

# The Regulatory Challenges of Air Support Contracts



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UK MAA

# A Little History

- The Requirement
- Financial
- 2 Billion \$ business
- Regulatory gaps



# A Little History

- The Requirement
- Financial
- 2 Billion \$ business
- Regulatory gaps
- Today's Challenge

## USAFE SELECTS ATAC FOR JTAC SUPPORT CONTRACT IN EUROPE

Company Provides Commercial Air Services supporting Airborne Fighter Requirements for DoD

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NEWPORT NEWS, Va., (September 29, 2011) – United States Air Forces in Europe (USAFE) has selected ATAC (Airborne Tactical Advantage Company) to win a heavily competed Joint Terminal Attack Controller contract in Germany. ATAC, the U.S. leader in outsourced tactical airborne services for 16 years, has been awarded the flying contract for Close Air Support (CAS), Joint Terminal Attack Controller (JTAC) training in support of USAFE, Warrior Preparation Center (WPC), and Air Ground Operations School (AGOS). Flying will be conducted primarily in Germany over the course of the 4-year contract.

Joint Terminal Attack Controllers (JTACs) have become crucial links in the targeting chain for US forces overseas and ongoing contingency operations, often meaning the difference between life and death for troops on the ground. ATAC's services will be pivotal in the qualification of combat JTACs authorized to perform terminal attack control and the recognized experts in directed release of ordnance during covert and non-covert operations. ATAC anticipates offering Intelligence, Reconnaissance and Surveillance (ISR) in the future to complement training.

ATAC currently trains JTACs for the USAF in Hawaii, Joint Special Operations Units at MCAS Yuma, Arizona, for the USMC at multiple locations within the United States, and for the USN at Naval Air Station Fallon, NV. From ATAC's President, Jeffrey Parker, "We're pleased to have been selected by USAFE and look forward to deploying our experienced team to support the Air Force in Germany. ATAC operates a fleet of 32 tactical aircraft and anticipates simultaneous operations both in Europe and the United States in support of Air-to-Ground training requirements. This award confirms ATAC's vision "To be the recognized industry leader for tactical aviation training to US and allied militaries worldwide, delivering cost-effective, continually advancing capabilities".

### ABOUT ATAC

Operating since 1996, ATAC now saves more than \$80 million in annual training costs for DoD. ATAC has flown over 24,000 flight hours training U.S. forces, providing cost-effective advanced training. ATAC is the only civilian tactical airborne services provider approved to train at the Navy Fighter Weapons School (TOPGUN) and the Navy Strike Air Warfare Center, and also is the only civilian entity approved to fly against U.S. Air Force F-22 Raptors. The Company is headquartered in Virginia.



# A Salutary Lesson --Yuma Hawk



# The Issues

## ■ Airworthiness

- Certification
- Registration
- Design

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## ■ History

- Fatigue/hours
- Usage



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## ■ History

- Fatigue/hours
- Usage

## ■ Designer Support

- Missing
- Crew Systems

# The Issues

- **Modifications**
  - **Weapons /Pods**

# Modifications



VS



北大路機関 棟名研究室

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  - Flying and Engineering
  - Background
- **Flying Supervision**

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- **Modifications**
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- **Flying Supervision**
- **Liability**



# Potential Solutions

- **USAF COCO – 2 Stage Process**
  - Type History
  - Airworthiness arrangements
  - Leads to risk classification
- **Followed by contract based safety assessment**
  - Training
  - Maintenance
  - Location
  - Supervision –Government Flight Rep
- **Leads to Military Flight Release**

# UK Challenge - ASDOT

- 7000 Hours/Year contract
- Covers Air to Air /Target towing /EW /JFAC/Ship attack
- Scale and Risk to Life will attract huge scrutiny

# The Solution

- **MRCOA- Military Registration**
- **Categories**

Concept	Assessment	Demonstration	Manufacture	In-service	Disposal (Transfer)
<b>Development (Military Operated)</b> <i>Air Systems which are 'in development' (ie not yet in-service wrt <u>CADMID</u>) and operated by a Military AOA</i> <ul style="list-style-type: none"> <li>• Military Owned or MRCOA</li> <li>• Military Operated (Military AOA)</li> <li>• Military ADH</li> <li>• MPTF</li> <li>• ASSC Strategy and Acquisition Basis (Owned by Sponsor/SRO - ASSC Manager)</li> <li>• Live ASSC for T&amp;E Flying (Owned by T&amp;E ODH)</li> </ul>				<b>In-Service (Military Operated)</b> <i>Air Systems which are 'in-service' (ie being employed as intended wrt <u>CADMID</u>) and operated by a Military AOA</i> <ul style="list-style-type: none"> <li>• Military Owned or MRCOA</li> <li>• Military Operated (Military AOA)</li> <li>• Military ADH</li> <li>• RTS (or potentially MPTF)</li> <li>• Live ASSC (Owned by ODH)</li> </ul>	
<b>Development (Civilian Operated)</b> <i>Air Systems which are 'in development' (ie not yet in-service wrt <u>CADMID</u>) and operated by a Civilian AOA</i> <ul style="list-style-type: none"> <li>• Military Owned or MRCOA</li> <li>• Civilian Operated (Civilian AOA) - CFAOS</li> <li>• AM(MF)</li> <li>• MPTF</li> <li>• ASSC Strategy and Acquisition Basis (Owned by Sponsor/SRO - ASSC Manager)</li> <li>• Live ASSC for T&amp;E Flying (Owned by AM(MF))</li> </ul>				<b>In-Service (Civilian Operated)</b> <i>Air Systems which are 'in-service' (ie being employed as intended wrt <u>CADMID</u>) and operated by a Civilian AOA</i> <ul style="list-style-type: none"> <li>• Military Owned or MRCOA</li> <li>• Civilian Operated (Civilian AOA) - CFAOS</li> <li>• AM(MF)</li> <li>• MPTF</li> <li>• Live ASSC (Owned by AM(MF))</li> </ul>	
<b>Special Case Flying (Operating on Non-MOD tasks):</b> <i>Aircraft on UK Military Aircraft Register, but not operating for MOD-Benefit, and operated by a Civilian AOA. Note: may be during any or all phases of <u>CADMID</u>,</i> <ul style="list-style-type: none"> <li>• MRCOA (unlikely to be Military Owned)</li> <li>• Civilian Operated – CFAOS (unlikely to be Military AOA)</li> <li>• AM(MF)</li> <li>• Contractor's Flight Limitations Document</li> <li>• ASSC Strategy and Acquisition Basis (Owned by Contractor) – if/as required to support subsequent flying on UK MAR</li> <li>• Live ASSC for Flying aspects (Owned by AM(MF))</li> </ul>					

# The Solution

- **MRCOA- Military Registration**
- **Categories**
- **Enhanced surveillance through Air System Safety Case**

# Food for thought

- Common standards
- Work closely with Civil Regulators/ US Military
- Avoid the flag of convenience





Military Aviation Authority

**MAA**

The

Guide to

MAA

Regulation

**You Get What You Pay For!**

Military Aviation Authority

**MAA**

Centre of Air Safety Training

# Questions

