

Oversight over European Defence Industry – a National or Joint Responsibility?

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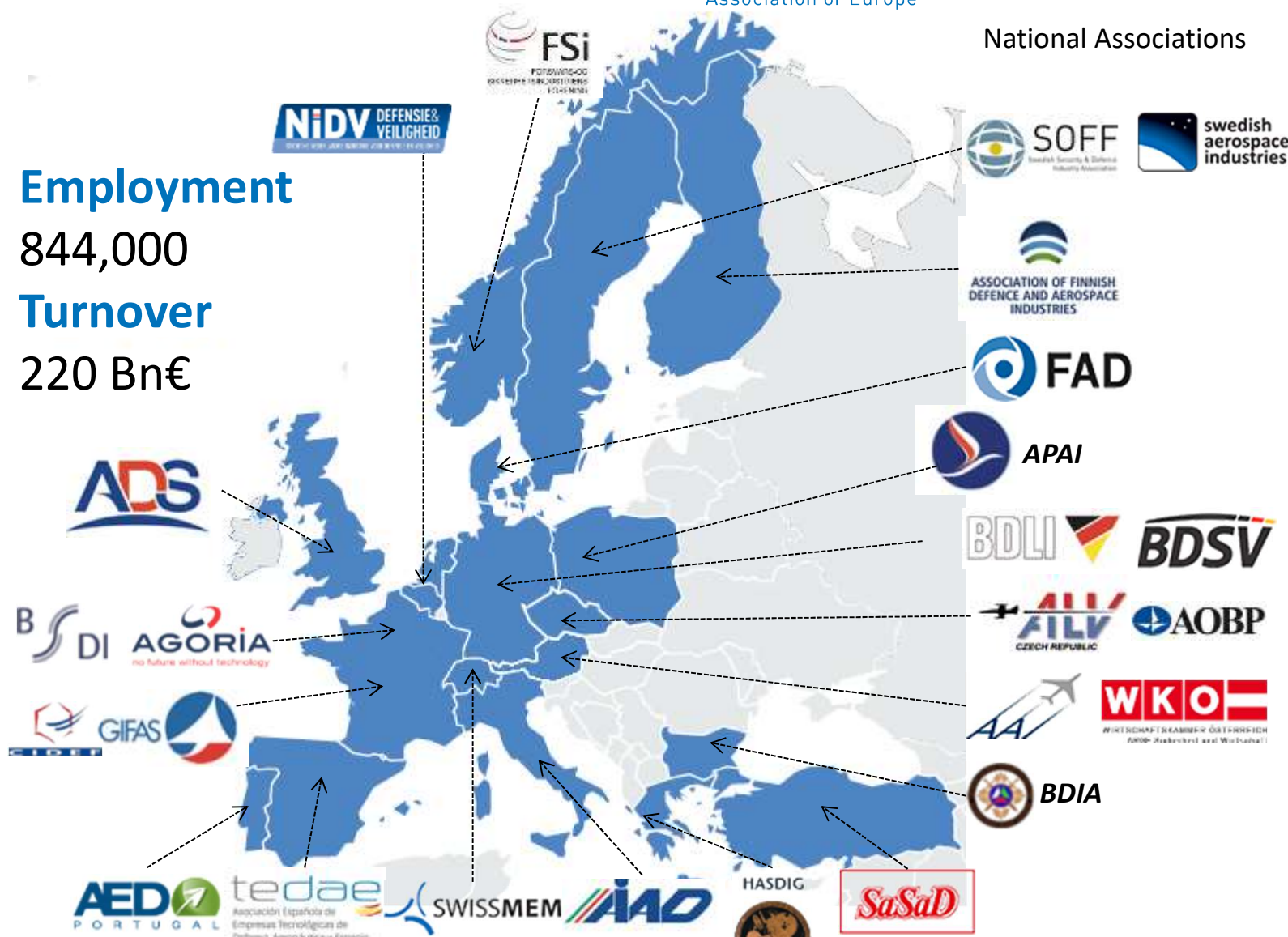
Companies



Employment
844,000

Turnover
220 Bn€

National Associations



ASD Vision for Military Airworthiness in Europe

The ASD Vision

A single European Military Airworthiness Organisation (JAA Model) owning a suite of European Military Airworthiness Requirements used by all participating Member States to govern peacetime European Military Airworthiness activities...

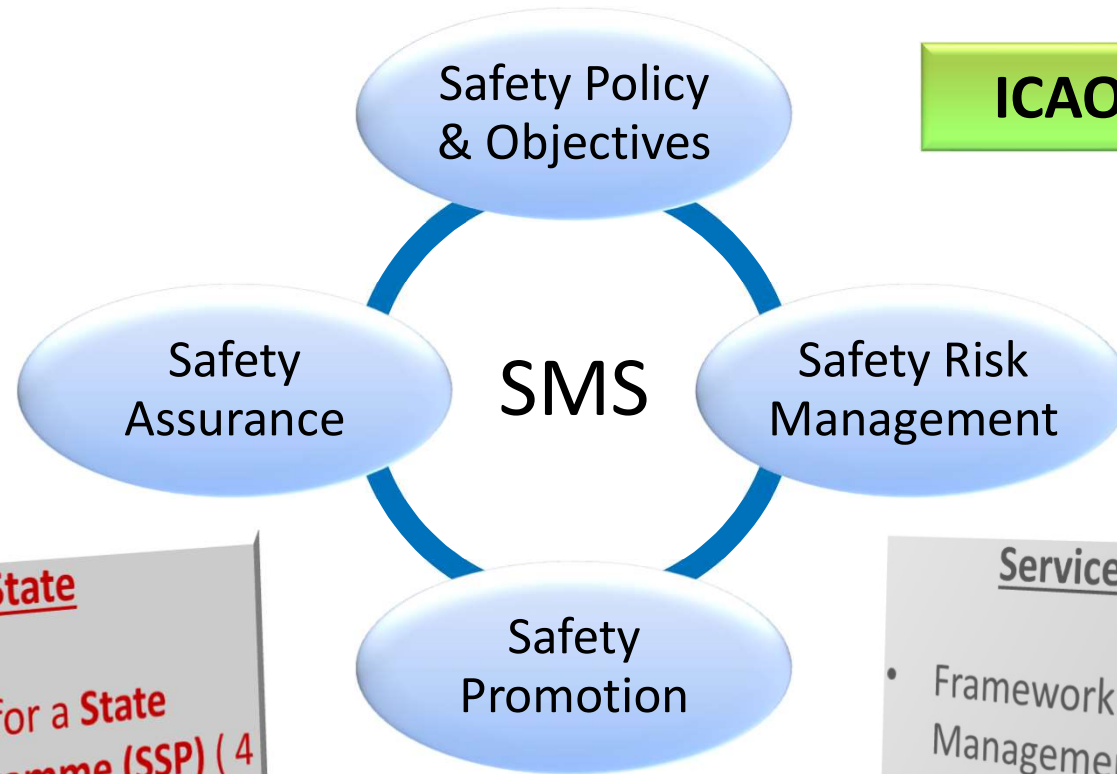
...facilitated by Mutual Recognition, consistent implementation and Standard Industry Arrangements including Obligations and Privileges

Standardisation – Achievements to date

- Significant MAWA Forum achievements - Development of requirements and procedures enabling cooperation, mutual recognition and standardised approaches to certification and organisation approvals.
- That may have been the easy bit!
 - Continuation of common and consistent implementation.
 - Harmonised Systems approach for State Safety Management and Regulation of Airworthiness (and other Domains) are required for consideration by the MAWA Forum.
 - Agreement between pMS on appropriate cooperation framework not yet in scope.
- Agreed set of new MAWA Forum Airworthiness Objectives for next harmonisation phase and Roadmap for implementation seem logical next step in the right direction.

Management of Safety - SMS Framework

ICAO Annex 19



The State

- Framework for a **State Safety Programme (SSP)** (4 components / 11 elements)
- **State Safety Oversight System** (8 Critical Elements)

Service Provider

- Framework for a Safety Management System (SMS) (4 components / 12 elements)

State Safety Oversight – ICAO Annex 19

Safety Oversight

Function by means of which States ensure effective implementation of the Safety related Standards and Recommended Practices (SARPs) to achieve an acceptable Level of Safety Performance.

(ICAO Safety Oversight Manual)

- ... is an obligation under the State Safety Management responsibility in ICAO Annex 19.
- Systematic improvement of safety performance through
 - State Safety Programme (SSP).
 - State Safety Oversight System.
- Definition of 8 critical elements of an effective State's Safety Oversight System.

Joint Oversight Concept for Industry

- **State Safety Oversight to occur recognising the evolution from traditional oversight concept of “Surveillance” towards one of “Supporting Safety Assurance” based on ICAO principles.**
- **MAWA Forum committing to common Safety Objectives should work towards a Joint Safety Oversight concept - Establish common SSP and commit towards joint Safety Oversight System owned by an authorised central cooperation structure.**
- **Balanced System with shared responsibility between State and Industry.**
- **Opportunity for collaboration between pMS - avoid duplication of effort, safe cost and time.**
- **Refer to ICAO as regards operating model retaining pMS Safety Oversight obligation.**

Single European Military Airworthiness System

- Going forward the MAWA Forum should develop and establish a single European Military Airworthiness System. This will help cross border design and certification activities of multi-country product.
- Potential approaches to resolve should consider long term perspective of Total Military Aviation System.
- Is a modular approach by Aviation Domain the clue, starting with the Airworthiness Domain?
- Establish and manage mutual requirements, develop mutually acceptable solutions for each Aviation Domain and submit into a central repository.
- Process and central repository owned by an authorised central cooperation structure (MAWA Forum Service Hub).
- Over time regulatory elements could be added, eventually covering all domains of the total Military Aviation System.

PESCO – enabling tailored cooperation

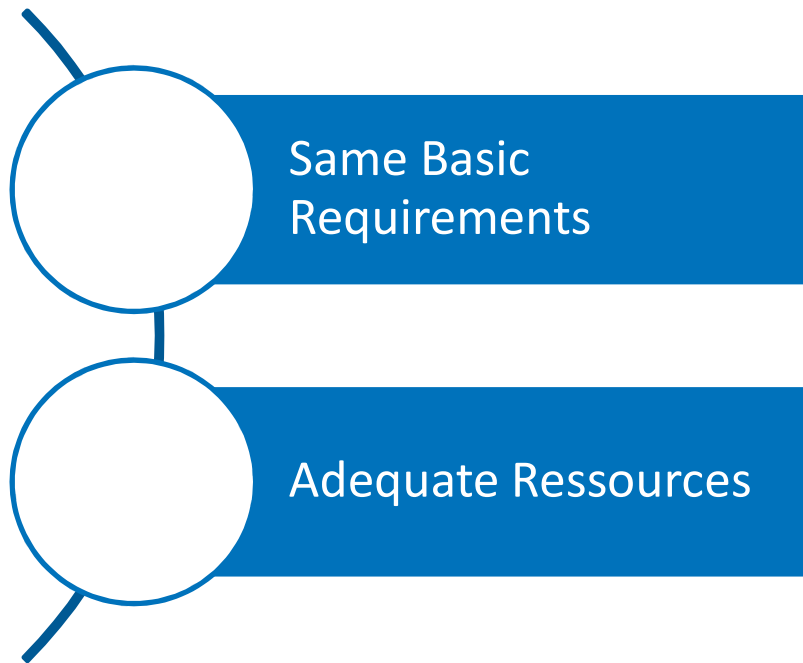


Realisation of benefits from MAWA Initiative depends upon finding suitable cooperation structures

EDA, the MAWA Forum and the pMS should explore the options PESCO offers – could Joint Military Oversight and EMAS be candidates for PESCO?

Whatever the form of cooperation – it must deliver sustainable solutions for both MAWA Forum and Industry

Civil – Military Cooperation



- EASA – harmonised Civil European Aviation System with mature Oversight System.
- Harmonised Certification Process, Organisation Approval Regulation and Oversight mechanisms – proven concept industry is familiar with.
- Cooperation on Oversight Activities, Initial and Continued Organisation Approvals
- Cooperation model be established to speed up certification process for Military Product derived from Commercial Civil Product.

Summary

- Significant MAWA Forum achievements - Development of EMARs and Mutual Recognition. That may have been the easy bit!
- MAWA Forum committing to common Safety Objectives should work towards a Joint Safety Oversight concept - Establish SSP and commit towards joint Safety Oversight System owned by an authorised central cooperation structure.
- Going forward the MAWA Forum should develop and establish a single European Military Airworthiness System. This will help cross border design and certification activities of multi-country product.
- Consider long term perspective of total Military Aviation System.
- Robust cooperation structure required to deliver the benefits envisaged by the MAWA Forum and Industry. Scope for civil – military cooperation opportunities.
- ASD are committed to fully support the MAWA Forum and EDA to achieve tasks of new Roadmap.



Thank you!



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