**Military Airworthiness Conference 2017
Presentations Key Messages**

MAC 2017 Presentations Key Messages

<u>EMAR IMPLEMENTATION</u>:

- Quantifying EMAR implementation can be used as a key to enhance the decision making process in harmonizing European Military AW framework.

- EMAR implementation leads to a fully controlled airworthiness environment for design, manufacture and operation of military products.

- The implementation of the requirements for a CAMO can be done in many ways; there is no single best solution.

- Recognition of other airworthiness authorities and use of their products is complex but can be achieved.

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RECOGNITION:

- Enhancing the European/Multinational network of the MAAs seems to be the necessary and appropriate answer for the development of common military aeronautical programmes, for more interoperability, and to defend the military interests through the essential dialogue with the CAAs, especially in the context of the future Single European Sky. But this enhancement needs to **accelerate the current recognition process** and to be based on **common airworthiness references**.

- A Quality System at Authority level is required and further standardization and rationalisation of the audit process is needed.

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RECOGNITION:

- Standardisation of the recognition process through the definition of different levels can enable NMAAs achieving their goals and receiving high benefits, saving time and effort and using certification products released by a recognised NMAA.

- A more harmonised and stepwise recognition process with multiple interested Authorities would follow the EMAD-R principle "Look & Compare" and save time and effort for all involved Authorities.

- Nations need to consider to extend their harmonization efforts to other Aviation domains.

- The NATO Recognition Process (NRP) is the essential tool for implementing the NATO Airworthiness Policy (NAWP).

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ADDITIONAL REFLECTIONS & RPAS:

- To implement a Performance-based scheme, the safety system maturity of the organization and its stakeholders needs beforehand to be assessed and established, as well as adequate and sufficient resources to be allocated.

- Successful implementation of SMS in the military Airworthiness domain will benefit from the features of a coordinated and harmonized approach, ensuring a common standard coordinated through a central organisation.

- There are different ways to reach the equivalent level of safety which will secure military operations also in the common airspace.

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ADDITIONAL REFLECTIONS & RPAS:

- Internal Loads and HUSL are strongly related to the Airworthiness of the aircraft carrying those loads and compliance with the NATO regulatory framework is paramount to guarantee interoperability and an efficient use of scarce expertise

- Although an existing certification specification and relevant aviation standards are available and accepted, a significant amount of time and effort must be invested to agree the certification base for a complex product (MALE RPAS) in a multinational environment.

- Military authorities shall have a common position towards civilian authorities in regard of Air Traffic Integration.

- RPAS Categorisation and certification criteria have to be tailored to the type of operations.

Thank you for your attendance!