



Recognition - What Next?

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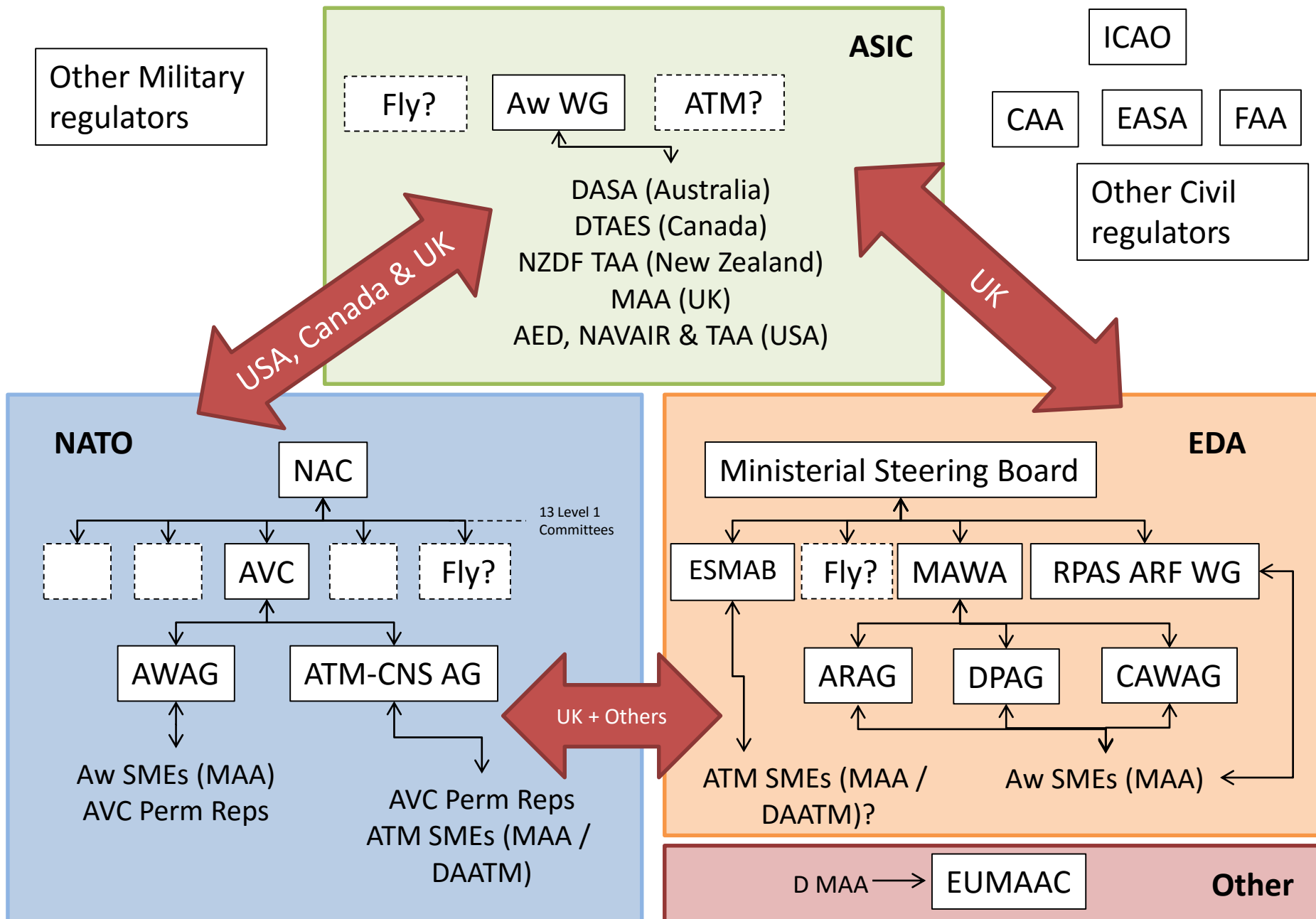
Head Of Regulations and Certification.

Flavours Of Recognition

- **European Defence Agency Military Airworthiness Authorities European Military Airworthiness Requirements Recognition (EDA MAWA EMAD R).**
- **Air and Space Interoperability Council Airworthiness (ASIC AW) Air-Standard 2003.**
- **USA Tier 1 Recognition**
 - **Linked to Department of Defense Directive 5030.61.**
- **NATO Recognition**
 - **Linked to NATO Airworthiness Policy.**

There are different forms of recognition





Reasons for Recognition

- **Reuse another Military Regulators:**
 - Certification artefacts / evidence.
 - Organization approvals.
- **Gain 'confidence' in the airworthiness of another Nation's military aircraft.**
- **To provide Force Commanders with some airworthiness assurance regarding their staff flying in foreign aircraft.**
- **To enable interoperability for Force Commanders regarding aircraft Maintenance and Flight servicing**

Current Scope Of Recognitions

■ EDA MAWA EMAD R = MARQ 4 x Sub-Sections:

- Sub-section A : Airworthiness Authority.
- Sub-section B : Airworthiness Inspection.
- Sub-section C : Production Oversight.
- Sub-section D : Aircraft Certification.





Current Scope Of Recognitions

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 - Sub-section C : Production Oversight.
 - Sub-section D : Aircraft Certification.
- **ASIC AIR Standard AW 2003**
 - All 4 x sub-sections from above.
 - Plus Sub-Section 1.5 : Operational Assessment.
- **NATO recognition**
- **ESMAB and Single European Skies**

Chicago Convention & ICAO

- The Convention on International Civil Aviation, drafted in 1944 by 54 nations.
- More commonly known as the 'Chicago Convention' led to the creation of the specialized agency which has overseen it ever since - the International Civil Aviation Organization (ICAO).
- 19 Annexes containing the Standards and Recommended Practices (SARPs).

Annex 1	Personnel Licensing
Annex 2	Rules of the Air
Annex 3	Meteorological Service for International Air Navigation
Annex 4	Aeronautical Charts
Annex 5	Units of Measurement to be Used in Air and Ground Operations
Annex 6	Operation of Aircraft
Annex 7	Aircraft Nationality and Registration Marks
Annex 8	Airworthiness of Aircraft
Annex 9	Facilitation
Annex 10	Aeronautical Telecommunications
Annex 11	Air Traffic Services
Annex 12	Search and Rescue
Annex 13	Aircraft Accident and Incident Investigation
Annex 14	Aerodromes
Annex 15	Aeronautical Information Services
Annex 16	Environmental Protection
Annex 17	Security: Safeguarding International Civil Aviation Against Acts of Unlawful Interference
Annex 18	The Safe Transport of Dangerous Goods by Air

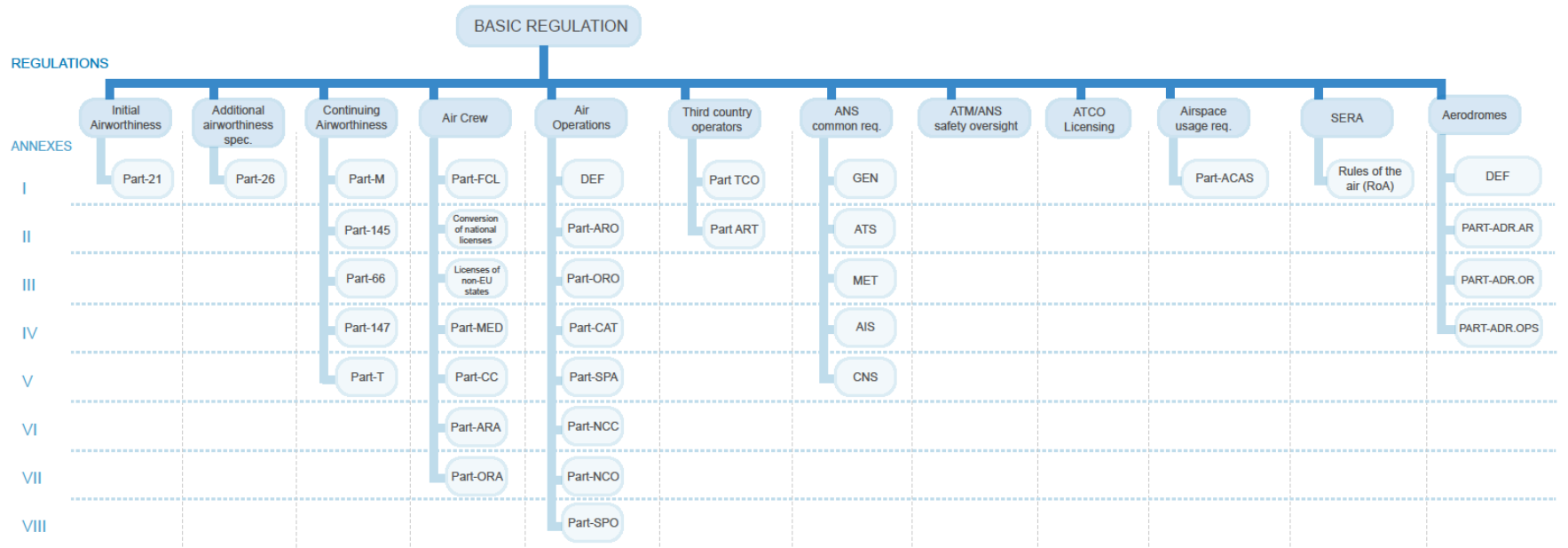
Future Scope Of Recognitions? #1

■ Use EASA Regulatory Structure to decide?

Regulations Structure

Each Part to each implementing regulation has its own Acceptable Means of Compliance and Guidance Material (AMC/GM). These AMC and GM are amended along with the amendments of the regulations. These AMC/GM are so-called 'soft law' (non-binding rules), and put down in form of EASA Decisions. A comprehensive explanation on AMC in form of questions and answers can be found on the FAQ section of the EASA website.

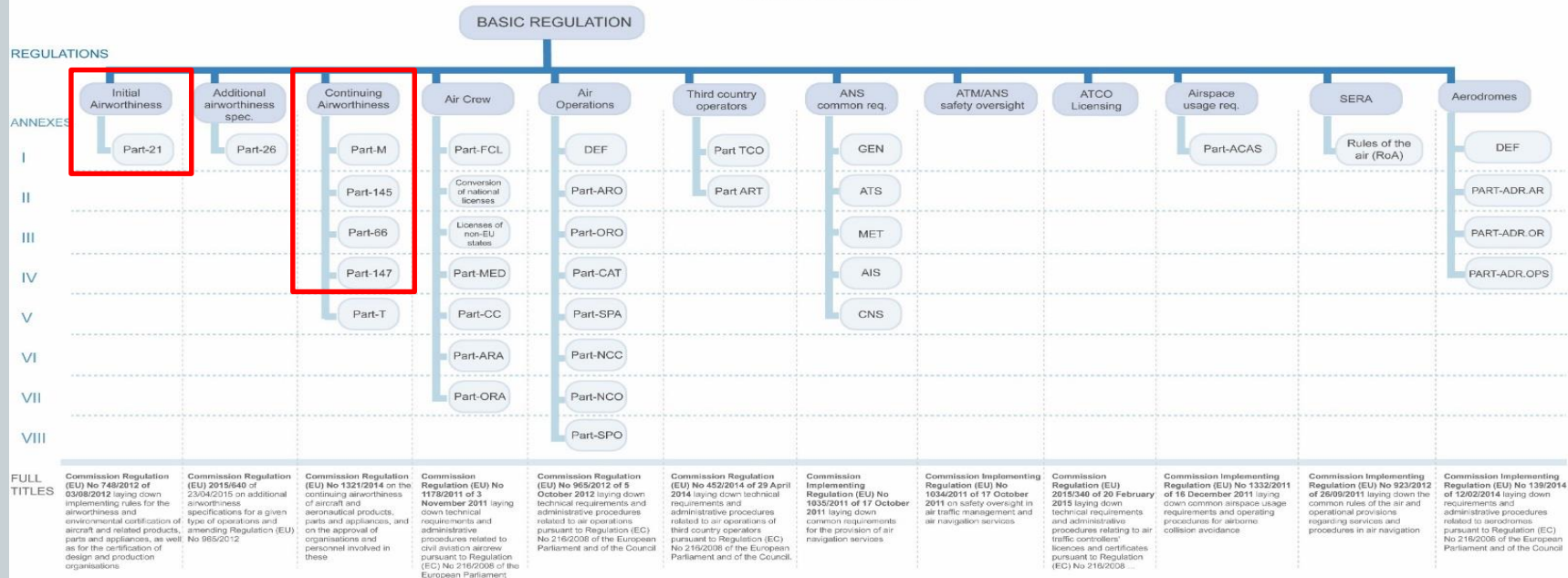
Furthermore, Certification Specifications are also related to the implementing regulations, respectively their parts. Like AMC/GM they are put down as Decisions and are non-binding.



■ Plus military aspects : Air Shows? Airdrop? Parachuting?

EASA

Regulations Structure



Future Scope Of Recognitions?

■ Tiers

- Care needed to ensure a 'Recognition' remains an Authority to Authority activity.

■ Reflecting NATO 'Total Approach to Aviation' Building on STANAGS

■ Workload considerations?

- NETMA nations Typhoon work regarding Design changes.
- French initiative to hold Recognition presentations with a group of Nations. And Germany in October.

■ Avoid 'Science Projects' only resulting in a Certificate on the wall.

Future Scope Of Recognitions? #2

■ Air Transport

- Common types
- Existing initiatives

■ Air Shows:

- For visiting, especially display, aircraft who 'guarantees' the:
 - Airworthiness.
 - Pilot training and currency.
- Is the MAA of the hosting country perceived as responsible and liable?



Factors To Consider... #1

■ Provenance:

- ICAO
- EASA but not an exact match – terminology

■ Credibility: MAWA usp

- Expansion of Recognition integrated into known process document (i.e. EMAD R).
- Peer Review and acceptance.

■ Appropriateness:

- Alternatively, use a Memorandum of Understanding or Government to Government interoperability agreement.

Factors To Consider... #2

- Nations rights to govern their own military aviation:
 - Open 'templates' rather than mandated 'standards'.
- Involvement of Industry.
- Legal aspects of Recognition:
 - Especially if working with Nations whose Military Aviation Regulation is not encapsulated in their national law.
- Workload:
 - Does 'benefit' outweigh 'cost'?



Questions