

# EASA's options for State & Military aircraft airworthiness

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**Your safety is our mission.**

# Agenda

→ EPAS 2023 – 2025: Civil



Cooperation domains

→ Civil Military Cooperation stakeholders survey



→ Military certification projects within EASA:  
regulatory options

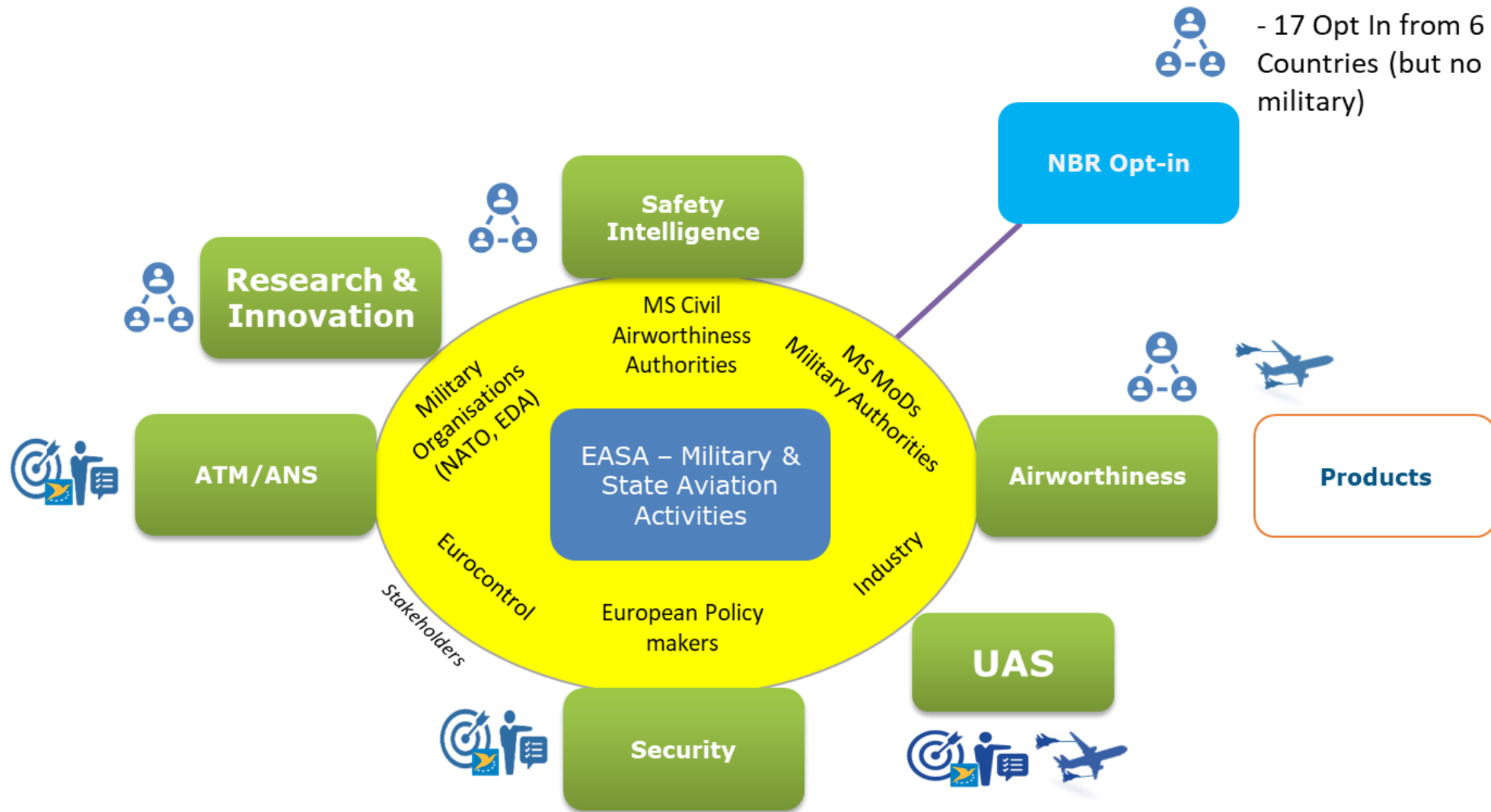


# Civil Military certification together: Why?

- We share safety objectives
- We share the same sky
- We share aeronautical platforms
- We share threats and associated challenges
- We share new technology needs



# EASA civil-military cooperation: Who, What and How?



**i**

: Rulemaking tasks

: Certification tasks

: Cooperation activities

**.EPAS Civil Military topics**

# What is your experience in the field of CMC regarding programmes?

- Beneficial (4/5):
  - EASA knowledge,
  - Common continued airworthiness process



## What is your opinion about Opt In?

- Not considered as a viable option for military (4/4):
  - Need for sovereignty,
  - To be considered for very similar civil operations (4/4)
  - Presents too many downsides (2/4)



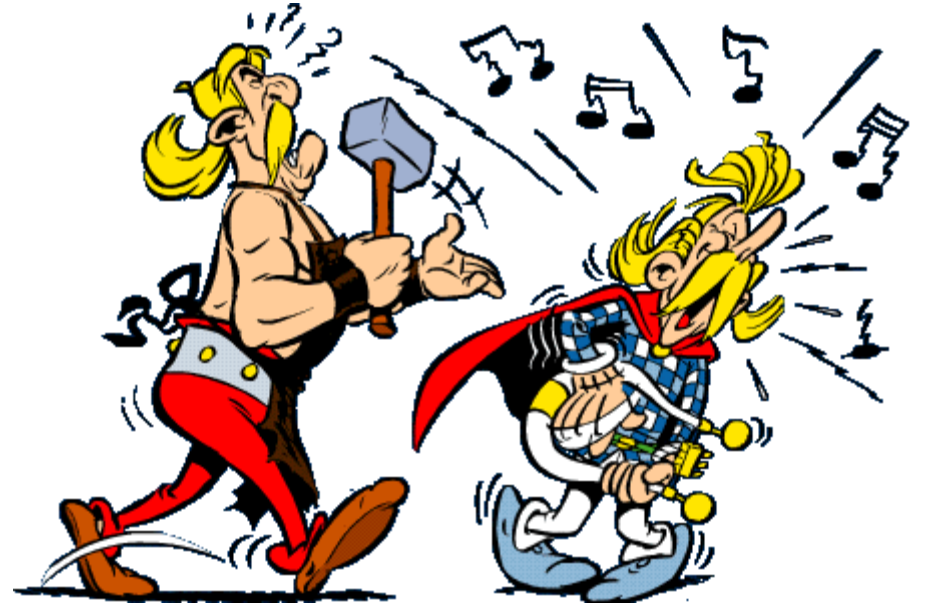
# What would you expect from EASA?

- Develop a dedicated framework for civil military products (4/5)
- Allow mixability within civil and military environment (4/5)
  - Parts, licenses, aircraft, ...
- Recognition of NMAA (2/5)
  - DOA, POA and CAMO artefacts
- Work with a specific target level (4/5) of safety dedicated to military operations
- Common organization oversight (4/5)
- Improve exchanges and assistance (3/5)
  - technical information, experts, regulation, ...
- Consider commercial operations (Red Air, AAR, ...) (1/5)

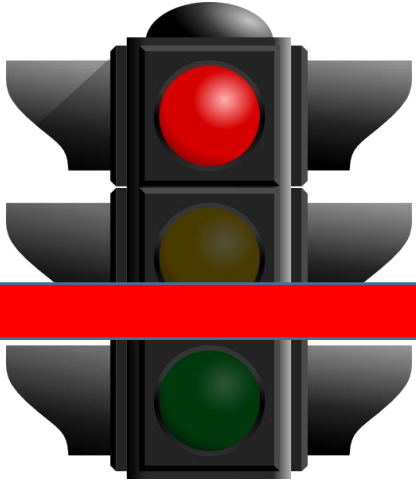


## What would you not expect from EASA?

- Certification tasks (and particularly for purely military products) (2/5)
- Duplicate tasks (5/5)
- Consider military as a stakeholder like the others (1/5)
- Try to “impose” the civil aviation regulatory framework to the military (2/5)
- Increase the fragmentation within the military community (1/5)

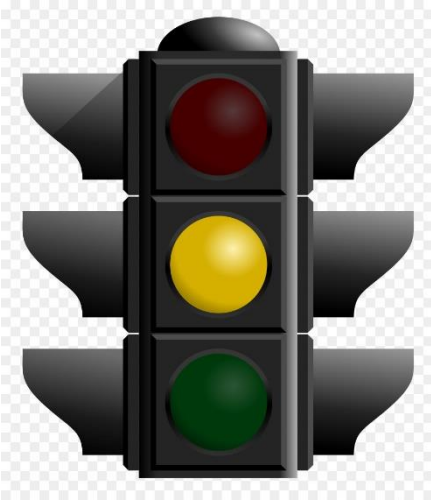


# How to read the Basic Regulation?



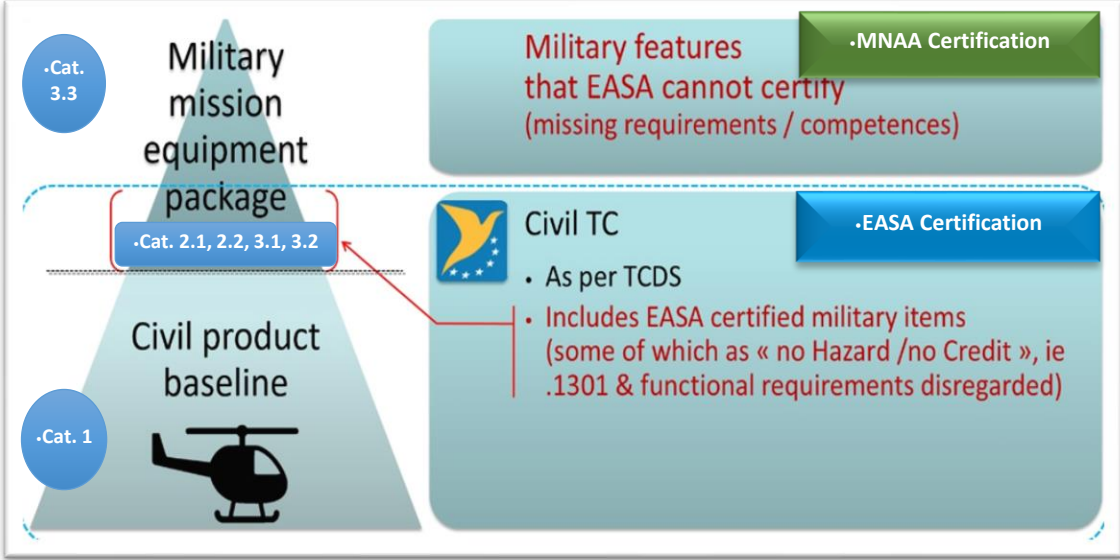
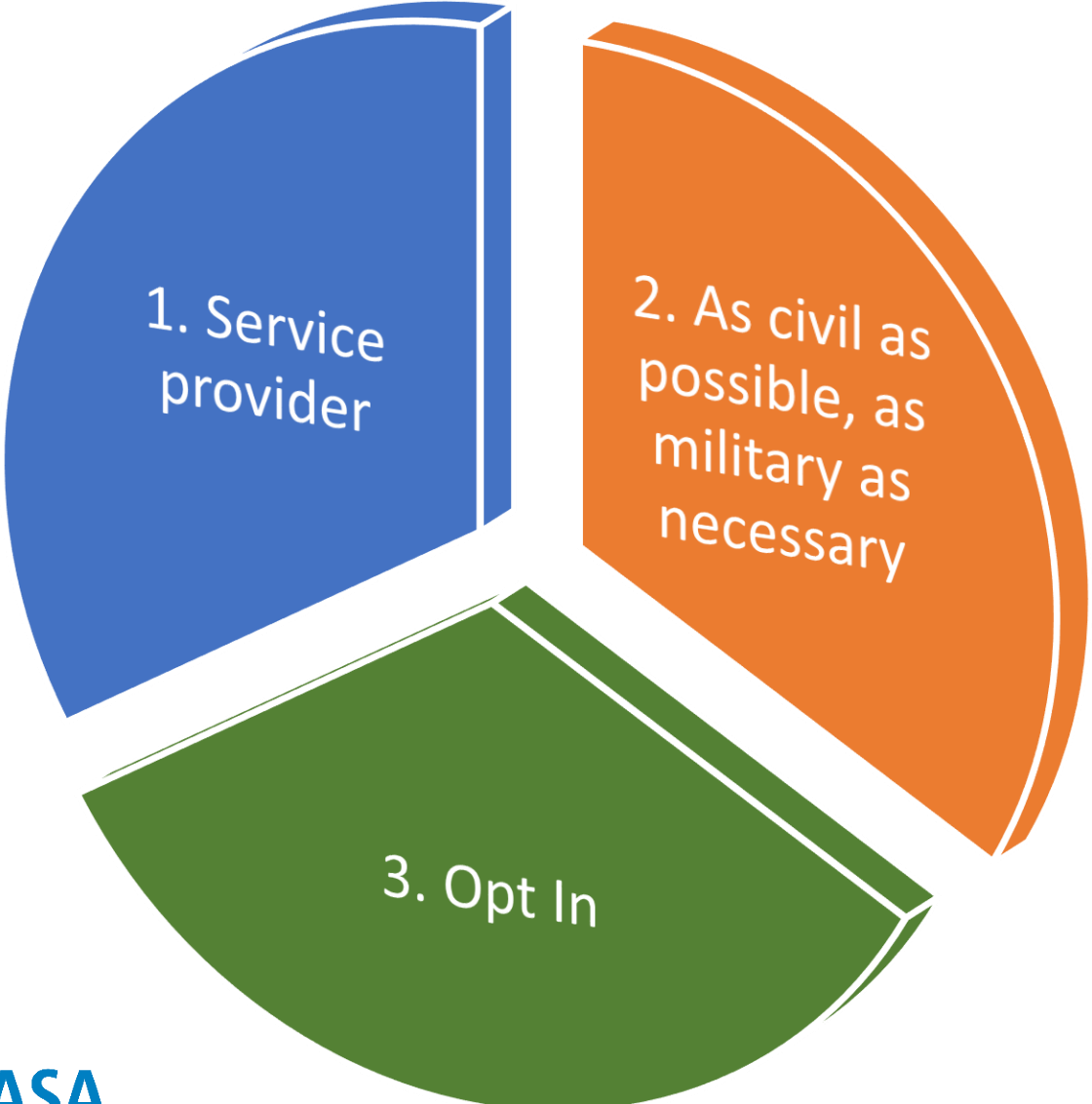
•Or

•What is not prohibited is allowed





# Military project with EASA: regulatory options



# Thank you for your attention!

Questions are welcome.



[easa.europa.eu/connect](https://easa.europa.eu/connect)

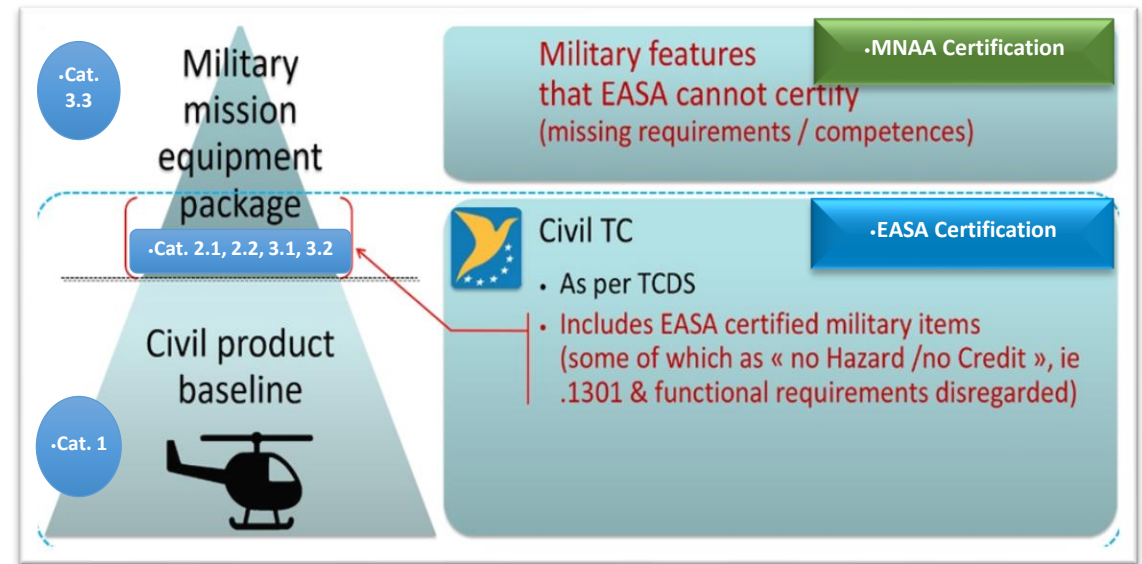


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# As civil as possible, as military as necessary principle

- Category 1. 'Civil only' installations
- Category 2. 'Dual' civil / military installations
  - Category 2.1 'Dual Civil/Military' installations used for civil operations with military functions not activated
  - Category 2.2 'Dual Civil/Military' installations used for civil operations with military functions activated
- Category 3. 'Military only' installations
  - Category 3.1 'Military only' installations embedded and not activated during civil operations  
*Note: with regard to Category 3.1, EASA understands that, although not "activated", ie not operationally functional, the installation may still be powered and/or under hydraulic pressure, as applicable.*
  - Category 3.2 'Military only' installations embedded and activated during civil operations
  - Category 3.3 'Military only' installations not embedded during civil operations



# An NMAA EASA agreement: why?

→ An agreement should be settled between EASA and NMAA to address:

1. The respective scopes of the EASA certification and NMAA certification / qualification
2. High level bilateral transparency principles regarding the activities performed by each Authority
3. Continuing airworthiness (CAW) of the type design (as per Part 21.A.3)
  1. Obligations of the TCH
  2. Collection and management of Events/Occurrences
  3. Airworthiness Directives
4. Production aspects
5. Continuing airworthiness (as per Part 145, CAMO), particularly regarding parts pooling and sharing between the EU civil aviation and the military frameworks