What is Initial Airworthiness?
Initial Airworthiness is concerned with establishing certification of military aircraft and related products, parts and appliances, and design and production organisations. The Defence Aviation Safety Regulation (DASR) 21 details the requirements related to the Initial Airworthiness of military aircraft. In particular, it covers the certification of either a new type, or a change to an existing type and its associated design, and related activities detailed below:

- initial design, certification and production of military aircraft
- initial issue of a Military Type Certificate
- management of a Type Design, including in-service design changes (both minor and major changes)

Why is Initial Airworthiness important?
Aircraft that are not compatible with Defence’s role and operating environment will result in Defence failing to deliver required capability. Furthermore, Defence has a moral and legal obligation to ensure aviation risks are eliminated or otherwise minimised so far as is reasonably practicable. Initial Airworthiness is a fundamental aspect enabling Defence to efficiently discharge these responsibilities.

How does Defence Aviation Safety Authority (DASA) assure Initial Airworthiness?
DASA conducts a number of activities to assure Initial Airworthiness including:

- prescribing Initial Airworthiness design standards for aircraft
- providing standards interpretation expertise and promotion for selected Initial Airworthiness design disciplines
- defining and promoting Initial Airworthiness certification requirements for aircraft and aerodromes
- assessing the sufficiency of proposals for Initial Airworthiness certification of aircraft and aerodromes
- assessing eligibility, conducting initial assessment and approval of DASR Initial Airworthiness organisations
- conducting ongoing oversight and enforcement of DASR Initial Airworthiness organisations.

Continuing Airworthiness
Continuing Airworthiness encompasses the processes involved in ensuring an aircraft’s operating life complies with the airworthiness requirements in force and is in a condition for safe operation. These processes include:

- Continuing Airworthiness Management
- Maintenance Organisations
- Military Aircraft Maintenance Licencing – please refer to DASR 66 flyer
- Aircraft Maintenance Training Organisations

What is a Continuing Airworthiness Maintenance Organisation?
A Continuing Airworthiness Management Organisation (CAMO) is an approved organisation that has been assessed by the DASA as complying with the DASR Part M — Continuing Airworthiness Management. The responsibilities of the CAMO include the following:

- aircraft are maintained in an airworthy condition
- maintain close co-operation with 145 Maintenance Organisations and Part 21 Design Organisations to ensure the Continuing Airworthiness of aircraft, product and components
- maintain responsibility for the conduct of quality management functions and governance ensuring airworthiness standards are maintained.

What is a Part 145 Maintenance Organisation?
A Part 145 Maintenance Organisation is an approved organisation that has been assessed by the DASA as complying with DASR Part 145 — Requirements for Maintenance Organisations. The responsibilities for a Part 145 Maintenance Organisation are to ensure that all maintenance ordered by the CAMO has been conducted correctly and certified in accordance with the DASR and approved maintenance procedures.