



# **RECOGNITION FROM A PERSPECTIVE OF COOPERATIVE OVERSIGHT**

## **A MULTILEVEL APPROACH**

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# SUMMARY



- ☐ **MILITARY AIRWORTHINESS RECOGNITION: 1<sup>ST</sup> STEP**
- ☐ **COMMON REGULATORY FRAMEWORK: 2<sup>ND</sup> STEP**
- ☐ **EMARs IMPLEMENTATION**
- ☐ **THREE TIERED DEFINITION AND APPROACH**
- ☐ **KEY POINTS AND A POSSIBLE STRATEGY**



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# MILITARY AIRWORTHINESS RECOGNITION: 1<sup>ST</sup> STEP

- Respect National Sovereignty for each MAA
- Every NMAA shall operate within its Legal framework
- A formal act of recognition, based on:
  - a structured organisation
  - a regulatory capability
  - significant recognitions by other MAAs
- Political declaration 2008 for MR process



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# COMMON REGULATORY FRAMEWORK: 2ND STEP



**EMARs approved: a great step! ...but**

EMAR implementation is not at the same level among pMS

Implementation still has a wide range  
of understanding and implications

Adoption?

Application?

Means of Compliance?



# COMMON REGULATORY FRAMEWORK: 2ND STEP



Excellent tool

Adopted not only among  
MAWA Forum pMS

EUROPEAN MILITARY AIRWORTHINESS  
DOCUMENT

EMAD R

RECOGNITION PROCESS

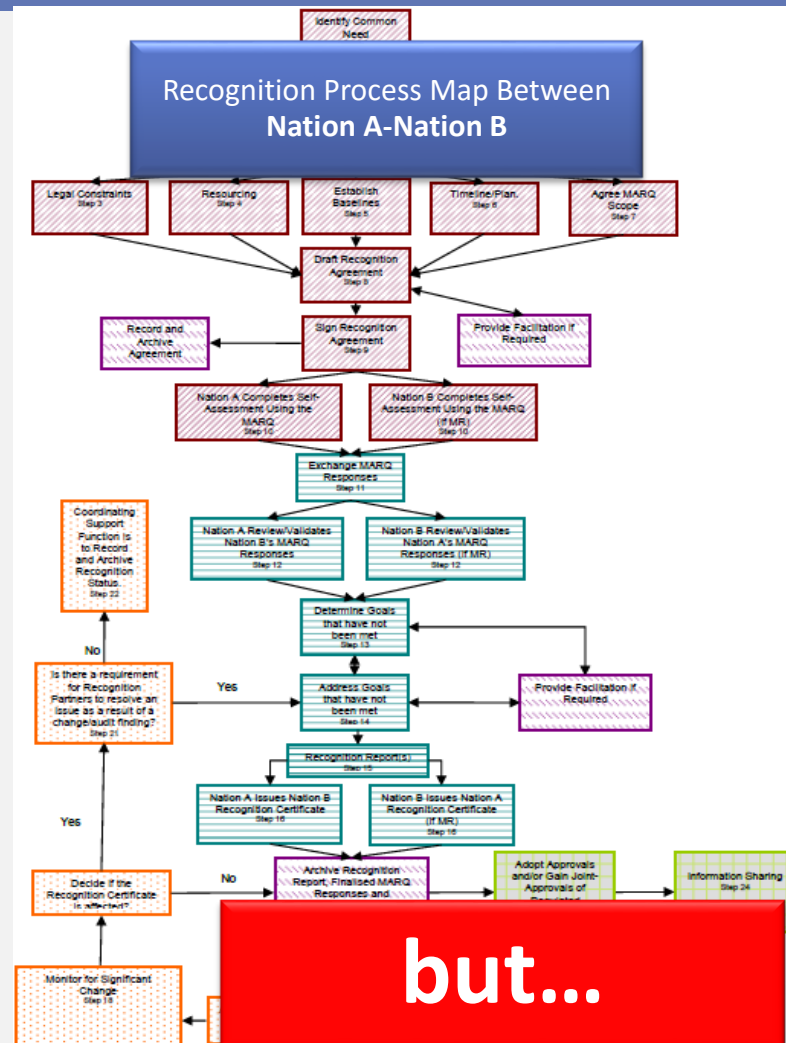
Process very  
detailed

Status Approved



MILITARY AIRWORTHINESS  
AUTHORITIES FORUM

EMAD R





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# EMARs IMPLEMENTATION



The process for gaining recognitions revolves around the completion of the

**MARQ**

**Airworthiness Authority (sub section A)**

**Airworthiness Inspection (B)**

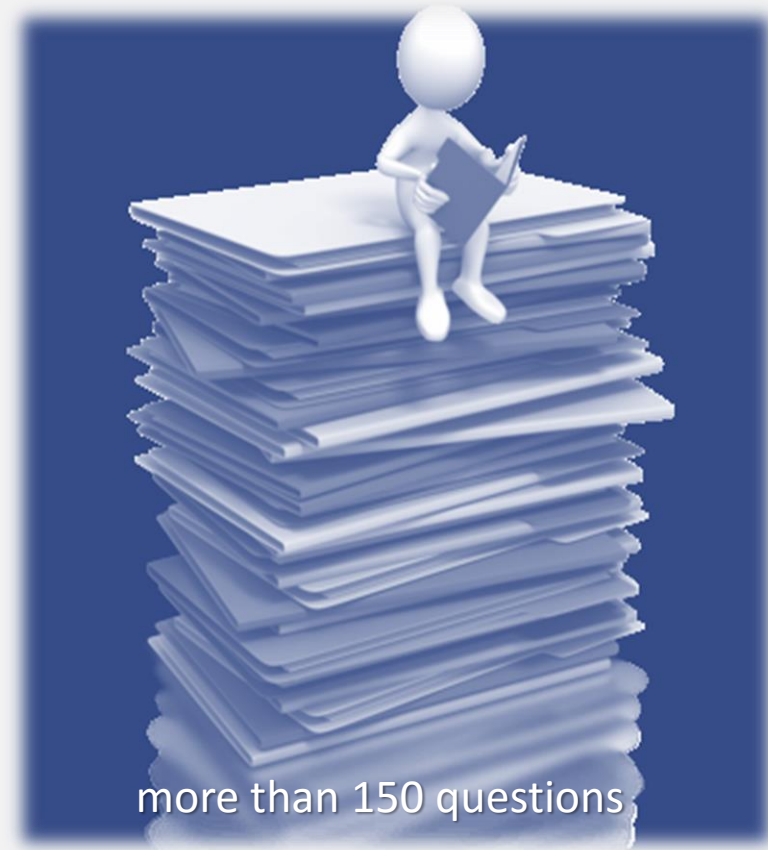
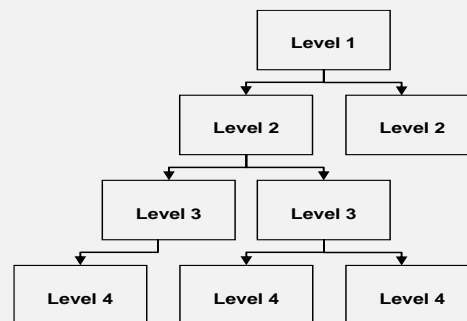
**Production Oversight (C)**

**Aircraft Certification (D)**

## MARQ SUB-SECTION A - AIRWORTHINESS AUTHORITY GOALS

Reference: EMAD R Edition 2.0 dated 29 June 15.

Completing Recognition Partner (RP)				Date Completed		
Reviewing RP				Comments Date		
MARQ Sub-Section A - Airworthiness Authority				Completing RP		Reviewing RP
Unlabeled where not used	On line or not	How Does RP Satisfy Goal	How Does RP Meet This Goal?	How Does The RP Meet This Goal?  Provide a Statement, including How the RP's Safety Goals in MARQ are met in the RP's work.  Complete All items and insert N/A if not done in past 12 months.	Signifi- cant find- ings	Comments (Steps 1.2 & 1.3 and Appendix (Step 1.4))
			RP Satisfy Goal			
1.1	1	The Authority provides the necessary resources and personnel to ensure the level of competence required for the performance of the duties and responsibilities of the Authority.	RP Satisfy Goal 1			
Critical Element Number 1 (CE 1) - Primary Aviation Legislation						
		A code for aviation regulations is provided to the Authority. The Authority is responsible for the interpretation and implementation of the regulations in the context of the Authority's duties and responsibilities.	RP Satisfy Goal 1			
1.1	2	The Authority is responsible for the interpretation and implementation of the regulations in the context of the Authority's duties and responsibilities.	RP Satisfy Goal 1			



more than 150 questions



# EMARs IMPLEMENTATION



What can NMAAs do to optimise their recognition activities?

## SCOPE OF RECOGNITION



The **process** and the set of **requirements** need to be accordingly adapted and tailored



## SELECTION OF MARQ QUESTIONS



# EMARs IMPLEMENTATION



## SELECTION OF MARQ QUESTIONS



Depth of confidence required by the product to be shared and accepted



NATO has recently issued an Airworthiness Policy with the intention to achieve confidence in the airworthiness of NATO aerial assets by using the Recognition of Airworthiness Authority



Range of applicability

- Initial aw
- Continued aw
- Continuing aw



Aircraft



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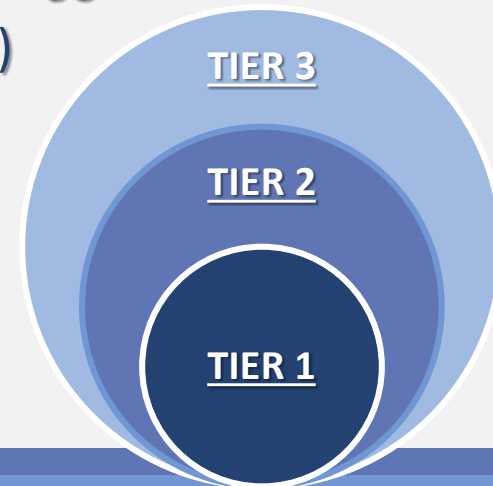


# THREE TIERED DEFINITION AND APPROACH



pre-arranged/agreed minimum requirements of recognition activities, resources and timelines

concept of a three-tiered recognition from the US National Airworthiness Council (mainly focused on the implementation of the Tier-1 recognition to support the compliance with US Department of Defence Directive 5030.61 Airworthiness Policy)





# THREE TIERED DEFINITION AND APPROACH

## TIER 1



**NMAA is exerting its own responsibilities and authority with due diligence**

**NMAA airworthiness governance is sufficient to guarantee an acceptable safety level.**



**Recognition requires the completion of a limited number of questions from MARQ**



**Confidence that personnel is cleared to fly foreign aircraft with an equivalent level of safety**







# THREE TIERED DEFINITION AND APPROACH

## TIER 2



Re-use the compliance assessment w.r.t. airworthiness criteria already performed by the recognised NMAA on a specific airworthiness product

Airworthiness certification basis to support issuing of Military Type Certificate and/or Military Supplemental Type Certificate



Organisation Approval requirements



Airworthiness criteria for a major change to Military Aircraft Type Certificate.



# THREE TIERED DEFINITION AND APPROACH

TIER 2



Simplify processes and reduce the associated resources and time required to grant approval to organisations or products and to reuse verification already performed by the Recognised NMAA







# THREE TIERED DEFINITION AND APPROACH

## TIER 3



Fully recognise other NMAA airworthiness products without performing any additional assessment nor requesting additional airworthiness evidence or artifacts



Tier Three Recognition requires completion of Tier Two Recognition.



A deeper analysis and assessment is recommended on NMAA Safety Management System, Safety Requirement definition processes and Safety assessment methodologies and process



Requires a complete trust on the recognised NMAA



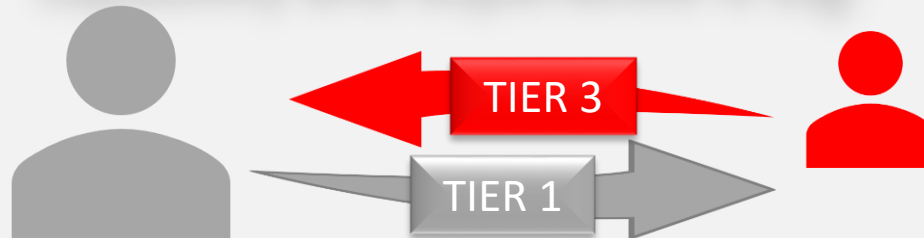
# THREE TIERED DEFINITION AND APPROACH



Different levels of Recognition are useful when the NMAAs involved in the same MR have different scope.



That is the case when the gap of capability and experience is big.



The scope of recognition could be: level/tier 3 for one NMAA and level/tier 1 for the other one. In this case a small NMAA can approach the MR with the scope to Recognise level/tier 3



# THREE TIERED DEFINITION AND APPROACH

**Tier one gives also small or recently established NMAAs the opportunity to test during the Mutual Recognition with an experienced NMAA the compliance of their own regulatory framework, even partially implemented or made applicable to limited fields**

**(e.g. no mature capability in the domain of initial aw, but sufficient experience and reliability in the continuing aw approval and oversight).**



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# KEY POINTS AND POSSIBLE WAY AHEAD

- The process of Mutual Recognition shall be **STANDARDISED** in order to improve its speed and efficiency. The **MULTILEVEL RECOGNITION** can be one of the possible solutions.
- The recognition process become easier to be accomplished if national regulations are already based on **EMARs ADOPTION** (EMAR-like structure and English language translation)
- The progressive harmonisation should be extended to technical and administrative standard **PROCEDURES FOR COOPERATION AND MUTUAL SUPPORT** (e.g. STANAG 4107 within NATO Allies).



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## Questions?