

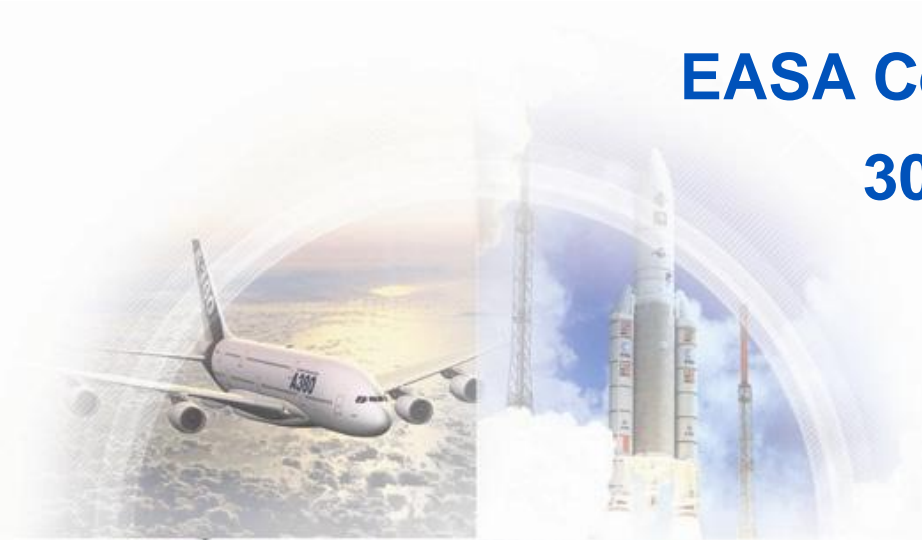


**AeroSpace and Defence**  
Industries Association of Europe

# **EASA Certification Workshop**

## **30<sup>th</sup> January 2014**

### **Cologne**



**EASA Involvement in Military  
Aircraft Airworthiness: Lessons  
Learnt from Continued  
Airworthiness of Military Version  
of Civil Products**



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### **EASA Involvement in Military Aircraft Airworthiness: Lessons Learnt from Continued Airworthiness of Military Version of Civil Products**

#### **The Issue**

- **See presentation made to the CMT (Certification Management Team) Meeting in October 2013**



**2013-10-11 CMT  
Presentation**



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**EASA Involvement in Military Aircraft Airworthiness:  
Lessons Learnt from Continued Airworthiness  
of Military Version of Civil Products**

## **Lessons Learnt (I)**

- **An increasing number of civil certified product Type Design is used in dual-use or military operations.**
- **In many cases this operation considerably deviates from the design assumptions of the initial certification.**
- **This may pose the risk of premature wear-out or life consumption beyond the State of Design certified lives, and subsequently hazardous failure.**
- **The legal system of certain states (e.g. USA, Japan, etc.) allows this sort of operation under the Civil Aviation Authority (as State of Registry) umbrella.**



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## **Lessons Learnt (II)**

- **Existing bilateral agreements would, under certain conditions, allow import of such a product into the range of EASA without the recognition of the previous non-civil operation history.**
- **In many cases the issue is not recognized, as the respective products carry a civil and a military registration, or are operated non-civil under a civil registration.**