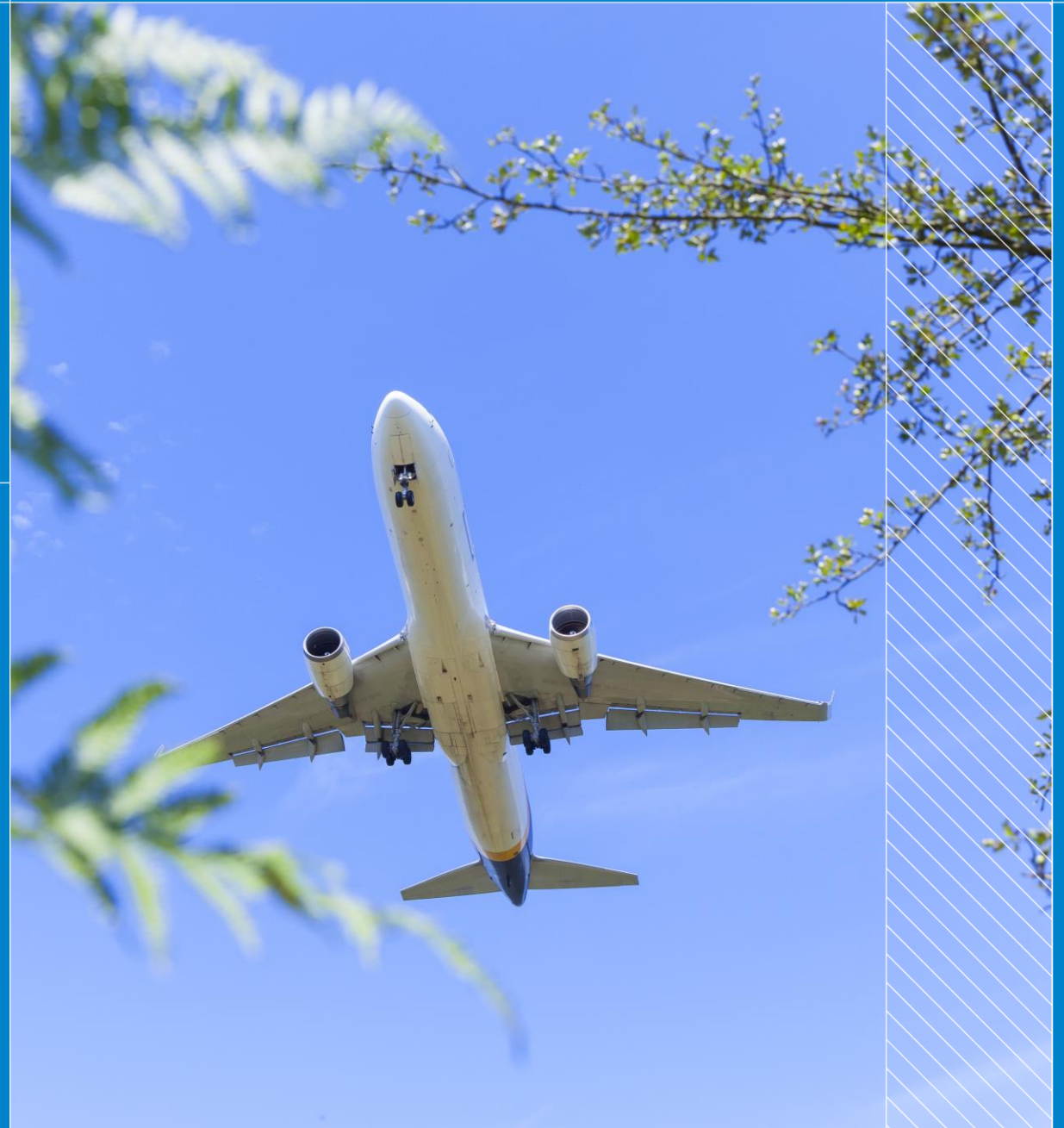


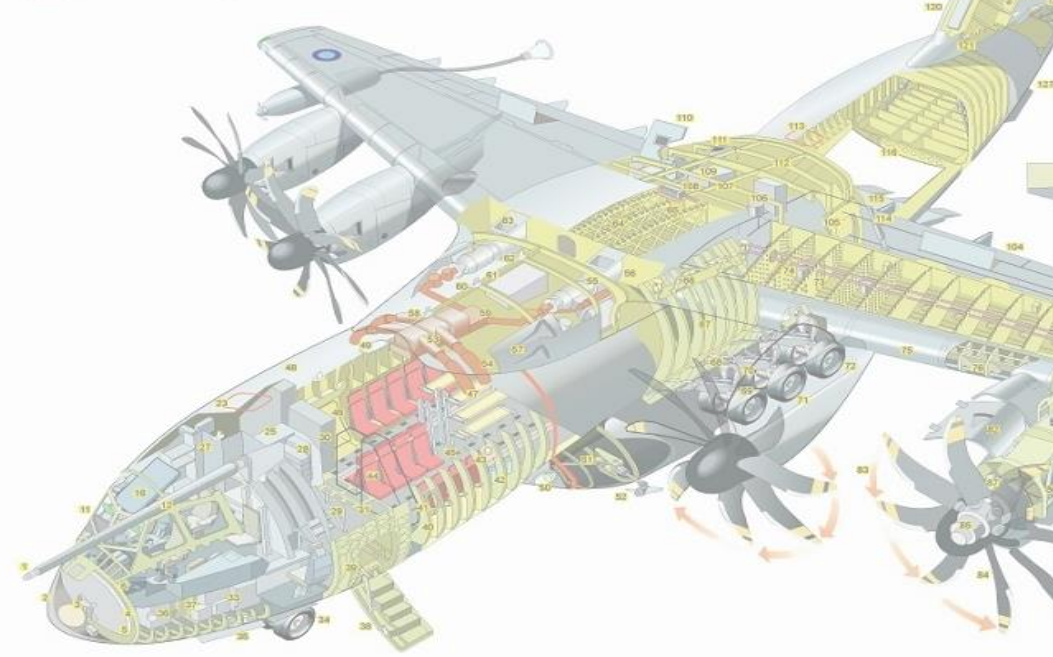
EASA Type Certification of products for Dual Military/State & Civil Operations - State of play

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1. Ongoing Actions

Clarify

- 1 Scope of certification of Civil/Military products in the frame of the NBR in comparison with old BR

Including: Military
Dual-use Civil/Military
State aircraft (Police, customs, rescue...)



- 2 Procedures related to ITAR/EAR classified documentation



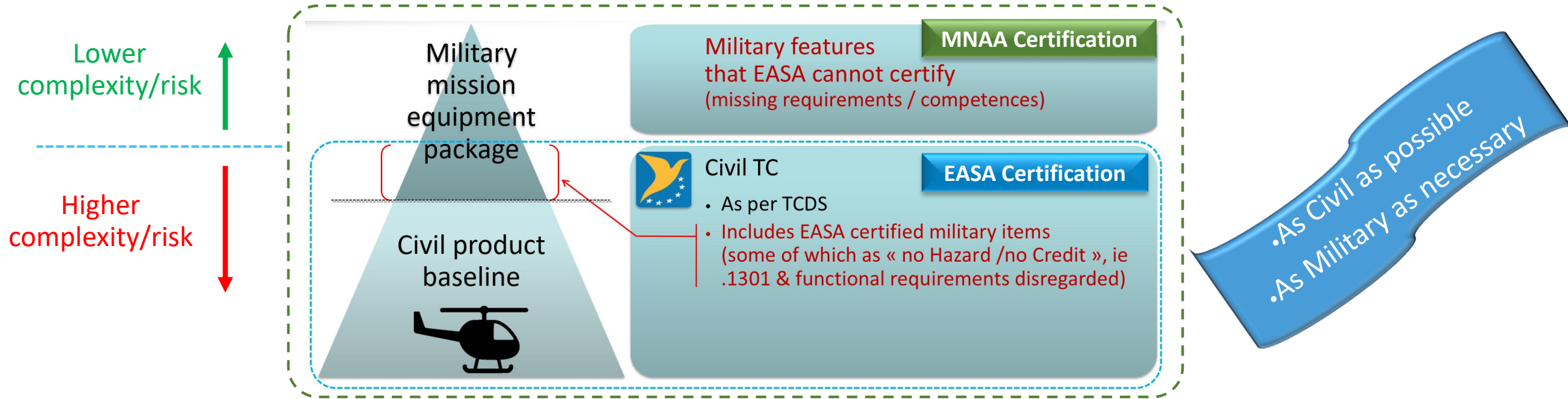
And value/recognise

The importance of transversal activities across domains (notably Certification and Flight Standards)



2. Scope of EASA & MNAA certification

The civil/military border and its associated interface issues



Challenge of the many interfaces between Civil/Military Stakeholders



MNAA

NAA



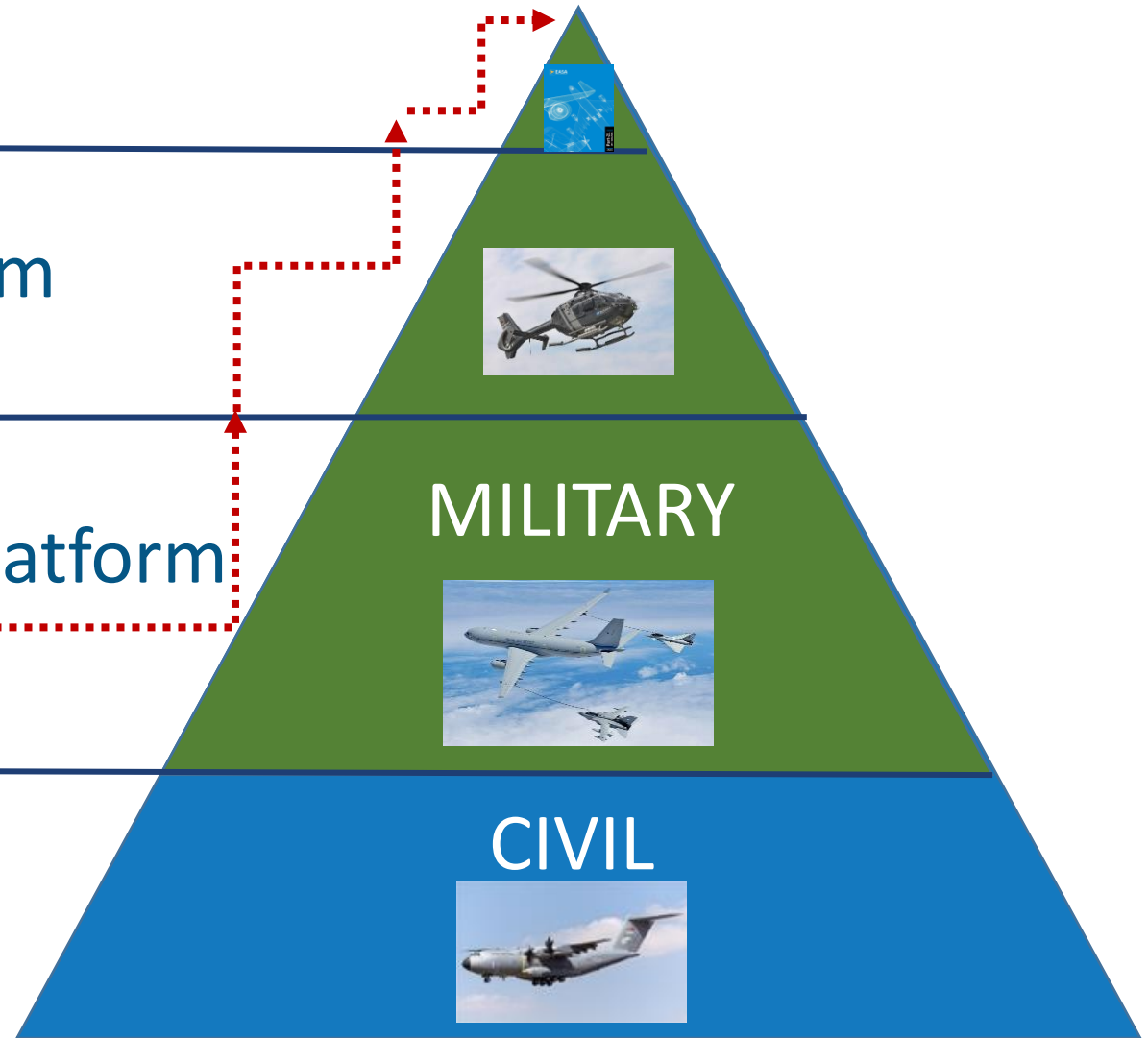
3. The Four Scenarios for Type Certification

4. Opt-in

3. Helicopter Dual Use Platform

2. Large Transport Dual Use Platform

1. Mil. Ops Only



4. Certification capabilities

- Pyrotechnic devices
- Anti-missile systems
- Military communication and navigation systems
- Air-to-Air Refuelling (installation only)
- Firefighting aeroplanes and rotorcraft
- Blades sand protection
- Engines sand & dust erosion resistance
- Military engine flight profiles
- ASMET testing
- Rotorcraft hoist
- HMI / “mission” symbology issues
- Flight envelope extension
- Radars (similar to weather radars)
- Laser pointers and designators
- PCDS (fast roping installations excluded)
- Electronic Warfare Systems (fixed)
- Rotorcraft sea operations and ship landing
- Search and Rescue (SAR), MEDEVAC, parachute jump, aerobatics, crop-spray, banner towing
- Weapon systems (limited)



5. TC/MTC interaction and impact on CAW

→ *EASA maintains a civil TC operated in the military domain*

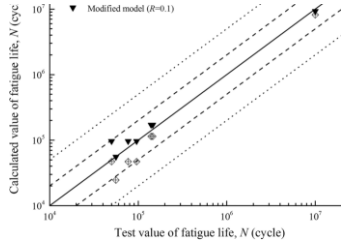
→ Aircraft and engine are civil certified based upon a defined set of materials, operational assumptions, usage, etc.

→ *However ...*

→ Military operations are by nature variable, subject to additional military certification efforts sometimes challenging civil certification assumptions deserving TCH/DOA Civil/Military Airworthiness Authorities coordination.

5. TC/MTC interaction and impact on CAW

Example of exceedance of the civil limits:

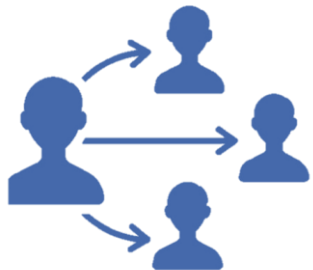


Certain missions may be performed *outside of the civil envelop*. As a consequence fatigue accumulation may be greater than assumed in certification



To maintain/*return the product to its civil* type design assumptions (and EASA oversight), actions are required

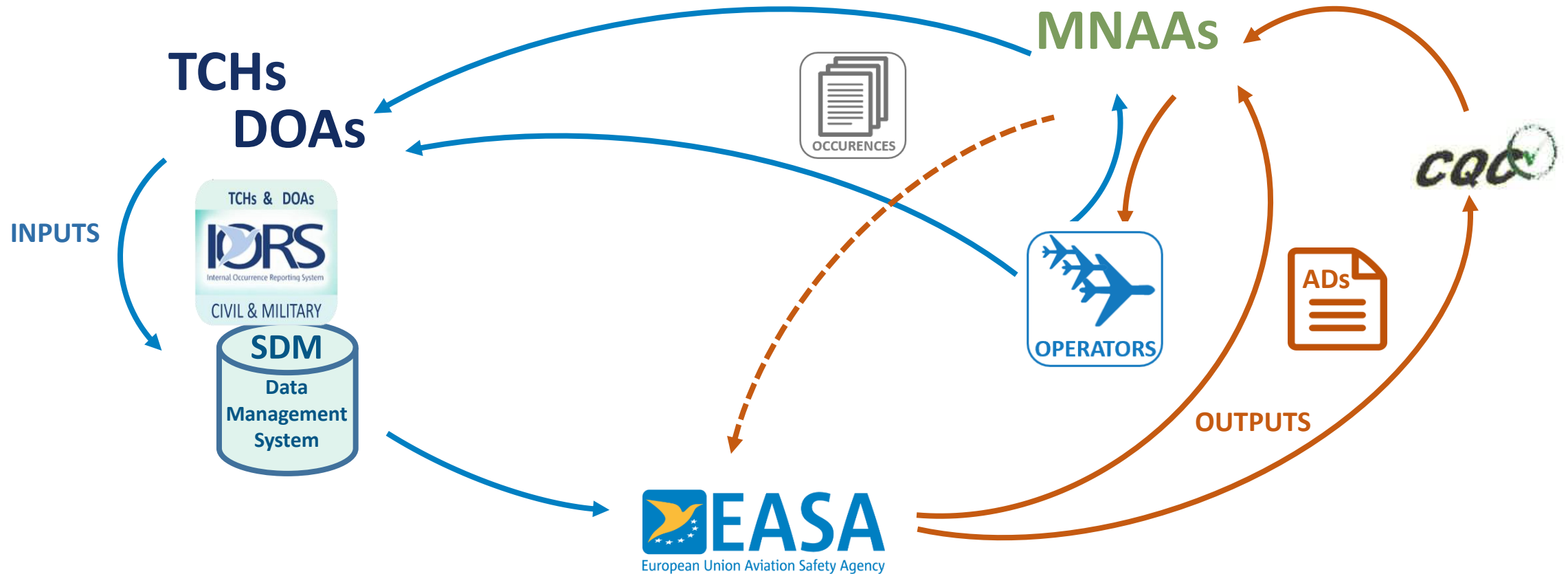
- Details of the encountered military operations to be reported to TCHs/DOAs and to EASA.
- TC holders (DOAs) to identify *measures* that account for, or *rectify any excursion* outside of type design assumptions



To maintain the fleet airworthy, an EASA AD would normally be necessary

- EASA cannot enforce ADs to military operators, only *recommend* for adoption and enforcement by/through MNAAs. This leads to potential duplications, delay on reaction times, and needs huge coordination efforts.

6. CAW, Occurrence Reporting, ADs Dissemination: 3 Parties Exercise





THANK YOU

