MINISTRY OF DEFENCE

General Secretary for Defence and National Armaments Directorate
Directorate of Air Armaments

REGISTRATION OF MILITARY AIRCRAFT AND MANAGEMENT OF THE MILITARY AIRCRAFT REGISTER (RAM)

THE PRESENT REGULATION SUPERSEDES AND REPLACES THE REGULATION OF THE SAME NUMBER, EDITION 17/11/2023

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1. GENERAL INFORMATION

1.1 Introduction

In accordance with art. 745 of the Italian Navigation Code (NC), the military aircraft, are admitted to air navigation, certified and registered in the Military Aircraft Register (RAM[1]) of the Ministry Of Defence. Further, art. 743 of the NC directs that Remotely Piloted Aircraft Systems (RPASs), defined as such by special laws and by Ministry of Defence (MOD) decrees (as per Ministerial Decree of 23 June 2006 Reg.3571 of the Court of Auditors on 19.07.2006), shall also be considered military aircraft.

In this regard, Italian Ministerial Decree of 16 January 2013 (art. 15) determines, in implementation of the requirements of the Decree of the President of the Italian Republic of 15 December 2010, no. 270 [Modifications to the consolidated military organization act, as given in Presidential Decree 15 March 2010, no. 90 and subsequent modifications, in accordance with article 2, paragraph 8a to 8e, of Italian Legislative Decree of 30 December 2009, no. 194, converted, with modification, from Italian Law of 26 February 2010, no. 25. (11G0038) (Official Gazzette no. 37 of 15-2-2011)], that the Directorate of Aeronautical Armaments and Airworthiness (DAAA) shall be responsible for the issue of technical publications and regulations on military aircraft and for their admittance to air navigation, certification and registration in the RAM.
The MOD, through a decree dated 8th October 2019, has also instituted the Military Aviation Authority (MAA), whose regulatory functions in terms of flight and aircrew operations are discharged by the Air Staff and its dependent Office for the Military Aviation and the Meteorology (AVIAMM).
Only the aircraft registered in the RAM and whose airworthiness has been certified by DAAA are admitted to the air navigation[2]. Such DAAA prerogative does not cover the aircrew qualification, relevant responsibility conveyed to AVIAMM.

Each Armed Force/Armed State Corp (FA/CdS) using a military aircraft is responsible for the safe conduct of the inherent flight operations by the required and qualified personnel and for maintaining the continuing airworthiness of each individual Registration Mark, in accordance with the DAAA and MAA regulations.

In addition, in accordance with the International Civil Aviation Organization (ICAO) requirement, all military aircraft fitted with a Mode S Transponder shall be assigned a 24-bit aircraft identification code, which is stored on that device. The same ICAO regulations require that for aircraft equipped with an ELT (Emergency Locator Transmitter), the programmed digital message can include the 24-bit code, or an alternative recognition ID code. All military aircraft, representing a subset of State Aircraft, fitted with Mode S Transponder and/or ELT equipment, shall be assigned this code.

[1] The Register is redacted in Italian, so are the codes assigned to each of the entries. Therefore, in the body of the present regulation some of the acronyms will be generated from their original Italian spelling

[2] A particular application regards the RPASs belonging to the category Military Open" and some particular types of those falling into the Military Specific" as per AER(EP).P-22, which are admitted to fly on the basis of a technical clearance released by the DAAA, rather than a proper flight certificate.

1.2 Scope

This regulation has the purpose of:

- establishing the criteria and procedures for recording military aircraft in the RAM;
- detailing the methods, constraints and circumstances for assigning the Military Registration Mark (MM[3]), the Temporary Registration Mark (MT), the Operational Registration Mark (CO) and the Experimental Registration Mark (CS) to all military aircraft, including the Remotely Piloted Aircraft Systems (RPASs) belonging to the certification categories Military Specific and Military Certified as per AER(EP).P-22;
- regulating the procedure for the request and assignment of 24-bit/ID codes for Mode S Transponders and ELT equipment.

1.3 Related Technical Publications and Procedures

- AER(EP).0-0-2 Definition and regulation of the Air Armaments General Directorate (ARMAEREO) System.
- AER(EP).00-00-5 Configuration control. Processes for the preparation, evaluation and authorization of modifications to introduce to materials under DAAA responsibility.
- AER(EP).00-00-6 Guidelines for the identification and registration of the aeronautical configured materials.
- AER(EP).0.0-12 Mission Design Series
- AER.00-1-73 Aeromobili Militari fuori servizio e fuori uso – recupero parti, cessioni e relativa gestione della documentazione caratteristica.
- AER.P-2 Homologation, Type Certification and Type Qualification for military aircraft, Approval of Installation Suitability.
- AER(EP).P-21 Certification and Qualification of Military Aircraft and related Products, Parts and Appliances and Design and Production Organizations in the EMAR construct.
- AER(EP).P-22 Certification of Military Remotely Piloted Aircraft Systems.
- AER(EP).P-23 Airworthiness and Safety Residual Risk Identification and Acceptance.
- AER(EP).P-9 Operational Approval and Certification.
- AER.Q-2010 Definitions of Abbreviations, Terms and Expressions used in DAAA.
- AER(EP).P-2005 Mantenimento della Aeronavigabilità
- EMAD MFTP Military Flight Test Permit procedure.
- EMAD 1 Definitions and acronyms document
- CLA-DL-1100-0001-00B Experimental flights, acceptance flights and functional flights performed by Air Force aircrew.
- SSMD/31344,15/04/2010 Direttiva per le attività Interforze di Sperimentazione per gli aeromobili militari per la Certificazione Tecnico Operativa
- CLA-DL-1100-0001-00B00 Gestione Dei Prodotti Di Consumo Peculiare Aeronautici

[3] Some of the acronyms presented in this document retain the original Italian explanation

1.4 Applicability

This regulation applies to all Military Aircraft as defined in the NC art. 745 and to the subset of the CdS as per art. 744 (State Police Forces, Customs, National Fire Brigade, Civil Protection).
This regulation also applies to (technology) demonstrators of military aircraft.

1.5 Validity

This regulation supersedes AER(EP).P-7 edition 17/11/2023 and enters into force from its date of approval.

1.6 Definitions

Unless hereby differently specified/integrated, refer to the AER.Q-2010 and EMAD1 for the abbreviations, vocabulary and expressions used in the present regulation.

Airworthiness Flight Limitations (AWFL)

The AWFL include the ground and inflight aircraft limitations which safeguard the fulfillment of a minimum set of safety and airworthiness requirements propaedeutic to the flight activity. The AWFL normally mirror the format of a flight manual, albeit in a less detailed connotation. Any change to the AWFL shall be authorized through the request of an extension of the Experimental Registration Mark.

Operational Military Permit to Fly (O-MPtF)
It is a Permit to Fly issued for the conduct of operational activity (instead of experimental flights) with an RPAS belonging to the category Military Specific. For this reason, the RPASs provided with such authorization are not operated by test pilots, engineers and specialists. The O-MPtF represents the flight authorization released by the DAAA to the RPAS registered in the RAM with a CO.

Military Certificate of Airworthiness (MCoA)
See the Technical Publication AER(EP).P-21.

Military Permit to Fly (MPtF)
See the Technical Publication AER(EP).P-21.

RPAS belonging to Micro, Mini, Light, Tactical, Strategic weight category
See the Technical Publication AER(EP).P-22

RPAS belonging to Military Open certification category
See the Technical Publication AER(EP).P-22.

RPAS belonging to Military Specific certification category
See the Technical Publication AER(EP).P-22.

RPAS belonging to Military Certified certification category
See the Technical Publication AER(EP).P-22.

2. CHARACTERISTICS AND REQUIREMENTS TO REGISTER AN AIRCRAFT

All aircraft registered in the RAM are Military Aircraft[4] and admitted to air navigation through the issue of:

- a Military Permit to Fly (MPtF), in the context of experimental activities;
- a Military Certificate Of Airworthiness (MCOA), in the context of operational activities;
- an Operational Military Permit to Fly (O-MPtF), for RPASs belonging to the certification category Military Specific;
- a Technical Clearance/Safety Case, for RPASs belonging to the certification category Military Open/Specific.

2.1 Requirements to register an aircraft

The following aircraft can enter the RAM:

- aircraft owned by the State and purchased by the DAAA on behalf of the MoD and/or FA/CdS;
- aircraft not owned by the State, but acquired through a leasing agreement stipulated by the DAAA on behalf of the MoD and/or FA/CdS;
- aircraft owned by the State and not purchased by the DAAA but by other State Bodies (national or foreign);
- aircraft not owned by the State, but acquired through a leasing agreement not stipulated by the DAAA, but by other State Bodies;
- aircraft not purchased by the DAAA and not owned by the State, but subject to bespoke technical support contracts between a Company and the DAAA; these agreements, subject to a pre-emptively approval by the MoD, have the scope to enable a number of tasks operated by the DAAA in favor of the Company, including, but not limited to: issue of Military Type Certificates (MTCs), MPtFs, etc.; the aircraft falling into this contractual construct are flown within the Italian Air Space, through registration in the RAM, for the duration of the agreement;
- aircraft purchased within the scope of international Programmes, where an International Agency or other Body, recognized by the governments partaking the Programme, acts on behalf of the MoD/DAAA.

The DAAA is empowered of suspending / removing any entry of the RAM, whenever the conditions for the registration are no longer fulfilled.

2.2 Aircraft categories

The military aircraft are divided into the following categories:

- Aircraft;
- Helicopters;
- Light aircraft (gliders, including the powered versions, gyroplanes, airships, etc.);

[4] As anticipated in the introduction, the RPASs belonging to the certification category Military Open and some cases of RPASs belonging to the category Military Specific, albeit considered military aircraft in accordance with the definition, are not registered in the RAM,

- Remotely Piloted Aircraft Systems (Air Vehicle, AV, and System Remote Control Station, SRCC);
- (Tethered) Gas Balloon (GB/TGB).

2.3 Military Aircraft Register (RAM)

The 1^ Office of the Vice Technical Directorate (VDT) of DAAA manages the RAM.
The aircraft register is in digital format and data resides on a portal (electronic register) where different types of entry are allowed:

- Registration Mark type (military, operational, temporary, experimental);
- Registration Mark number;
- Aircraft name, as given by the design company;
- Construction number, as assigned by the design company;
- Contract (or agreement) number;
- Aircraft category, as described in paragraph 2.2;
- FA/CdS the aircraft is assigned to;
- Mission Design Series allocated to the aircraft as per AER(EP).0-0-12;
- Military Type Certificate (MTC)[5];
- applicable LOAP;
- System Design Responsible/Military Design Organization Approval Company;
- FA/CdS organization responsible for the configuration of each individual aircraft (EIRC), as per AER(EP).00-00-6;
- Registration Status, containing any reference to Registration transitions occurred to the aircraft[6];
- MCoA, MPtF, O-MPtF;
- date and protocol of the letter assigning the Mark;
- date and protocol of the letter cancelling the Mark;
- Airworthiness Review Certificate (ARC), issued by the EIRC with regard to the airworthiness status of the individual aircraft;
- (only for RPAS): P/N of the Control Segment" or GCS of the controlling SRCC
- (only for RPAS) weight category (micro, mini, light, tactical, strategic);
- Transponder/ELT type (if present);
- 24-bit code, or an alternative recognition ID code allocated to the specific aircraft;
- date and protocol of the letter assigning the 24 bit code (if present);
- Air Traffic Integration (ATI) capabilities and clearance allocated to the specific aircraft, relevant details in the Technical Data Sheet attached to the Type Certificate:
  - Instrumented Flight Clearance (IFR);
  - Reduced Vertical Separation Minima (RVSM);
  - Required Navigation Performance (RNP);
  - Area Navigation (RNAV);
  - Automatic Distribution Surveillance Broadcast – Out (ADS-B Out);
  - Identification Friend of Foe Mode 5 (IFF Mode 5);
  - New Generation IFF (NGIFF);
  - 8.33 VhF radio spacing.

[5] including reference to the legacy Certificate released in accordance with AER(EP).P-2, if applicable
[6] For instance, from MM to CS, or from MT to MM

2.3.1 Electronic Register

The electronic RAM replaces the previous hardcopy registers, kept at the 1^ Office of the VDT, which remain available for consultation as required by law.

The electronic register is a database, which allows entry of data and information on each aircraft.

It identifies the various fields, which are updated upon changes to the registration status of the aircraft and can be exported in excel/printable formats.

The registration marks allocated to each individual aircraft follow the criteria explained in paragraph 3 and the number sequencing detailed in paragraph 6.

Any new entry to the RAM or variation of the Registration Status shall be signed/approved by the Head of the 1^ Office and traced with the document number of the assignment /revocation / cancellation letter.

The RAM and the originating Database shall be daily backed up.

2.3.2 Consultation of Data

The digital register and relevant supporting Database can be consulted via the DAAA Intranet.

3. PROCEDURES FOR AIRCRAFT RECORDING INTO THE RAM

3.1 Aircraft registered with an Experimental Mark (CS)

The assignment of an Experimental Registration Mark allows the following activities (see annex J for further details about the flight scopes for experimental activities and relevant minimum ground/aircrew/additional crew requirements):

- experimental ground/flight tests (and relevant preparatory training) for new military aircraft, including those eligible to be accepted and registered in accordance with a production contract;
- experimental ground/flight tests carried on prototypes and (technology) demonstrators of military aircraft;
- experimentations following modifications made to the configuration of production aircraft already provided with an MM;
- experimentations following modifications made to the configuration of aircraft already provided with a CO;
- production sorties carried by the Company before the customer acceptance;
- customer acceptance sorties carried by the FA/CdS operating the aircraft before the assignment of the MM.

These tasks are performed under the responsibility of the articulation requesting the CS (a Company recognized as SDR/MDOA[7] or a recognized Military Flight Test Center[8]), which will also be called liable in the event of accidents and damages to third parties from administrative, civil and penal standpoints.
The CS is assigned to newly designed and/or newly produced aircraft, prototypes, demonstrators or to aircraft showing a Military Registration Mark or an Operational Registration Mark subject to modification; in this latter case the CS is normally requested by and bestowed to a recognized Flight Test Center, whereas in the other cases the Company requests the CS.

The CS shall be requested to carry tests, operations, developments, configuration changes and any activity not described, documented, defined within the technical publications accompanying the aircraft[9]. Privileges can be granted by the DAAA to the Companies and Flight Test Centers requesting the CS, based on the applicant maturity and experience and the scope of the activity[10]. In these cases, the applicant shall only acknowledge the DAAA of the commencement and the subsequent termination of the activity, so to permit the RAM upkeep accordingly.

[7] System Design Responsible/Military Design Organization Approval as per AER(EP).00-00-5 and AER(EP).P-21 respectively.
[8] The Italian Air Force DASAS, as per Ministry of Defence directive SSMD 31344 dated 15 April 2010
[9] This also includes, for instance, the ground trials carried with the aircraft “at the chokes” and not powered
[10] For instance, test activities not bound to yield to the aircraft takeoff (i.e. tests up to low speed taxi) may be granted such privileges, so that the Company/Flight Test Center can proceed with the tasks upon communication to the DAAA of the activity, and provided that a bespoke test safety analysis is completed

The aircraft provided with a CS shall conduct the operations described in the relevant test plan. All other operations and tasks defined in the aircraft technical publications and flight manuals are also consented, provided that any impact to such operations induced by the introduced change/modification is assessed and, if necessary, derived risks captured and mitigated in the correlated safety documentation.

The minimum requirements for aircrew and onboard personnel during experimental activities is captured for information only in Annex J, based on the elements directed by AVIAMM.

The procedures defined in the following paragraphs relate to the technical evaluations carried to release a CS. Such procedures apply to all programmes born and managed within the European Military Airworthiness Requirements (EMAR) construct and the AER(EP).P-21. For legacy programmes, not following the EMAR eco-system, see paragraph 3.1.1.3.

3.1.1 Assignment of CS

3.1.1.1 New Aircraft

The Company is responsible for presenting a specific request for assignment of the Experimental Registration Mark, indicating in the letter the reference to the triggering Purchase Contract (or Technical Agreement, see all the cases in paragraph 2.1), the Technical Specifications identifying the aircraft and also declaring that the aircraft has never been recorded in another register or has been deleted beforehand.

Such request shall be correlated by the following technical documentation:

- for tests activities up to low speed taxi for fixed wing, disengaged rotor and/or engine in idle for rotary wing:
  - a Declaration of Configuration (DoC), including the changes and fittings brought by the test activity (Annex G for a possible template);
  - a Safety Analysis for the project (Annex I for a template), which includes the Cumulative Probability of Catastrophic Events;
- for tests activities from high speed taxi for fixed wing, rotor start-up and engine above idle for rotary wing:
  - the forms and evidence required in the AER(EP).P-21 Subpart P inherent the Military Permit to Fly and the Flight Conditions approval.

This set of documents may be tailored depending on the programme history, the scope of the specific test and in accordance with the privileges concessed to the applicant as per paragraph 3.1 of the present regulation, AER(EP).P-21 and EMAD MFTP.

The DAAA, on the basis of the evaluation of the supplied documentation[11], shall issue the CS approval (Annex B), signed by the Director or his delegate, along with the registration of the aircraft into the RAM with the CS. The letter will be issued along with the Approval of the Flight Conditions and the MPtF, in accordance with the privileges granted to the Company.

[11] The DAAA reserve the right to request further technical documentation in addition to that indicated to the current paragraph.

For RPASs weighing not below 25 Kg Maximum Take Off Weight (MTOW), the issuance of an CS is dependent on the possible working areas and mission profiles with particular limitations; as such, the Company shall identify the areas dedicated to the test activity and combine the probability of aircraft loss with the population density of these areas, as per AER(EP).P-22. The areas identified for the task shall be authorized by the MAA (AVIAMM). On this regard, DAAA shall share with AVIAMM the outcomes of the pertinent technical evaluations, for the final flight authorization.

The Experimental Registration Mark is identified by an "X" in front of a numeric value ranging between 0001 and 3999, determined according to the criteria given in the table in section 6.1, assigned to the aircraft construction number or S/N given by the Company. For the RPASs not below 25 Kg MTOW, the CS is allocated both to the AV and to the SRCC. In this case the CS format will consist of a letter "X" prefixing an alphanumeric value, referring to the AV construct/built number given by the Company.

When the documentation supporting the CS/MPtF is no longer valid/applicable, the assigned CS will expire and the Company shall present a new request, in accordance with the concessed privileges[12].

Any CS issued by DAAA carries a validity of maximum one (1) year; upon expiration of the CS, with the experimental activity still standing, the Company shall submit a new CS request, in accordance with the concessed privileges.

Upon completion of the test activities, the Company shall submit the request for Cancellation of the CS and, if necessary, the contextual re-establishment of the original Military Registration Mark or of a Temporary Registration Mark.

The RPASs below and equal 25 Kg MTOW will not receive a CS, the relevant authorization for experimental flights can be released directly by AVIAMM, on the basis of a technical assessment performed by DAAA and the substantiating evidence submitted by the Company, in accordance with the AER(EP).P-22.

3.1.1.2 Aircraft with Military, Temporary or Operational Registration Mark subject to modification

This type of request can be produced by a Company or a recognized Flight Test Center (Italian Air Force DASAS), entitled to employ the aircraft and shall be correlated by the following technical documentation:

- A DoC, including the changes and fittings brought by the test activity and the list of the involved systems/subsystems;
- the aircraft flight envelope in the modified configuration, defined as the collective limitations applicable at the moment of the request, within which airworthiness of the aircraft is guaranteed (provision of AWFL if necessary);

[12] For instance, aircraft configuration changes, only affecting the DoC but inconsequential to the other documents, may not demand a new CS and MPtF; in these cases, a communication (letter) by the Company to DAAA may be deemed sufficient. See definitions in EMAD MFTP and AER(EP).P-21 for significant changes to a Permit to Fly and as a guideline on the type of privileges

- a safety analysis of the modification, inclusive of the impacts to the rest of the untouched aircraft;
- the estimated time for completion of the modification.

The applicant shall present the request for assignment of the Experimental Registration Mark with the contextual cancellation of the MM/MT/CO[13], explaining the reason for the change and any reference contract.

As per paragraph 3.1.1.1, depending on the scope and the maturity and experience of the applicant, privileges may be permitted on the type and volume of the provided documentation.

Having received the request, the DAAA shall communicate the cancellation of the previously assigned MM/MT/CO and the contextual registration of the aircraft in the RAM as an experimental aircraft, with a letter signed by the Director or his delegate. For the RPASs apply the same rules defined in paragraph 3.1.1.1.

The specific Experimental Registration Mark shall be assigned by replacing the "MM/MT/CO" with the letter "X" in front of the original Military, Temporary or Operational Registration Mark, assigned by following the criteria defined in paragraph 6.
For RPASs below and equal 25 Kg registered in the RAM and subject to modifications, no CS will be issued. Same process as paragraph 3.1.1.1 applies.

At the end of the experimental activities, and after the aircraft has been returned to the configuration accompanying the original MM/MT/CO, a request shall be made to the DAAA to cancel the CS and reassign the initial MM/MT/CO.

3.1.1.3 Particular Cases and legacy programmes

Any aircraft already registered in the RAM with an MM/MT/CO and loaned to the Company during air shows, either at home or abroad, shall be provided with a CS.

For legacy programmes, not following the EMAR construct, the following deliverables shall be made available by the Company for new aircraft:

- a Declaration of Configuration (DoC), including the changes and fittings brought by the test activity (Annex G for a possible template);
- a Target Envelope (Target Limits – Block Clearance), on the basis of the readiness obtained during the development stage of the project which represents the target within which the corresponding ground and flight experimentation can be performed in safety for a given period of time (Annex H for a template);
- the actual aircraft envelope, identified as the collective set of limitations applicable at the moment of the request, within which airworthiness of the aircraft is guaranteed (Current Limits - Airworthiness Flight Limitations, AWFL; Annex H for a template);
- a Safety Analysis for the project (Annex I for a template), which includes the Cumulative Probability of Catastrophic Events;

[13] In this case, the conversion from a CO will happen only for RPAS above 25 Kg, as no CS is assigned to mini and micro RPAS

- a Declaration for Military Flight Test Permit (DMFTP, Annex A), signed by the Company Technical Director or his delegate;

3.2 Aircraft with Temporary Military Registration Mark (MT)

The MT is released upon Company request for an aircraft that is compliant to the first production aircraft[14] or to an aircraft that is already in service, and is aimed to perform the following activities:

- production activities carried before the completion of the acceptance process;
- Company activities (aircrew training, demo flights, tasks not requiring any configuration change to the delivered aircraft) carried on aircraft previously handed over to the customer and then returned to the Company[15];
- production activities carried by the Company for the procurement of aircraft (not the first built) to a foreign government.

These tasks are performed under the responsibility of the Company that will also be called liable in the event of accidents and damages to third parties from administrative, civil and penal standpoints.

In all cases, the MT shall not be requested for a first built aircraft; instead, the MT can be assigned to any other aircraft conformant to the first built already delivered to and accepted by the customer (national or foreign).

In case the aircraft eligible for a MT are initially marked with a CS (for instance for carrying Company production flights before the formal acceptance by the customer), it is possible to cancel the CS and contextually assign the MT in preparation for the acceptance, on the condition that such aircraft is conformant to the first built Registration Mark already delivered to the customer.

3.2.1 Assignment of the MT

The MT request shall include:

- reference to the first built aircraft;
- reference to the MTC of the fleet;
- reference to the authorized flight envelope;
- the approved aircraft configuration;
- timeline for the completion of the activity under MT;
- reference to the contract;
- the conformance status between the aircraft in question and the first production tail in service at the national or foreign customer;
- the CS assigned to the aircraft before the transition to MT, if applicable;
- the list of applicable publications (LOAP);
- the activities planned for the aircraft (i.e. training, acceptance, production flights, etc.).

[14] The first production aircraft shall be already registered with a Military Registration Mark, compliant with the Military Type Certificate.
[15] The scope of these activities shall be clearly defined in the request and concurred with DAAA.

The DAAA, on the basis of the evaluation of the supplied documentation, shall issue the MT approval, signed by the Director or his delegate, along with the registration into the RAM.

The Temporary Registration Marks are identified in the electronic RAM by “MT” letters replacing the previously assigned “X”, “MM” or “CO”. The RPASs belonging to the category “Military Open” and “Military Specific” without the issue of a CO and those not eligible of a CS will not receive an MT, the relevant activities covered under a DAAA technical assessment (if necessary).

At the end of the activities, and after the aircraft has been accepted/delivered to the (foreign) customer (if applicable), the Company shall send a request of cancellation of the MT.
In case of acceptance by a national customer, the request for MT cancellation and contextual assignment of an MM shall be sent by the responsible Technical Territorial Office (UTT) carrying the acceptance.

The aircraft receiving an MT shall be provided with either of the following:

- an already signed MCoA, if the MT derives from an MM temporarily converted into an MT;
- a MPtF, if the MT derives from a CS;
- a MCoA-E, in case of delivery to a foreign customer;
- a MCoA, ready to be signed by DAAA upon completion of the acceptance process, in the other cases.

3.3 Aircraft with Military Registration Mark (MM)

Assignment of the MM has the goal of uniquely identifying the military aircraft whose employment is authorized and regulated by DAAA.
The validity of the MM is dependent on the upkeep of the Configuration Control during the aircraft operation within the authorized flight and ground envelope and in the context of the applicable technical publications.

Apart from the operational use, the following additional activities are allowed by the aircraft carrying a MM[16]:

- Advanced Acceptance test flights (VCA, as per CLA-DL-1100-0001-00B00): activity performed with the aim of verifying the airworthiness of an in-service aircraft undergoing particularly invasive and/or complex corrective maintenance tasks, carried at the FA/CdS Maintenance Depot and/or at the Company, which may potentially affect the inherent performance and/or flying qualities.
- Maintenance Check Flight level A / Ordinary Acceptance test flights (VCO as per CLA-DL-1100-0001-00B00): activity performed with the aim of verifying the airworthiness of an in-service aircraft undergoing complex corrective maintenance tasks (including inspections, major repairs and/or major changes), carried at the FA/CdS Maintenance Depot and/or at the Company, which are not expected to alter

[16] See Annex J for the relevant minimum aircrew requirements

the inherent performance and/or flying qualities; however it is recommended to conduct a complete in-flight check of the aircraft behavior.

- Maintenance Check Flight level B / Functional test flights (VF as per procedure CLA-DL-1100-0001-00B00): activity not falling under the previous two categories and performed to in-flight evaluate the airworthiness of a replaced/repaired aircraft system/subsystem.

3.3.1 First assignment of the Military Registration Mark

Following the results of the Acceptance Commission, the FA/CdS requesting assignment of the MM shall communicate the acceptance of the aircraft to the DAAA, as per the example in Annex D, specifying the authorized configuration and flight envelope, the limitations prescribed in the relevant MTC and the applicable technical manuals accepted by the DAAA.

In general, the following Technical Publications, as specified in AER(EP).0-0-2, must be approved in order to proceed with the assignment of the MM:

- List of Approved Publications LOAP (AER.1X-XXXX-01, CMM.1X- XXXX-01);
- Flight Manual (AER.1X-XXXX-1, CMM.1X- XXXX-1);
- Performance Data (AER.1X-XXXX-1A, CMM.1X- XXXX-1A);
- Flight crew checklist (AER.1X-XXXX-1CL, CMM.1X- XXXX-1CL);
- Maintenance Manual (AER.1X-XXXX-2, CMM.1X- XXXX-2);
- Illustrated Parts Catalog (AER.1X-XXXX-4, CMM.1X- XXXX-4);
- Basic Weight and Loading Data Checklist Manual (AER.1X-XXXX-5, CMM.1X-XXXX-5);
- Aircraft Maintenance Program (AER.1X-XXXX-6, CMM.1X- XXXX-6);
- Functional Flight Checks (AER.1X-XXXX-6CF CMM.1X- XXXX-6CF);
- Checklist for Test Flight and Function Tests (AER.1X-XXXX-6CL, CMM.1X- XXXX-6CL);
- Crew chief checklist (AER.1X-XXXX-6LC, CMM.1X- XXXX-6LC);
- Load Manual (AER.1X-XXXX-9, CMM.1X- XXXX-9);
- Loading Manual for non-conventional armament (AER.1X-XXXX-16, CMM.1X-XXXX-16);
- List of checks for special armament (AER.1X-XXXX-16CL, CMM.1X- XXXX-16CL);
- Armament systems inventory (AER.1X-XXXX-21, CMM.1X- XXXX-21);
- Firing manual for non-conventional armament (AER.1X-XXXX-25, CMM.1X- XXXX-25);
- Loading Manual for conventional armament (AER.1X-XXXX-33, CMM.1X- XXXX-33);
- Loading checklist for conventional armament (AER.1X-XXXX-33CL, CMM.1X-XXXX-33CL);
- Firing manual for conventional armament (AER.1X-XXXX-34, CMM.1X- XXXX-34);
- Check list for Flight Crew. Managing firing data (AER.1X-XXXX-34CL, CMM.1X-XXXX-34CL).

The DAAA shall check whether the aircraft can be registered with a Military Registration Mark in the Military Aircraft Register and then proceed with the assignment of the MM,

signed by the Director or his delegate. At the same time any previously associated Mark shall be deleted.
The Military Registration Mark is assigned following the criteria in paragraph 6.1.[17].

Along with the assignment of the MM, the DAAA shall also issue the Military Certificate of Airworthiness (MCoA) as in Annex C1.
This document shall indicate the reference to the Military Type Certificate and to the applicable Technical Publications listed in the LOAP, as well as the date the aircraft was first recorded in the RAM. The MCoA shall be identified by the Military Registration Mark followed by a stroke and a progressive number beginning with 0 to indicate subsequent updates (e.g. 81420/0, 81420/1 etc.). This certificate shall be sent to the requesting party with the letter of assignment of the MM and must be kept inside the aircraft.
After the first release of the MCoA and the acceptance of the aircraft by the customer (FA/CdS), the responsibility for Configuration Control of the aircraft is assigned to the relevant EIRC, as defined in the regulation AER.00-00-6, whereas the continuing airworthiness tasks and operations are carried and managed by the FA/CdS Maintenance Organizations/Departments approved in accordance with the AER(EP).P-2005. In order to consent a correct management of the RAM, for each individual Registration Mark, the individual Maintenance Organizations/Departments shall be responsible of sending an update to the EIRC and the DAAA for each of following cases:

- upon any ARC release, as per AER(EP).P-21;
- upon termination of use, so that the relevant Registration Mark can be deleted from the RAM, along with the relevant 24-bit code.

The legacy aircraft registered in the RAM before the advent of the EMAR regulations and the promulgation of the AER(EP).P-21 may be provided with a Legacy MCoA as in Annex C2, on exceptional and opportunity basis, upon request from the Company or the FA/CdS owning the aircraft. The request shall include the following documents:

- retrospective Declaration of Configuration;
- declaration confirming that the aircraft is airworthy[18];
- reference to the approved LOAP.

3.3.2 Special cases: Export MCoA

In order to facilitate the transfer of an aircraft into the Registry of a foreign country, the DAAA can issue a Military Certificate of Airworthiness – Export (MCoA-E, Annex C3 for a template).
Although not a valid authorization to flight, this document declares the conformity of the specific Registration Mark to the Military Type Certificate and the acceptability of its airworthiness status. The MCoA-E can be used by another country as a basis for triggering its own acquisition process. If the aircraft is accepted in Italy before the

[17] The aircraft Registration Mark can be reserved sending a letter to the DAAA, specifying the reason/scope for the request and the aircraft(s) construction/built number.
[18] In case of request issued by the FA/CdS, such declaration shall be produced by the Operational Squadron/Maintenance Depot of the FA/CdS operating the aircraft; in case of request made by the Company, such statement shall be signed by the Head of Production (approved POA or not approved POA)

transfer to the foreign customer, the organization competent[19] for the acceptance process can prepare a formal request to DAAA for the release of the MCoA-E.
The DAAA shall perform the required analyses and issue the MCoA-E accordingly. The certificate shall be cancelled upon completion of the ferry flight transferring the aircraft to the foreign country[20].

Another particular case is represented by the acquisition by the Italian Government of an aircraft originally registered in a foreign country. Whether for a limited amount of time (i.e. leasing) or permanently, as regulated by the Italian Navigation Code, such aircraft is admitted to air navigation when registered into the Italian RAM, hence flying under the responsibility of DAAA.
Therefore, if the aircraft is provided with an (M)CoA already issued by the foreign Government and a Recognition Implementing Arrangement (RIA), or equivalent, is in place between the two involved Airworthiness Authorities, this certificate can be transferred automatically into the Italian RAM; otherwise additional activities and analyses shall be carried out by DAAA, up to the issue of a bespoke MCoA for the subject aircraft. More details about this process are included in the AER(EP).P-21.

3.4 RPAS carrying a CO

The Operational Registration Mark for RPAS constitutes an alternative to the MM in the cases where the RPAS design is not sufficiently mature to allow the issue of an MTC, yet an urgent operational need for the exploitation of the drone emerges.

The CO shows the following features:

- the drone eligible to receive a CO shall belong to the certification category Military Specific (see AER(EP).P-22);
- it is exclusively applicable to the RPASs, any MTOW;
- the allowable flight target envelope shall be clearly defined;
- the relevant Type Certification Basis (TCB) is not defined, or the system design is not mature enough to consent a comprehensive collection of the evidence proving compliance against the TCB;
- a standard process to achieve the MTC, as per AER(EP).P-2 or AER(EP).P-21, cannot be pursued;
- the applicable flight envelope is clearly defined, the AWFL are available and the system safety analysis is complete, including, but not limited to, a Fault Tree analysis and the computation of the cumulative probability of catastrophic event;
- it is possible to satisfactorily identify and nominate at least a System Design Responsible Company;
- the residual airworthiness and safety risks are accepted by DAAA as per AER(EP).P-23;

[19] Depending on the type of procurement agreement with the foreign country, the organization may be represented by one of the DAAA Compentent Divisions or, for instance, by a delegated Acceptance Commision

[20] Two scenarios are identified: the foreign organization performs the ferry after the formal acceptance completed in Italy; the Company flies the aircraft to the foreign country, for the subsequent customer acceptance. In the first case, the aircraft is de-registered from the Italian RAM, then registered into the foreign Register and provided by an MCoA-E to perform the ferry. In the second case, the aircraft is flown with an MT or a CS by the Company and is de-registered from the Italian RAM upon arrival at destination, the relevant MCoA-E issued therein

- as defined in AER(EP).P-22, the relevant continued and continuing airworthiness is not managed by the DAAA, but directly discharged by the end user, with the technical support of the Company.

An RPAS provided with a CO is admitted to flight as a consequence of the issue of an O-MPtF (Annex K for a template) which represents for these aircraft the alternative to the MCoA. Therefore, the employment of a drone with a Operational Registration Mark is univocally and strictly bound to its target flight envelope.

3.4.1 Assignment of the Operational Registration Mark

The data requested by the DAAA for issuing an O-MPtF and assigning the corresponding CO can vary and be tailored on a case-by-case basis.
The CO shall be requested by the Company, with the support of the FA/CdS generator of the operational requirement, along with the following documentation:

- the operational scenario (i.e. Concept of Operation, Operational Requirement Specification, etc.);
- the declaration of the system configuration;
- the RPAS technical specification and any available technical information;
- a minimum set of certification evidence, as established in the AER(EP).P-22;
- the RPAS flight envelope;
- the RPAS AWFL;
- RPAS system safety, inclusive of the cumulative probability of catastrophic effects;
- Specific Operational Risk Assessment (SORA)[21], if available.

The DAAA will release an O-MPtF, signed by the DAAA Director or his delegate, as per Annex K, based on the evaluation of the provided documentation. The permit will be sent to AVIAMM along with the letter confirming the registration of the particular drone in the RAM under the CO Section. AVIAMM identifies the airspace where the RPAS can be operated in accordance with the O-MPtF. The O-MPtF is valid for 12 months from its issue, and can be renovated, upon Company re-iteration of the request. Likewise, an O-MPtF shall be suspended, along with the corresponding CO, whenever the technical elements exploited for its release are invalidated and new evaluations conducted by DAAA. This process may be invoked by the Company (i.e. a flight envelope expansion requiring an updated safety case), the user (i.i a shift in the operational scenario) and/or AVIAMM (i.e. a different airspace may induce a modification of the originally cleared flight envelope).

The CO will be registered in the RAM with an “O” placed before the RPAS built number or S/N, in accordance with the schema shown in paragraph 6.1.
In both cases, the CO will be applied to the AV and the SRCC.

[21] The SORA is a risk assessment, mostly based on operational rather than technical evaluations, used in the civil world to authorize the flight of a drone belonging to the category Civil Specific (see AER(EP).P-22)

All the aircraft registered with a CO shall be accompanied at least by a Certificate of Conformity (CoC); the CoC shall be released by the Company and shall explicitly declare the absence of deviations of the “as built” adversely affecting the safety of operations.
Moreover, the drones furnished with a transponder or an ELT will be registered in the RAM with the CO and the relevant 24-bit/ID code.

3.4.2 Cancellation of the CO

The CO will be cancelled from the RAM in the following alternative conditions:

- automatically at the achievement of the expiration date fixed for the inherent O-MPtF;
- at the end of the operational need which originally triggered the process for the CO release or at the end of the operational life of the aircraft, upon request formalized by the FA/CdS utilizing the aircraft, in case such date predates the validity duration of the O-MPtF.

Moreover, the CO can be cancelled and converted into an MM when the drone design reaches a maturity sufficient for the release of an MTC. It is a Company responsibility to start the process for the revision of the CO, submitting to the DAAA the necessary technical and certification evidence.

4. ASSIGNMENT AND RECORDING OF 24BIT/ID ADDRESS CODES

The Mode S Transponders and ELT equipment installed on the aircraft registered in the RAM must be programmed with a 24-bit/ID identification code, as directed by ICAO.

This code is tied to the individual aircraft until the end of its operational life, and is stored on Mode S Transponder or ELT onboard equipment, or both.
On the basis of ICAO regulations, all aircraft, both civil and military, equipped with the above-mentioned devices must be supplied with this code. In case of the 24-bit code, it starts with the figures 001100 identifying Italy, the remaining 18 bits assigned according to the procedures detailed below.

These codes will be included in the RAM for each aircraft.
In case an alternative code to the 24 bit is loaded into an ELT, a bespoke agreement with DAAA shall be achieved for the relevant registration in the RAM.

4.1 Request for assignment of 24-bit codes

The FA/CdS operating the aircraft shall request assignment of the 24 bit/ID code specifying (see Annex E):

- name of the aircraft;
- Registration Mark;
- production number;
- type of Transponder and/or ELT;
- Mode S level (Elementary ELS or Enhanced EHS);
- confirmation that the specific aircraft is not provided with a Mode S code assigned by other Authorities.

On the basis of this request, the DAAA shall assign the code and send this communication to the following articulations:

- Air Staff – 4^ Department – Logistics;
- AVIAMM.

The 24 bit/ID code is normally assigned to aircraft carrying MM, MT or CO; however, in exceptional cases, it can also be assigned to aircraft carrying a CS.

4.2 24 bit code assignment Procedure

There are 262144 Mode S codes assigned to Italy which, per agreements between the Air Staff and ENAC, have been divided into two blocks.
The first is assigned to ENAC, and the second, which runs from 131073 to 262143, has been assigned to aircraft under DAAA responsibility.

The procedure is hereby described:

- for State Aircraft under DAAA responsibility, proceeding incrementally from 131073;
- for Military Aircraft, proceeding in a decrementing order from 262143.

5. LIMITS OF VALIDITY OF AIRCRAFT REGISTRATION IN THE RAM

5.1 Validity of the Military Registration Mark and suspension

Assignment of the Military Registration Mark determines an identified configuration, an authorized flight envelope, applicable limitations and Technical Publications, documents which are indicated in the corresponding MCoA.
The validity of this certificate is tied to the full observance of the specific technical regulations as well as the upkeep of configuration control during operation of the aircraft.

All deviations must be authorized and documented by the DAAA.
Failure to authorize such variations shall automatically lead to the suspension of the validity of the authorized MM and the revocation of the MCoA. This suspension shall end when the conditions which determined the assignment are re-established.

5.2 Technical-Operational Certification

Italian Presidential Decree n.90 dated 15 March 2010 (Testo Unico delle disposizioni regolamentari in materia di Ordinamento Militare - TUOM, Art. 96) allowed the General Staff of the Armed Forces/Armed State Corps to proceed with a Technical-Operational Certification (CTO) and Type-Approval system for Weapons Systems, materials and vehicles undergoing temporary and reversible modifications, in the event of particular operational requirements, as regulated by the AER(EP).P-9.

The Armed Forces/Armed State Corps have the possibility to involve the DAAA, sharing the plan of activities and subsequent documentation, in order to convert the temporary modifications certified within the CTO into a permanent change as part of the Approved Configuration.

The competent authority (Armed Force/Armed State Corp Chief of Staff or delegate) shall communicate the list of aircraft affected by the change, to DAAA in order to update the RAM accordingly, by marking these Registration Marks as “Outside of Standard Configuration (Fuori Configurazione Standard, FCS)”. These aircraft fall therefore under the responsibility of the Armed Force/Armed State Corp.

As required by the AER(EP).P-9, the same Authority shall communicate to the DAAA the completion of CTO activity and re-establishment of the original configuration, thus allowing DAAA to restore the original MM and remove the corresponding FCS attribute.

In case an experimental activity is required on FCS aircraft, the Flight Test Center of the Italian Air Force (DASAS) can forward to the DAAA the request for assignment of a CS, specifying that:

- the configuration of the FCS aircraft is being properly maintained, thus identifying the possible interferences with the modifications introduced by the test activity;

- all technical assessments concerning the modifications to be experimented have been performed, in order to guarantee that the approved safety levels are not invalidated by the CTO modifications;
- the responsibility for operational use of the experimental aircraft lies with the DASAS.

On the basis of this declaration, the DAAA can issue the requested CS, clarifying its application to an FCS aircraft.
At the end of the test activity, the DASAS shall request cancellation of the CS, confirming at the same time the restoration of the FCS configuration or the original configuration approved by DAAA.

5.3 De-registration

Aircraft de-registration from the RAM can be requested by the Company and/or FA/CdS operating the aircraft.

The request shall clarify the reason (e.g. transfer to another country, not in use, destroyed, etc), in accordance with the example in Annex F.
When the aircraft is in fact going to be permanently dismissed, the request for de-registration shall also confirm the positive and successful application of the procedures described in the AER.00-1-73 norm. Subsequently, the DAAA shall communicate the aircraft cancellation from the RAM and proceed to cancel the corresponding MCoA/MPtF/O-MPtF accordingly. The information on that aircraft, including the cancellation letter, the date of cancellation and the current state ("Cancelled from register"), shall be kept in the register.
For the aircraft destined to foreign countries, a copy of the de-registration letter is also sent to the foreign authority.

For the aircraft with a 24 bit equipment, the DAAA shall communicate cancellation of the aircraft also to the following articulations:

- Air Staff – 4^ Department – Logistics;
- AVIAMM.

The Mode S code corresponding to the aircraft permanently deleted from the Register shall be cancelled as well and cannot be reassigned.

Following the cancellation from the Register, the distinctive national insignia (Military Registration Mark, Department Badge and Number etc.) shall be removed.
Definitive removal of aircraft data[22] shall occur only after retirement of the corresponding line.

[22] i.e. Service Bulletins, logbooks, etc.

6. AIRCRAFT REGISTRATION

6.1 Military Registration Mark Category.

All military aircraft are divided into specialties, and each specialty is assigned a sequence of MMs as indicated in the following table.

Class	Aircraft Category	MILITARY REGISTRATION MARK	
		FROM	TO
Aircraft	Combat aircraft	4000	39999
	Anti-submarine	40000	49999
	School and training	50000	60999
	Transport and rescue	61000	79999
Helicopters		80000	99999
Light aircraft (gliders, including the powered versions, gyroplanes, airships, etc.)		100000	109999
(Tethered) Gas Balloons		110000	119999
RPAS	AV	AV-0001	AV-9999
	SRCC	SRCC-0001	SRCC-9999

6.2 Recorded Data

The CS/MM/MT/CO shall be physically transferred to the aircraft (primary configuration item in case of RPAS).

FAC-SIMILE

Reference n° __ /_____

DECLARATION for MILITARY FLY TEST PERMIT

1. This declaration is issued pursuant to Directorate of Air Armaments and Airworthiness (DAAA) regulation AER(EP).P-7 dated _____:

SYSTEM DESIGN RESPONSIBLE: _____
(SDR RECOGNITION ___ dated _____)

SYSTEM MANUFACTURER: _____

THE MILITARY AIR SYSTEM: _____ P/N _____

AIR VEHICLE: P/N _____ Serial No: _____

GROUND CONTROL STATION:

P/N _____ Serial No. _____ (Location _____)

GROUND CONTROL STATION:

P/N _____ Serial No. _____ (Location _____)

SPECIFICATION No: _____

CONTRACT No: _____

ENGINE DESIGN RESPONSIBLE: _____
(DR RECOGNITION ____ dated _____)

ENGINE TYPE: _____

ENGINE MANUFACTURER: _____

PROPELLER (if applicable): _____

PERIOD OF VALIDITY: FROM _____ TO _____

SCOPE:

The purpose of the _____ is to demonstrate aircraft _____.

OBJECTIVES:

- **Demonstrate _____.**
- **Demonstrate _____.**
- **Demonstrate _____.**
- **Demonstrate _____.**
- **Demonstrate _____.**

LOCATIONS REQUESTED:

- _____

DOCUMENTATION REFERENCES:

a. **Configuration Document**
   - Applicable Drawings
   - System Configuration for Flight Trials (SCFT)

b. **Block Clearance**
   - Block Clearance for _____

c. **Airworthiness Flight Limitation**
   - _____
   - Flight Operations and Limitations Document (FOLD) _____

d. **Safety Analysis**
   - Safety Accomplishment Summary

2. We certify that:
   - the above air system conforms to Configuration Document (ref a") and complies with the design airworthiness requirements, with the exceptions and limitations stated in the documents at reference b" and c".
   - the above air system is in condition for safe operation for _____ taking into account the risk evaluation issued by *(…Company)*, and it is operated and maintained in airworthy condition in accordance with the Directives and Regulation of the DAAA under *(…Company)* responsibility;
   - the cumulative probability value of catastrophic event per flight hour is _____. This value represents the minimum level of safety within which the Design Responsible can operate autonomously. [(***OPTIONAL - ADD THE FOLLOWING PART)***: *(…Company)* presents this additional mitigation (Chase, Population Density, Test Center Area, etc.)]

Nation – City, _____ Italy – Rome, _____

The System Design Responsible
_____(name)_____

The Technical Director
(name)

MINISTRY OF DEFENCE
SECRETARIAT GENERAL OF DEFENCE AND NATIONAL ARMAMENTS DIRECTORATE
DIRECTORATE OF AIR ARMAMENTS AND AIRWORTHINESS

MILITARY PERMIT TO FLY

1. AIRCRAFT TYPE	2. AIRCRAFT SERIAL NUMBER	3. REGISTRATION MARK (REGISTRATION MARK)	4. DESIGN RESPONSIBLE

5. AUTHORITY AND BASIS OF ISSUANCE

This Military Permit to Fly is issued pursuant to the ITA MOD Directorate of Air Armaments and Airworthiness regulation AER(EP).P-7 or AER(EP).P-21 dated _____ and authorize, the aircraft which is issued against (Registration Mark at point 3.) recorded in the Italian Aircraft Military Register to fly within the conditions listed in the Company Documentation in ref. (DMFTP) or EMAR Form 18a.

6. SCOPE

(See Attachment N for the Scope of the Flight activities)

7. CONDITIONS/REMARKS

8. TERMS AND CONDITIONS

This authorization is automatically withdrawn if:

- the configuration of the System is not the one declared by the SDR in the Declaration for Military Flight Test Permit (DMFTP) or EMAR Form 18a;
- the flight will not be conducted within the approved conditions and location in the DMFTP;
- the pilot is not authorized/cleared for the scope of Flight activities.

9. DATE OF ISSUANCE	10. AIRWORTHINESS CERTIFICATION AUTHORITY	11. OFFICE SYMBOL

Annex C1 - AER(EP).P-7

FAC-SIMILE

Certificate of Airworthiness n° _____/0

MINISTRY OF DEFENCE
SECRETARIAT GENERAL OF DEFENCE AND NATIONAL ARMAMENTS DIRECTORATE
DIRECTORATE OF AIR ARMAMENTS AND AIRWORTHINESS

CERTIFICATE OF AIRWORTHINESS FOR MILITARY AIRCRAFT

2. AIRCRAFT TYPE	2. AIRCRAFT SERIAL NUMBER	3. REGISTRATION MARK (REGISTRATION MARK)	4. DESIGN RESPONSIBLE

5. AUTHORITY AND BASIS OF ISSUANCE

This Airworthiness Certificate is issued pursuant to the ITA MOD Directorate of Air Armaments and Airworthiness regulation AER(EP).P-7 dated XXX and certifies that, as of the date of issuance at point 7, the series aircraft which is issued against (Registration Mark at point 3.) recorded in the Italian Aircraft Military Register:

a. conforms to the Type Design approved by the **Military Type Certificate N°** _____ dated _____;

b. is in condition for safe operation when operated and maintained in accordance with the approved applicable Operational and Maintenance Technical Manuals as per List Of Applicable Publications (LOAP) ref. _____ dated _____.

6. TERMS AND CONDITIONS

This certificate is effective as long as the use and maintenance of the aircraft are performed in accordance with the approved above Manuals (LOAP) ref. _____ dated _____ and following the Regulations, Directives and Instructions of the ITA MOD Directorate of Air Armaments and Airworthiness.

7. DATE OF ISSUANCE	8. AIRWORTHINESS CERTIFICATION AUTHORITY	9. OFFICE SYMBOL

Legacy Certificate of Airworthiness n° _____/0

MINISTRY OF DEFENCE
SECRETARIAT GENERAL OF DEFENCE AND NATIONAL ARMAMENTS DIRECTORATE
DIRECTORATE OF AIR ARMAMENTS AND AIRWORTHINESS

LEGACY CERTIFICATE OF AIRWORTHINESS FOR MILITARY AIRCRAFT

3. AIRCRAFT TYPE	2. AIRCRAFT SERIAL NUMBER	3. REGISTRATION MARK (REGISTRATION MARK)	4. DESIGN RESPONSIBLE

5. AUTHORITY AND BASIS OF ISSUANCE

This Legacy Airworthiness Certificate is issued pursuant to the ITA MOD Directorate of Air Armaments and Airworthiness regulation AER(EP).P-7 dated _____ and certifies that, as of the date of issuance at point 7, the series aircraft which is issued against (Registration Mark at point 3.) recorded in the Italian Aircraft Military Register:

a. conforms to the approved configuration;

b. is in condition for safe operation when operated and maintained in accordance with the approved applicable Operational and Maintenance Technical Manuals as per List Of Applicable Publications (LOAP) ref. _____ dated _____.

6. TERMS AND CONDITIONS

This certificate is effective as long as the use and maintenance of the aircraft are performed in accordance with the approved above Manuals (LOAP) ref. _____ dated _____ and following the Regulations, Directives and Instructions of the ITA MOD Directorate of Air Armaments and Airworthiness.

7. DATE OF ISSUANCE	8. AIRWORTHINESS CERTIFICATION AUTHORITY	9. OFFICE SYMBOL

FAC-SIMILE

Export Certificate of Airworthiness n° _____/0

MINISTRY OF DEFENCE
SECRETARIAT GENERAL OF DEFENCE AND NATIONAL ARMAMENTS DIRECTORATE
DIRECTORATE OF AIR ARMAMENTS AND AIRWORTHINESS

EXPORT CERTIFICATE OF AIRWORTHINESS FOR MILITARY AIRCRAFT

1. AIRCRAFT TYPE	2. AIRCRAFT SERIAL NUMBER	3. PRODUCTION ORGANIZATION
4. NEW AIRCRAFT USED AIRCRAFT		5. STATE/MINISTRY TO WHICH EXPORTED

6. AUTHORITY AND BASIS OF ISSUANCE:

This Military Export Certificate of Airworthiness certifies that the aircraft identified above:

a. conforms to the Type Design approved by the **Military Type Certificate N°** _____ dated _____;

b. as of the date of this Certificate, is considered airworthy in accordance with the regulations of ITA MOD Directorate of Air Armaments and Airworthiness.

7. REMARKS / EXCEPTIONS

This Certificate does not constitute authority to operate the aircraft.

8. DATE OF ISSUANCE	9. AIRWORTHINESS CERTIFICATION AUTHORITY	10. OFFICE SYMBOL

FAC-SIMILE
di Richiesta di Prima Assegnazione MM

MINISTERO ***[1]*** ***[2]*** _____

Alla DIREZIONE DEGLI ARMAMENTI
AERONAUTICI E PER
L'AERONAVIGABILITA'
Vice Direzione Tecnica – 1° Ufficio
00185 ROMA

Prot. n. _____

Oggetto: Programma ***[3]*** _____ - Accettazione Aeromobile ***[4]*** _____ Richiesta di assegnazione Matricola Militare

Riferimento: ***[5]*** a)_____
b)

1. Questo UTT/ Ente in data _____ ha accettato, al termine delle attività di Collaudo, l'aeromobile _____ con Contrassegno Sperimentale _____ in accordo al contratto a riferimento a).

2. Per quanto sopra si presenta richiesta di cancellazione del Contrassegno Sperimentale, assegnato con il foglio a riferimento b) e la contestuale assegnazione della Matricola Militare, specificando che:

   - L'aeromobile è conforme al Certificato di Tipo Militare N° _____ del _____;
   - La Lista delle Pubblicazioni Applicabili (LOAP) approvata è la seguente:
     - AER……

3. Si chiede, pertanto, di voler procedere all'iscrizione nel Registro degli Aeromobili Militari della Matricola Militare assegnata al suddetto aeromobile.

FIRMA *[6]*

[1] Ente e Ufficio di appartenenza del Mittente
[2] Luogo e data
[3] Denominazione del Tipo di aeromobile
[4] Indicare il CS dell'aeromobile
[5] a)Indicare il numero del Contratto a riferimento
b) Indicare il Protocollo di assegnazione del CS
[6] Firma del responsabile dell'UTT/ Ente

FAC-SIMILE
of request for first MM assignment

MINISTRY ***[1]*** ***[2]*** _____

To the DIRECTORATE OF AERONAUTICAL
ARMAMENTS AND AIRWORTHINESS
Vice-Technical Directorate – 1^ Office
00185 ROME

Ref. no. _____

Re: Program ***[3]*** _____-Aircraft Acceptance ***[4]*** _____Military Registration Mark assignment request

Reference: _ ***[5]*** _a)_____
b)

1. This LTSO/ Body, on _____, at the conclusion of Acceptance Testing, accepted the aircraft_____with the Experimental Registration Mark_____in accordance with the contract in reference a).

2. Given the above, cancellation of the Experimental Registration Mark, assigned with reference sheet b) , is hereby requested, together with assignment of the Military Registration Mark, specifying that:

   - The configuration of the aircraft is in agreement with Military Type Certificate no. _____of_____;
   - The List Of Applicable Publications (LOAP) is the following:
     -AER……

3. We hereby request that the military Registration Mark assigned to the above-mentioned aircraft be recorded in the Military Aircraft Register.

SIGNATURE *[6]*

[1] Sender Body and Office.
[2] Place and date
[3] Aircraft Type name
[4] Indicate the aircraft CS
[5] a)Indicate the number of the reference Contract
b) Indicate the CS assignment ref.
[6] Signature of the LTSO/Body head

Annex E - AER(EP).P-7

FAC-SIMILE
di Richiesta di Assegnazione dei Codici Modo S

MINISTERO ***[1]*** ***[2]*** _____

Alla DIREZIONE DEGLI ARMAMENTI
AERONAUTICI E PER
L'AERONAVIGABILITA'
Vice Direzione Tecnica – 1° Ufficio
00185 ROMA

Prot. n. _____

Oggetto: Aeromobile ***[3]*** Richiesta di assegnazione del codice Modo S a 24 *bit*.

Riferimento: _____ ***[4]***

1 L'aeromobile __***[3]*** ___ iscritto nel Registro degli Aeromobili Militari con MM ____ e NC ____ assegnata con il foglio a riferimento, è dotato dell'apparato _***[5]***_____.

2 In aderenza a quanto previsto dalla Pubblicazione Tecnica AER.P-7, si chiede di procedere all'assegnazione del codice Modo S per il suddetto aeromobile in dotazione alla ***[6]***

FIRMA ***[7]***

[1] Stato Maggiore di appartenenza del Mittente
[2] Luogo e Data
[3] Denominazione dell'aeromobile
[4] Inserire il Protocollo e la Data dell'assegnazione della MM
[5] Indicare la tipologia di Transponder e/o ELT e l'eventuale livello(ELS, EHS)
[6] Indicare la FA o CdS che lo ha in dotazione
[7] Firma del responsabile dello Stato Maggiore o equivalente per i Corpi dello Stato

Annex E - AER(EP).P-7

FAC-SIMILE
of request for assignment of Mode S codes

MINISTRY ***[1]*** ***[2]*** _____

To the DIRECTORATE OF AERONAUTICAL
ARMAMENTS AND AIRWORTHINESS
Vice-Technical Directorate – 1^ Office
00185 ROME

Ref. no. _____

Re: Aircraft ***[3]*** Request for assignment of 24-bit Mode S code.

Reference:_____ ***[4]***

1 The aircraft __***[3]*** ___recorded in the Military Aircraft Register with MM____ and NC____assigned with the reference sheet, is equipped with the following apparatus:_***[5]***_____.

2 Pursuant to the provisions of regulation AER.P-7, we hereby request assignment of the Mode S code for the above-mentioned aircraft equipped with ***[6]***

SIGNATURE ***[7]***

[1] General Staff of Sender.
[2] Place and date
[3] Aircraft name
[4] Enter the ref. and date of assignment of the MM
[5]indicate the type of Transponder and or ELT, and level, where applicable (ELS, EHS)
[6] Indicate the AF or SB body it belongs to
[7]Signature of General Staff head or equivalent for State Bodies

FAC-SIMILE
di Richiesta di Cancellazione MM

MINISTERO ***[1]*** ***[2]*** _____

Alla DIREZIONE DEGLI ARMAMENTI
AERONAUTICI E PER
L'AERONAVIGABILITA'
Vice Direzione Tecnica – 1° Ufficio
00185 ROMA

Prot. n. _____

Oggetto: Aeromobile ***[3]*** M.M. _____ - Richiesta di cancellazione della Matricola dal Registro degli aeromobili Militari.

Riferimento: _____***[4]***

1. Codesta Direzione ha provveduto a rilasciare in data _____ con il dispaccio a riferimento, la Matricola Militare _____ all***'***aeromobile in oggetto***.***

2. (Motivazione della cancellazione, specificando la perdita dell'aeronavigabilità fisica dell'aeromobile e dei suoi componenti e che sono state seguite le procedure descritte nella Pubblicazione Tecnica AER.00-1-73) [5]

3. Si chiede di procedere alla cancellazione della Matricola Militare del suddetto aeromobile dal Registro degli Aeromobili Militari.

FIRMA *[6]*

[1] Ente e Ufficio di appartenenza del Mittente
[2] Luogo e Data
[3] Tipologia dell'aeromobile (esempio Elicottero AB412, Velivolo MB339, etc.)
[4] Inserire il Protocollo e la Data del foglio di assegnazione
[5] In tale punto descrivere brevemente le motivazioni per la cancellazione
[6] Firma del responsabile dell'Ufficio (Dirigente o equipollente)

MINISTRY ***[1]*** ***[2]*** _____

To the DIRECTORATE OF AERONAUTICAL
ARMAMENTS AND AIRWORTHINESS
Vice-Technical Directorate – 1^ Office
00185 ROME

Ref. no. _____

Re: Aircraft ***[3]*** MM_____-Request for cancellation from the aircraft Military Aircraft Register.

Reference:_____ ***[4]***

1. The DAAA issued on date _____, with the reference dispatch, the Military Registration Mark _____to the specified aircraft**.**

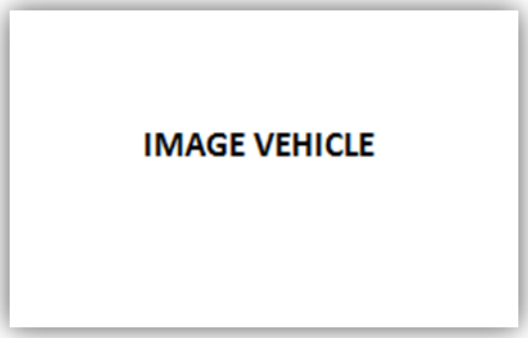
2. (Reason for cancellation, specifying loss of physical airworthiness of the aircraft and its components and that the procedures described in regulation AER.00-1-73 have been followed) [5]

3. It is hereby requested that the military Registration Mark of the above-mentioned aircraft be canceled from the military production aircraft register

SIGNATURE *[6]*

[1] Sender Body and Office.
[2] Place and date
[3] Type of aircraft (example Helicopter AB412, Aircraft MB339 etc.)
[4] Enter the ref. and date of the assignment sheet
[5]Briefly describe the reasons for the cancellation in this section.
[6] Signature of the Office head (Director or equivalent)

DECLARATION OF CONFIGURATION (DOC)
FOR
AIRCRAFT/SYSTEM NAME



Month d, yyyy

Contract No. XXX Delivery Order XXX

Prepared By:

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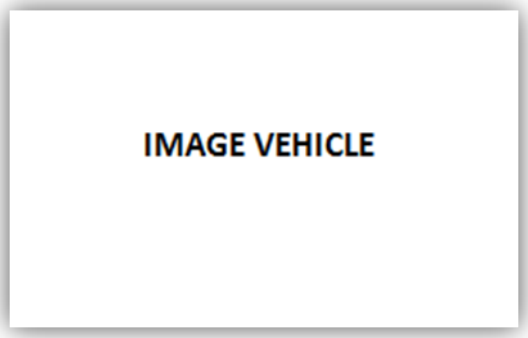
BLOCK CLEARANCE DOCUMENT
FOR
AIRCRAFT/SYSTEM NAME



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The Block Clearance defines the conditions and maximum operating limits for the aircraft
within which the qualification is reached.

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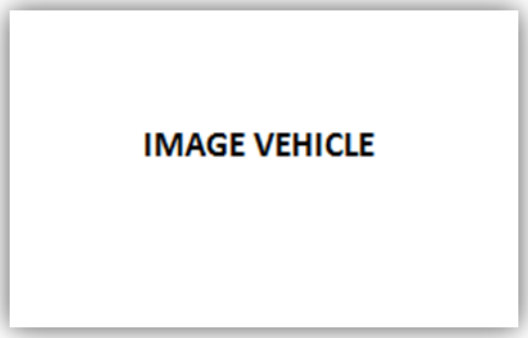
FOR
AIRCRAFT/SYSTEM NAME



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The AWFL may contain limitations, which are more detailed, exacting or specific than those already identified in the relative Block Clearance

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FOR
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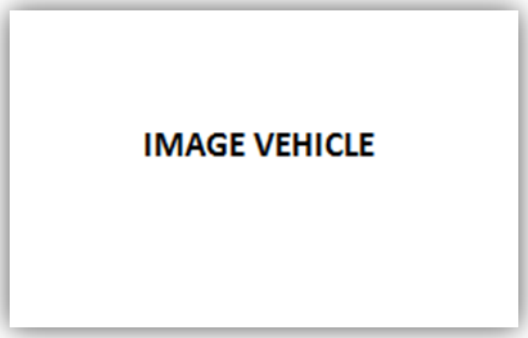

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Aircrew requirements

The present Annex is reported for information only and defines the minimum aircrew qualification requirements necessary to operate a military/state aircraft flying with a CS under DAAA responsibility.
This Annex also covers the minimum requirements to fly a VCA, VCO, VF with an MM and establishes some requirements with regard to the personnel onboard aircraft carrying a CS.

1 - Minimum aircrew qualification for MPtF

Table K-1 creates a match between the MPtF scopes and the minimum qualification level (and associated competencies) for the Pilot In Command (PIC) and CoPilot, approved by AVIAMM[23].
The scopes and the specific flight categories are defined in accordance with the regulation CL-CSV-02 (i.e. Category 1, Category 2, Category 3, Category 4),
The articulation (FA/CdS/Company) operating the aircraft is responsible of obeying the directions contained in this table.
Any deviation or interpretative concern about the application of the table shall be requested to AVIAMM and/or DAAA, which will make use of the technical evaluations carried by the DASAS (recognized MoD articulation in the field of flight and ground test of military aircraft, including RPASs[24]).
In order to make this table also extendable to civil Organizations, table K-2 provides a correspondence between the military and civil levels.

Table 1 - Aircrew minim qualification for Military Permit to Fly purposes	**Minimum levels**	
	PILOT IN COMMAND	**CO-PILOT**
1. Development		
SVILUPPO (development) • testing of new aircraft or modifications; • testing of new concepts of airframe, engine propeller and equipment; • testing of new operating techniques	LVL 1 (i) / LVL 2 (i)	LVL 1 (i) / LVL 2 (i) / LVL 4 (ii)
2. Showing compliance with regulations or airworthiness codes		
QUALIFICAZIONE (qualification) / CERTIFICAZIONE (certification) • certification flight testing for type certification, supplemental type certificates, changes to type certificates or MTSO authorisation	LVL 1 (i) / LVL 2 (i)	LVL 1 (i) / LVL 2 (i) / LVL 4 (ii)
3. Design organisations or production organisations crew training		
ADDESTRAMENTO ALLE PROVE DI VOLO (flight test training)	LVL 1 (i) / LVL 2 (i)	LVL 1 (i) / LVL 2 (i) / LVL 4 (ii)
QUALIFICA INIZIALE (qualification training) / CONTROLLO DI PROFESSIONALITA' (proficiency check)	LVL 1 (i) / LVL 2 (i)	P / PIA (iii)
4. Production flight testing of new production aircraft		
COLLAUDO ACCETTAZIONE DITTA (company acceptance/Final Flight Check List - FFCL) Caposerie / 1° velivolo modificato con "Major Design Change" / TC previsto e non ancora emesso / Qualificazione Interna non completata (first built/first tail subject to a Major Design Change / Type Certificate in the process of being formally issued / internal qualification yet to be completed)	LVL 1 (i) / LVL 2 (i)	LVL 1 (i) / LVL 2 (i)

[23] Letter M_D ARM001 REG2021 0012039 dated 07-02-2021
[24] Ministry of Defence directive SSMD 31344 dated 15 April 2010

Table 1 - Aircrew minim qualification for Military Permit to Fly purposes	**Minimum levels**	
	PILOT IN COMMAND	**CO-PILOT**
COLLAUDO ACCETTAZIONE DITTA (company acceptance/Final Flight Check List - FFCL) Tutti gli altri casi (all the other cases)	LVL 3	LVL 4
5. Flying aircraft under production between production facilities		
TRASFERIMENTO (ferry) Caposerie / 1° velivolo modificato con "Major Design Change" / TC previsto e non ancora emesso / Qualificazione Interna non completata (first built/first tail subject to a Major Design Change / Type Certificate in the process of being formally issued / internal qualification yet to be completed)	LVL 1 (i) / LVL 2 (i)	LVL 1 (i) / LVL 2 (i)
TRASFERIMENTO (ferry) Tutti gli altri casi (all the other cases)	LVL 3	LVL 4
6. Flying the aircraft for customer acceptance		
ACCETTAZIONE CLIENTE (customer acceptance) Caposerie / 1° velivolo modificato con "Major Design Change"/ TC previsto e non ancora emesso / Qualificazione Interna non completata (first built/first tail subject to a Major Design Change / Type Certificate in the process of being formally issued / internal qualification yet to be completed)	LVL 1 (i) / LVL 2 (i)	LVL 1 (i) / LVL 2 (i)
ACCETTAZIONE CLIENTE (customer acceptance) Tutti gli altri casi (all the other cases)	LVL 3 (iv) / LVL 3A (xi)	LVL 4
7. Delivering or exporting the aircraft		
TRASFERIMENTO (ix) (ferry) Caposerie /1° velivolo modificato con "Major Design Change" / TC previsto e non ancora emesso / Qualificazione Interna non completata (first built/first tail subject to a Major Design Change / Type Certificate in the process of being formally issued / internal qualification yet to be completed)	LVL 1 (i) / LVL 2 (i)	LVL 1 (i) / LVL 2 (i) / LVL 4 (X)
TRASFERIMENTO (ix) (ferry) Tutti gli altri casi (all the other cases)	LVL 3 (*) / LVL 4 (**)	P
8. Flying the aircraft for Authority acceptance		
QUALIFICAZIONE (qualification) / CERTIFICAZIONE (certification)	LVL 1 (i) / LVL 2 (i)	LVL 1 (i) / LVL 2 (i)
9. Market survey, including customer's crew training		
DIMOSTRAZIONE (demonstration) / FOTOGRAFICO (photographic)	LVL 1 (i) / LVL 2 (i)	LVL 1 (i) / LVL 2 (i) / LVL 4 (ii)
TRASFERIMENTO (ix) (ferry) Caposerie / 1° velivolo modificato con "Major Design Change" / TC previsto e non ancora emesso / Qualificazione Interna non completata (first built/first tail subject to a Major Design Change / Type Certificate in the process of being formally issued / internal qualification yet to be completed)	LVL 1 (i) / LVL 2 (i)	LVL 1 (i) / LVL 2 (i) / LVL 4 (X)
TRASFERIMENTO (ix) (ferry) Tutti gli altri casi (all the other cases)	LVL 3 (*)/ LVL 4 (**) (X)	P
ADDESTRAMENTO INIZIALE (initial training) / ADDESTRAMENTO RICORRENTE (recurrent training)	LVL 1 (*)(i) / LVL 2 (*)(i) / LVL 4 (**)(X)	P / PIA (iii)
10. Exhibition and air show		
ESIBIZIONE (display)	LVL 1 (i) / LVL 2 (i)	LVL 1 (i) / LVL 2 (i)
11. Flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage		

Table 1 - Aircrew minim qualification for Military Permit to Fly purposes	**Minimum levels**	
	PILOT IN COMMAND	**CO-PILOT**
TRASFERIMENTO (ix) (ferry) Caposerie / 1° velivolo modificato con "Major Design Change" / TC previsto e non ancora emesso / Qualificazione Interna non completata (first built/first tail subject to a Major Design Change / Type Certificate in the process of being formally issued / internal qualification yet to be completed)	LVL 1 (i) / LVL 2 (i)	LVL 1 (i) / LVL 2 (i)
TRASFERIMENTO (ix) (ferry) Tutti gli altri casi (all the other cases)	LVL 3 (*) / LVL 4 (**)	P
12. Flying an aircraft for troubleshooting purposes or to check the functioning of one or more systems, parts or appliances after maintenance		
COLLAUDO MANUTENZIONE (shakedown) / VCA possibili variazioni di prestazioni o HQ / TC previsto e non ancora emesso / Qualificazione Interna non completata (shakedown, VCA, possibile variations to performance or handling qualities / Type Certificate in the process of being formally issued / internal qualification yet to be completed)	LVL 1 (i) / LVL 2 (i)	LVL 1 (i) / LVL 2 (i) / LVL 4 (ii)
COLLAUDO MANUTENZIONE (functional check) / MCF LEVEL A / VCO (maintenance check flight level A, VCO)	LVL 3 (*) / LVL 3A (**)	LVL 4
EFFICIENZA (efficiency) / MCF LEVEL B / VF	LVL 3 (*)/ LVL 3A (xi)/ LVL 4 (**)	P
13. Flying an aircraft for logistic purposes, including material/personnel transfer		
TRASFERIMENTO (ferry) Caposerie / 1° velivolo modificato con "Major Design Change" / TC previsto e non ancora emesso / Qualificazione Interna non completata (first built/first tail subject to a Major Design Change / Type Certificate in the process of being formally issued / internal qualification yet to be completed)	LVL 1 (i) / LVL 2 (i)	LVL 1 (i) / LVL 2 (i)
TRASFERIMENTO (ferry) Tutti gli altri casi (all the other cases)	LVL 3 (*) / LVL 4 (**)	P

TABLE 2 – CORRISPONDANCE BETWEEN CIVIL AND MILITARY LEVELS		
Level	**Military pilot**	**Civil pilot**
1	PCS	CAT 1 (v)
2	N/A(xii)	CAT 2 (v)
3	N/A(xii)	CAT 3 (v)
3A	PCP(xi)	MCF LVL A (vi)
4	CC/CE/IS(vii), (viii)	CAT 4 (v), (vii) / IP (vii) – P (vii)

NOTES

(i) with reference to the Flight Category classification encompassed in the regulation CL-CSV-02 Ed.2019 with subsequent updates, and in Appendix XII of Reg. (EU) No.748/2012, C.3;

(ii) Only for flights up to Cat.2, or equivalent, AND with a risk level of the specific Flight Test Order classified as LOW;

(iii) Only after the verification intermediate step in accordance with the specific training Syllabus;

(iv) If deemed necessary, the Acceptance Commission can request an aircrew with competency levels LVL1 or LVL2 for aircraft produced by the Company also in case the aircraft is not a First Built / First tali number modified by a Major Design Change / Type Certificate in the process of being issued;

(v) Level of competency for test flights as per regulation CL-CSV-02 and subsequent updates;

(vi) Level of competency for test flights as per regulation CL-CSV-02 and subsequent updates AND Requirements for Level A Maintenance check flight as per Reg. (EU) 965/2012;

(vii) With a TOTAL experience of at least 1000 FH, of which 400 FH as PIC, on aircraft of similar complexity and characteristics and 50 FH on the aircraft type/class;

(viii) showing any additional requirement as per regulation CL-CSV-02;

(ix) ferry propaedeutic to the activity where an MPtF is requested;
(x) conformant aircraft, or which incorporates Minor Design Changes" with respect to a type/variant already in service at an FA/CdS or foreign customer;
(xi) only for military personnel qualified by the DASAS in accordance with a bespoke syllabus (i.e. CPCP);
(xii) PCS (Pilota Collaudatore Sperimentatore, Flight Test Pilot) can also perform all the activities requiring a lower level (i.e 2, 3, 3A and 4).
(*) for aircraft yet to be provided with an MCoA or CoC issued after completion of the internal Qualification and where a Type Certificate exists;
(**) CoA released / internal Qualification completed and CoC issued;

2 - Minimum aircrew qualification for Maintenance flights with MM

Table K-3 matches the post maintenance flight types with the minimum requirements for PIC and Co-Pilot.
The articulation (FA/CdS/Company) operating the aircraft is responsible of obeying the directions contained in this table.
Any deviation or interpretative concern about the application of the table shall be requested to AVIAMM for relevant approval, which will be based on the technical evaluations carried by the Italian Flight Test Center (DASAS) of the Air Force, as MoD competent articulation in the field of flight and ground test of military aircraft (including RPASs).

TABLE 3 – MINIMUM AIRCREW QUALIFICATION LEVELS FOR POST MAINTENANCE FLIGHT TYPES (MCF) WITH A MM	**MINIMUM LEVELS**	
	PILOT IN COMMAND	**CO-PILOT**
COLLAUDO MANUTENZIONE (functional check) / MCF LEVEL A / VCO (maintenance check flight level A, VCO)	LVL 3A	LVL 4
EFFICIENZA (efficiency) / MCF LEVEL B / VF	LVL 4	P

ACRONYMS

CC Capo Coppia

CE Capo Equipaggio

CoA Certificate of Airworthiness

CoC Certificate of Conformity

IP Pilota Istruttore

IS Istruttore

MCF Maintenance Check Flight

P Pilota di Tipo

PCP Pilota Collaudatore di Produzione

PCS Pilota Collaudatore Sperimentatore

PIA Pilota in Addestramento

TC Type Certificate

VCA Volo Collaudo Avanzato

VCO Volo Collaudo Ordinario

VF Volo Funzionale

3 – Onboard personnel requirements for experimental flights

Apart from the aircrew, whose minimum requirements are clarified in paragraph 1, during experimental flights with a CS it may be required to carry additional personnel, whose mansions within the flight mission shall be clarified in the test aircraft applicable documentation. Any impact to the overall flight safety (including system safety), induced by the presence of such additional personnel, shall also be addressed, for DAAA approval from a technical perspective.

Same applies in the case of demo flights, where the role of the additional personnel onboard is purely demonstrative and commercial.

MINISTRY OF DEFENCE
SECRETARIAT GENERAL OF DEFENCE AND NATIONAL ARMAMENTS DIRECTORATE
DIRECTORATE OF AIR ARMAMENTS AND AIRWORTHINESS

OPERATIONAL
MILITARY PERMIT TO FLY

1. RPAS TYPE	2. RPAS SERIAL NUMBER(S) OR PART NUMBER	3. REGISTRATION MARK (N/A for Mini and Micro)	4. DESIGN RESPONSIBLE / MANUFACTURER

5. AUTHORITY AND BASIS OF ISSUANCE

This Operational Military Permit to Fly is issued pursuant to the ITA MOD Directorate of Air Armaments and Airworthiness regulation AER(EP).P-7 dated _____ and certifies that the System, which is issued against the Serial/Part Number at point 2, recorded in the Italian Aircraft Military Register, is in condition for safe operation.

6. SCOPE

Each single sortie shall have selectively only one of the following aims:

- Operational flight activity as defined in the applicable flight envelope and safety case.

7. CONDITIONS/REMARKS

8. TERMS AND CONDITIONS

- The flight shall be conducted in accordance with the System configuration, usage, operational environment, operational/flight and maintenance manuals as referenced at point 13.
- All airworthiness risks shall be accepted by the appropriate Authorities in accordance with DAAA and MoD policy.
- The System shall be operated by authorized operator/pilot.

Violation of any of these conditions will result in the revocation of this authorization.

9. DATE OF ISSUANCE	11. AIRWORTHINESS CERTIFICATION AUTHORITY	12. OFFICE SYMBOL
10. DATE OF EXPIRATION		

13. SUPPORTING DOCUMENTATION

DOC. ID/NAME/ISSUE	**DATE**
Configuration	
CONOPS	
Operational Limitations/ Airworthiness Flight Limitations	
Operating Manual	
Maintenance Manual	
Safety Assessment Report	
Risk Assessment/Risk Acceptance	
SORA	
etc.	