

European Military Airworthiness

The drive towards harmonised military airworthiness regulations

Background

In European civil aviation the European Aviation Safety Agency (EASA) ensures that all civil aircraft operating within Europe are airworthy and safe. The relevant legal framework is detailed in EU regulations.

For national sovereignty reasons, military and state operated aircraft are exempted from this legislation, with each Member State being responsible for ensuring that their aircraft are airworthy and can be flown safely.

Each EU Member State has thus developed:

- National Airworthiness regulations for overseeing the airworthiness of their military aircraft,
- resulting in little commonality between Member States' regulations,
- leading to barriers to achieving Pooling & Sharing opportunities in the military aviation domain.

The EDA Military Airworthiness Authorities (MAWA) Forum was established by Defence Ministers to harmonise the European military airworthiness regulations of Member States. The MAWA Forum comprises representatives from the Military Airworthiness Authorities of Member States and industry representatives and is chaired by the EDA.

Benefits

A common approach to the type-certification of military aircraft can act as a key enabler for future Pooling & Sharing activities. The interim results of an EDA initiated study underlined that harmonized certification procedures for military aircraft could generate:

- up to 20% cost savings, and
- up to 50% reduction in programme duration.

The benefits of developing a full suite of common military airworthiness requirements will offer tangible savings in terms of initial procurement costs and support more efficient and cost-effective collaborative programmes.



Current status

To date the MAWA Forum has developed and approved 3 European Military Airworthiness Requirements (EMARs) that cover:

- Initial Aircraft Certification
- Aircraft Maintenance
- Maintenance Training

Further EMARs for Maintenance Personnel Licensing and Airworthiness Management are being drafted. In addition, a Basic Framework Document (BFD) that contains the agreed airworthiness principles has been approved by 20 Member States.

Next steps

With some EMARs already approved, the following next steps are important:

- Implementation into national military airworthiness regulations;
- "Recognition" between Member States;
- Unlocking the potential opportunities for Pooling & Sharing in military aviation;
- Further momentum towards the creation of a 'European Military Joint Airworthiness Authorities Organisation (EMJAAO)', to optimise the 'recognition' process.

For more information: www.eda.europa.eu

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