considers the Defense Contract Management Agency (DCMA) to be acting as an agent of the USN MAA when overseeing commercial organisations against contractual requirements based on USN 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 USN MAA may be directly consumed under Defence Aviation Safety Regulation (DASR) M.A.304(d):
 - a. Flight Clearance Recommendation;
 - b. Permanent Flight Clearance;
 - c. Interim Flight Clearance;
 - d. Technical Directive describing a configuration change not otherwise covered by a Flight Clearance;

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- e. NAVAIR Form 4130/1 approved by a NAVAIR Configuration Control Board along with an associated Engineering Change Proposal not covered by a Technical Directive; and
- f. Repair Approval.

Conditions

- 7. The provisions of this annex may only be applied where the effect of the USN MAA instrument has been classified in accordance with the DASR as:
 - a. 'minor', for modifications; and
 - b. 'minor' or 'major', for repairs.
- 8. This recognition of USN MAA airworthiness instruments applies only to manned aircraft.

Caveats

- 9. Prior to consuming data for modifications and repairs within the scope 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 a 'minor' modification; or
 - (2) DASR 21.A.451(b) for a 'minor' repair;
 - c. for 'major' repairs, the data is treated in accordance with a procedure agreed by DASA.
- 10. 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

- 11. 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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12. The risk management framework applied by the USN MAA in issuing airworthiness instruments is incompatible with the requirements of the Australian Work Health and Safety Act.
13. Further information on classification provisions is described in AMC DASR M.A.304(d).
14. For approved 'major' repairs that cannot be consumed under the provisions of this annex, the repair may be treated using the provisions of Annex A.

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ANNEX C: ASSESSING THE SUITABILITY OF MAINTENANCE SERVICES PROVIDED WITHIN THE USN MAA FRAMEWORK

Introduction

1. The United States Navy (USN) 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. Commonwealth of Australia organisations seeking to establish a CAMO.
3. The USN MAA comprises the following USN organisations:
 - a. the Naval Air Systems Command (NAVAIR); or
 - b. the office of the Commander, Naval Air Forces (CNAF).
4. DASA considers the Defense Contract Management Agency (DCMA) to be acting as an agent of the USN MAA when overseeing commercial organisations against contractual requirements based on USN 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:
 - a. task a maintenance organisation working within the USN MAA framework to fulfil the aircraft Certificate of Release to Service requirements of Defence Aviation Safety Regulation (DASR) M; and

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- b. use artefacts issued by the USN MAA, or a maintenance organisation working within the USN MAA framework, to meet the component Certificate of Release to Service requirements of the DASR.

Conditions

7. DASA considers a maintenance organisation to be working within the USN MAA framework if it is:
 - a. a military organisation within the USN applying the Naval Aviation Maintenance Program (NAMP); or
 - b. a commercial organisation applying the NAMP in conjunction with DCMA instructions under the oversight of the DCMA.
8. This recognition applies only to manned aircraft and components.

Caveats

9. No caveats are applicable to component maintenance; however, new arrangements for component maintenance should take into account the caveats listed at paragraph 10 where applicable. Also see the note at paragraph 13.
10. 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 USN MAA to the service provided to Defence is at least equivalent to that which would be applied if the service were provided to a USN 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.
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 USN airworthiness system does not include an 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 USN MAA FRAMEWORK

Introduction

1. The United States Navy (USN) 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;
 - b. applicants for a DASA Military Permit To Fly (MPTF) prior to the award of a DASA Type Certificate; or
 - c. Defence Continuing Airworthiness Management Organisations (CAMOs) in the embodiment of a 'major' modification (e.g. replacement of a centre wing structure).
3. The USN MAA comprises the following USN organisations:
 - a. the Naval Air Systems Command (NAVAIR); and
 - b. the office of the Commander, Naval Air Forces (CNAF).
4. DASA considers the Defense Contract Management Agency (DCMA) to be acting as an agent of the USN MAA when overseeing commercial organisations against contractual requirements based on USN MAA policy or approved data.
5. Advice on fulfilling the requirements of this annex will be provided by DASA on request.

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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 USN MAA or a production organisation within the USN MAA framework, e.g.:
 - (1) the output of a Physical Configuration Audit;
 - (2) Flight Clearance Recommendation;
 - (3) a completed DD250 form issued by a contractor organisation.
 - b. a CAMO or maintenance organisation approved by DASA may use artefacts issued by the USN MAA or a production organisation working within the USN MAA framework to meet the component Certificate of Release to Service requirements of the Defence Aviation Safety Regulation (DASR).

Conditions

7. DASA considers a production organisation to be working within the USN MAA framework if its work is subject to the instructions and oversight of the DCMA and:
 - a. the design of the aircraft or component has been subject to the NAVAIR Systems Engineering Technical Review process; and
 - b. the organisation has been contracted by the DCMA on behalf of the USN to provide the production service.
8. This recognition applies only to manned aircraft and components.

Caveats

9. No caveats are applicable to component production; however, new arrangements for component production should take into account the caveats listed at paragraph 10 where applicable. Also see the note at paragraph 13.
10. 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 USN MAA to the service provided to Defence is at least equivalent to that which would be applied if the service were provided to a USN organisation;

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- d. any production waivers or deviations agreed by the USN MAA are known to Defence; and
11. 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 supplies acceptance activities deemed necessary by the consumer to ensure safety.
13. The USN 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.