



EMAR 66 IMPLEMENTATION STRATEGY IN ITALY



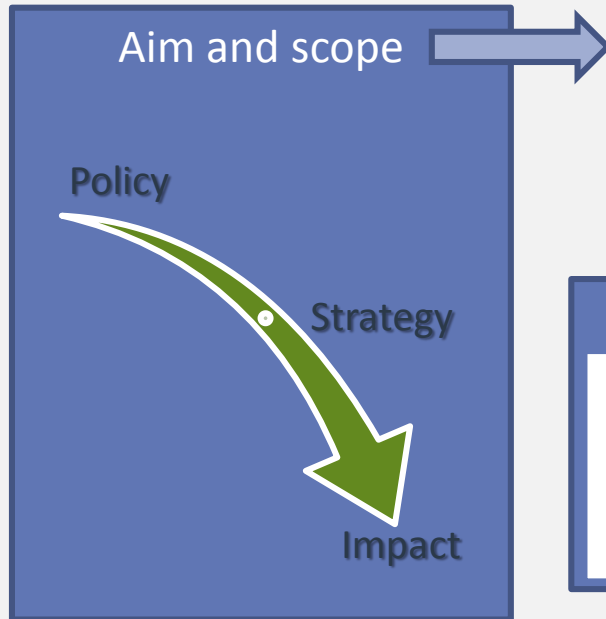
SUMMARY



- INTRODUCTION
- REGULATORY FRAMEWORK
- MAML IN ITALY AND EMAR 66 ADOPTION
- TRANSITION
- CRITICALITIES
- CONCLUSIONS



INTRODUCTION



Expectations

- Highlight criticalities
- Share lessons learned
- Discussion at international level

Suggestions

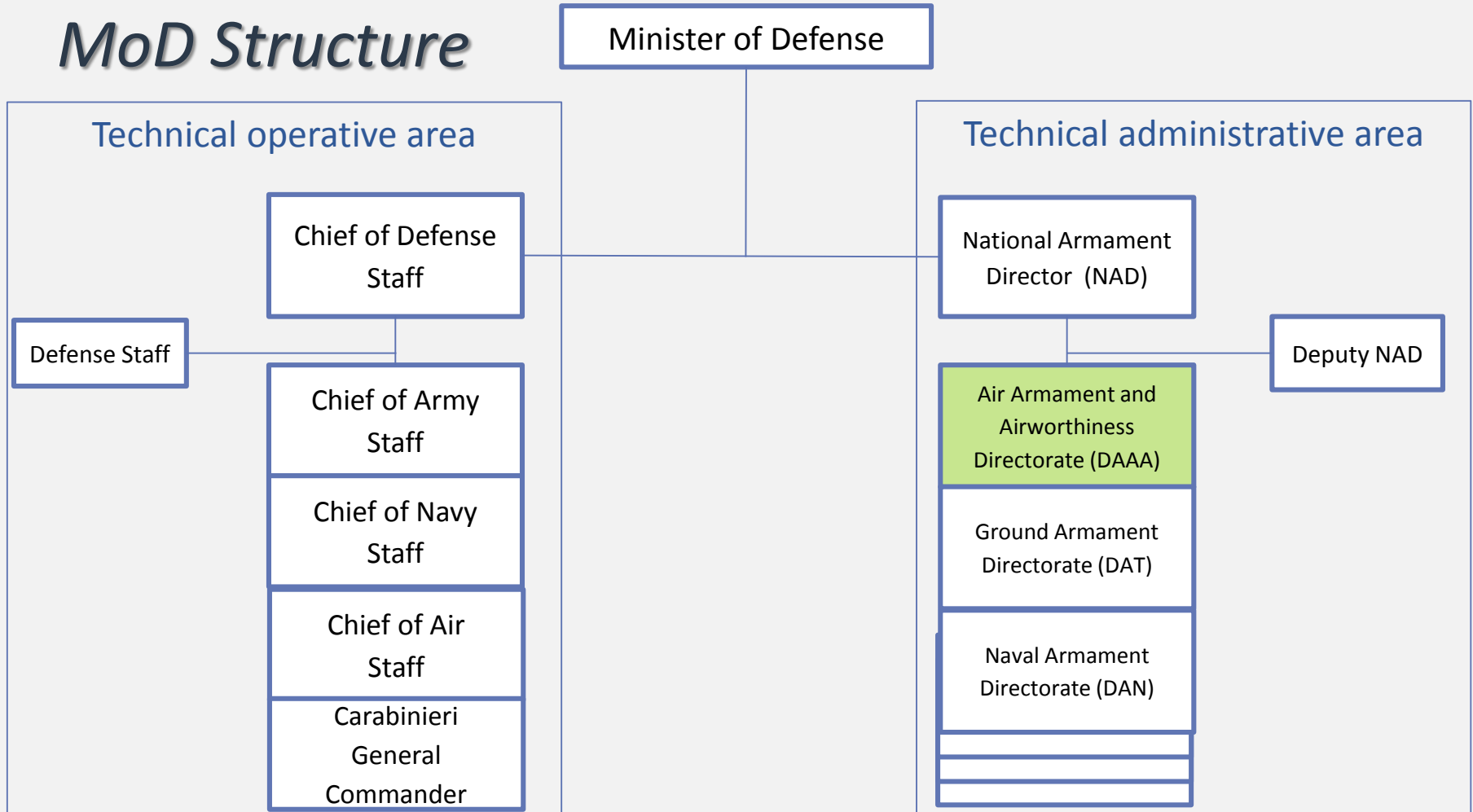
- Don't focus on possible AMC
- Current needs and future picture



REGULATORY FRAMEWORK



MoD Structure

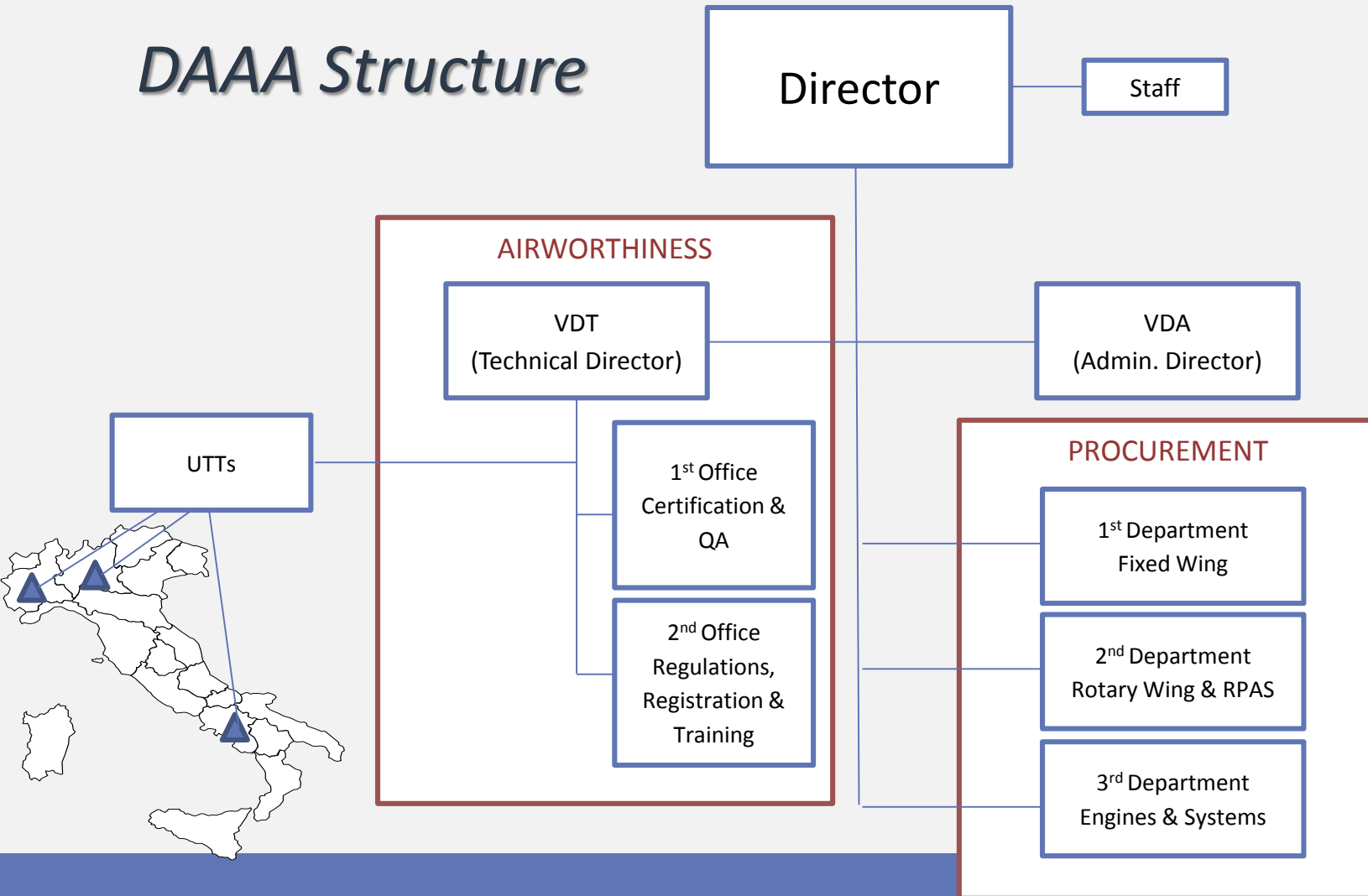




REGULATORY FRAMEWORK

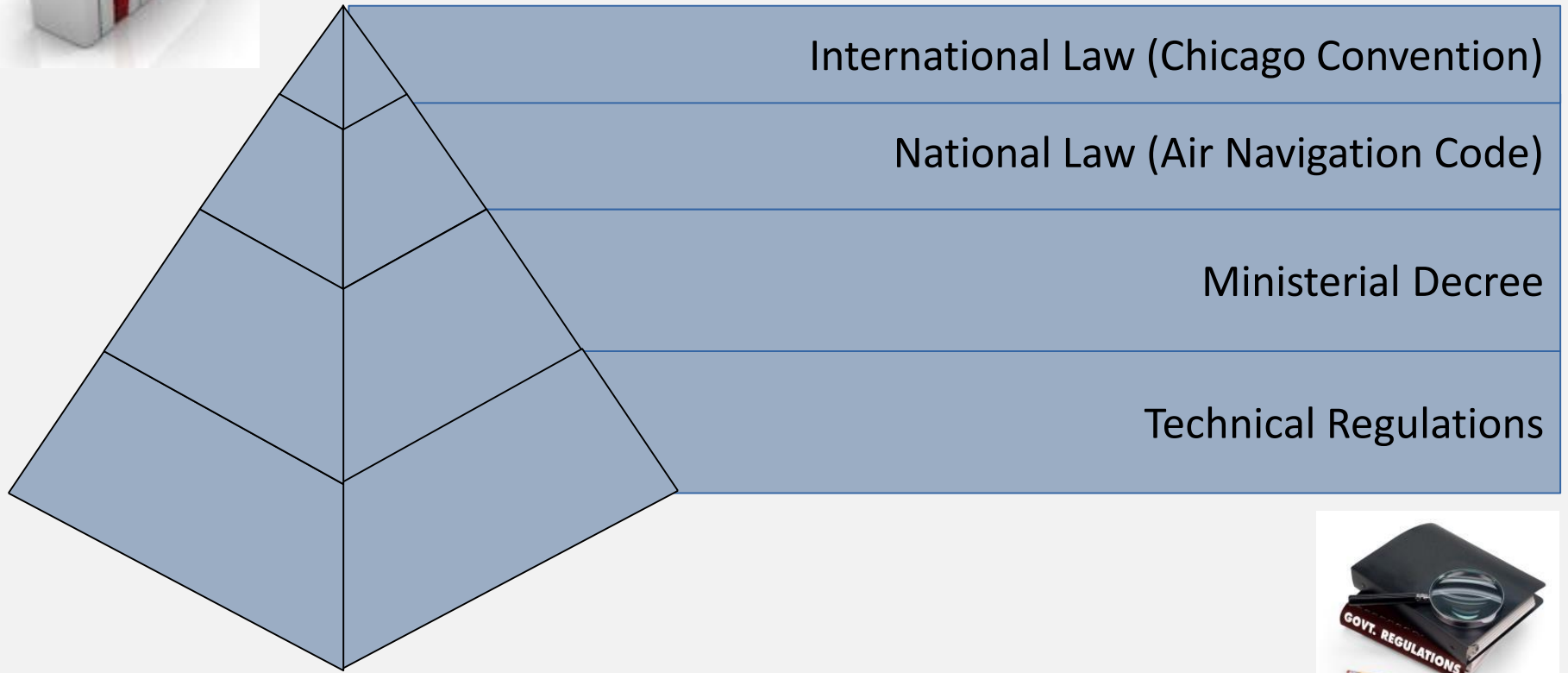


DAAA Structure



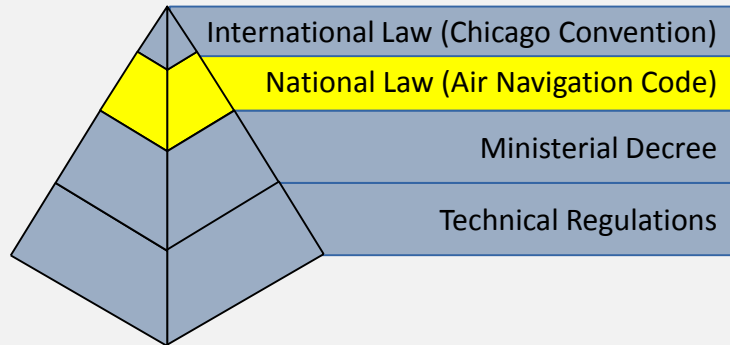


REGULATORY FRAMEWORK





REGULATORY FRAMEWORK



NAVIGATION CODE – Part II Air Navigation

The main law in civil national aviation, binding for the national civil aviation authorities.

- (ART. 745) Military aircraft shall be admitted to navigation, certified and enrolled in military aircraft registers by the MoD
- (ART. 748) Except if otherwise provided, prescriptions in the Navigation Code shall not apply to any state aircraft

DPR 1478 dated 1965

DGCAAAS (now DAAA), for military aircraft, is responsible for:

- procurement;
- technical regulations;
- admission to air navigation.





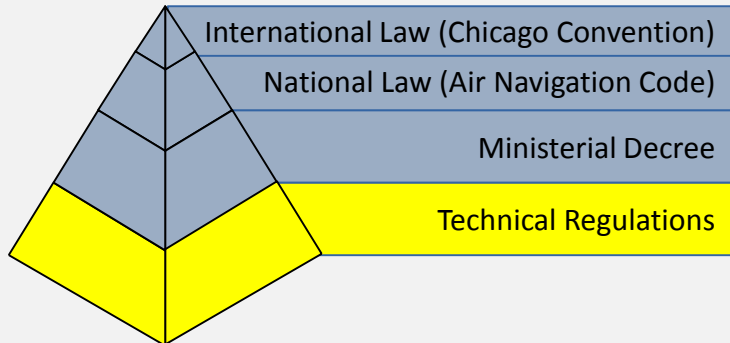
REGULATORY FRAMEWORK



Ministerial Decree dated June 2011
(Art. 14) DAAA is the Military Airworthiness Authority

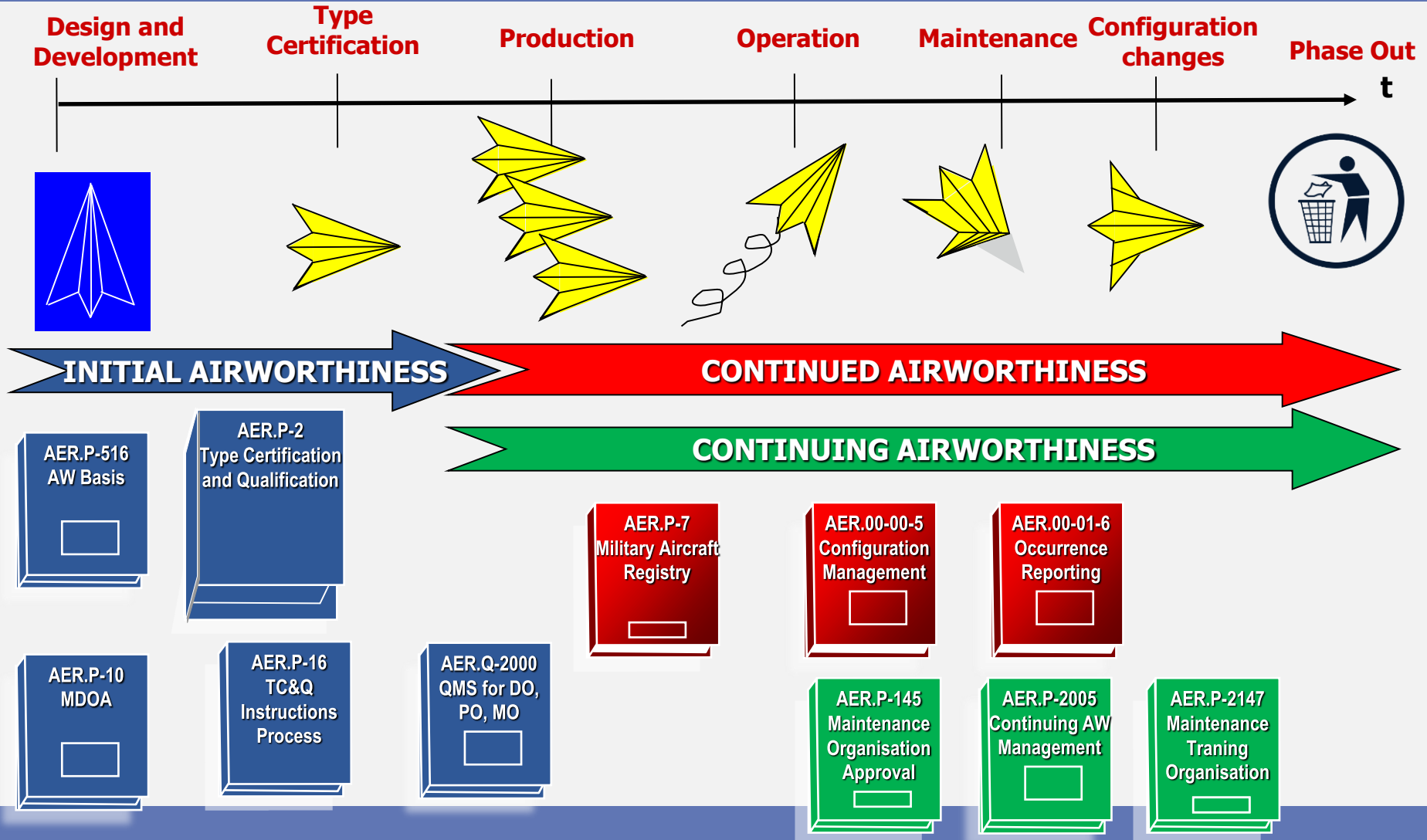


Ministerial Decree dated July 2014
DAAA is responsible for RVSM approval of military aircraft





REGULATORY FRAMEWORK





MAML IN ITALY AND EMAR 66 ADOPTION



The training of maintainers is currently:

- carried out autonomously by Services in Training Schools;
- provided to Officers/Non-commissioned Officers/Specialists
- completed without a MAML issue

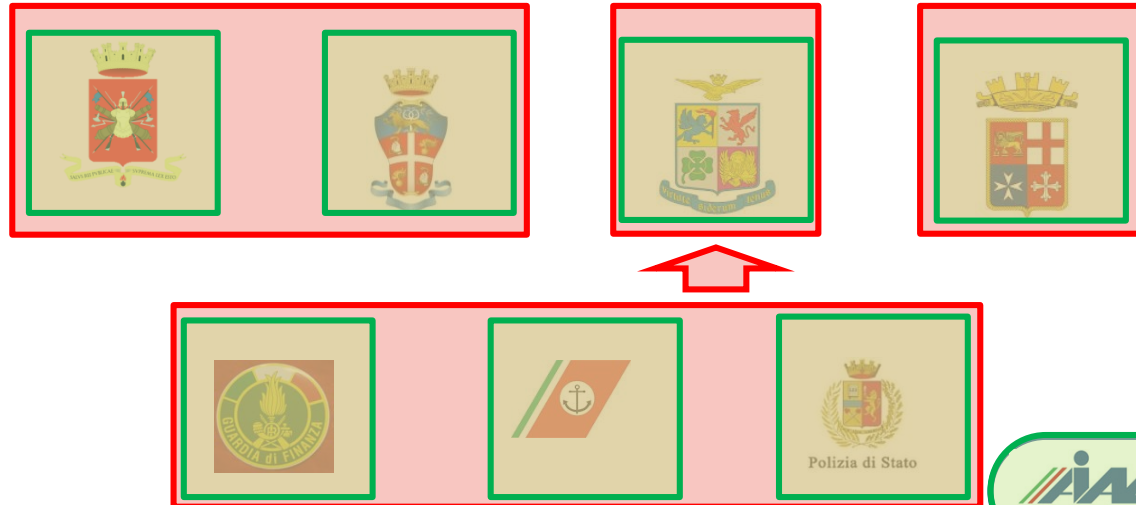
DAAA is responsible for Military Aircraft Registry:

- Army;
- Navy;
- Air Force;
- Carabinieri;
- Guardia di Finanza;
- Coast Guard;
- Police.

Basic Training

Type Training

Regulated Community





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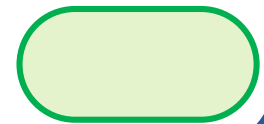
- Army;
- Navy;
- Air Force;
- Carabinieri;
- Guardia di Finanza;
- Coast Guard;
- Police.

Lgs Decree n. 248, 31 December 2012

The task of issuing the military licenses for helicopter maintainers for all Armed Forces and State Corps is assigned to the Air Force

AER(EP).P-2005 Regulation

Provides an adequate level of confidence and oversight through its maintenance and management requirements and through a constant verification activity on the Regulated community





MAML IN ITALY AND EMAR 66 ADOPTION



Criteria of implementation

Adoption

Categories and Staff

A, B1, B2, C categories
Skilled workers

Introduction of
a tailored 'Bmil' Category

Military personnel

All licensed. Skilled worker?

Who is Cat A, B1 ... (rank?)
(e.g. Cat C = Tech. Officers?)

Companies personnel

Recognition of AML given by
EASA/ENAC (IT CAA) if available



MAML IN ITALY AND EMAR 66 ADOPTION



Analysis of impact

DAAA-Air Force Working Group

on the Regulated Community

Timescale of the complete training and experience required

Training Organisations capabilities (HR adequate to EMAR 66 syllabi)

Recruitment systems optimisation

on the Authority

Management of licenses

Oversight of Training Organisations



MAML IN ITALY AND EMAR 66 ADOPTION



The REGULATION

AER(EP).P-66

Validity

Immediate (date of issue)

Transition period

Requirements become mandatory
after 2 years of transition period

Applicability

Maintainers working on Military Aircraft,
Engine, Propellers and their components

Language

English
(provided with Italian translation)

AMC , GM and
Management process

After about 6 months the set of related
documents will be completed



TRANSITION



Why a period of transition before a full applicability?

Courses structure and syllabi

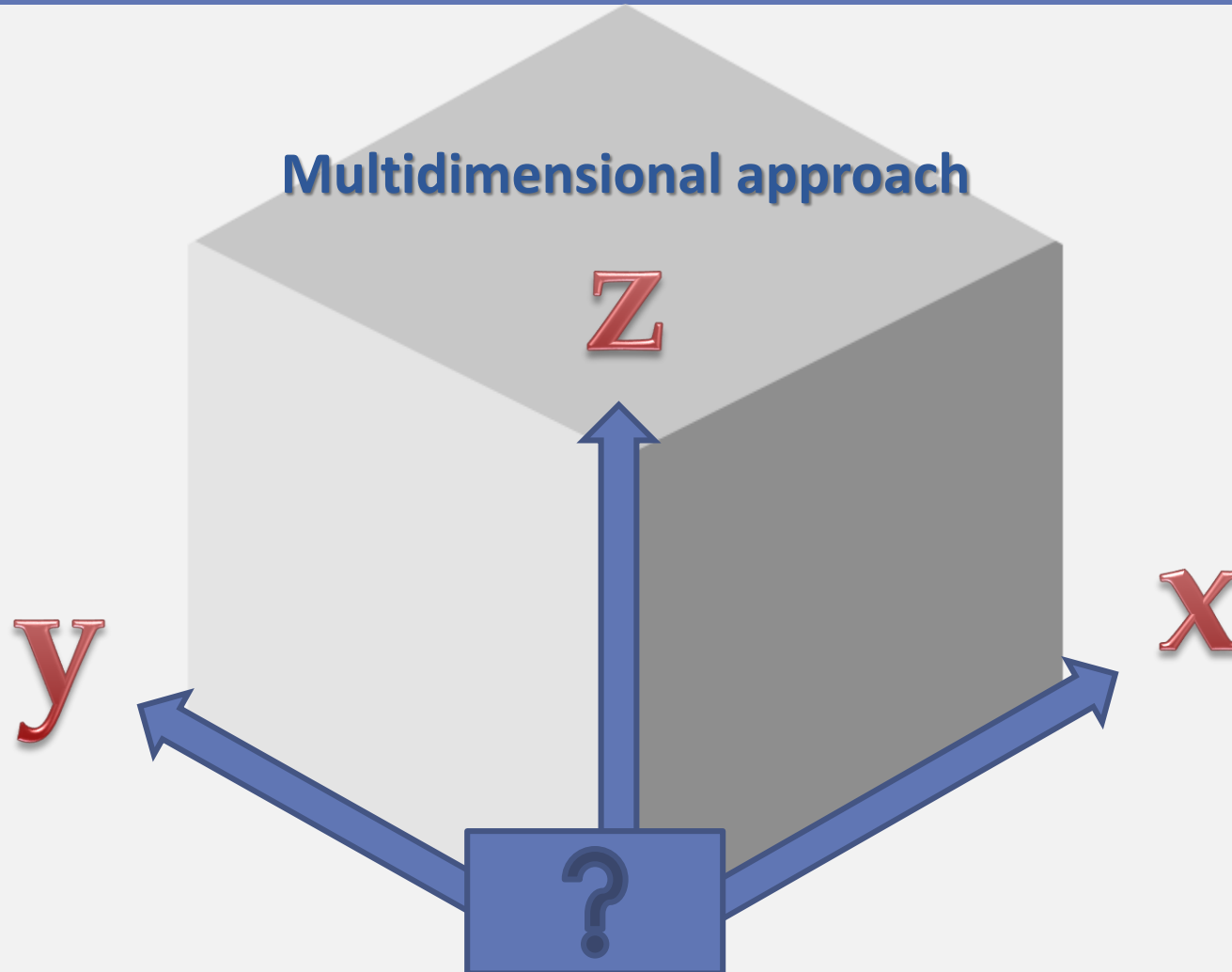
- Training courses are designed i.a.w. extant regulation.
- The period of transition shall cover at least the time of training of the mil personnel recently enrolled.

Recognition of previously acquired competences

- About 10.000 maintainers of mil ac and components
- The grandfathering right will be applied
- The process of recognition will involve qualified teams of Armed Forces and State Corps led by DAAA experts
- All the extant Licenses (or equivalent) and personal docs of every single person shall be examined in order to issue the correct MAML with the appropriate limitations and extensions



CRITICALITIES





CRITICALITIES



MAML MANAGEMENT (Military Aircraft Maintenance License)



ISSUE

LIMITATION

CONTINUATION

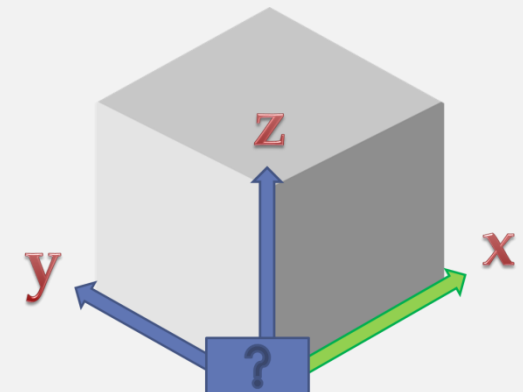
SUSPENSION

REVOCACTION

PREVIOUS
APPROVALS

X

Complexity of the process of recognition of previous competences (individual assessments, possible legal implications)



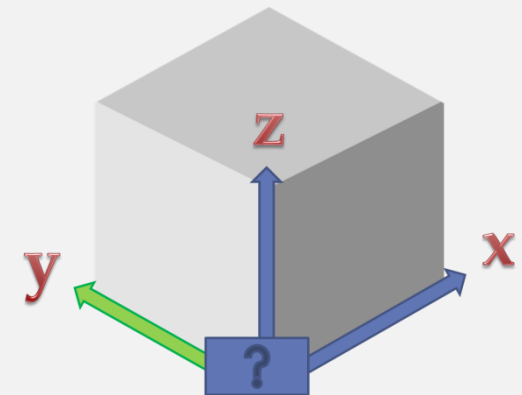


CRITICALITIES

Recognition of training and licensing systems adopted by other pMS and non-pMS



Image by Sergio Morari - 3° Reparto Manutenzione Velivoli view of the main hangar

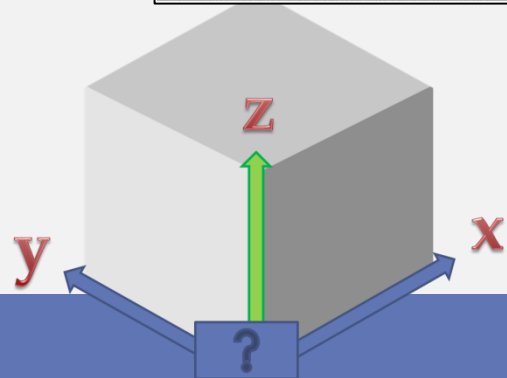




CRITICALITIES

Z

Similarity and consistency with EASA and CAAs approach





CONCLUSIONS



How will Nations achieve real benefits from the EMARs implementation (not only EMAR 66)?

Some key factors to be considered as important enablers

CONTINUOUS COORDINATION OF MEMBER STATES TO ACHIEVE:

- Interoperability (see common programmes)
- Management simplification/affordability

HARMONISATION OF ALL EMARs IMPLEMENTATIONS AND NATIONAL APPLICABILITY STRATEGIES

CONTINUOUS COORDINATION AMONG MEMBER STATES SHOULD RELY ON MAWA and EDA. This support function could represent a multiplier factor of pMS resources.



**THANK YOU
FOR YOUR ATTENTION**