



# SDE Conference May 16 - Recognition

- Background
- Recognition
- Recognition not new - Civil Recognitions
- When and How do we conduct Recognition
- EMAD R Recognition Process
- ASIC Recognition – Benefits Realisation
- Small Country Context
- Australian Interactions
- ASIC Airworthiness Working Group
- Summary

- Militaries are not subject to the ICAO convention
- No oversight of the Regulator
- Reduced independence of Military Regulators within the 'Command Chain'
- No global International Military Airworthiness system exists (**YET!!**)
- Working Groups, Collaborative Fora and Projects across most of the Western militaries converging on similar topics
- Why?



## Article 3

### Civil and state aircraft

(a) This Convention shall be applicable only to civil aircraft, and shall not be applicable to state aircraft.

(b) Aircraft used in military, customs and police services shall be deemed to be state aircraft.

(c) No state aircraft of a contracting State shall fly over the territory of another State or land thereon without authorization by special agreement or otherwise, and in accordance with the terms thereof.

(d) The contracting States undertake, when issuing regulations for their state aircraft, that they will have due regard for the safety of navigation of civil aircraft.

- Dramatic increase of global awareness to assure safety of personnel on other Nations' aircraft
- Initiated in 2003
  - Crash of NATO chartered Ukrainian troop transport from Afghanistan – killing all on board (UM 4230, YAK-42)
  - 75 Spanish troops killed
  - NATO paid damages
  - third Ukrainian crash in the previous month (total of 105 total NATO deaths over the previous 10 years)
- Triggered establishment of NATO and ASIC airworthiness project groups
- The implementation of US DOD Directive 5030.61
  - Requires US DOD Authorities to validate the oversight of the military nation prior to transportation of US DOD personnel

## Background

- NATO – Established an Airworthiness Executive
- Air and Space Interoperability Council – Established the Airworthiness Working group and produced AIR STD AW 2003
- European Defence Agency – Established the Military Airworthiness Authorities (MAWA) forum and developed the EMAR and the EMAD-R (Recognition)
- US National Airworthiness Council implemented US DOD Directive 5030.61



# Recognition

- Assessment of another Nation's Military Airworthiness Authority (MAA)
  - EMAD R, ASIC AIR STD AW 2003
- Upon satisfactory assessment MAA Recognised
  - **SCOPE** of Recognition important
- Recognised nations utilise Recognition to facilitate use of information and services
  - subject to conditions and caveats (**SCOPE**)
- Increases trust **AND** decreases cost, *particularly* those driven by duplication
- Confidence in the other system
  - Maybe different but deemed competent



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## International agreements

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### Arrangement with China

 [Memorandum of Understanding](#) between CASA and the Civil Aviation Administration of China for the promotion of civil aviation safety.

 [Implementation Procedures](#) between CASA and the Civil Aviation Administration of China for the acceptance of airworthiness approval of aeronautical products.

### Arrangement with Singapore

 [Technical Arrangement](#) on Airworthiness Certification between CASA and the Civil Aviation Authority of Singapore.

 [Memorandum of Understanding](#) between CASA and the Civil Aviation Authority of Singapore on aviation safety.

 [Technical Arrangement](#) on aviation maintenance between CASA and the Civil Aviation Authority of Singapore.

### Arrangement with Korea

 [Memorandum of Understanding](#) between CASA and the Ministry of Land, Transport and Maritime Affairs, Korea for the promotion of aviation safety.

 [Implementation Procedures](#) between CASA and the Ministry of Land, Transport and Maritime Affairs, Korea for the acceptance of airworthiness approval of aeronautical products.

### Agreement with EASA

 [Agreement with EASA](#)

Cooperative Agreement for Airbus A380

### Arrangement with New Zealand

 [High Level Arrangement](#) between the Australian and New Zealand Governments on Mutual Recognition of Aviation-related Certification.

 [Operational Arrangement](#) between CASA and the Civil Aviation Authority of New Zealand in relation to mutual recognition of Air Operator Certificates.

### The Australia-US Bilateral Aviation Safety Agreement

The Bilateral Aviation Safety Agreement (BASA) between Australia and the US came into effect on 28 November 2006 with an exchange of diplomatic notes. The BASA allows for the import to the US of certain aeronautical products designed and manufactured in Australia, and Australian acceptance of certain FAA approvals.

# When and how do we conduct Recognition?

- Interaction of each

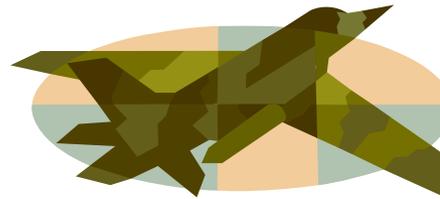


Interfaces

Passenger /  
crew on foreign  
aircraft



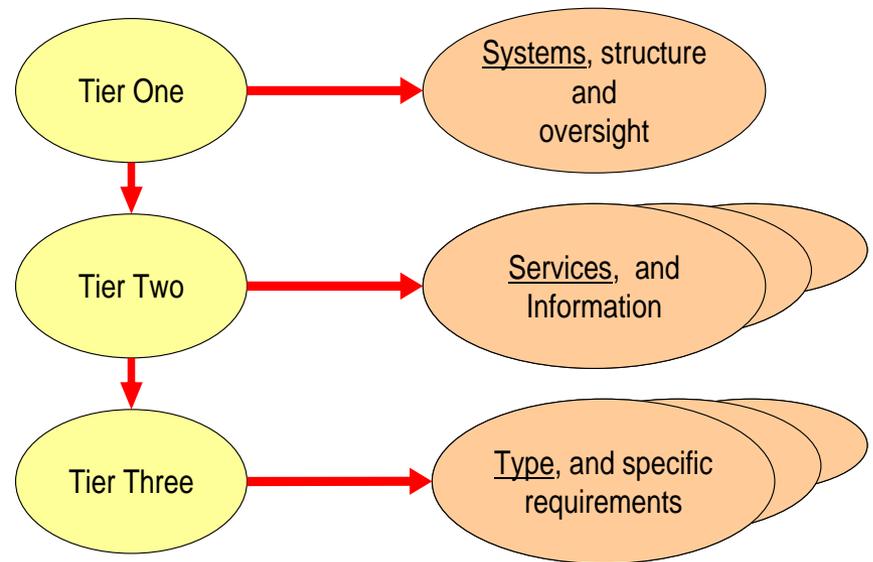
Foreign military  
aircraft visits



- Countries with EMAR as regulatory framework use EMAD R for Recognition
  - Agree on Scope
  - Respond to Military Authorities' Recognition Question set (MARQ) – based on ICAO principles
- ITA, DE, ESP, UK conducted Recognition for the Eurofighter
- Recognition centred on certification
- Able to use artefacts (MDOA or certification evidence) granted by another NMAA

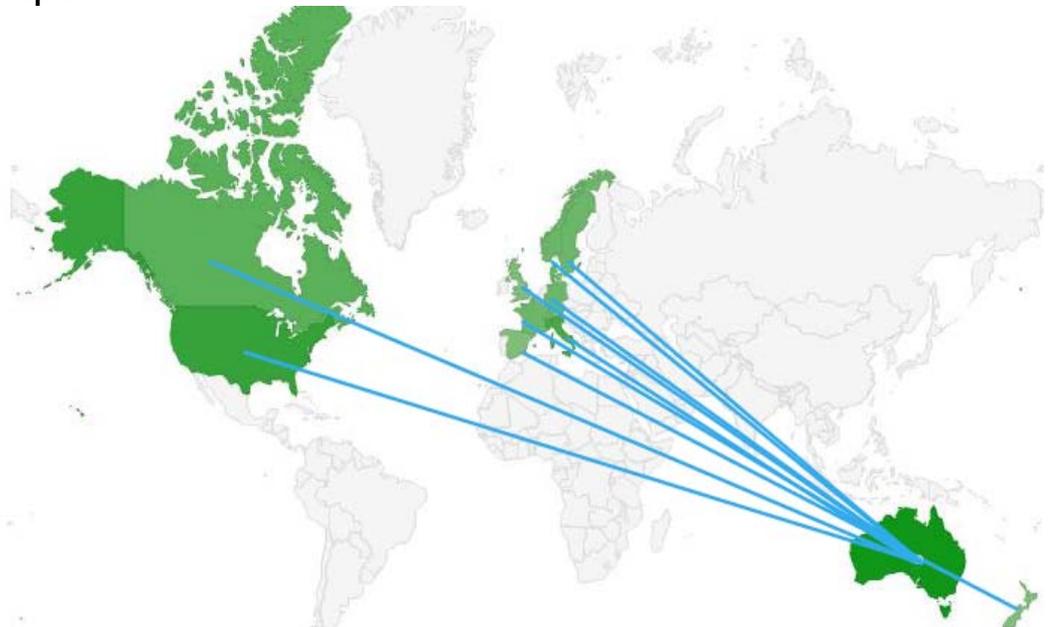


- ASIC AIR ST AW 2003
  - Based on EMAD R
  - Agree on benefits to be sought
  - Respond to MARQ
- Tiers 1 and 2 recognitions Authority responsibility
- Tier 3 Continuing Airworthiness Management Organisation responsibility
- Australia has recognised (Tier 1):
  - New Zealand, US Army, US Navy, US Air Force, Canada and Singapore
- Additionally:
  - Spain (Design Certification of KC-30A)

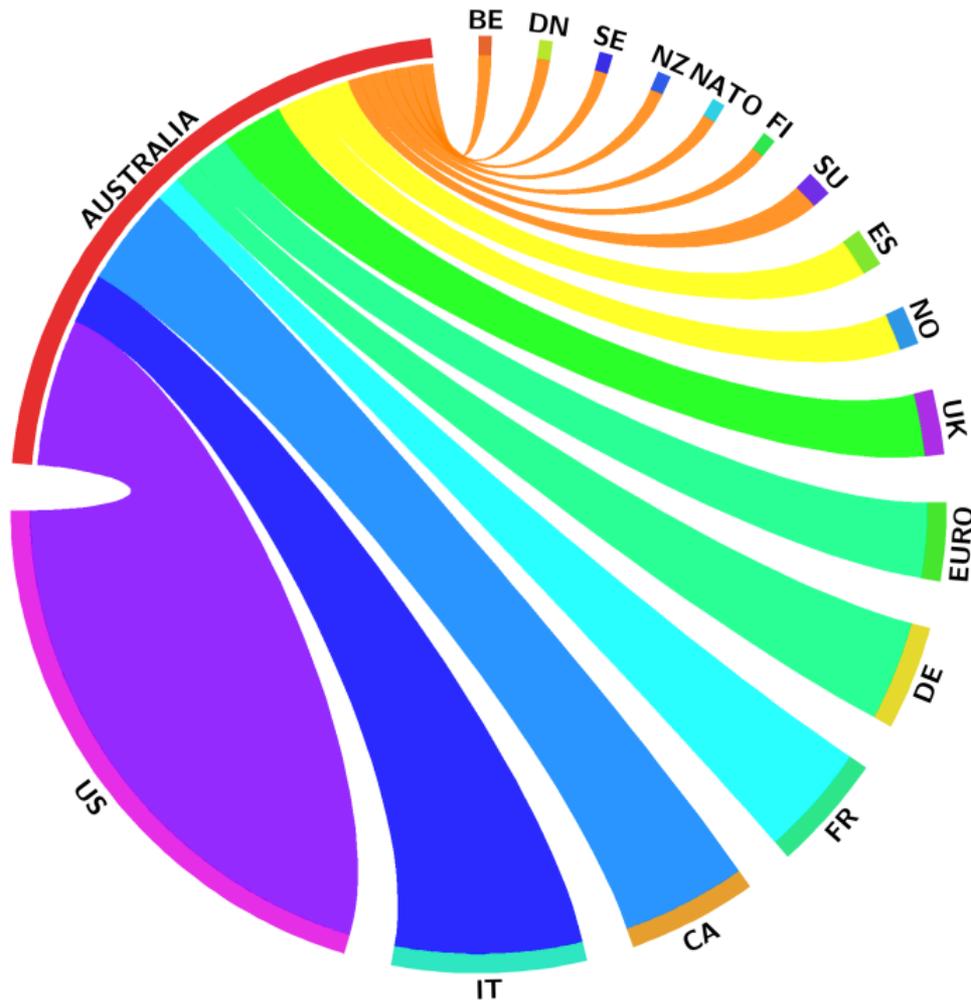


## Small Country Context - Australian interactions with other Nations

- Australia relies on other Nations for:
  - aircraft acquisition
  - sustainment and
  - support of aviation assets
- Current re-validation requirement for each aircraft
- Managing numerous relationships

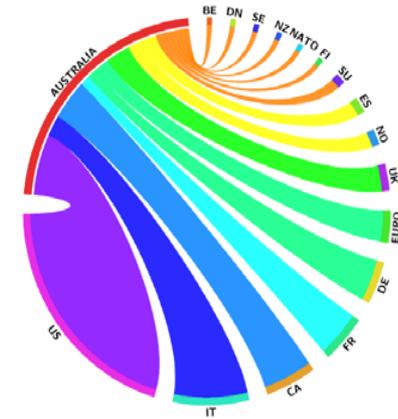


## Small Country Context - Australian interactions with other Nations



- This covers the breadth of Australian Military interactions
- The width at the end of each chord illustrates the number of organisations:
  - Heavy reliance on the US
  - Increasing reliance on European nations
    - ARH Tiger, MRH Taipan, KC-30A, PC-9 and C-130 common users

# Importance of ASIC Airworthiness Working Group



- Australia interacts with 14 countries
  - This can lead to unmanageable amounts of bi-lateral recognitions
  - **BUT** only the US and Canada not adopting EMAR
- In Australia's best interest to continue to see the maturation of ASIC AIR STD AW 2003 to bring US and Canada for the journey
- No global set of 'principles' for what should be expected in Initial and Continuing Airworthiness
- ASIC developing Tier 2 standards for Design certification, Production Oversight, Continued Airworthiness and Continuing Airworthiness
- Standardising these fundamentals within ASIC will influence international interaction for airworthiness

## Summary

- Recognition is the assessment of another MAA/NAA
- Recognition facilitates use of information and services
- Increases trust, decreases cost, eliminates duplication and provides confidence in the other system
- Transition to DASR enables easier recognition activities with the rest of the world
  - Globally recognised regulatory framework
  - Use of common lexicon



# Questions

