

# NATO Recognition Process

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Briefing to  
**EDA's MILITARY AIRWORTHINESS  
CONFERENCE**  
**Athens, 11 & 12 Oct 2017**

- **NATO Airworthiness Policy (NAWP)**
- **NAWP Implementation Plan (IP)**
- **NATO Recognition Process (NRP)**
- **NATO Pilot Project**
- **NRP Supporting documentation**
- **Way ahead for NRP implementation**
- **Proposals for NRP optimization**
- **Conclusion**

- **NAWP: drafted by the Airworthiness Working Group (AwWG)**
  - **Approval by the North Atlantic Council (NAC) on 18 JUL 2013**
  - **Together with the designation of the Director of the Armaments & Aerospace Capabilities (A&ACAP) in the Defence Investment Division (DI) of the International Staff (IS) as **NATO Airworthiness Executive (NAE)****
- **Consequence: the Air Traffic Management Committee (ATMC) became the **Aviation Committee (AVC)****
  - **Activated on 01 JAN 2016**
    - **Together with the **Airworthiness Advisory Group (AWAG)****
    - **Total System Approach to Aviation**
- **Approval of the NAWP Implementation Plan by the NAC on 01 JUL 2016**

- Aircraft certification is a sovereign responsibility (para 3)

👉 **The NAE is not an Airworthiness Authority**

- Applicability (para 7):

- all aeronautical products, parts and appliances
- owned, leased, rented or chartered

- by NATO



- by Member, non-Member, or Partner Nations and operated on behalf of NATO



👉 **Out of the scope:** all aspects of flight operations, such as operational procedures, flight standards, operator training, aircrew qualification and licensing, and aerospace control operations (para 8)

- All aeronautical products, parts and appliances provided on behalf of NATO shall be (para 9):
  - **certified as airworthy** by a NATO recognized airworthiness authority;
  - properly **controlled** in accordance with **approved continued airworthiness provisions**;
  - **operated** and **maintained** in accordance with **approved continuing airworthiness provisions**.
- ↪ Ensure airworthiness related materiel **risk process** exists (para 12)
- All work associated with the airworthiness process shall be performed by **authorized individuals** employing **approved processes** within **organizations accredited/approved** by a NATO recognized airworthiness authority (para 10)

## ■ AVIATION COMMITTEE (AVC)

Responsible to the NAC to develop, represent and promote consensus views on NATO policies, programmes and capabilities in the ATM, AW domains and any aviation domain as necessary.

## ■ ATM-CNS ADVISORY GROUP

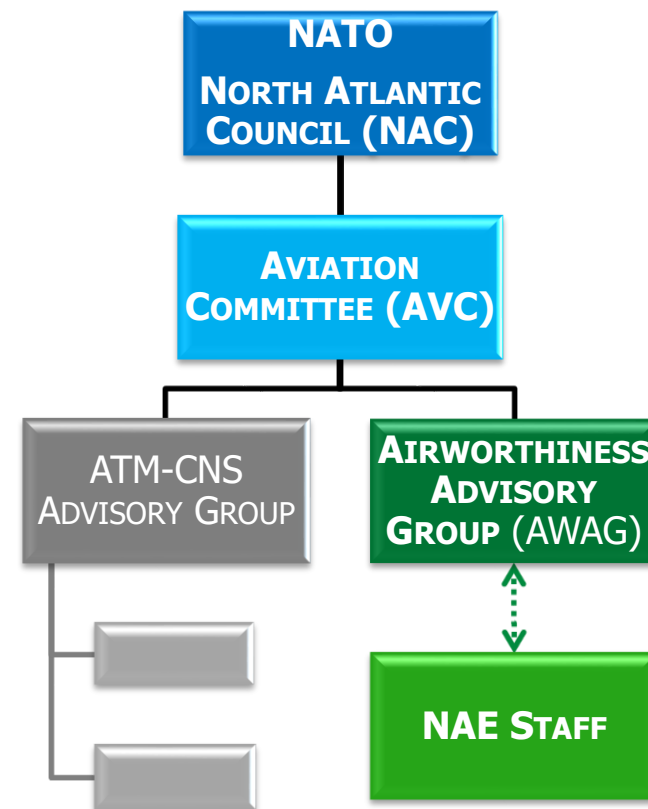
Provides guidance and standards on ATM-CNS-Airfields and related matters.

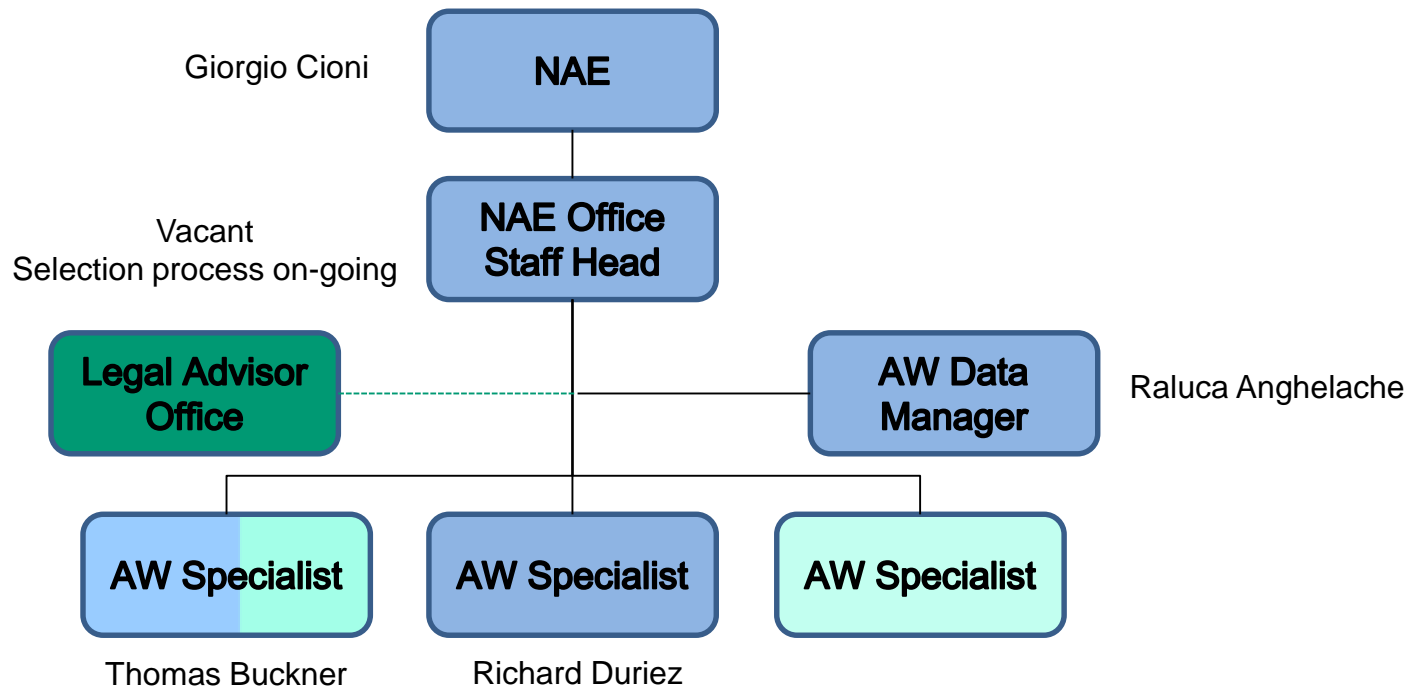
## ■ AIRWORTHINESS ADVISORY GROUP (AWAG)

Provides guidance and standards to support the NAE and AVC in implementing the NAWP.

## ■ NATO AIRWORTHINESS EXECUTIVE (NAE) / NAE STAFF

Develops, conducts and maintains records of NATO AW recognition activities; maintain AW liaison within NATO and with national and international AW organizations and entities.





👉 AWAG and NAE Staff seek assistance in identifying **funding** or **Voluntary National Contribution (VNC)** for these 1,5 AW Specialist vacancies

➤ Call for nominees with job description issued on 9 DEC 2016

NAWP IP: “The AWAG will develop a NATO Recognition Process”

- **Draft NRP noted by the AVC on 21 APR 2017 to be tested against a pilot project and refined if necessary**

## NRP Steps:

- **Step 1: Identify National AA to be assessed** ⇐ NAE Staff
- **Step 2: Assemble a NATO Assessment Team (NAT) and select NAT Lead** ⇒ to be approved by AWAG
- **Step 3: Research the National being assessed** ⇐ NAT
- **Step 4: Determine POC for the NRP** ⇐ NAT Lead or NAE Staff
- **Step 5: Develop NATO Recognition Plan (RP)** ⇐ NAE Staff + AA  
↳ to be signed by the AA and the NAE
- **Step 6: Carry out NATO Recognition Survey (NRS)** ⇐ AA + NAT
- **Step 7: Prepare NATO Assessment Report (NAR)** ⇐ NAT
- **Step 8: Carry out NAR concurrence**  
↳ NAT Members ⇒ AWAG ⇒ NAE ⇒ AVC
- **Step 9: Issue NATO Recognition Certificate (NRC)** ⇐ NAE



## What the NRP is and what it is not

- **Goal : determine if the Airworthiness System implemented by a national AA is sufficient to satisfy para 9 and 10 of the NAWP**
  - Airworthiness System: a national AA and its supporting regulatory framework
- ↪ **Gain confidence in the life cycle airworthiness (AW) governance performed by that AA, including existence of and adherence to policy, empowerment of qualified people, execution of processes, and appropriateness and availability of tools**
- ☞ **It is neither an evaluation of individual aircraft airworthiness nor an effort to accept artefacts issued by the AA for organisation approvals and aircraft certification for NATO use**

## **Assessed AA: provide the information requested in the NRS**

- **National AA Airworthiness System Overview**
  - **Guidance for developing the presentation**
  - **AA Characteristics and Responsibilities Guidance**
- **MARQ Responses** (Military Authorities Recognition Questionset)
  - **EMAD R ed. 2.0 Annex D**
- **Additional information**
  - **e.g. prior recognition(s)**

## **NAT:**

- **On-desk assessment** (prior recognition(s) to be considered by the NAT)
- **Request clarifications if necessary**
- **On-site assessment if necessary** (2 to 3 days)


### Test the NRP against the assessment of MAA-NLD



- On-desk assessment APR-JUN 2017
- On-site visit: 11-13 JUL 2017



### Return of experience

- The less information from the National AA Airworthiness System Overview, the more requests for clarification
- Danger to benchmark against the EMAR
- Some Safety Goals are met by the MOD  through tasks carried out by or shared with other MOD organisations, allowing to reach an equivalent level of safety
- Prior recognition: 50% commonalities with US recognition report, same recommendation but differences in the conclusions



## ■ Refined NRP

- under consultation until 29 SEP 2017

## ■ NRP Manual

⇒ NAE, NAE Staff and NATs






- NRP practical tool derived from NRP with the addition of guidance
- Incorporating annexes with:
  - NAT Nomination Package
  - NATO Recognition Plan (RP) template
  - NATO Recognition Survey (NRS)
  - NATO Assessment Report (NAR) template
  - NATO Recognition Certificate (NRC) template
- under consultation until 29 SEP 2017

## ■ NAE Manual

⇒ NAE and NAE Staff

- Description of NAE and NAE Staff activities

## NRP: Provisions to limit the assessment of CAAs to the minimum

- A/C registered in US: 
  - NATO Recognition of FAA without further assessment
- A/C registered in one EU country, NO, CH, IC or LI:   
  - NATO Recognition of EASA + 32 CAAs without further assessment
- A/C registered in CA: 
  - NATO Recognition of TCCA without further assessment
- A/C registered in other countries:
  - Operating into, within or out of US: AOC + FAA Foreign Air Carrier Permit further to IASA evaluation of CAA
  - Operating into, within or out of EU, NO, CH, IC or LI: AOC + EASA TCO Authorization (up to date list on EASA website)
  - Operating into, within or out of CA: AOC + TCCA FAOC
  - All other cases: NRP








## Pending AVC approval of the NRP

- i.a.w NAWP IP  $\Rightarrow$  graduated approach to conduct NRP with:
  - a. AAs identified for NATO Affiliated Assets:
    - NAPMA and HQ NAEW&CF  $\Rightarrow$  NE-3A
    - NTA/AA Hungary  $\Rightarrow$  C17
    - DAAA Italy  $\Rightarrow$  AGS
  - b. The 27 remaining NATO nations AAs
  - c. Partner and non-Partner nations who intend to contribute aviation assets to NATO operations
  - d. AAs of other nations who provide aviation assets to NATO on a case-by-case basis (e.g. one-time lease, etc.)



## Way ahead for NRP implementation

### Pending AVC approval of the NRP

- Further to last AWAG meeting: NMAA nominations for NRP requested to establish the AWAG Action Plan for 2018
  - GE LufABw  is ready for Q1/2018
  - FR DSAÉ   and DGA  invited 8 NMAAs and the NAE Staff to an assessment with an on-site visit in May 2017
    - A NAT will carry out an on-desk assessment and confirm whether an on-desk assessment is necessary
  - CA DTAES  is ready for 2018
  - Recommendation to nominate NMAAs that have performed Recognitions for their own national purposes, in order to further substantiate the use of their Recognitions as additional information in support of NATO Recognition


## Proposals for NRP Optimization



### Use of prior recognitions – Proposals to the AVC and the AWAG

- In line with the Statement on the implementation of Joint EU-NATO declaration
- Anticipated in the NAWP IP and the NRP
- **Using the results of Prior Recognitions is feasible provided that:**
  - the reports of the assessments are available in English or French, and are formally releasable to the NAT, the AWAG and the NAE Staff.
- **Proposals (to be further discussed with AWAG members):**
  - Re-Use Of Prior Recognitions : At least one of the SMEs involved in the prior NMAA to NMAA Recognition is a member of the NAT to assist with NATO Recognition assessment (and to help inform whether a face-to-face visit is necessary).
  - Use Of Future Recognitions : Conduct a simultaneous NMAA to NMAA Recognition and NATO Recognition, with at least one SME from the Recognizing NMAA being a NAT Member.




- **The NAE Staff will participate to the Recognition Workshop organized by the GE LufABw  in Cologne on 22-23 NOV 2017**
  - **As the objective is to increase the efficiency of Recognition through**
    - **common understanding,**
    - **standardization and**
    - **synchronisation**

**of Recognition activities between NMAAs**
- **Common understanding: what the NRP is and what it is not**
- **Standardization: some parts of the NRP Manual could be reused**
- **Synchronisation: possible with the proposal to conduct a simultaneous NMAA to NMAA Recognition and NATO Recognition, with at least one SME from the Recognizing NMAA being a NAT Member**

- **The NATO Recognition Process (NRP) is the major building of the NATO Airworthiness Policy Implementation Plan (NAWP IP)**
- **Airworthiness ensured by NATO Recognized MAAs and CAAs is a key enabler for the success of the Total System Approach to Aviation, mainly for safety**
- **Optimization opportunities through synergies between the NRP and MAA to MAA Recognitions to compensate for scarce experienced resources**

## Q & A



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