



# Military Airworthiness Conference 2019

## Presentations Key Messages



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## Impact of EMARs on the regulated community:

- **NL MAA**: Be patient, most benefits are yet to come so proceed with EMAR implementation, it may take a while but it is worth the investment!
- **FR MAA/DSAÉ**: After 11 years of Airworthiness reviews performed on State aircraft, the FR MAA considers the Airworthiness Review as an essential tool to enhance safety as well as the future of this process with the progressive introduction of Risk & Performance Based Oversight principles,
- **OCCAR**: EMAR benefits are real for some MRTT programmes but there is a great potential for even more benefits to be achieved.

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## Opportunities and Choices:

- **ASD**: Answers to some key questions are now required by the MAWA Forum to progress to a concept of jointly managing organisational approvals of Industry by European MAAs. This concept would benefit from common and uniform oversight standards and approaches and could be inspired by ICAO / EASA principles.
- **OSAC**: Data and the way they are processed is a key to enable future oversight technics (risk & performance based) to achieve the European civil aviation safety objectives and may also be applicable to Military aviation.
- **DE MAA**: Harmonised military regulatory requirements over various aviation domains could improve mission effectiveness, interoperability and flight safety.

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## Implementation - Challenges and Lessons Learned:

- **HU**: Operators may choose different approaches to operate their aircraft. Procuring and operating aircraft that are designed & produced under different Aw system would require additional measures to be compliant with your own Aw system.
- **SE MAA**: The time and effort for implementation of new requirements should not be underestimated but a lot of useful lessons learned could be gained during the implementation for both the NMAA & the regulated community.
- **BSL**: The full benefits of the EMARs are within reach and grasping them is not difficult.

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## Experiences from Third Party Stakeholders:

- **NZ MAA**: The benefits of EMAR adoption are generally well understood. However, the way in which EMARs can be implemented are wide and varied. Creating organisational buy-in and establishing a suitable approach to facilitate transition is fundamental to starting and sustaining the EMAR journey.
- **AUS MAA**: With only civil aviation safety standards as a reference, it is up to us as MAAs to share information to enable each other to assess the credibility and defensibility of our own military Aw frameworks.
- **NATO**: The NRP is applicable to any national Aw system (EMAR agnostic). It allows NATO to have good insight of national airworthiness systems.



Thank you for your attendance!