

Agenda

- **Introduction to Swedish Military Aviation Regulations, Past and Present**
- **Total Aviation System Concept**
 - Introduction
 - Presentation of Swedish Rules of Military Aviation (RML)
 - System Worthiness Approach in Design of Military Aircraft System (RML V-5)
- **Swedish Military Aviation Safety Inspectorate (FLYGI)**
- **Experience from working with RML**
 - as Military Aviation Authority (FLYGI)
 - as Holder of Material System Clearance [Military Aircraft System Clearance] (FMV, Swedish Defence Material Administration)
 - as Holder of Military Type Certificate (Saab Aerosystems)
 - as Operator (Swedish Armed Forces)
- **Closing Remarks**



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Swedish Military Aviation Safety Inspectorate (FLYGI)

Overview of

- what FLYGI is
- where FLYGI is organised within the Armed Forces Headquarters
- FLYGI tasks and responsibilities

Thomas Ebeling, M.Sc.

Head of the Certification Section within FLYGI



SWEDISH ARMED FORCES
MILITARY AVIATION SAFETY INSPECTORATE

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MILITARY AVIATION SAFETY INSPECTORATE

The Military Aviation Safety Inspectorate (FLYGI)

- **FLYGI is the Swedish Military Aviation Authority (MAA)**
- **FLYGI was established by the Swedish Supreme Commander in 1997**
- **The main reason was to establish a clear distribution of responsibility**
- **FLYGI shall exercise supervision of military aviation safety by:**
 - Rule Making
 - Entry control (into the military aviation system)
 - Functional supervision
 - Analyse and respond to changes (within the military aviation system)
 - Exit control
- **The head of FLYGI is the *Inspector Flight Safety, FSI*.**
 - Current FSI is Colonel Thomas Karlsson
- **FLYGI is a rather small authority, but has the possibility to use “outside competence” such as experts and/or consultants when needed.**
- **It is possible for FSI/FLYGI to, after validation, accept other authorities’ approvals, certifications or authorisations.**



Swedish Military Aviation Safety Inspectorate (FLYGI)

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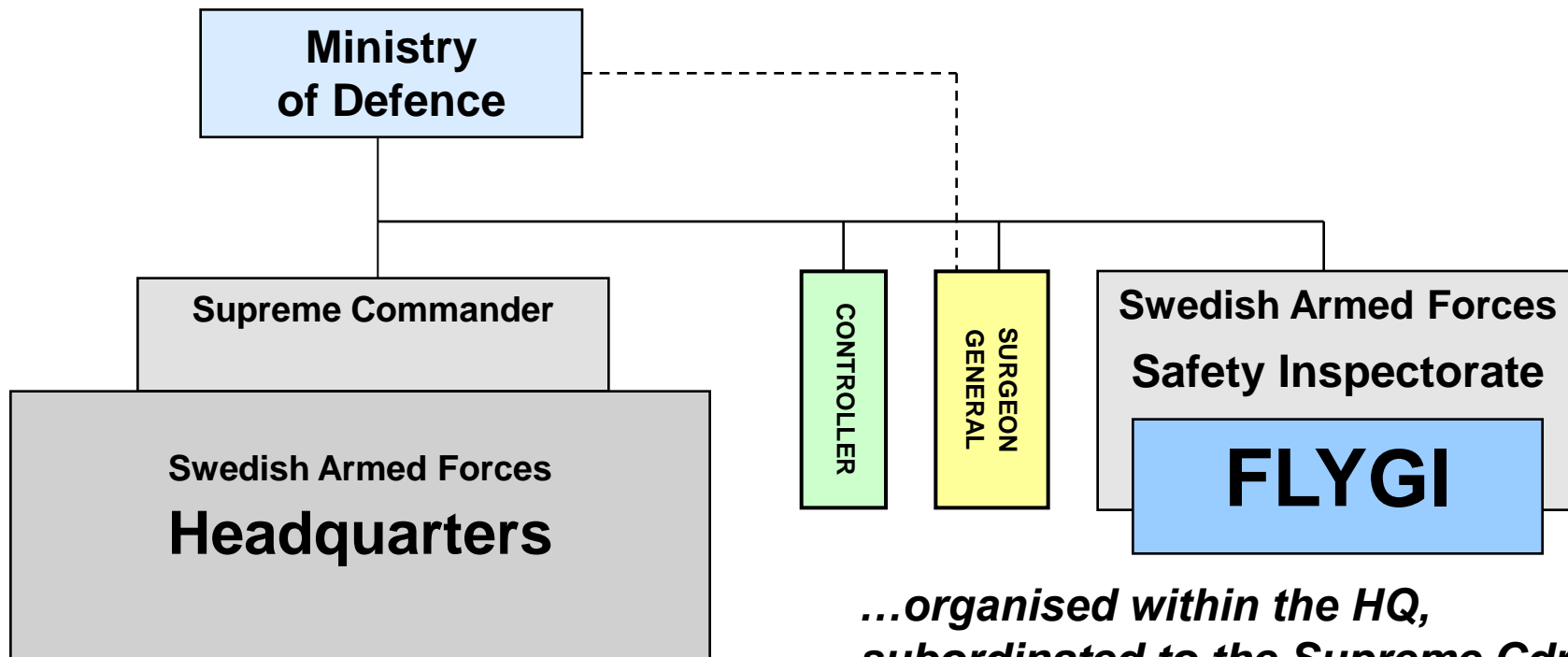
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MILITARY AVIATION SAFETY INSPECTORATE

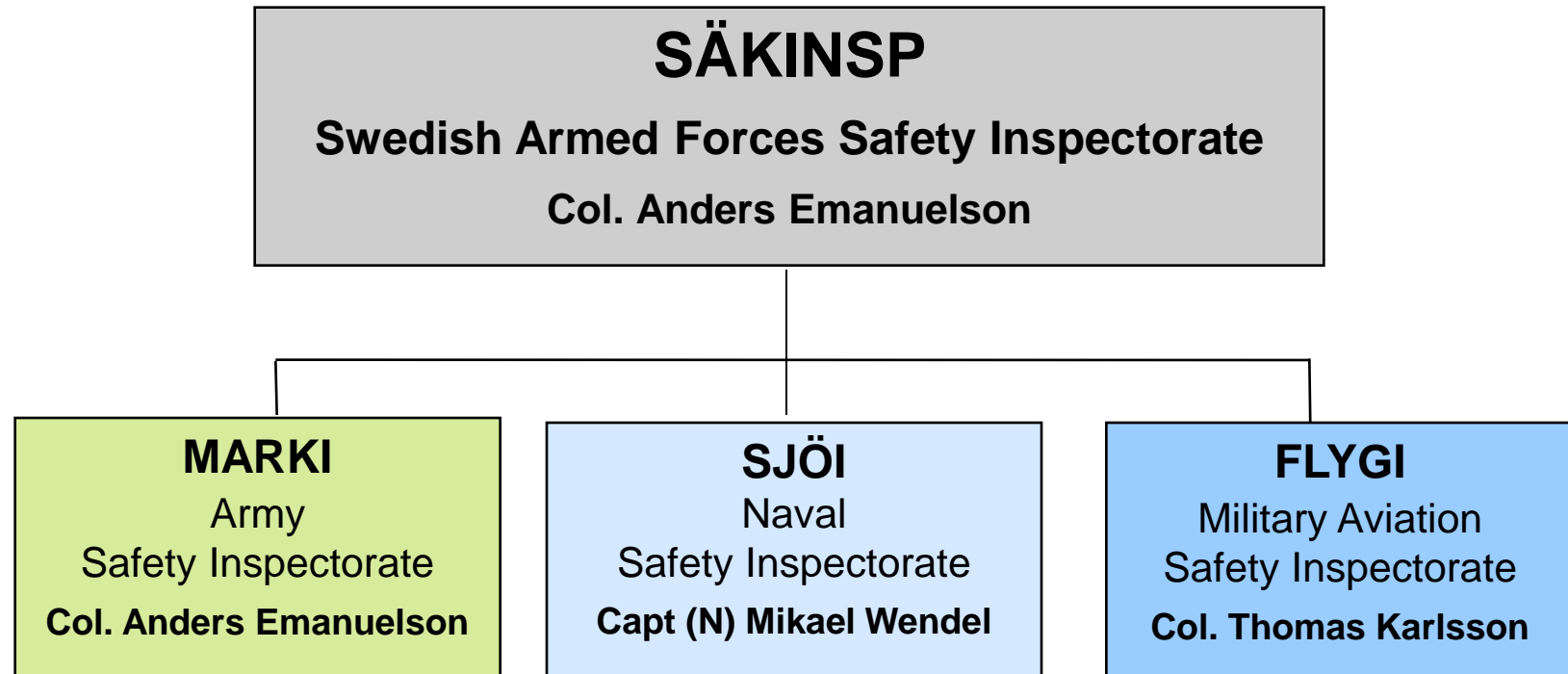
MoD – Headquarters – FLYGI



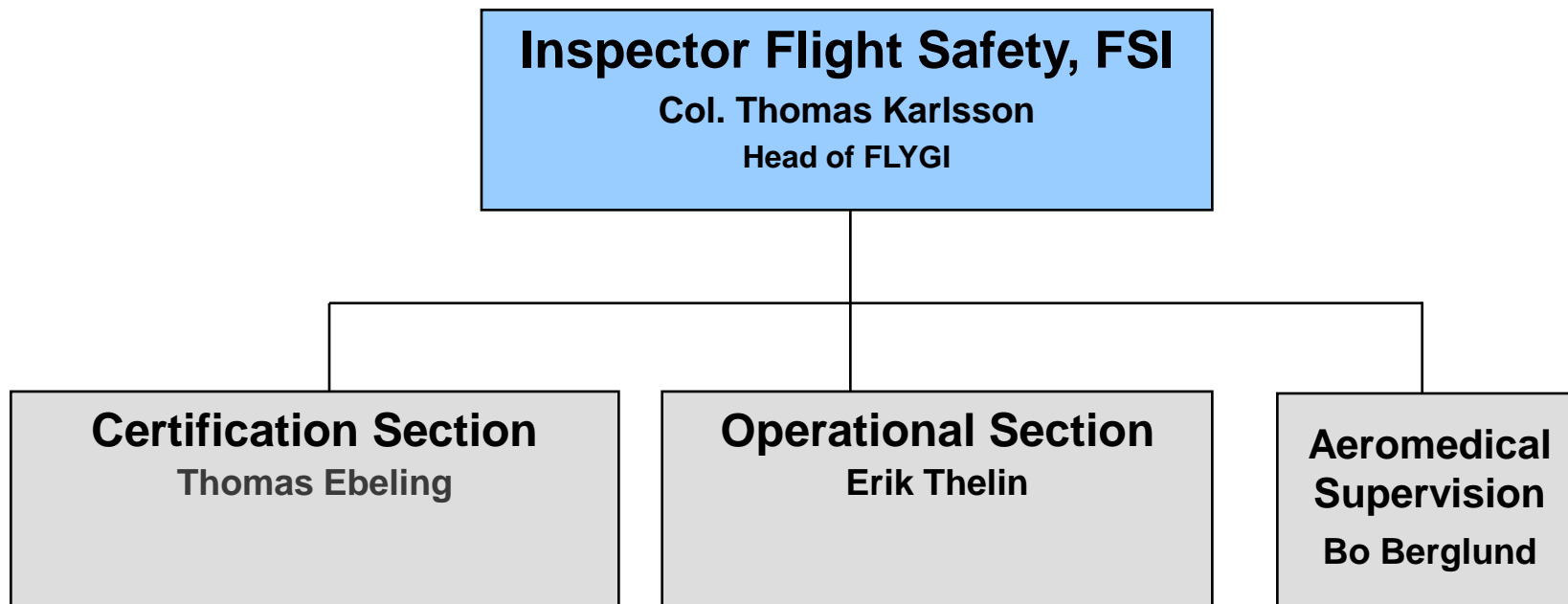
*...organised within the HQ,
subordinated to the Supreme Cdr,
although independent...*



Swedish Armed Forces Safety Inspectorate (including FLYGI)



Organisation of Military Aviation Safety Inspectorate - FLYGI



Swedish Military Aviation Safety Inspectorate (FLYGI)

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SWEDISH ARMED FORCES
MILITARY AVIATION SAFETY INSPECTORATE

Tasks and responsibilities of FLYGI/FSI (1/3)

- **Develop and maintain Rules for Military Aviation, RML** (as already presented)
- **Exercise Entry Control and Functional Supervision of operators and providers:**
 - Authorisation of (design, production, training, operator, maintenance etc) organisations
 - Acceptance of nominated post holders within organisations
 - After passed Entry Control: issuance of Military Aviation Document, stipulating Scope of work/Capability
Military Aviation Documents such as MDOA, MPOA etc.
 - Periodical audits (yearly)
 - Approval of organisational changes



Tasks and responsibilities of FLYGI/FSI (2/3)

- **Exercise Entry Control and Functional Supervision of aeronautical products including Material System [Military Aircraft System]:**
 - Issuance of Military Type Certificate, for aircraft, to organisation holding MDOA (level 3)
 - Issuance of Material System Clearance [Military Aircraft System Clearance], for Material Systems [Military Aircraft Systems] incl. aircraft, to organisation holding MDOA (level 2)
 - Approval of major design changes to the above
- **Issue Military Certificates of Airworthiness (CoA), Flight Test Permits (FTP) etc.**



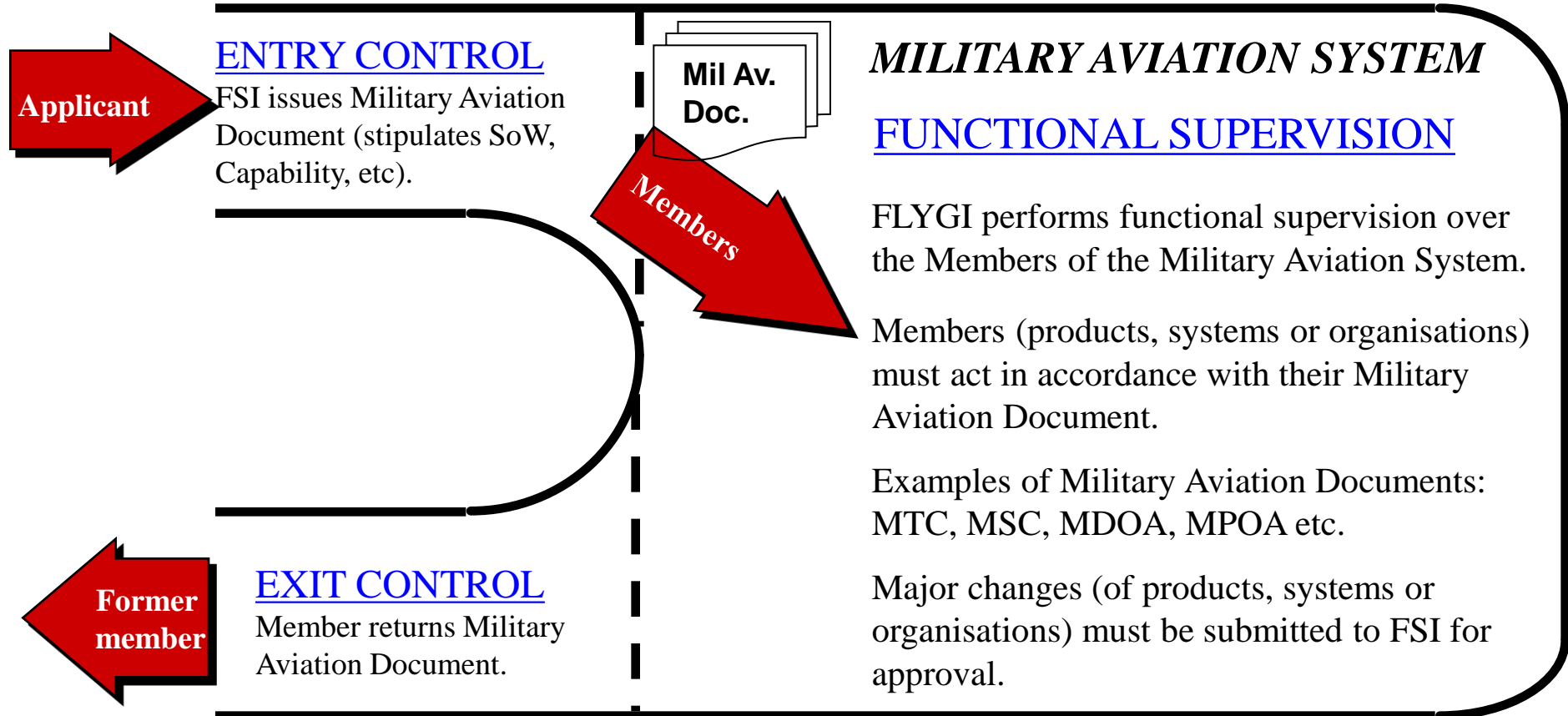
Tasks and responsibilities of FLYGI/FSI (3/3)

- **Issue certificates** for flight crew and maintenance personnel.
- **Possibility to withdraw Military Aviation Documents** for operators and providers as well as for aeronautical products if requirements of RML are not fulfilled and re-issue them after requirements are fulfilled again.
- **Issue Military Flight Safety Directives** when deemed necessary by FSI, e.g. to stop or limit use and/or activity under issued Military Aviation Document.
- **Perform Exit Control**
 - to handle "phase out" of a system or sub-system in a safe and controlled manner.
 - Non-valid Military Aviation Document must be surrendered to FLYGI.



Overview of FLYGI and the Military Aviation System

Rules of Military Aviation, **RML**, stipulates minimum requirements



Summary

- FLYGI was established by the Supreme Commander (SC) in 1997 and is organised directly below, with direct reporting to the Supreme Commander.
- FLYGI is the Swedish MAA, responsible for supervision (incl. Entry and Exit Control) of the Military Aviation System (MAS).
- When having passed entry control, the applicant becomes a member of the Military Aviation System (MAS), and a Military Aviation Document is issued by FSI, the Head of FLYGI
- The Military Aviation Document stipulates under which conditions the member has been authorised into the Military Aviation System (MAS).
- Examples of Military Aviation documents are Organisation Approvals (MDOA, POA etc), Military Type Certificates (MTC), Material System Clearances (MSC) [Military Aircraft System Clearances].
- Members of the aviation system are organisations, Material Systems [Military Aircraft Systems], products, personnel etc, within Armed Forces and FMV as well as industry.
- The SWE Rules of Military Aviation (RML) is a modern set of rules based on well established civil regulations with necessary military adjustments made, and with quality assurance requirements added.

