



Military Airworthiness Conference 2018 Presentations Key Messages



MAC 2018 Presentations Key Messages

EMAR IMPLEMENTATION:

- There is a need for the Military Authorities to understand and take a view on this growing Combat Air Services Industry provided by civil contractors that operate in the “grey zone” in between CAAs and NMAAs.
- To get the benefits in a binational project, pMS need to consider EMARs as the only applicable standards for military Airworthiness.
- Prerequisite for implementing EMAR M is an in-depth understanding of the CAMO concept.

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EVOLUTION OF COOPERATION BETWEEN NMAAs:

- Next phase of harmonisation should focus on the establishment of a single European Military Airworthiness System based on a standardized implementation of EMARs.
- The lack of a permanent structure for Military Airworthiness is a Defense capability gap which could be solved in the context of PESCO.
- The provisions in the new EASA BR could potentially lead to benefits for Military due to the application of a worldwide recognized standards.

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PERFORMANCE BASED APPROACH:

- System safety would be better addressed if the whole predictive safety analysis included design errors related with software requirements and situational awareness, additionally to component failures.
- Performance-based Airworthiness requirements constitute a key enabler of the growth of Drone uses.
- International collaboration is crucial to support national ASIP activities.

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ADDITIONAL REFLECTIONS:

- Mutual recognition of NMAAs is the first step to take advantage of EMARs, but a full harmonized implementation and application is required to obtain operational gain and increase interoperability.
- The NRP is the cornerstone of the NAWP implementation. Optimization of the NRP with the various MAA-to-MAA recognition activities is essential to cope with scarce expert resources.
- EMARs present a global approach that can readily support Military platforms sourced from, and supported by, the US DoD.



Thank you for your attendance!