



Aerospace and Defence  
Industries Association of Europe

# A Vision for European Military Airworthiness Harmonisation



**ASD Presentation to  
Military Airworthiness  
Authorities Conference  
26<sup>th</sup> - 27<sup>th</sup> September 2012  
Larnaca, Cyprus**



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## 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**



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## Outline

- 1. Introduction**
  - ASD Overview**
  - Engagement with MAWA Forum**
- 2. Scope**
- 3. Regulatory Structure**
- 4. Regulatory Implementation**
- 5. Certification**
- 6. Operating Model**
- 7. National Military Airworthiness Authorities**
- 8. Summary**



# Aerospace and Defence Industries Association of Europe

ASD represents 28 associations in 20 countries

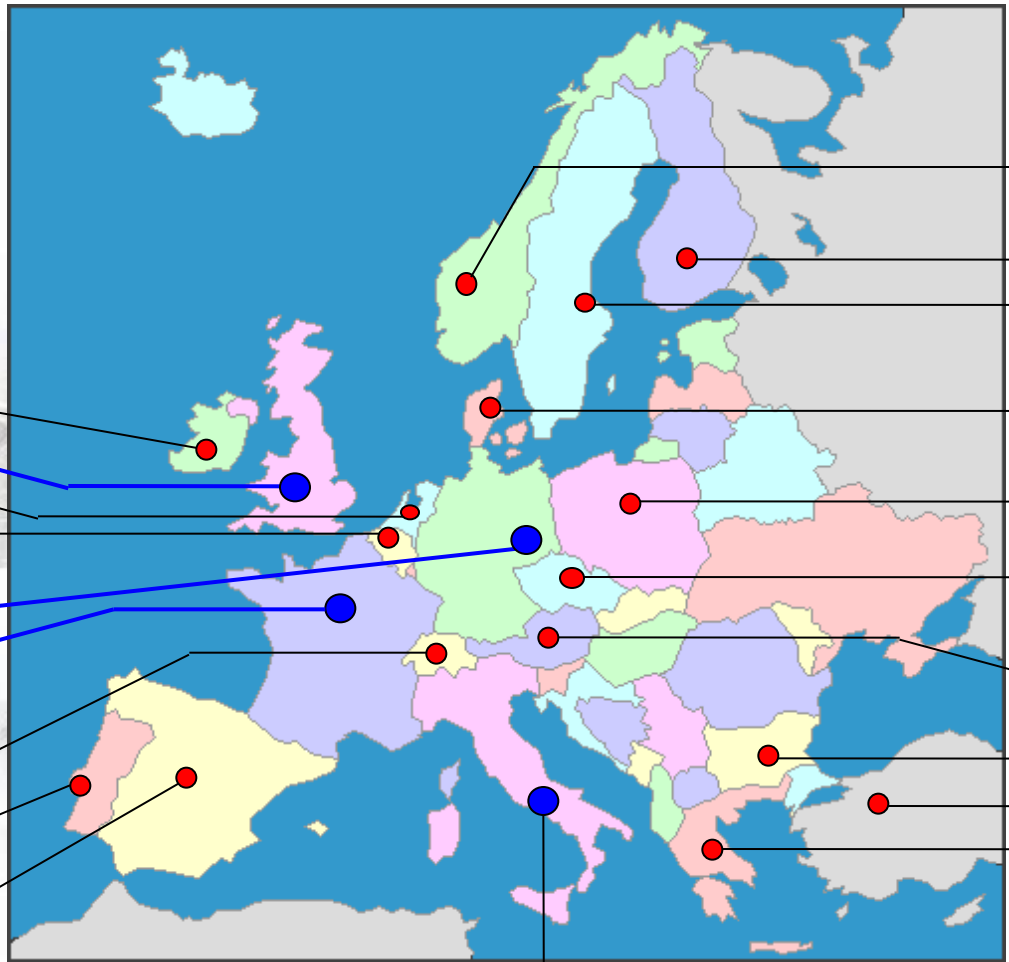
### ASD in detail:

Over 163 € billion turnover

Over 2000 companies

Over 700.000 Employees

- FAEI
- A|D|S  
NAI/NIDV
- GEBECOMA/  
BSDI
- BDLI/BDSV
- GIFAS/CIDEF
- SAIG/  
SWISSMEM
- AIP/DANOTEC
- TEDAE



- FSI
- AFDA
- SOFF/SAI
- FAD
- APAI
- ALV/  
AOP CR
- AAI/ADIG
- BDIA
- SaSad
- HASDIG

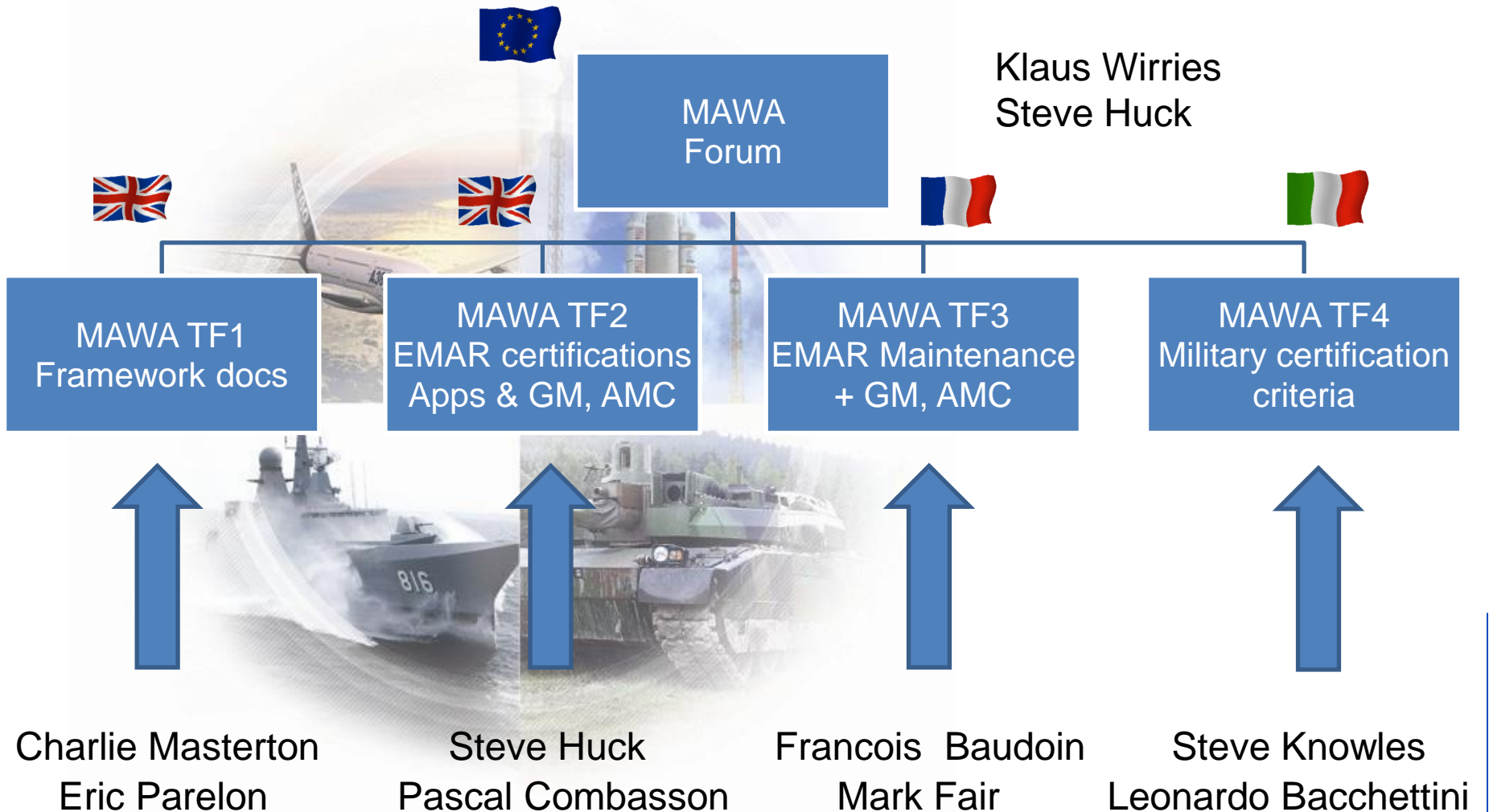
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## Engagement with MAWA Forum





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EASA PART 21

TEST & EVALUATION

PLATFORM CERTIFICATION

DESIGN ORGANISATION  
CONTINUED AIRWORTHINESS  
ACTIVITY – MODs/ADs/SBs

**What else should the requirements address?**

**Air Traffic?  
Flying Operations?  
Operational Suitability Data?  
Safety Management System?**

EASA PART 21 - G

**MAKE**

3 - CERTIFICATE OF AIRWORTHINESS

1 - CONCEPT/BRIGHT IDEA

PRODUCTION

4 - PLATFORM OUT OF SERVICE – TYPE CERT WITHDRAWN.

**BREAK**

ENTRY TO SERVICE

FLEET OPERATION

**USE**

EMAR M,145,147 & 66

**Who are the regulated parties?  
The Airworthiness Authority?  
The Service Operator?**

CAMO AIRWORTHINESS COMPLIANCE MANAGEMENT

EASA PART M,145,147 & 66

**Regulatory Scope**



# Regulatory Structure

## How are the individual requirements going to be structured?



UNCONTROLLED COPY WHEN PRINTED    Regulatory Article 1410

**RA 1410 - Occurrence Reporting**

**Rationale**    The aim of Air Safety (AS) is to maximise operational capability by reducing those risks inherent in military aviation to at least Tolerable and ALARP. Occurrence reporting is a fundamental element of that aim.

**Contents**    1410(1): Occurrence Reporting

**Regulation 1410(1)**    Occurrence Reporting  
1410(1)    Aviation Duty Holders, Commanders and Accountable Managers shall ensure that all AS reportable occurrences are reported using Defence-Air Safety Occurrence Reports (D-ASORs) using the Aviation Safety Information Management System (ASIMS).

**Acceptable Means of Compliance 1410(1)**

1. Aviation Duty Holders and Commanders should ensure that all accidents, incidents and reportable AS occurrences are reported in accordance with the guidance laid out in this RA. This includes occurrences to non-UK military registered aircraft which occur at, or in the vicinity of a service unit.
2. Aviation Duty Holders and Commanders should ensure that significant occurrences that do not require a Service Inquiry (SI) should be investigated using D-ASORs in accordance with the guidance.

**Guidance Material 1410(1)**    **General**

3. All accidents, incidents, near-misses and failures of safety controls must be reported and investigated to a suitable depth in order that causes are understood and lessons identified, promulgated and implemented. Timely and accurate occurrence reporting is required across Defence Aviation to notify all relevant agencies of actual and potential hazards, initiate further investigation where appropriate to identify root causes, enable data capture and analysis. A proactive and engaged safety culture (see the Manual of Air Safety Chapter 1) is crucial to ensure that all occurrences are reported, particular near-miss events from which information is critical for cost-effective Air Safety. This reporting will be recorded on the D-ASOR. Those involved in reporting, investigation and all forms of command including regulation should recognise that error<sup>1</sup> is a normal part of human activity and reporting policy has been expanded to incorporate error management as a mechanism to drive forward improvements to data capture and exploitation; the DABMS Project is the vehicle to deliver these improvements.

**Reporting System**

4. ASIMS is an intranet-based Air Safety (AS) Management system that is the primary method for the reporting and management of AS Occurrences. It can be accessed through a link from the IMA Intranet site or at [www.adim.z.mil.uk](http://www.adim.z.mil.uk). Personnel who wish only to submit a report do not need to logon to ASIMS and will utilise the Submit Report 'button' to generate a D-ASOR. Once a report has been submitted, ASIMS will automatically forward the D-ASOR to the relevant Technical/Supervisory personnel and the relevant Occurrence Manager (e.g.

<sup>1</sup> An error is considered to have occurred when an aircraft or system with human intervention fails to perform in the manner expected.

RA 1410 Initial Issue    UNCONTROLLED COPY WHEN PRINTED    Page 1 of 28





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## Regulatory Implementation

**One of the major challenges to the success of the MAWA initiative is how effectively the EMARS can be integrated within National legislation and regulations.**

**There needs to be a pragmatic approach by Governments, the Authorities and Industry.**

**Our preference would be for the EMARs to be 'Adopted' by the participating Member States.**

**However this can only be implemented practically if the National Military Airworthiness Authorities grant approvals as per the EMAR (or National equivalent) and recognise approvals granted by the other National Military Airworthiness Authorities.**



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## Certification

**Common certification code and process**

**European centralisation of Certification independent from the Contracting Agency**

**Acceptance of Civil Certification**

**Fitness for Flight versus Fitness for Purpose**





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## **Operating Model**

**Is there scope for a true single European Military Airworthiness Organisation that co-exists with existing National Military Airworthiness Authorities?**

**How would the National Military Airworthiness Authority interface with a single European Military Airworthiness Organisation?**

**What, if anything, would be the relationship with EASA?**

**What, if anything, would be the relationship between the State of Design and the State of Registration?**

**In time, is there scope to allow a central organisation to have its powers enhanced particularly in the areas of facilitating mutual recognition and managing organisation approvals?**



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## **National Military Airworthiness Authorities**

**Not all National Military Airworthiness Authorities have the same experience or scope of activity**

**Can MAWA move forward based on Mutual Recognition at the same pace everywhere in such an environment?**

**A central agency staffed by seconded Nations' officials could help to improve the pace of development across all participating Member States MAAs.**

**An enhanced pace of development across all participating Member States MAAs could in turn help to facilitate industry aspirations for progress on Obligations and Privileges**



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## Summary (1)

**The Vision for the future could be relatively simple but the road to get there will be complex with numerous challenges along the way**

**The agreement and implementation of the European Military Airworthiness Requirements for Part 21, Part 145, Part 147, Part 66, Part M and the EMACC was the right place to start**

**Arguably this was the easy bit! Additional elements will help make MAWA more comprehensive.**

**A strategy and roadmap supported by a modular approach is required to take us from where we are today to the Vision end point**

**Do we know how to get there? Probably not in detail but we believe that the MAWA Forum can start to define the next steps**



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## Summary (2)

**A longer term Vision for MAWA emphasising the benefits on costs, competition and effectiveness is within our grasp.**

**For the cost benefits to be realised a pragmatic approach to implementation is essential**

**We in ASD believe that the prize that results from the Vision is well worth the effort to get there.**

**We are committed to support the Military Airworthiness Authorities meet this challenge**



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## Questions?

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