



# EASA

European Aviation Safety Agency

## Military Applications in Civil Certification

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**STC WORKSHOP**  
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**Your safety is our mission.**

An agency of the European Union 

TE.GEN.00409-001



# From where are we coming?

CASA 212

Alenia C27J

CL-215



A400M

CASA 295

CASA 235



# Where are we going?



Copyright: SCG, Claes Axståhl



# Where are we NOT going?



Copyright Saab AB, Stefan Kalm



# Why amend the BR?

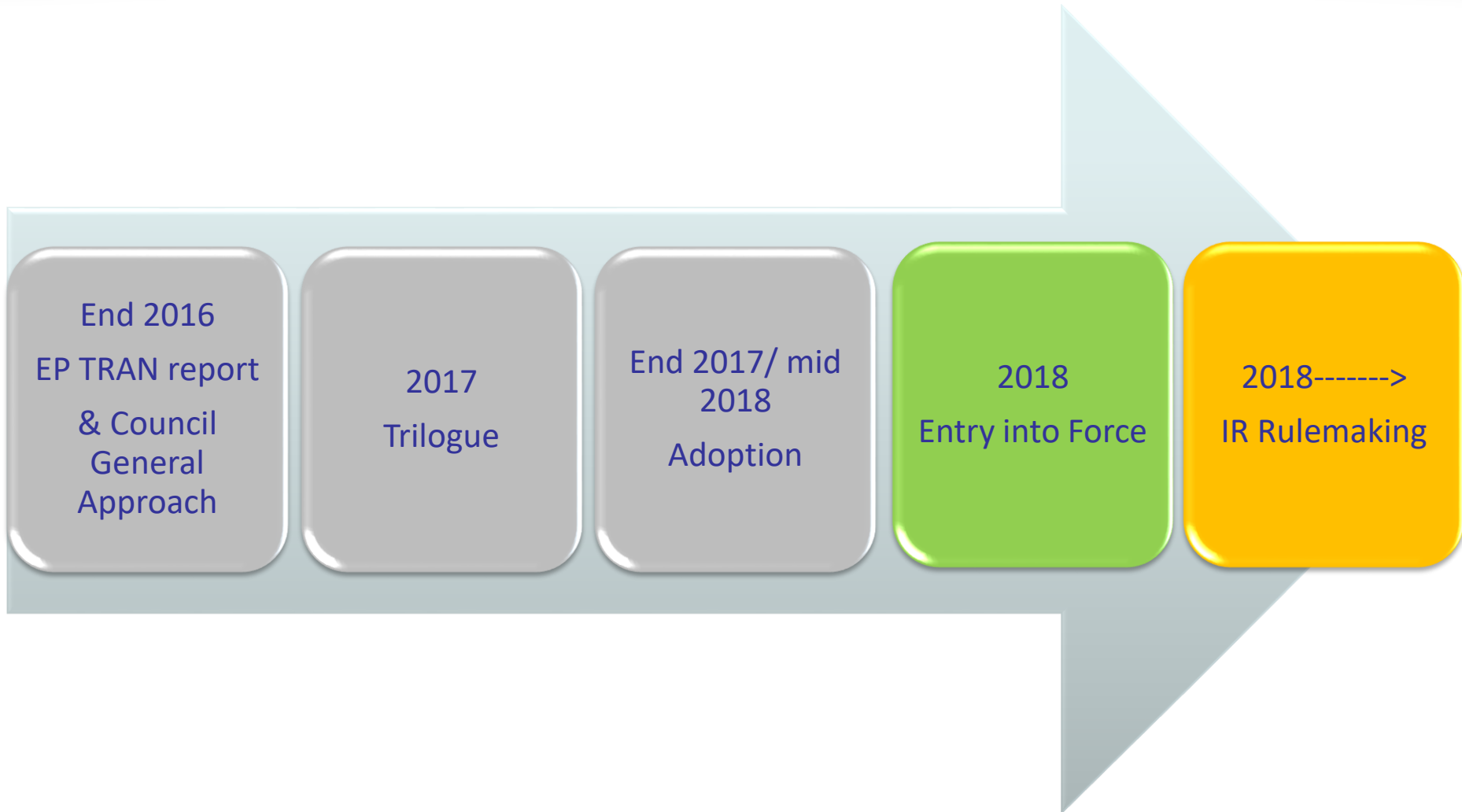
- Commission 2015 Aviation Strategy for Europe
- Art. 62 evaluation

**A comprehensive,  
flexible system,  
better adapted to  
new challenges**

- Making better use of our limited resources
- A flexible and performance based system
- Closing gaps and inconsistencies



# Timeline





# Keywords on the way



Opt-in for 'state aircraft' - re-allocation of responsibilities

...Member States may consider.....to apply the provisions of this Regulation

The Commission .....decide on such requests.

.....Member States making use of this possibility should cooperate with the European Union Aviation Safety Agency

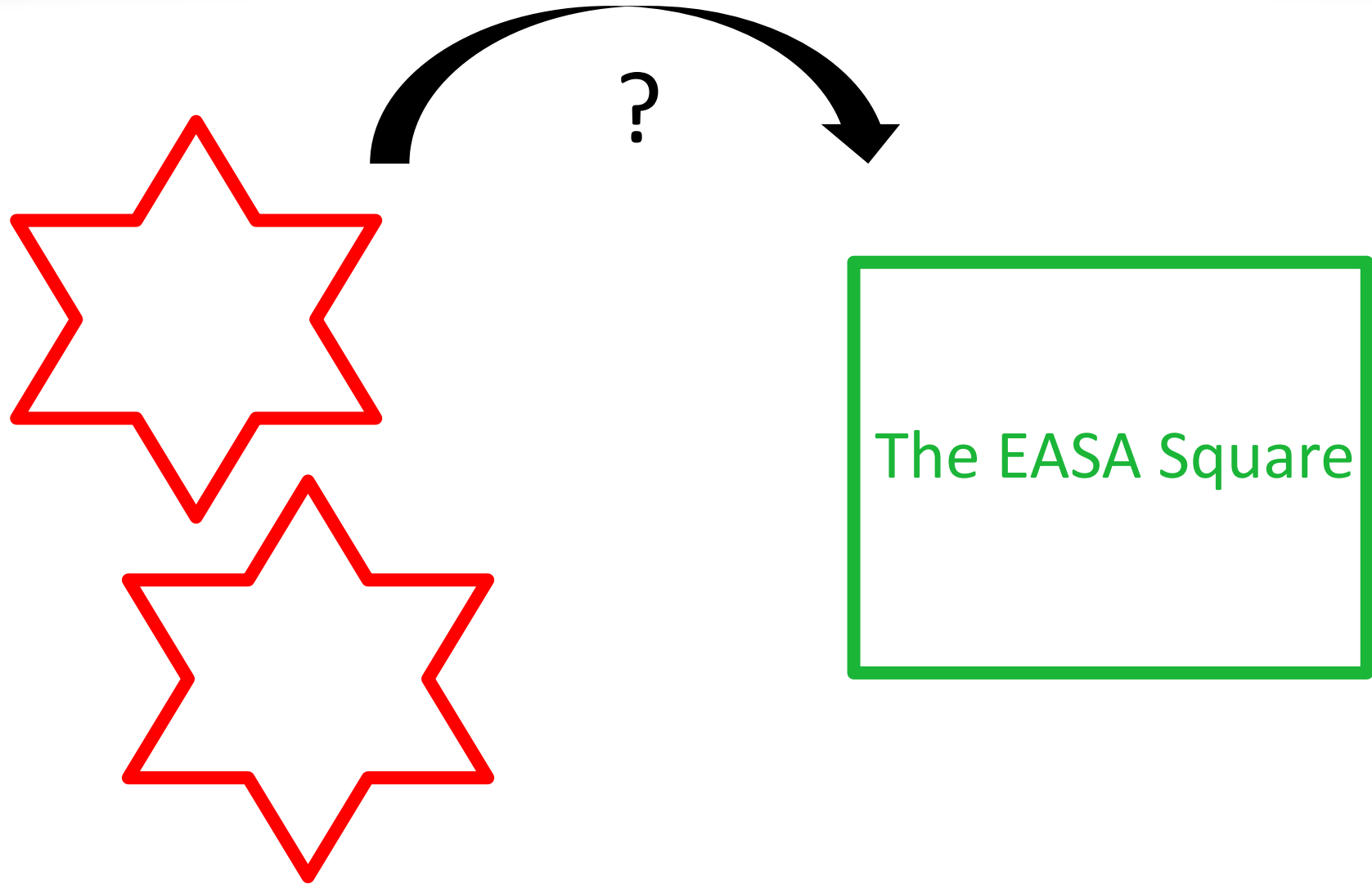
.....

the aircraft and activities concerned comply with the relevant provisions of this Regulation.



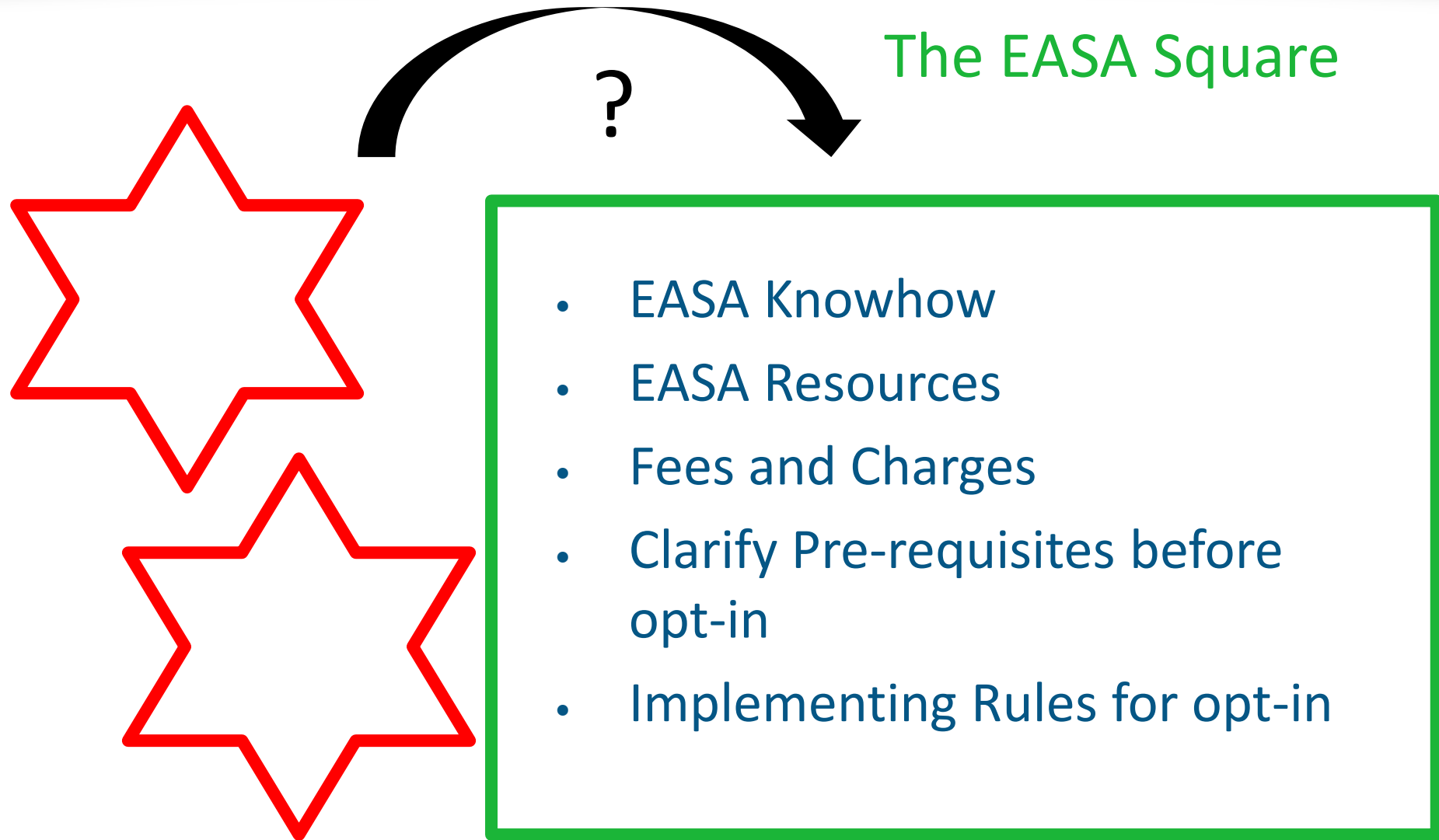


# Will the military stars fit?



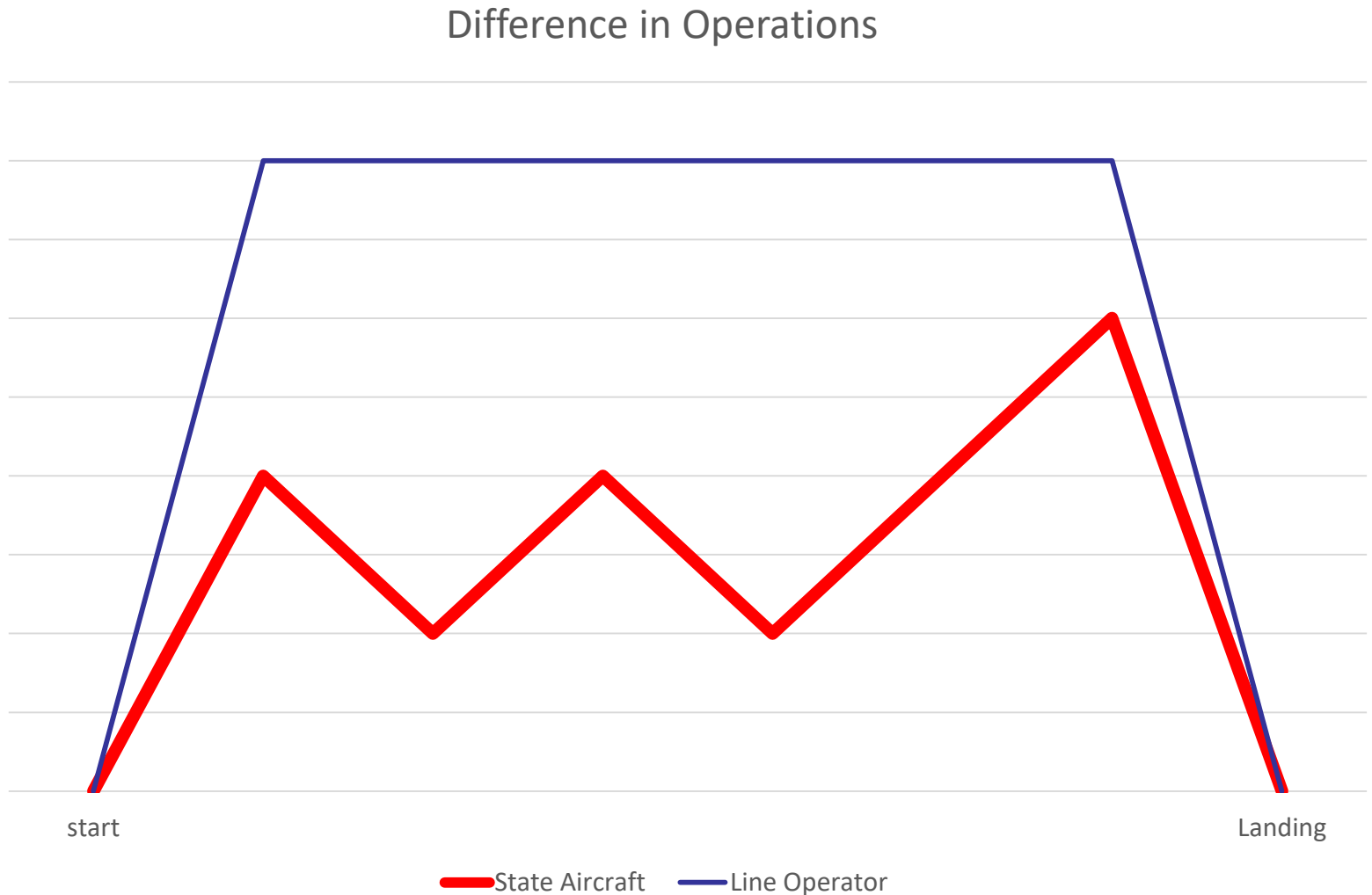


# Future EASA considerations





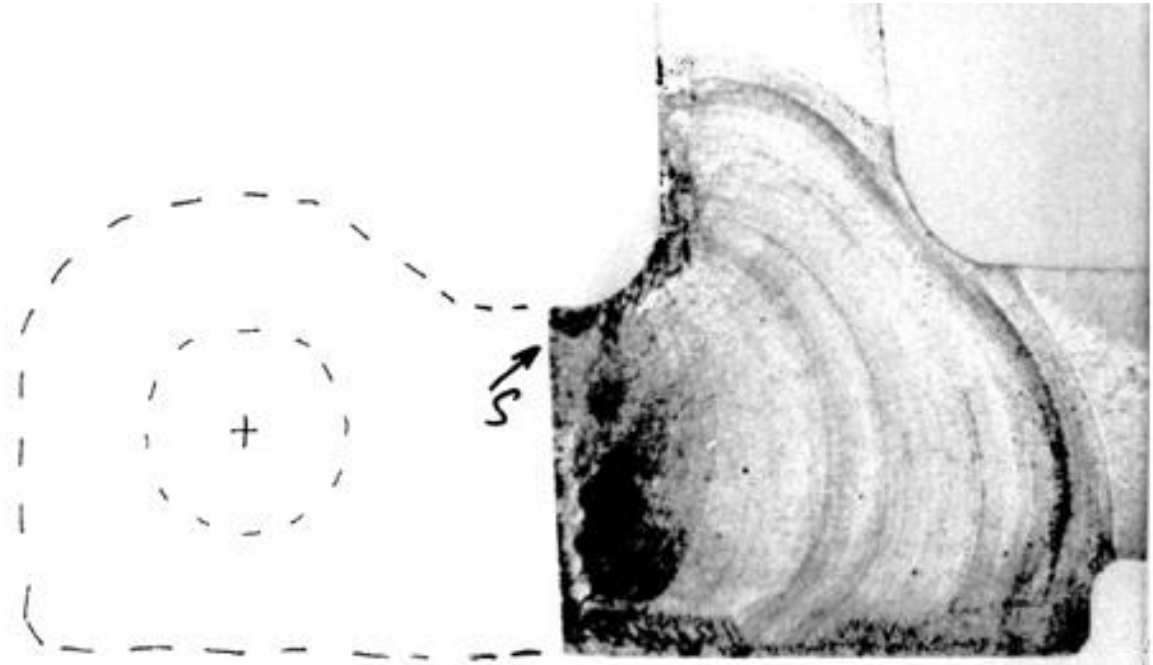
# Operations – Outside the box (1)





# Operations – Outside the box (2)

- Example: Wing Spar Crack in Special Mission Aircraft
  - The spar failed with the detected crack at 3.57g in laboratory
  - Crack propagation to failure about 3000 hours
    - Visual inspection every 300 hour
    - NDT every 1000 hours





# Certification - A wider scope

Direction Finders

Cabin Configurations

Lasers

Big Antennas

FLIRT Turrets

Radar Jammers

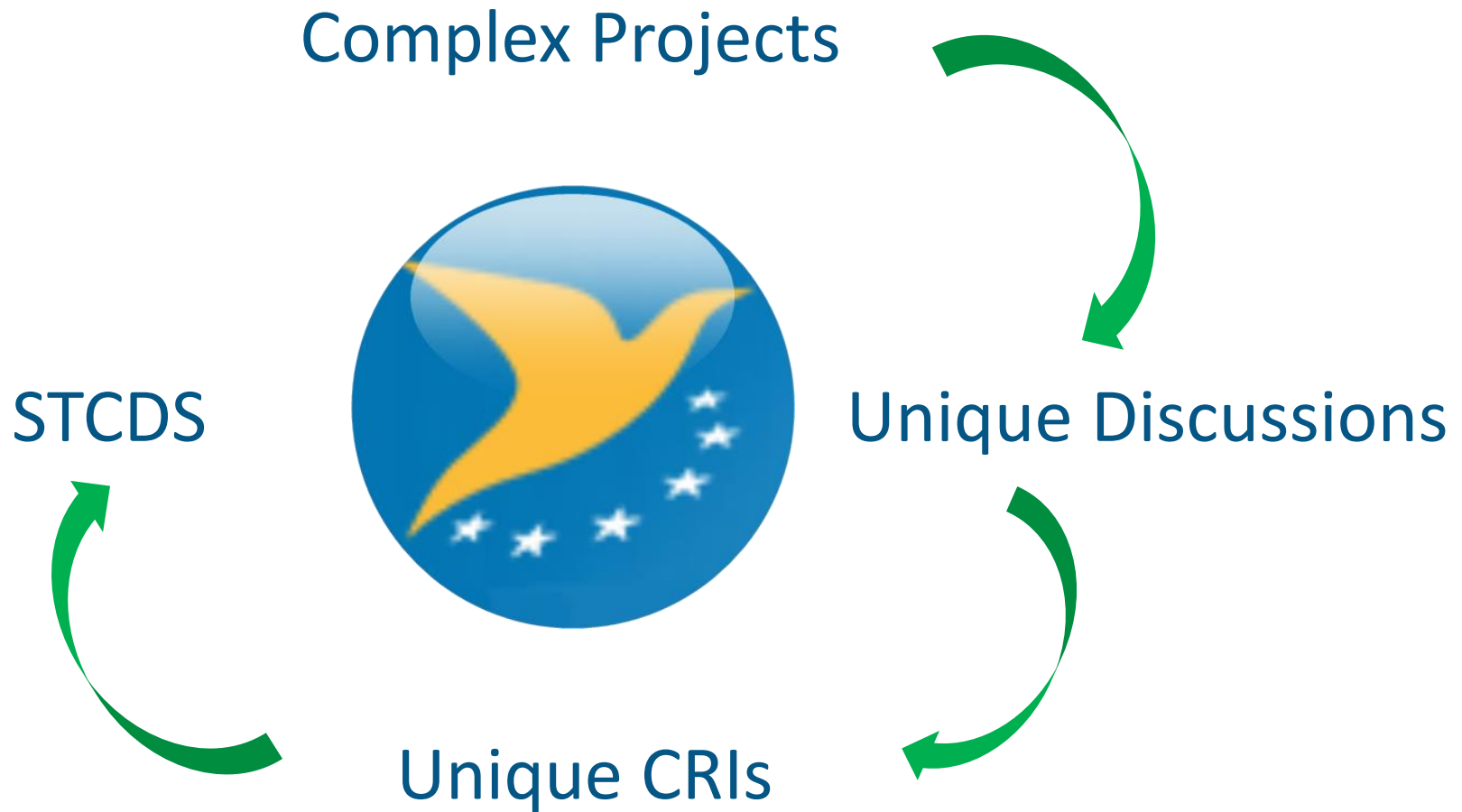


Surveillance Radars

Large amount of Oxygen



# The EASA experience so far





# The DOA Considerations

- ❑ Certain considerations for the Instructions for Continued Airworthiness.
- ❑ Certain considerations for unusual design features.
- ❑ Prepare for longer lead times in the project
- ❑ Prepare for more CRIs than you are used to
- ❑ Prepare for more test activities than usually.



# Useful Links

## ➤ EASA Webpage

- high energy Lasers EASA CM-AS-006  
[https://www.easa.europa.eu/download/certification-memorandum/%27final%27%20CM-AS-006%20Issue%2001\\_Certification%20of%20airborne%20systems%20using%20LASER%20with%20high%20energy\\_PUBL.pdf](https://www.easa.europa.eu/download/certification-memorandum/%27final%27%20CM-AS-006%20Issue%2001_Certification%20of%20airborne%20systems%20using%20LASER%20with%20high%20energy_PUBL.pdf)
- Air Medical Services, <https://www.easa.europa.eu/document-library/product-certification-consultations/special-condition-air-medical-services>
- Night vision: <https://www.easa.europa.eu/sites/default/files/dfu/CM-FT-001%20Issue%2002%20helicopter%20NVIS%20final.pdf>



**EASA**  
European Aviation Safety Agency

**Thank you.**

**Questions ?**

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