



Military Airworthiness Conference 2016 Summary

Conference Summary



- The implementation of a Performance Based Environment is an opportunity for military; civil-military cooperation is a key factor
- Oversight of national and foreign companies requires a safe and cost-efficient strategy. This can be achieved through recognition which is a cooperative, open, transparent and resource-saving process. Competence building is a key enabler in this regard.

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- EMARs will be used as much as possible for the MRTTC project as a common baseline to be used collectively by foreign Military Authorities in performing approval audits and issuing the necessary Organisational Approval Certificates.
- For A400M initial certification was achieved through civil-military cooperation. EMAR implementation and Mutual Recognition between NMAAs is key enabler for efficient continuing airworthiness process.

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- The EMARs are a very good “toolbox” for bilateral recognition.
- Continuous coordination among member states will allow the achievement of real benefits from the EMARs. This could represent a multiplying factor for pMS resources.

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- The European airworthiness effort embracing a robust system of mutual recognitions based on a common acceptance of the EMAR's is an enabler to develop the competencies and credibility of Airworthiness Authorities.

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- A harmonized way to manage safety in the military as well as industry has delivered a better collective understanding of safety mechanisms across the full spectrum of military activities.

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- Recognition is not a ‘silver bullet’. It does not waive the accountability of the recognizing authority and therefore requires transparency and active co-ordination.
- Harmonised regulations are a great idea, but only if used in the same way.

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- Recognition should build on an integrated approach embracing centralised higher level coordination functions and joint effort for expert level exchange and cooperation
- Recognition process offers the opportunity for a state to conduct a self assessment of their national airworthiness system. However, the process is complex and language can be a real challenge. A harmonised question set help to expose significant differences in civil and military airworthiness steps

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- The JMAAN PA MAAs will adopt EMAR 21 for the NH90 “design”. The full scope of national and international transition will take time, but it has been started.
- Norway is transitioning to the EMARs. The implementation requires a lot of resources for a small organisation, however there are considerable benefits from using only one regulatory set for many platforms.

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- The NATO Recognition Process will be launched as early as 2017 and will be prioritised (NATO Common Assets, NATO Allies, Partner and non-Partner Nations and then other states).
- FR DGA considers a Technical Authority's duty is to balance operational needs versus safety requirements and to fine-tune these requirements to design risks. Adapted rules for mission equipment airworthiness is a solution to address such a balance.

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- Mutual Recognition activities benefit from harmonised regulatory baseline of EMAR.
- Common and consistent implementation of EMARs into national regulation is now the most important issue for the success of the MAWA initiative.
- Enhanced role of EDA as the lead organisation further integrating key aspects of MAWA initiative could help the European Military Airworthiness Harmonisation to pursue next steps.



Thank you for your attendance!