

MINISTERO DELLA DIFESA

Segretariato Generale della Difesa e Direzione Nazionale degli Armamenti Direzione degli Armamenti Aeronautici e per l'Aeronavigabilità

RECOGNITION BETWEEN NATIONAL MILITARY AIRWORTHINESS AUTHORITIES (NMAA) FOR COOPERATION AND EXCHANGE OF AIRWORTHINESS ARTEFACTS

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1. INTRODUCTION

The Italian Air Navigation Code was promulgated with Royal Decree n. 327 of 30 March 1942 and was subsequently updated when Italy approved¹ the Chicago Convention (Legislative Decree n. 616 of 6 March 1948). The Code provides the legal framework to regulate private aircraft and specifies that military aircraft are admitted to air navigation, certified, and registered by the Italian Ministry of Defence (art. 745). Through the following implementing Decrees, the Directorate of Aeronautical Armaments and Airworthiness (DAAA) is appointed as, and given the responsibilities of, National Military Airworthiness Authority (NMAA), with the authority to establish and enforce airworthiness regulations:

- a. Decree of the President of the Republic n.90 of 15 March 2010, Military System Regulation (art. 106 sub "n)"), and
- b. Defence Ministerial Decree 16 January 2013, Structure of the Secretariat General of Defence (art. 15).

The DAAA, with regards to the domain of military airworthiness, is responsible for:

- military certification of type and airworthiness of aircraft, and their Registration;
- military approval and oversight of organisations for design, production, maintenance, and training of maintainers of military aircraft;
- military licensing of aircraft maintainers;
- regulating the airworthiness framework of military aircraft, and enforcing its application throughout the regulated community, consisting of the Services (Air/Land/Navy Armed Forces and *Carabinieri*) and State Corps, including: State Police, Firefighting Corps, Customs Police, and Coastguard.

1.1. General Overview

With the intent to gain efficiencies in the administrative and oversight processes for military airworthiness applied by the NMAAs of the European Union an effort has been initiated within the European Defence Agency, aimed to develop a common and harmonised framework. The effects also will reverberate through the aeronautical industry, reducing redundant activities imposed on them by many different national sets of requirements, hence driving more competitive air systems' costs. The result consisted in a set of requirements (European Military Airworthiness Requirements, EMAR) and documents (European Military Airworthiness Document, EMAD) provided to the NMAAs of the European participating Member States (pMS) for national implementation, complemented by a document focused on recognition, namely the European Military Airworthiness Document - Recognition Process (EMAD R). Recognition is based on a robust, repeatable, evidence based, and auditable process based on the technique of "look, compare, and assess". This process allows a Recognising

¹ Formal ratification was executed with Law n. 561 of 17 April 1956.

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NMAA to find similarities of its military airworthiness system (no aviation functions involved) to that of a Recognised NMAA, showing that the foreign NMAA's system is understood and, when conditions are met, provides an alternate but adequate level of safety. It is not about assessment of the validity or appropriateness of another NMAA military airworthiness system; for this reason recognition can be undertaken regardless of the airworthiness regulations adopted by each NMAA, though when based on EMARs it will be highly facilitated, reducing the assessment workload and the possibility of misinterpretation of each other's regulations. Recognition can be Two-Way or One-Way, depending respectively if both or only one NMAA is seeking to pursue recognition².

A diligent, traceable and informed process of analysis to verify a foreign NMAA, proving evidence of adequacy, safeguards the purposes of the national administrative action when making use of their information, in place of one's own, being able to confer to it the same validity with a sound judgement. This is what constitutes consumption of foreign artefacts by the Recognising NMAA, when leveraging recognition for the achievement of the expected benefits. The extent to which a NMAA wants to make use of foreign artefacts remains a national decision, as sovereign regulatory responsibility cannot be transferred to another nation.

Recognition can only be achieved through deep cooperation, openness, and transparency between the NMAAs that are involved, whilst fully respecting each other's sovereign national positions and responsibilities. Bilateral or multilateral Agreements and Arrangements are the necessary tools that allow to put in place the process and clarify the commitments required by the parties, in order to proceed unambiguously in the recognition process and obtain the expected results. Due consideration must be given to the nature of such agreements, which do not pertain to the discipline of international law. In fact international pacts (mostly known as Treaties, Conventions, or Statutes), regulated by international law, generate binding juridical conditions among specific subjects (States and International Organisations); on the other hand, intergovernmental agreements (mostly known as Memorandum of Understanding, Technical Agreements, Implementing Arrangements, etc.) are the result of a negotiation aimed to establish voluntary cooperation by subjects (usually executives or high ranking officers of the public administration) other than those of the international law. According to the Italian legislation, as better explained in the Secretary General of Defence's Guideline on Intergovernmental Agreements of November 2013, DAAA can enter into technical intergovernmental agreements provided that the content is strictly related to its exclusive competence, the effort can be absorbed by its staff capability, and any economic obligation falls within its financial appropriation.

² Multilateral Recognition is also considered as a viable option.

1.2. Scope

This regulation establishes the criteria and describe the process for gaining recognition between a foreign NMAA and DAAA, with focus on DAAA as the Recognising NMAA, and provides the conditions for artefacts to be exchanged.

Instructions are also included for the national application of the results of recognition, in order to give national effectiveness to foreign artefacts, when these have been found adequate for consumption.

Recognition is linked to the attainment of benefits, this condition allows for compensation of the efforts put into the process. Any resulting cost to be levied shall be assessed to be just, reasonable, and commensurate with the activity provided. The nature of the cost shall be timely communicated but the means to address its recovery, usually via a dedicated agreement, are out of the scope of this regulation. Also, out of scope is the procurement and availability of commercial proprietary data.

1.3. Applicability

This regulation applies to all DAAA airworthiness processes, where advantages can be obtained through recognition. Multinational agreements and contracts may require adaptation of this regulation to peculiar programmes' governing rules, yet recognition criteria shall be demonstrated even with alternate but adequate means.

When a foreign NMAA engages DAAA for a One-Way recognition (ie: DAAA has no concurrent need to recognise that NMAA), the application of this regulation can be limited to the processes related to artefacts exchange, safeguarding proper treatment of the artefacts that DAAA is asked to provide. A national regulation is immediately enforceable within the issuing State but its application in international environment shall be sought via international agreement's negotiation, with attentive resort to deviations.

1.4. Reference Regulations³

- (1) AER.0-0-8, Instructions for compiling, sending and managing Occurrence Reports on Technical Publications.
- (2) AER(EP).00-00-5, Preparation, Assessment and Approval of Configuration Changes for Continued Airworthiness.
- (3) AER(EP).00-00-6, Identification and Accounting of the Configuration of Aeronautical Articles Guidelines for Armed Forces and State Corps.
- (4) AER(EP).00-01-6, Instructions for Compiling, Sending and Managing Occurrence and Defect Reports.
- (5) AER(EP).P-2, Homologation, Military Type Certification and Qualification, and Suitability for Installation.

³ Latest revision can be verified through DAAA on-line library:

https://www.difesa.it/amministrazione-trasparente/segredifesa/armaereo/pubblicazioni-tecniche/34942.html

- (6) AER(EP).P-7, Regulation for recording and maintaining the Military Aircraft Register (*Registro degli Aeromobili Militari* RAM).
- (7) AER(EP).P-10, Design Organisation Military Approval.
- (8) AER(EP).P-21, Certification of Military Aircraft and related Products, Parts and Appliances, and Design and Production Organisations.
- (9) AER(EP).P-66, Military Aircraft Maintenance Licensing.
- (10) AER(EP).P-145, Requirements for Maintenance Organisations.
- (11) AER(EP).P-147, Aircraft Maintenance Training Organisations.
- (12) AER(EP).P-516, Military Airworthiness Requirements Definition Criteria.
- (13) AER(EP).P-2005, Continuing Airworthiness.
- (14) AER(EP).P-2147, Approval of organizations providing training services for military aircraft and / or its components maintenance personnel.
- (15) AER(EP).P-M/IFTS, Requirements Continuing Airworthiness Organisations for IFTS.
- (16) AER.Q-2010, Definitions and Acronyms commonly used within DAAA Technical Publications.

1.5. Reference Standards⁴

- (1) European Military Airworthiness Document Acronyms and Definitions Document (EMAD 1).
- European Military Airworthiness Document Recognition Process (EMAD R).

1.6. Definitions

AER.Q-2010 contains DAAA commonly used definitions and acronyms, complemented by the referenced Standard EMAD 1, as the harmonised guideline at European level. The following nouns are mainly specific to this process:

- a. "National Military Airworthiness Authority (NMAA)" means a government agency responsible for military airworthiness, performing the following basic functions:
 - i. to assess the compliance of military aeronautical products, components and organisations subject to its surveillance with applicable requirements set out in laws, regulations and administrative provisions of a NMAA;
 - ii. to conduct surveillance of continued compliance with those requirements;
 - iii. to take enforcement actions to ensure compliance with those requirements;
- b. "regulated community" means the set of all entities whose military airworthiness and approval activities are subject to the statutory and regulatory jurisdiction of a NMAA;
- c. "approved organisation" means any juristic person exercising privileges on behalf of a NMAA, as a result of its approval process;

⁴ Latest revision can be verified through EDA MAWA portal: https://www.eda.europa.eu/experts/airworthiness/mawa-documents

- d. "artefact" means any form of document containing information pertaining to military airworthiness (but not proprietary data) validated, approved, or issued by a NMAA, such as (but not limited to):
 - i. "certificates" any military approval, military licence or other document issued as a form of approval that a military aeronautical product or component, an organisation or a juristic or natural person complies with the applicable requirements set out in laws and regulations of a NMAA;
 - ii. "findings of compliance" a determination of compliance with the applicable requirements set out in laws, regulations, and administrative provisions of a NMAA, as the result of processes such as testing, inspection, qualification, certification, approval, and surveillance.

2. RECOGNITION CRITERIA

The DAAA recognition process⁵ is based on EMAD R, which complements this regulation as guidance material, but tuned to its national requirements and is characterised by recognition scope, steps, and tiers. For DAAA, the consumption of artefacts occurs by either acceptance or validation. Description of the above terminology is provided in this chapter 2, and a schematic representation of how they relate is shown in Figure 1, below.



Figure 1 - Scope, Step, Tier, and Method of Consumption correlation

2.1. Recognition Scope

The standard condition that triggers the recognition process is the need of one or more NMAAs to gain efficiencies and benefits in terms of:

- i. goals related to cooperation among NMAAs;
- ii. airworthiness management of a military aeronautical product (also addressed as programme or platform).

Examples of the expected benefits are to:

- simplify national processes and reduce the associated resources, costs, and timings, when approving organisations and/or certifying products/components that have been previously approved and/or certified by a recognised NMAA;
- ensure safe pooling & sharing opportunities;
- enable a continuous improvement ethos for a NMAA's military airworthiness system by exercising self-assessment and comparison to other NMAAs.

As secondary benefits of recognition the following are also considered:

- gain confidence in the airworthiness of another Nation's military aircraft;
- enabling national defence procurement organisations to simplify the process of contracting for shared maintenance services and for the establishment of common spares pools with Nations whose NMAAs have recognised each

⁵ There is no standard supranational recognition process; different forms of recognition are today used worldwide, with different scope and criteria (e.g.: US NAC Tri-Service, NATO Recognition, etc.).

other;

- allowing opportunities of improved interoperability for Services operating common platforms regulated under different but recognised NMAAs;
- lowering multinational air systems' costs reducing redundant activities imposed on NMAAs and Industry;
- facilitating a national aerospace industry to use NMAA's organisational approvals as credit towards similar approvals required by other NMAAs when tendering for foreign procurement/maintenance contracts or when participating in multinational programmes;

The analysis of the need will drive the development of the recognition scope, which consists of:

- i. opting for the modality of recognition: One or Two-Way;
- ii. determine the extent of the effort, in terms of steps (see paragraph 2.2), depending on desired goals to be achieved;
- iii. selecting the areas of the military airworthiness domain (typically: initial, continued, and continuing airworthiness; Authority code, structure and organisation are always mandatory) within which the authority's mandate, regulations, processes and procedures of another NMAA are looked at, compared, and assessed against one's own military airworthiness system;

Should a change in recognition scope occur, the whole process shall be reassessed as it deeply affects the content and effort of the recognition. If the change presents itself once the recognition has already been carried out, a revision of the affected recognition documents (see chapter 3) shall be initiated.

2.2. Recognition Steps

In order to optimise the process according to the desired goals to be achieved, it has been determined that a two-step approach is best suited for DAAA. These two steps are labelled as follows, and depicted in Table 1:

- Step A General Recognition: embraces the core content of recognition and is performed with a general perspective to NMAA functions and staff, independent from any specific application to a particular military aeronautical product (programme/platform agnostic). Exchange of artefacts is not in the scope of this phase, which only aims to determine the level of similarity between the military airworthiness systems of the NMAA to recognise and DAAA. Similarity is assessed in terms of: legitimacy and sufficient independence from operators, regulatory framework, competence / experience / staffing to manage the airworthiness of military aeronautical products/components and surveillance of the organisations that they approve, ability to regulate and enforce, records keeping. For DAAA, the level of similarity may fall in one of two Tiers (see paragraph 2.3), or, in extreme circumstances, prevent recognition.
- Step B Leverage Recognition: develops the deepest form of cooperation in

the context of a programme or platform, and aims to properly exploit recognition allowing the exchange of artefacts, in specific condition to be consumed. Since it aims to consumption of foreign artefacts, Step A must be accomplished first, and the highest level of similarity (Tier 2, see paragraph 2.3) has to be achieved as a pre-requisite. This provides adequate trail of evidence that due care and due diligence have been applied by DAAA, and a decision to consume foreign artefacts is properly supported and substantiated. This Step is based on objectives, which range from achievement of military type certification to approval of foreign organisations involved in initial, continued, and continuing airworthiness of military aeronautical products, but could also relate to the full extent of the procurement of a common programme. Objectives are then correlated to military airworthiness information that DAAA finds more advantageous to be acquired from a recognised NMAA.

Both Steps require on-desk assessment and On-Site Visits (OSV), as specific indepth analysis relies on face to face interviews with several subject matter experts of the NMAA under recognition, and the need for physical demonstration of compliance.

Based on Recognition Scope or Tier assessment, recognition can terminate at Step A (a Tier 1 determination prevents progression to Step B, see paragraph 2.3) or proceed to Step B.

Step A General Recognition (system agnostic)	 Scope: gather knowledge on competence and legitimacy of MAA in performing airworthiness tasks for all aircraft under their airworthiness auspices and of organisations approved under their authority. Goals: gain trust and establish level of similarity between the military airworthiness systems; suitable alternate systems can engage in reciprocal exchange and use of airworthiness artefacts. Output: Recognition Certificate (with Tier determination)
Step B	Scope: create conditions and regulatory framework for exchange of airworthiness artefacts.
Leverage Recognition (by Programme/Platform or Airworthiness Domain)	Goals : develop the deepest form of cooperation and exploit the advantages of Recognition, through identification of foreign artefacts with given effectivity for national consumption.
	Output: Recognition Implementing Arrangement (with consumption method determination)

Table 1 - Recognition Steps

2.3. Recognition Tiers

As mentioned at paragraph 2.2, the term Tier relates to the level of similarity, between the NMAAs' military airworthiness systems, found through recognition. The recognition process allows to gain knowledge and confidence on the NMAA to be recognised, making it possible to compare the foreign military airworthiness system to that of DAAA. Then, the comparison highlights what is similarly accomplished (even with alternate means of compliance) and what is not, in which case the divergence requires proper analysis for possible compensation or

mitigation. This information underpins and substantiates an assessment, which shows if conditions for recognition exist and, in that case, determines the Tier level achieved, as either:

- Tier 1 (T1) the recognised NMAA is trusted as competent in performing airworthiness oversight of all military aircraft under their airworthiness auspices and of organisations approved under their authority; the condition of common understanding allows further cooperation (to be developed on a case-by-case need) in the domain of military airworthiness; or
- Tier 2 (T2) the recognised NMAA has gained a T1 assessment and has shown⁶ a condition of similarity, of its airworthiness system to that of DAAA, which offers an adequate level of safety resulting acceptable; this can support DAAA decision to leverage the recognition and consume artefacts from that NMAA.

Tier determination is accomplished in Step A.

2.4. Consumption of artefacts

Artefacts identified by DAAA as candidates for consumption undergo a comprehensive analysis during Step B, in order to select the best suited method for each one to become consumable by DAAA. Consumable information (see definition, it does not include or extend to commercial proprietary data like qualification means of evidence or organisations' internal procedures) is then rendered adequate for use, within DAAA's military airworthiness system, by conferment of regulatory effectivity (see paragraph 4.5). DAAA allowed method of consumption is either by:

- acceptance: the artefact can be used as-is, since the DAAA has made a determination that it provides the same validity as those required by national regulations; authority information like findings, granted privileges, assessments and approvals, non-compliance determinations, certifications, licenses, mitigations and residual risk acceptance are fully shared. There is no further involvement of DAAA staff, and no need to issue additional national artefacts; or
- validation: the artefact cannot be used as-is due to content or criteria divergence from that of DAAA, and requires additional review to validate it, fully or partially, as contributing information to complement the national process; DAAA will carry out the necessary activities and issue its own artefacts, exploiting validated foreign artefacts as underpinning approved airworthiness data.

As a general guideline, the Table 2 below provides a standard metric for the categorisation of the most important artefacts. Method of consumption is determined in Step B.

⁶ Tier 2 could also be achieved on a reduced scope of recognition (for example: only on Continuing Airworthiness).

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AIRWORTHINESS ARTEFACT	ACCEPT / Validate	COMMENT
		technical value is usually linked to the occurrence in
21A – Occurrence	Acceptance	its entirety, though configuration differences may
		limit its use.
		content usually require adaptation to DAAA
21A – Airworthiness Directive	Validation	regulatory system, though common international
		programs may allow acceptance.
21B/D/E - Military Type		as certification is strictly related to qualification data
Cartificate	Validation	(Means of Evidence, MoE) evaluation and residual risk
		mitigation, a DAAA MTC is usually required.
21F/G/J/M/145/147 Military		acceptance is linked to successful demonstration of
Organization	Acceptance	capability related to DAAA aeronautical products
Approval		within the foreign approval.
		content usually require adaptation to DAAA
21H - MCoA & MRCoA	Validation	regulatory system, though common international
		programs may allow acceptance.
		content usually require adaptation to DAAA
21P - MPTF	Validation	regulatory system, though common international
		programs may allow acceptance.
66 - MAML	Acceptance	acceptance is linked to proper type/component extensions.

Table 2 - Acceptance and Validation approach

3. RECOGNITION DOCUMENTS

The recognition process is defined by input and output documents. The most significant documents are here described to facilitate the understanding of the process, addressed at following chapter 4.

3.1. Recognition Agreement (RA)

As mentioned at paragraph 1.1, recognition is mainly about benefits that a NMAA seeks to obtain from another one; regardless of these benefits being obtained by one or both the NMAAs, there are understandings to be agreed upon and resources to be committed. The Recognition Agreement (RA) is the tool that allows the NMAAs to detail and commit to the recognition, following the Step approach.

The standard DAAA RA template is enclosed as Attachment A, and includes: a main body with articles clarifying the criteria of recognition, the signature block for the NMAA authorised signees, and a Technical Annex (based on Annex B of EMAD R) describing the recognition scope, resources, and timetable necessary to plan the recognition effort to complete Step A (with only provision for future Step B optional activity). The RA remains in effect as long as certification status compliance is needed and benefits are required, or it can cease at any time by written request of one NMAA. The RA will be sustained as needed⁷ to keep it aligned with programmes developments or new opportunities that may arise or when a change in recognition scope is sought.

3.2. Military Authorities' Recognition Question set (MARQ)

The MARQ (see EMAD R Annex D) is the core tool for the recognition assessment and consists of a spreadsheet matrix with thirty-one question sets organised with a Goal Structured Notation architecture. The MARQ aims to trace the fulfilment of airworthiness goals, through critical elements in four Sub-Sections as shown in Table 3, that define a Military Authority, its form and how it conducts its responsibilities in each area of the airworthiness domains (the typical areas of initial / continued / continuing airworthiness can be derived from the elements of the MARQ). These goals have been initially based on the air safety goals of ICAO Doc 9734 (Safety Oversight Manual) and Doc 9760 (Airworthiness Manual) Edition 3, with an adaptation to the military environment. NMAAs under recognition need to fill in the question sets, describing how they meet the goals and linking the respective regulations, as the main input to the recognising NMAA. The Recognising NMAA will review the MARQ during the on-desk assessment, filling in the dedicated column if any interpretative issues arise or further clarifications are required in order to evaluate goals as fully or partially met; the Recognised NMAA will then provide responses, filling in the last column.

⁷ Amendments can be in the form of major changes (revision of main body or addition of new Technical Annexes) or minor ones (revision of a Technical Annex); these will be tracked rolling the Revision Status.

The MARQ is also a powerful tool for NMAAs to assess their own military airworthiness system with a view to continuous improvement.

	Title	Airwo	orthiness Authority (covering the code, structure and organisation of the authority)	
	Goal	Auth safet	ority meets the established requirements and functions at the required level of competency and v	
		1	Primary Aviation Legislation	
		2	Specific Operating Regulations	
		3	Aviation System and Safety Oversight Function	
А		4	Technical Personnel Qualification and Training	
	Critical Elements	5	Technical Guidance, Tools and the Provision of Safety-Critical Information	
		6	Licensing, Certification, Authorisation and Approval Obligations	
		7	Surveillance Obligations	
		8	Resolution of Safety Concern	
		9	Risk Management	
	Title	Airwo	orthiness Inspection (covering the authority's assurance of continuing airworthiness)	
	Goal	The <i>i</i> requi	Authority meets the established airworthiness inspection requirements and functions at the red level of competency and safety	
		1	Registration	
в		2	Certificates of Airworthiness	
_	Critical	3	Approval of Maintenance Organisations & Continuing Airworthiness Management Organisations	
	Elements	4	Ongoing Surveillance, Investigations and Enforcement	
		5	Occurrence Reporting	
		6	Training and Licensing of Maintenance Personnel	
	Title	Prod orgai	uction Oversight (covering the authority's assurance of regulation compliance by production nisations)	
	Goal	The <i>l</i> level	The Authority meets the established production oversight requirements and functions at the required evel of competency and safety	
		1	Production Certificates	
		2	Approval of Production Organisations	
с		3	Survey and Evaluation of Aircraft	
	Critical	4	Release Certificates	
	Elements	5	Surveillance, Investigations & Enforcement	
		6	Production Aspects of Type Certification	
		7	Relationships with other Authorities	
		8	Airworthiness Directives	
	Title	Aircraft Certification (covering the authority's assurance of certification activities)		
	Goal	The <i>l</i> level	Authority meets the established aircraft certification requirements and functions at the required of competency and safety	
		1	Approval of Design Organisations	
D		2	Certification of Type Designs	
	Critical Elements	3	Post-certification Functions (including Airworthiness Directives)	
		4	Information & Data	
		5	Structural Integrity Activities	
		6	Handling of Safety Issues	
		7	Approval of Modifications & Repair Schemes	
		8	Support to Operator / CAMO Continuing Airworthiness Activities	

Table 3 - MARQ Sub-Sections and their critical elements

3.3. Exposition

The Exposition is a comprehensive description document of a NMAA. Whilst not mandatory for a NMAA to prepare an Exposition, when available⁸ it provides a detailed summary of the legal framework underpinning the NMAA establishment, its responsibilities, structure, and staff. It also explains the regulatory environment in place and illustrates how the NMAA fulfils all the functions related to the military airworthiness system in effect in the State of the NMAA, with information on how that system is enforced. The Exposition serves as introductory material to the MARQ, allowing an easier correlation to the responses in the question sets, and is regularly reviewed and updated, along with the MARQ, to reflect significant changes in the NMAA military airworthiness system. Not all NMAAs have developed an Exposition but may have equivalent documentation (like Manuals or Orders).

3.4. Recognition Report (RR)

At the end of all the on-desk assessment and OSV activities of Step A, the results of the comparison and the consequent assessment are captured in a dedicated Recognition Report (RR). As described in EMAD R, the RR details the comparison in the areas covered by the recognition scope and reasoning adopted for its accomplishment, for reasons of standardisation and availability the RR should be produced in English language and bear clear releasability markings as agreed.

The standard DAAA RR template is enclosed as Attachment B, and includes a final section where the assessment results are clearly illustrated, along with any observation, to support the judgement that Recognition is satisfactorily achieved. A conclusive statement recommends the Tier level found, which, once endorsed, will determine continuation into Step B. Renewals of Recognition status and accomplishment of a Step B will be documented revising the RR. To reflect extant results, the revised RR is based off the current revision of the RR but with a fully rewritten Introduction. Changes are captured rewriting (with new or modified/integrated language) affected paragraphs as well as Assessment Results and Recommendations; unchanged text is greyed out.

3.5. Recognition Certificate (RC)

Once Step A is successfully completed and the RR has been endorsed, a Recognition Certificate (RC) is issued, by DAAA, to the Recognised NMAA. The standard DAAA RC template is enclosed as Attachment C and comprises of two sides. The front identifies the details of the Recognised NMAA and the RC number, which is assigned through the dedicated Register residing on the DAAA electronic information system (*Modulo di Coordinamento Centrale*, MCC); the first two digits are uniquely assigned to the NMAA, then the four digits of the year

⁸ The MAWA Forum is releasing an EMAD aimed to provide guidelines on how to write an Exposition.

when the RC was issued or renewed, and a Revision number in case of reviews (see paragraph 4.3.2), the final two digits identify the Tier level achieved. The back contains a summary of the general recognition scope and the conditions for the validity of the Certificate. The RC is issued with an effectiveness of four to six years⁹ and extensions are automatically applied if a renewal activity (see chapter 4) is still being carried out at the date of expiration. The general recognition maintains the certified status if:

- i. the recognition scope is not changed;
- ii. the Recognised NMAA undertakes action to inform DAAA, in all reasonable haste, of any significant changes to its military airworthiness system.
- iii. the Recognised NMAA remains in compliance with its own regulatory framework, maintains its capability to fulfil their responsibilities and enforcement authority, with adequate resources; and
- iv. the Certificate is not revoked by DAAA.

When the conditions mentioned above are altered, except for point "iv.", a further recognition activity is required and a suspension of the effectivity of recognition may be necessary until a revised Certificate is issued.

3.6. Recognition Implementing Arrangement (RIA)

Once a general recognition is in place (Step A accomplished, with a valid RC), and a T2 level has been achieved, the recognition process can move into Step B and allow to set the conditions for the exchange of those artefacts identified as viable to gain the sought benefits in the context of a programme or platform, or Airworthiness Domain. The Recognition Implementing Arrangement (RIA) is the tool that allows the NMAAs to leverage recognition agreeing and committing to the process for exchange of artefacts. The standard DAAA RIA template is enclosed as Attachment D, and includes: the articles clarifying the process and criteria to allow the exchange of artefacts, the signature block for the NMAA authorised signees, and as many Technical Annexes¹⁰ as the programmes or platforms benefiting from Step B recognition. These annexes (usually one per each programme/platform) describe:

- The objectives (see paragraph 4.4) identified in relation to military airworthiness information to be exchanged;
- the airworthiness domains involved by the annex, through a standardised EMAR subpart-based check-box table (derived from Table 4);
- any applicable special terminology;
- specific description of tasks, processes, procedures and deliverables involved with the national consumption of foreign artefacts; characterise each artefact

⁹ renewed RCs may be issued with up to 6 years of validity, depending on the stability and maturity of the recognised NMAA. A future UNLIMITED DURATION is envisaged (conditions to be determined).

¹⁰ A Technical Annex of the RIA has a function similar to an EASA Working Arrangement (https://www.easa.europa.eu/documentlibrary/working-arrangements).

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subject to exchange in terms of its format (including level of signature and releasability markings), delivery timings and means, specifying criteria for acceptance or validation.

The RIA remains in effect as long as the need to exchange artefacts exists; it is automatically suspended when the certification status is compromised and it can cease at any time by written request of one NMAA. The RIA will be sustained as needed⁷ to keep it current, to include new programme/platform objectives or modify those already captured, with new or revised Technical Annexes.

There are cases where joint managing organisations of international common programmes may adopt rules about sharing of documentation, either in the form of amendments to the main programme agreement or with internal directives; whereas those rules cover artefacts, as defined in this regulation, a RIA may not be necessary if those adopted rules provide an equivalent scheme of arrangement.

4. RECOGNITION PROCESS

As mentioned at chapters 2 and 3, DAAA recognition process is characterised by specific criteria and documentation but is based on EMAD R, which as guidance material can provide further details on common sub processes.

DAAA recognition process is owned by the 2nd Office of the Vice Director – Technical (VDTU2) and is based on four phases, as depicted in Figure 2, with incremental delivery of benefit. Phase I and II pertain to Step A, whilst phase III and IV are executed to accomplish Step B. The process starts when the foreign NMAA accepts DAAA request for cooperation in the field of recognition between NMAAs. The same process may be used when DAAA accepts request from a foreign NMAA, though deviations could be necessary to match the NMAA's national requirements; notwithstanding any deviation, DAAA criteria for safeguarding artefacts exchange conditions and their releasability always apply.

4.1. Need for Recognition

The condition that drives towards recognition is a need in terms of cooperation in the field of military airworthiness, in particular the opportunity of gaining benefits (resources, time, costs, effectiveness, etc.) in relation to a programme or platform, through acceptance/validation of foreign artefact provided by a Recognised NMAA. A national need can be identified autonomously by DAAA, normally in relation to a Programme managed by its Divisions, or by means of a formal request by the Italian Armed Forces or State Armed Corps. The identified benefits are reviewed internally by VDTU2, then a preliminarily coordination is carried out with the staff of the foreign NMAA with which recognition is sought. Once availability is ascertained, a formal letter of request (signature level is: Director) is sent to that NMAA, seeking official support.

4.2. Phase I - Preparation

The Preparation phase launches Step A; it allows to organise the planning of the recognition and initiates as soon as the foreign NMAA accepts DAAA request for cooperation in recognition. As the acceptance makes the recognition a viable option, VDTU2 assembles and leads the recognition team, with one Team Leader plus VDTU1 experts of the areas covered by the Recognition Scope (Technical Divisions, D1 to D8, may also be required). Activities usually begin with a kick-off meeting managed by DAAA (can take place either at DAAA premises or at the foreign NMAA location), presenting the definition of the recognition and the potential desired benefits. Once cleared the meeting, VDTU2 will actively engage the NMAA for laying out a coordinated draft version of the RA, managing to align interpretation and feasibility of all the criteria of the agreement and of the activities of the annex (recognition scope, resourcing, baseline, and plan), until the RA is

ready to staff for signature. Exchange of signed copies of the RA is formally executed via electronic means, then the recognition matrix published on DAAA website¹¹ (*Aeronavigabilità*, tab: Recognition) will be updated.

When DAAA receives a request for cooperation in recognition, coming from a foreign NMAA, VDTU2 will manage internal coordination and, if accepted, provide formal response (signature level is: Director). Support can be provided in case a kick-off meeting is requested by the NMAA team. Then discussion will be initiated to understand the structure of the process and to evaluate deviations from this regulation and its attachments. Should the foreign NMAA propose its version of RA, VDTU2 will negotiate the content, and staff it internally, until satisfied that it is deemed suitable for DAAA.

The output of phase I is the official signed copy of a RA (signature level is: Director), formally released with a Cover Letter (signature level is: Director for Initial Release; Vice Director – Technical for subsequent revisions).

4.3. Phase II - Certification

The Certification phase is the most work intensive activity as it involves the study of the foreign military airworthiness system and its assessment, with the aim of certifying the status of the NMAA under recognition. Given the sensitivity of this certification a forced review is foreseen, each four years, as multiple small changes to the NMAA military airworthiness system may have occurred and their cumulative effects require reassessment. Moreover, as indicated at paragraph 3.5 there are several conditions that may trigger a reassessment. For this reason this phase is considered to have an initial stage and a sustainment stage.

The output of phase II is the delivery of a RC (see paragraph 3.5, signature level is: Director), formally released with a Cover Letter (signature level is: Director for Initial Release; Vice Director – Technical for subsequent revisions), and concludes Step A.

4.3.1. Initial certification

In accordance with the conditions agreed in the RA, this stage of phase II starts as soon as the foreign NMAA provides their recognition documentation: MARQ, all referenced regulations, and their Exposition. This documentation is studied by DAAA recognition team through on-desk analysis and an intensive communication exchange with the respective NMAA team; as mentioned in paragraph 3.2, DAAA and the foreign NMAA will exchange the MARQ with question, requests for clarification, and final responses. DAAA can then prepare for the OSV at the location of the foreign NMAA, where a demonstration activity is carried out to show in details the NMAA organisation. The OSV event is key to solidify the understanding of the NMAA capabilities, and is performed through: presentation sessions, visits to the infrastructure, and interviews with the NMAA

¹¹ https://www.difesa.it/sgd-dna/staff/dt/armaereo/aeronavigabilita/27564.html

personnel (usually takes three to four days). After the OSV, VDTU2 will coordinate the DAAA recognition team to generate a RR (see paragraph 3.4, signature level: Team Leader, VDTU2 Chief, Vice Director – Technical), continuously working with the NMAA team to clarify any further detail to be captured in the report. The final draft of the RR is then coordinated with the foreign NMAA to:

- ensure it accurately depicts the status of the NMAA, and
- share the observations identified in the assessment results.

Once cleared the RR, VDTU2 will draft the RC, reflecting certification results and scope of the recognition, and finalise the package for internal endorsement of the RR and signature of the RC. Delivery of the signed RC is formally executed via electronic means¹², requiring acknowledgement as awareness and acceptance of its conditions. At this point, VDTU2 will update the recognition matrix published on DAAA website¹¹.

When DAAA is undergoing recognition by a foreign NMAA, VDTU2 will provide the necessary support to the NMAA team for documentation, MARQ responses, and the organisation of an OSV at DAAA premises (a DAAA recognition team will be appointed for this purpose). Once a RC is delivered to DAAA, VDTU2 will staff the acknowledgement response (signature level: Director) and update the recognition matrix published on DAAA website¹¹.

4.3.2. Sustainment of certification

Once recognition is achieved, its validity must be sustained to ensure that further activities (cooperation and, where applicable, consumption of artefacts), relying on the constant status of the NMAA as Recognised, can be safely and seamlessly carried out. Sustainment efforts, as resulted from this stage of phase II, consist of:

- Renewal: regular forced review each four years (or as indicated in the RC), where six months prior expiration DAAA starts communications with the NMAA team to prepare for a renewal activity (conditions may demand a formal letter, similar to Annex E). In this timeframe a quick review of the RA is performed aiming to ascertain its content is still current (changes are managed per the RA related article); then a desk-top assessment of the MARQ and Exposition (or equivalent document, when available), in effect at the time of renewal, can indicate if the recognition status is unchanged or a further OSV is required (that is the case for either few single significant changes or the cumulative effect of many minor changes, reflecting heavily on the content of the initial Recognition Report). Should the renewal take longer than the time left to expiration of the RC, an extension will be automatically applied (no need to edit or re-issue the RC).
- Review: unplanned action taken in relation to awareness of variations to the

¹² An original paper copy is customarily handed over during specifically organised ceremonies or as occasions arise at executive or high visibility international meetings.

certified status conditions, such as recognition scope, significant changes, compliance or capability limitations (see paragraph 3.5); a part from changes to recognition scope, for all other variations DAAA relies on the prompt notification by the recognised NMAA, as trust is built upon its acknowledgement of the RC. Depending on the relevance of the variation, DAAA will tailor the recognition process; a suspension of the certification may be necessary with temporary withdrawal of the RC (formal NMAA notification and matrix update are required).

Sustainment efforts will generate a revision to the current RR, to trace all the activities conducted by the DAAA recognition team that led to a new issue of the RC (as a regular renewal or because of a review) or its revocation. A revision to the RR follows the same coordination path of the initial RR (see paragraph 4.3.1). Once cleared the RR revision, VDTU2 will draft the revised RC, reflecting the results of the renewal/review, and finalise the package for internal endorsement of the RR and signature of the revised RC. Delivery of the signed revised RC is formally executed via electronic means¹², requiring acknowledgement as awareness and acceptance of its conditions, and confirmation of disposal of the previous one. At this point, VDTU2 will update the recognition matrix published on DAAA website¹¹.

4.4. Phase III - Leverage

The Leverage phase launches Step B; it provides the option to enable the exchange and consumption, by DAAA, of foreign artefacts provided by a Recognised NMAA, with a T2 certified status. Whether already planned in the RA or when need arise, DAAA can initiate this phase as soon as objectives are identified, in relation to programme or platform needs (see paragraph 2.2, Step B). These objectives usually fall within specific airworthiness domains but could as well be arranged to fit that particular programme or platform; a correlation table of the standard airworthiness domains is provided in Table 4. As mentioned at paragraph 3.6, since objectives relate to programme or platforms, it is foreseen that new ones may arise in time as well as those initially identified may change or evolve. For this reason this phase is considered to have an initial stage and a sustainment stage.

The output of phase III is the official signed copy of a RIA (see paragraph 3.6, signature level is: Director), formally released with a Cover Letter (signature level is: Director for Initial Release; Vice Director – Technical for subsequent revisions).

Registry	Registration / Deregistration
	21A – Occurrences and Airworthiness Directives
	21B&D - MTC & MRTC
	21E – MSTC
	21F - Production without MPOA
	21G – MPOA
Initial and Continued	21H - MCoA & MRCoA
Airworthiness	21J – MDOA
	21K - Parts & Appliances
	21M – Repairs
	210 - MTSO Authorisations
	21P – MPTF
	21Q - Identification of Products, Parts & Appliances
	M SP G – CAMOA
	M SP I – MARC
Continuing Airworthiness	145 – MOA
	147 – MTOA
	66 – MAML

 Table 4 - Standard airworthiness domains correlation

4.4.1. Initiation of leverage

In accordance with the conditions agreed in the RA, if any, or when objectives related to a programme or platform emerge, this stage of phase III can be initiated. VDTU2 assembles the DAAA recognition team, including experts of the areas covered by the objectives, and engages the foreign NMAA to start this activity. Based on the results of Step A, captured in the RR, the DAAA recognition team performs a deep on-desk analysis on the foreign NMAA processes related to the objectives, in order to identify the artefacts that, if provided by the NMAA, would be used by DAAA to pursue and gain benefits. The analysis requires the review and discussion of actual artefacts officially released by the NMAA, as a decision shall be made for their method of consumption (see paragraph 2.4). Whilst acceptance require to focus on delivery timings and means of transmission of artefacts, consumption by validation mandates the need for special arrangements on the condition of the artefact to be exchanged, and sometimes the crafting of a dedicated artefact (like recommendations or ad-hoc declarations). Based on the complexity of the arrangement sought by DAAA, face-to-face meetings with the NMAA subject matter experts might be necessary to reach a satisfactory result in matching what DAAA needs and what the NMAA can provide. In such a case, VDTU2 will interface with the NMAA team for the arrangement of the meetings with the DAAA recognition team. At this point, VDTU2 will coordinate the DAAA recognition team for the release of a Revision to the current RR (see paragraph 3.4), continuously working with the NMAA team to:

- ensure the appropriateness of the content, and
- properly identify the artefacts needed to be exchanged and their condition.

The RR revision follows the same coordination path of the RR (see paragraph

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4.3.1). Once cleared the RR revision, VDTU2 will actively engage the respective NMAA team for laying out a coordinated draft version of the RIA, managing to align interpretation and feasibility of all the criteria of the agreement and of the conditions of the artefacts as described in each Annex (kind, format, content, signature level, releasability, method of consumption, delivery means and timings, etc.), until the RIA is ready to staff for signature. Exchange of signed copies of the RIA is formally executed via electronic means, then the recognition matrix published on DAAA website¹¹ will be updated.

When DAAA receives a request to provide its artefacts for exchange, coming from a foreign NMAA (which could not have the requirement to recognise DAAA through a formal process), VDTU2 will manage internal coordination for acceptance, and provide support in case a meeting is requested by the NMAA team. Then discussion will be initiated to understand the structure of the process and to evaluate deviations from this regulation and its attachments. Should the foreign NMAA propose its version of RIA, VDTU2 will negotiate the content, and staff it internally, until satisfied that it is deemed suitable for DAAA. Also, as mentioned at paragraph 3.6, DAAA could agree to a similar arrangement in the form of programme agreements or internal directives pertaining to international common programmes.

4.4.2. Sustainment of leverage

Once a leverage phase is completed, it needs to be properly sustained to capture changes to artefacts' needs as objectives may change and new ones arise.

Sustainment efforts, as resulted from this stage of phase III, consist of reviews triggered by additional or modified needs of artefacts for the programmes or platforms in the Annexes of the RIA, or when a new Annex is needed to be added to the current RIA. Based on the complexity of the arrangement sought by DAAA, face-to-face meetings with the NMAA subject matter experts might be necessary to reach a satisfactory result in matching what DAAA needs and what the NMAA can provide. In such a case, VDTU2 will interface with the NMAA team for the arrangement of the meetings with the DAAA recognition team.

Sustainment efforts will generate a revision to the current RR, to trace all the activities conducted by the DAAA recognition team that led to a change to an Annex or the addition of a new one (for changes to the RIA content, or its termination, refer to the RIA related articles). The RR revision follows the same coordination path of the RR (see paragraph 4.3.1). Once cleared the RR revision, VDTU2 will engage the respective NMAA team for the coordination of the new draft version of the RIA, with revised or new Annexes, until the RIA is ready to staff for signature. Exchange of signed copies of the new version of the RIA is formally executed via electronic means, then the recognition matrix published on DAAA website¹¹ will be updated.

4.5. Phase IV - National implementation

The National implementation phase is necessary to give effectiveness to the foreign artefacts, obtained through the RIA, toward the end user (either within DAAA or the regulated community). The first action that follows the signature of an RIA is the internal notification to all VDTU1 and VDTU2 staff, plus the Technical Divisions (D1 to D8) managing the related programmes or platforms mentioned in the RIA.

Depending on the consumption method (see paragraph 2.4), and the end user's organisation involved, a specific instrument will be selected for the national implementation.

- Validated artefacts are destined to be processed within DAAA standard work packages and result in the issuance of a national final disposition; in these cases the implementation instrument is represented by the approved recommendation included in the internal DAAA product work package making use of the foreign artefact (for example a Military Type Certificate or Registration paperwork folder or its paperless electronic protocol system's¹³ e-folder).
- Artefacts selected for acceptance need to be formally identified to assure that the end user will understand their equivalence to the national ones, in spite of any difference in format or arrangement of the content. This is achieved by:
 - addition of specific wording, referring to DAAA acceptance, to the content of the foreign artefact (this shall be managed through proper instructions in the Annex to the RIA specific for that artefact); when this option is not attainable a dual release (both foreign and DAAA forms) at origin should be considered;
 - publication on the DAAA website¹¹, in the dedicated sections of the "Aeronavigabilità" webpage (foreign military approvals of organisations will be added to the lists available for download; a dedicated table in the "Recognition" webpage shows actual accepted artefacts' status and the link to the NMAA from which they are obtained).

On a case by case basis, DAAA can also issue a *Prescrizione Tecnica* in accordance with AER(EP).0-0-2, or amend an existing one, to release specific instructions.

The output of phase IV is the release of a national implementation instrument, and concludes Step B.

¹³ DAAA is using a Defence electronic protocolling system named @D[h]OC

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5. SPECIAL CASES

A special case is that of the Civil Aviation Authority (CAA) of major States of Design, Production, or Registration. The United States of America Federal Aviation Administration (FAA), the European Aviation Safety Agency¹⁴ (EASA) together with all the EU Member States' CAAs, the United Kingdom Civil Aviation Authority, and Canadian Transport Canada Civil Aviation (TCCA) are Recognised without the need to perform an assessment and to notify them with the issuance of a Recognition Certificate. This decision is based on their ability to exercise authority with an appropriate degree of competence and independent judgement as sufficiently demonstrated by the following conditions:

- The respective Countries are signatories of the Chicago Convention and members of ICAO, hence are presumptively bound to comply with its standards;
- ICAO applies a Universal Safety Oversight Audit Programme¹⁵ (USOAP) to its Member States in order to continuously monitor their safety oversight capabilities and effectiveness, against ICAO Critical Elements (CE), highlighting any Significant Safety Concern¹⁶; for the purpose of this regulation LEG, PEL, and AIR USOAP Audit areas are considered¹⁷;
- FAA, EASA, and TCCA have assessment programmes¹⁸ aimed to rate compliance with ICAO standards of foreign organisations or make use of Bilateral Working Arrangements in the areas of aircraft certification, maintenance, and approval of organisations; a valid and current relationship entails common understanding and acceptance of each other's approach to airworthiness.

Notwithstanding the above, each time a civil artefact, endorsed or released by CAAs mentioned here, is considered for consumption by DAAA (unquestionable decision based on opportunity basis), a status review of these three conditions will be carried out. A RIA with a CAA is normally not required. As already mentioned, what is subject to consumption is the result of the internal specific activity of the Authority (certification, finding of compliance, or any other airworthiness disposition) and not private data, such as design data related to a product or component which pertain to original equipment manufacturers, or their organisation manuals and internal procedures.

¹⁴ EASA, as an Agency of the European Union, is the Regional Safety Oversight Organisation (RSOO) of the Member States as provided in the Basic Regulation. EASA carries out tasks that have been transferred from States to the EU and also monitors the application of the Basic Regulation (EU) and its implementing rules of each national CAA of its Member States.
¹⁵ States that exhibited a significant safety concern are flagged on the USOAP interactive viewer

⁽https://www.icao.int/safety/Pages/USOAP-Results.aspx).

¹⁶ Significant safety concern (SSC): occurs when the State allows the holder of an authorisation or approval to exercise the privileges attached to it, although the minimum requirements established by the State and by the Standards set forth in the Annexes to the Convention are not met, resulting in an immediate safety risk to international civil aviation.

 ¹⁷ Eight audit areas have been identified in the USOAP: primary aviation legislation and civil aviation regulations (LEG); civil aviation organisation (ORG); personnel licensing and training (PEL); aircraft operations (OPS); airworthiness of aircraft (AIR); aircraft accident and incident investigation (AIG); air navigation services (ANS); and aerodromes and ground aids (AGA).
 ¹⁸ FAA adopted the International Aviation Safety Assessment (IASA) Programme, which results are published through https://www.faa.gov/about/initiatives/iasa/media/IASAWS.xlsx; EASA maintains a list of States with which Bilateral Agreements are currently in place, https://www.easa.europa.eu/domains/international-cooperation/easa-by-country; TCCA maintains a list of States with which international agreements and arrangements are currently in place, https://tc.canada.ca/en/aviation/aircraft-airworthiness/international-agreements-arrangements.

ATTACHMENT A RECOGNITION AGREEMENT (RA) TEMPLATE



Recognition Agreement

between the National Military Airworthiness Authorities of

ITALY



Direzione degli Armamenti Aeronautici e per l'Aeronavigabilità (DAAA)

Directorate of Aeronautical Armaments and Airworthiness

and

[STATE]

[TITLE - NATIVE] ([ACRO])

[SYMBOL]

[ENGLISH TRANSLATION FOR NATIVE TITLE]

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REVISION HISTORY

Version Number	Adoption	Description
0.0		Initial Release

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PREAMBLE

We,

a. [NAME AUTHORITY] of [STATE] - [FULL ADDRESS], [OFFICIAL EMAIL]

b. [HEAD OF ORGANISATION], [TITLE/RANK] [NAME]

and

a. *Direzione degli Armamenti Aeronautici e per l'Aeronavigabilità* (DAAA) or Directorate of Aeronautical Armaments and Airworthiness of Italy -Aeroporto "Francesco Baracca", Via di Centocelle 301 - 00175 ROMA, <u>armaereo@armaereo.difesa.it</u>

b. [HEAD OF ORGANISATION], [TITLE/RANK] [NAME]

as the National Military Airworthiness Authorities of the respective Countries, hereinafter referred to individually as, respectively, **[ACRO]** and DAAA or Party, whilst collectively as the Recognition Parties (RP),

RECOGNISING	the emerging trend toward multinational design, production and interchange of military aeronautical products.		
DESIRING	to enhance cooperation and increase efficiency in ensuring the airworthiness of military aviation.		
CONSIDERING	that their cooperation can positively contribute in encouraging greater international harmonisation of standards and processes,		
CONSIDERING	that mutual confidence in each other's regulatory systems for military airworthiness promotes the conditions towards equivalent levels of safety,		
ACKNOWLEDGING	that a common approach to military airworthiness significantly reduces redundant activities imposed on Industry, lowering air systems' costs, and fostering synergies for European aircraft programs,		
WHEREAS	National Military Airworthiness Authorities can gain efficiencies from developing and implementing common and harmonised Military Airworthiness Requirements,		
RECOGNISING	that any reciprocal consumption of artefact needs to offer an assurance of compliance with applicable technical regulations or standards equivalent to the assurance offered by those used nationally.		
RECOGNISING	that any such reciprocal consumption also requires continued communication and confidence in the reliability of the other Party's compliance in all domains covered by this Agreement,		
ENDEAVORING	to pursue a Recognition in compliance with national regulations, and as described in EMAD R.		
UNDERSTANDING	that effectiveness to the results of the Recognition is pursued by making them applicable to the national regulatory system.		
ACKNOWLEDGING	that this Agreement is not intended to create any legally binding obligations under international law, and that it will be carried out within the framework of the respective national laws and regulations of the RP and subject to the availability of their appropriated funds and personnel,		

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HAVE AGREED AS FOLLOWS:

SECTION. 1 - Objectives

The objectives of this Recognition Agreement (RA) are to:

- a) promote cooperation and harmonisation in the field of military airworthiness;
- b) gain the knowledge required to establish similarities in each other's airworthiness system and allow cooperation in the domain of military airworthiness (Tier 1);
- c) enable the potential reciprocal consumption of data through artefacts, such as (but not limited to): findings of compliance, certificates, and approvals issued by either Party or their approved organisations (Tier 2).

SECTION. 2 - Definitions

For the purposes of this RA:

- a) "National Military Airworthiness Authority (NMAA)" means a government agency responsible for military airworthiness (in the context of this RA, a Party can only be a NMAA), which performs the following basic functions:
 - to assess the compliance of military aeronautical products, components and organisations subject to its surveillance with applicable requirements set out in laws, regulations and administrative provisions of a NMAA;
 - (ii) to conduct surveillance of their continued compliance with those requirements;
 - (iii) to take enforcement actions to ensure their compliance with those requirements;
- b) "approved organisation" means any juristic person certified by a NMAA to exercise privileges related to the scope of this RA;
- c) "artefact" means any form of document containing data pertaining military airworthiness (assessments, reports, etc.) validated, approved or issued by a NMAA, such as (but not limited to):
 - (i) "certificates" any military approval, military licence or other document issued as a form of approval that a military aeronautical product or component, an organisation or a juristic or natural person complies with the applicable requirements set out in laws and regulations of a NMAA;
 - (ii) "findings of compliance" a determination of compliance with the applicable requirements set out in laws and regulations of a NMAA, as the result of processes such as testing, inspection, qualification, approval and surveillance;
- d) "Tier" relates to the level of similarity, between the RP's military airworthiness systems, that the recognition allowed to achieve; the assessment, captured in the Recognition Report (RR), is based on knowledge and confidence in the airworthiness governance performed by the recognised NMAA; two tier levels are defined:
 - (i) Tier 1 the recognised NMAA is trusted as competent in performing airworthiness oversight of all military aircraft under their airworthiness

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auspices and of organisations approved under their authority; the condition of common understanding allows further cooperation in the domain of military airworthiness;

(ii) Tier 2 - the recognised NMAA has gained a Tier 1 assessment and has shown a condition of similarity that supports a decision, by the recognising NMAA, to consume its artefacts.

SECTION. 3 – Scope

- 3.1. This RA aims to provide the framework through which a Party will engage for the purpose of gaining and maintaining Recognition, leveraging the process defined in EMAD R and with due consideration to national regulations.
- 3.2. The recognition effort (activities, resources and timescales) is detailed and explained in the Technical Annexes to this RA, and remains system/program agnostic.
- 3.3. Exchange of artefacts is not in the scope of this RA, as it shall be regulated via a dedicated Recognition Implementing Arrangement (RIA) once a recognition has been achieved, at the required tier.

SECTION. 4 – General obligations

- 4.1 Each Party shall endeavor to commit time and resources required to execute the activities in the Technical Annexes to this RA.
- 4.2 The recognising Party, as the recognition process has successfully completed, will issue a Recognition Certificate (RC) to the recognised Party, stating the scope and conditions under which it maintains validity.
- 4.3 Once recognition is achieved, each Party shall ensure to retain the conditions under which it was recognised, as this allows continued cooperation and, where applicable, consumption of artefacts. In particular the recognised Party shall:
 - a) remain in compliance with its own regulatory framework;
 - b) maintain its capability to fulfil its responsibilities and enforcement authority, with adequate resources;
 - c) undertake action to inform the other Party, in all reasonable haste, of any significant changes to its military airworthiness system.
- 4.4 The recognition status shall be regularly reviewed as agreed or when triggered by situations affecting the conditions of point 4.3, or if a change in the recognition scope occurs.
- 4.5 Each Party shall be entitled, considering the tier achieved, to propose to access and consume artefacts from the recognised Party, by means of a dedicated subsequent RIA.
- 4.6 National effectivity of the results of the recognition relies on the RP, adopting suitable means to make them applicable to their own regulatory system.

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SECTION. 5 - Preservation of regulatory authority

Nothing in this RA shall be construed to entail reciprocal acceptance of each other's standards or technical regulations.

SECTION. 6 - Communication

- 6.1 The RP shall designate and provide the details, in the Technical Annexes to this RA, of a Point of Contact (PoC) for consultation, management of amendments, and resolution of disagreements about any matter related to this RA.
- 6.2 Upon signature, the RP will communicate through the PoC identified in the Technical Annex to this RA.
- 6.3 All communications shall be in the English language.

SECTION 7 - Costs

The RP agree that no costs can result in relation to the execution of this RA and of the activities of the Technical Annexes, aimed to gain recognition for mutual benefit.

SECTION 8 - Effectivity and Termination

- 8.1 This RA, and its following Amendments, shall come into effect once signed by both RP. Any new or revised Technical Annex developed after the date of effectiveness of this Agreement shall become part of the RA via dedicated Amendment.
- 8.2 This RA shall remain effective until terminated by either Party, once the need to cooperate for recognition ceases or at any time at the written request of a Party. In case of termination, a proper termination process shall be agreed in order to allow the RP to continue to meet their obligations, under this RA or any Technical Annexes thereto, until the date of termination.

SIGNATURES BLOCK

The RP signatories below are duly authorised to make this agreement:

Authority: [ACRO] State: [STATE]	Name: [RANK] [NAME SURNAME] Title: Signature:	Date:
Authority: DAAA State: ITALY	Name: [RANK] [NAME SURNAME] Title: DIRECTOR	Date:
	Signature:	

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TECHNICAL ANNEX # (template)

to the Recognition Agreement between [STATE] [ACRO] and ITALY DAAA

Title of Technical Annex

1 - Recognition Scope

It has been ascertained that potential for benefits is achievable, among the RP, within the domain of **Military Airworthiness** (no Aviation functions involved). Table 1 describes the ambition underpinning the Recognition effort, and the related programmes / platforms that can gain significantly from it.

Scope	Programme/Platform Domain	Recognising Authority	Recognised Authority
Aircraft agnostic Recognition of the Party as competent Military Airworthiness Authority that has appropriate regulatory application and oversight arrangements for Initial / Continuing / Continued Airworthiness.	 Military Type Certification Military Design Organisation Military Production Organisation Continuing Airworthiness 		DAAA
On the basis of this Recognition, the RP may elect to propose to receive artefacts from the other recognised Party, for national consumption	Airworthiness Management • Maintenance Organisation • Synergies are foreseen in developing joint programs and in supporting currently fielded common systems	DAAA	[ACRO]

Table 1

Consequently, it has been agreed that:

One-Way Recognition / Two-Way Recognition*

*Delete as appropriate

is the most appropriate arrangement for this Recognition.

2 - Resourcing

2.1. Recognition Phase resourcing

For the purpose of providing a complete Military Airworthiness Recognition Question set (MARQ) and conducting the related clarification session, the Parties will provide Suitably Qualified and Experienced Personnel (SQEP). The level of effort shall be commensurate to meet the planned timeline at **point 4**.

2.2. Recognition Review Phase resourcing.

The RP commit to providing SQEP for the sustainment of the Recognition, through the

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identified Points of Contact (see **point 6**). The level of effort shall be commensurate to meet a dedicated additional planned timeline at **point 4**.

2.3. Previous Recognition Activity

Previous recognition activity, undertaken by the RP, has been assessed and it has been agreed that:

a. The elements, listed in Table 2, can be exploited for the efficiency of this Recognition process.*

b. It is not transferrable to this Recognition process.* *Delete as appropriate.

Previous Recognition activity to be exploited and its reference.	Comments

Table 2

3 - Baseline

3.1. Military Airworthiness System

The basic structure of the airworthiness system, with particular focus on EMAR implementation, is as follows:

NMAA	Comments
[ACRO] - EMAR implemented	
[ACRO] - EMAR to be implemented	
[ACRO] - legacy products	
DAAA - EMAR implemented	
DAAA - EMAR partially implemented	
DAAA - legacy products	
	·

Table 3

It has been determined that the levels of EMAR implementation will:

Hinder / Not hinder achievement of Recognition*

*Delete as appropriate

3.2. <u>MARQ</u>

The MARQ will be used as standard for the assessments of quality and conformity. The sections of the MARQ to be assessed are:

- a. Airworthiness Authority (sub-section A), and
- b. Airworthiness Inspection (sub-section B)*;
- c. Production Oversight (sub-section C)*;

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d. Aircraft Certification (sub-section D)*. *Delete as appropriate.

3.3. Similarities and differences

Applying the principle of "look, compare and assess", similarities and differences between the Parties' systems will be identified and documented in a Recognition Report and subsequent Revisions for future activities (see **point 5**). Per national regulation, DAAA requires to determine the resulting Tier.

4 – Plan

Table 4 identifies the main stages of the Recognition and their execution. The schedule is representing target dates for planning purposes and is susceptible to ongoing adjustments without the need to amend this Technical Annex, unless otherwise agreed.

Stage	Action	Target Date	Actions
1.	Draft and complete Recognition RA.		[ACRO] / DAAA
2.	Sign Recognition RA.		[ACRO] / DAAA
3.	Exchange of MARQ.		[ACRO] / DAAA
4.	RP review MARQ responses.		[ACRO] / DAAA
5.	Resolve/Sentence/Agree unmet MARQ goals.		[ACRO] / DAAA
6.	Perform On-site visit at DAAA		[ACRO]
7.	Issue Recognition Report.		[ACRO]
8.	Issue Recognition Certificate		[ACRO]
9.	Perform On-site visit at [ACRO].		DAAA
10.	Issue Recognition Report.		DAAA
11.	Issue Recognition Certificate		DAAA
12.	Activate implementation of Recognition		[ACRO] / DAAA
13.	Recognition Review start date.		[ACRO] / DAAA

Table 4

5 - Disclosure of recognition assessment reports to other NMAAs

The RP, will agree on a policy for disclosing their Recognition Reports to other NMAAs and will apply specific disclosure markings on them.

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6 - Points of Contact for Communication

6.1. Activation

Points of Contact are established in order to execute the RA and facilitate communications, among the RP, aimed, but not limited, to:

- allow consultation and resolution of issues that may arise during execution of the RA and this Technical Annex;
- consider and recommend specific amendments to the RA and this Technical Annex, which may be proposed at any time by the RP;

6.2. PoC Details for DAAA

2nd Office of the Vice Director – Technical (VDTU2), +3906469132252, RECOGNITION.DAAA@armaereo.difesa.it.

6.3. PoC Details for [ACRO]

[OFFICE], [PHONE], [EMAIL].

ATTACHMENT B RECOGNITION REPORT (RR) TEMPLATE



ITALIAN MINISTRY OF DEFENCE

SECRETARIAT GENERAL OF DEFENCE AND NATIONAL ARMAMENTS DIRECTORATE DIRECTORATE OF AERONAUTICAL ARMAMENTS AND AIRWORTHINESS



RECOGNITION REPORT [REVISION] on the ASSESSMENT of [TITLE – NATIVE] ([ACRO])

by

Direzione degli Armamenti Aeronautici e per l'Aeronavigabilità (DAAA)

for the release of the

Recognition Certificate N.: *NN/YYYY(RN)/TL*

RR	Version:	0.0)
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Military aviation l	egislation (Legislation and Defence structure)	[PAGE]
Authority mandate	e, structure and staffing	[PAGE]
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Continued Airwor	thiness	[PAGE]
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Figure 2 - [ACRO]alloo		
Figure 4 - [ACRO] Or	vernance scheme	
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REFERENCES

- 1. Recognition Agreement between the National Military Airworthiness Authorities of Italy and [STATE], signed [DATE]
- 2. AER(EP).P-R Recognition between National Military Airworthiness Authorities (NMAA) for cooperation and exchange of airworthiness artefacts
- 3. EMAD R Edition [NUMBER]
- 4. [*TITLE NATIVE*] ([ACRO]) MARQ as of [DATE], Sub-sections ([LIST APPLICABLE])
- 5. Recognition Visit to [STATE] NMAA, [DATE] ([LOCATION])
- 6. Civil Aviation regulation [**REFERENCE LOCAL CODE**].

Version Number	Adoption	Description
0.0		Initial Release

REVISION HISTORY

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INTRODUCTION

Background

1.

Objectives

2.

Scope and methodology

3.

Step 1 General Recognition (system agnostic)	 Scope: gather knowledge on competence and legitimacy of MAA in performing airworthiness tasks for all aircraft under their airworthiness auspices and of organisations approved under their authority. Goals: establish level of similarity between the military airworthiness systems, as suitable alternate systems allow reciprocal exchange and use of airworthiness artefacts. Output: Recognition Certificate (with Tier determination)
Step 2	Scope: create conditions and regulatory framework for exchange of airworthiness artefacts.
Leverage Recognition	Goals: develop the deepest form of cooperation and exploit the advantages of Recognition.
(by Frogram/Platform or Airworthiness Domain)	Output: Recognition Implementing Arrangement

Table 1 - Two Step Recognition

Information collection

4.

[ACRO] representatives:

- 1. ... (Lead Recognition and Certification)
- 2.

DAAA representatives:

- 1. (Team Leader)
- 2. ...

AUTHORITY BASIS AND STRUCTURE

Military aviation legislation (Legislation and Defence structure)

5.

PLACEHOLDER

Figure 1 - Organisation and structure of the [STATE] MoD

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6.

PLACEHOLDER

Figure 2 - [ACRO] allocation within MoD

Authority mandate, structure and staffing

7.

PLACEHOLDER

Figure 3 - [ACRO] Governance scheme

8.

PLACEHOLDER

Figure 4 - [ACRO] Organisational chart

9.

Engineer	Pilot/Aircrew/ATM	Other (Non-Tech/Legal, etc)	Total
-			

Table 2 - [ACRO] Organisation staff

10. <u>Staff qualification</u>

REGULATIONS

Regulatory framework

- 11. <u>Policy</u>
- 12. <u>Regulatory Structure</u>

PLACEHOLDER

Figure 5 - [ACRO] Regulatory framework

EMAR Transition

13.

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ATTACHMENT B

EMAR	Planning Adoption EMAR	Compliance of National Regulation	Regulated community complies with new regulatory framework	Remarks/Deviations
21	Ed [NUMBER] adopted through 	[Y/N]	Mil Org: [Y/N] Civ Org: [Y/N]	
145	Ed [NUMBER] adopted through	[Y/N]	Mil Org: [Y/N] Civ Org: [Y/N]	
147	Ed [NUMBER] adopted through	[Y/N]	Mil Org: [Y/N] Civ Org: [Y/N]	
66	Ed [NUMBER] adopted through	[Y/N]	Mil Org: [Y/N] Civ Org: [Y/N]	
м	Ed [NUMBER] adopted through	[Y/N]	Mil Org: [Y/N] Civ Org: [Y/N]	
EMACC	Ed [NUMBER] adopted through	[Y/N]	Mil Org: [Y/N] Civ Org: [Y/N]	
EMAD R	Ed [NUMBER] adopted through	[Y/N]		

Table 3 - EMAR Implementation status

Quality management

14.

Risk management

15.

PLACEHOLDER

Figure 6 - [ACRO] Hazard Risk Matrix

16.

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FUNCTIONS

Rulemaking

17.

Registration

18.

PLACEHOLDER

Figure 7 - Certificates of Registration and De-Registration

PLACEHOLDER

Figure 8 - Military Aircraft Register screenshot

Initial Airworthiness

- 19. <u>Military Type Certification</u>
- 20. Military Equipment Certification
- 21. <u>Airworthiness Certification</u>
- 22. <u>Military Permit to Fly</u>
- 23. <u>Noise/Environmental Certification</u>
- 24. <u>Military Design Organization Approval</u>
- 25. <u>Military Design Production Approval</u>
- 26. Organization Approval Oversight

Continued Airworthiness

27. <u>Occurrence Reporting</u>

PLACEHOLDER

Table 4 - Occurrences Reporting quick reference guide

28. <u>Approval of Changes and Repairs</u>

Continuing Airworthiness of Aircraft

29.

Licensing

- 30. <u>Grandfathering</u>
- 31. <u>Normal regime</u>

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AER(EP).P-R

Organisation Approvals

- 32. <u>Military Maintenance Organisation Approval</u>.
- 33. <u>Military Continuing Airworthiness Management Organisation Approval</u>
- 34. <u>Military Maintenance Training Organisation Approval</u>
- 35. <u>Accreditation</u>

Surveillance

36.

International activity and Recognition

37.

Management of Records

38. The **[ACRO]** in numbers:

[NUMBER]	Aircraft Types/Modifications undergoing certification
[NUMBER]	Continuing Airworthiness Management Organisations (CAMO)
[NUMBER]	Military Registered Aircraft Types
[NUMBER]	Approved Design Organisations (DO)
[NUMBER]	Regulated community
[NUMBER]	

Table 5 - [ACRO] numbers

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ASSESSMENT RESULTS

39.

AUTHORITY BASIS AND STRUCTURE

A[N]	Observation:	
	(reference point of RR)	
	Mitigation:	
	Caveat:	
	Artefacts	
	Good practice:	

REGULATIONS

R[N]	Observation:	
	(reference point of RR)	
	Mitigation:	
	Caveat:	
	Artefacts:	
	Good practice:	

FUNCTIONS

F[N]	Observation:	
	(reference point of RR)	
	Mitigation:	
	Caveat:	
	Artefacts:	
	Good practice:	

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RECOMMENDATIONS

40.

[NAME SURNAME] [RANK] [TITLE]	Date:
[NAME SURNAME] [RANK] [TITLE]	Date:

ITALIAN MINISTRY OF DEFENCE

DIRECTORATE OF AERONAUTICAL ARMAMENTS AND AIRWORTHINESS

IT IS

Acknowledged: _____approved

IT IS NOT

THE VICE DIRECTOR – TECHNICAL

[RANK] [NAME SURNAME]

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AER(EP).P-R

ATTACHMENT C RECOGNITION CERTIFICATE (RC) TEMPLATE

AER(EP).P-R

ATTACHMENT C

Foreign flag

[NMAA SYMBOL]





MINISTERO DELLA DIFESA ITALIAN MINISTRY OF DEFENCE SEGRETARIATO GENERALE DELLA DIFESA E DIREZIONE NAZIONALE DEGLI ARMAMENTI SECRETARIAT GENERAL OF DEFENCE AND NATIONAL ARMAMENTS DIRECTORATE DIREZIONE DEGLI ARMAMENTI AERONAUTICI E PER L'AERONAVIGABILITÀ DIRECTORATE OF AERONAUTICAL ARMAMENTS AND AIRWORTHINESS

> Recognition Certificate N.: *NN/YYYY(RN)/TL*

> > of

[*TITLE – NATIVE*] ([ACRO]) [POSTAL ADDRESS] [OFFICIAL EMAIL]

as the

[STATE] National Military Airworthiness Authority ([STATE] NMAA)

by

DIREZIONE DEGLI ARMAMENTI AERONAUTICI E PER L'AERONAVIGABILITÀ (DAAA)

Via di Centocelle, 301 - 00175 Roma (ITALY) armaereo@armaereo.difesa.it

as the

Italian National Military Airworthiness Authority (ITA NMAA)

RECOGNITION CERTIFICATION

This Recognition Certificate (RC) is issued pursuant to national regulation AER(EP).P-R, for the time being in force and based on the Recognition process detailed in EMAD R (Edition **[NUMBER]**). The recognition has been executed in accordance with the Recognition Agreement between the National Military Airworthiness Authorities of Italy and XXX, signed in **[DATE]**, and its results are captured in the DAAA Recognition Report, dated **[DATE]**. This RC signifies that **[TITLE – NATIVE]** (**[ACRO]**) military airworthiness system is assessed to be suitable for Tier **[LEVEL]** General Recognition by **DAAA**.

RECOGNITION SCOPE

This recognition aims to

gain and maintain the knowledge required to establish similarities between **[TITLE – NATIVE]** (**[ACRO]**) military airworthiness system and that of DAAA, with an aircraft/program agnostic perspective for:

Initial and Continued Airworthiness of military aircraft (based on EMAR 21)		
Continuing Airworthiness of military aircraft (based on EMAR M / 145 / 147 / 66)		
Registration of military aircraft		
Etc		
/		

gain and maintain the knowledge required to establish similarities between **[TITLE – NATIVE]** (**[ACRO]**) military airworthiness system and that of DAAA, in order to develop synergies for the **[SPECIFY]** Programme in relation to:

Military Design Organisation Approval (based on)
Changes and Repairs to Type Design of military aircraft (based on)
Military Licensing of Maintainers of military aircraft (based on)
Etc

On basis of this General Recognition DAAA may:

<u>If Tier 1:</u> pursue deeper cooperation with **[TITLE – NATIVE]** (**[ACRO]**), in the domain of military airworthiness

or

<u>If Tier 2:</u> consume data through artefacts released by **[TITLE – NATIVE]** (**[ACRO]**), which provision shall be regulated via a dedicated Recognition Implementing Arrangement (RIA).

RECOGNITION CONDITIONS

- 1. The essential principle that Recognition is a national responsibility is maintained, hence sovereign regulatory responsibility is not abdicated by issuance of this RC.
- 2. This RC shall remain effective for a period of [4 TO 6] years, until [DATE]. Its validity is:
 - univocally related to the recognition scope mentioned above;
 - extended if a renewal activity is underway beyond said date, until renewal or withdrawal;
 - based on the condition that the [TITLE NATIVE] ([ACRO]):
 - undertakes action to inform DAAA, in all reasonable haste, of any significant changes to its military airworthiness system, to allow proper review of the recognition status;
 - remains in compliance with its own regulatory framework;
 - maintains its capability to fulfil its responsibilities and enforcement authority, with adequate resources.

Recognising Authority: DAAA	Name: [RANK] [NAME SURNAME]	Date:
Nation: ITALY	Title: DIRECTOR	
	Signature	

ATTACHMENT D RECOGNITION IMPLEMENTING ARRANGEMENT (RIA) TEMPLATE



Recognition Implementing Arrangement

between the National Military Airworthiness Authorities of

ITALY



Direzione degli Armamenti Aeronautici e per l'Aeronavigabilità (DAAA)

Directorate of Aeronautical Armaments and Airworthiness

and

[STATE]

[*TITLE – NATIVE*] ([ACRO])

[SYMBOL]

[ENGLISH TRANSLATION FOR NATIVE TITLE]

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CONTENTS

REVISION HISTORY

PREAMBLE

- SECTION 1: OBJECTIVES
- SECTION 2: DEFINITIONS
- SECTION 3: SCOPE
- SECTION 4: GENERAL OBLIGATIONS
- SECTION 5: PRESERVATION OF REGULATORY AUTHORITY AND SAFEGUARD MEASURES
- SECTION 6: ACCEPTANCE AND VALIDATION OF ARTEFACTS
- SECTION 7: COMMUNICATIONS

SECTION 8: CONFIDENTIALITY AND PROTECTION OF DATA AND INFORMATION

SECTION 9: COSTS

SECTION 10: EFFECTIVITY AND TERMINATION

SIGNATURES BLOCK

TECHNICAL ANNEXES (LIST NUMBER AND TITLE)

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	REL TO: Gov use, NATO, EDA, Contractors - Not for public dissemination	

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REVISION HISTORY

Version Number	Adoption	Description
0.0		Initial Release

RIA Version: 0.0	UNCLASSIFIED REL TO: Gov use, NATO, EDA, Contractors - Not for public dissemination	[PAGE]

PREAMBLE

We,

- c. [NAME AUTHORITY] of [STATE] [FULL ADDRESS], [OFFICIAL EMAIL]
- d. [HEAD OF ORGANISATION], [TITLE/RANK] [NAME]

and

c. Direzione degli Armamenti Aeronautici e per l'Aeronavigabilità (DAAA) or Directorate of Aeronautical Armaments and Airworthiness of Italy -Aeroporto "Francesco Baracca", Via di Centocelle 301 - 00175 ROMA, <u>armaereo@armaereo.difesa.it</u>

d. [HEAD OF ORGANISATION], [TITLE/RANK] [NAME]

as the National Military Airworthiness Authorities of the respective Countries, hereinafter also referred to as the Parties,

- CONSIDERING the recognition process between the Parties described in the Recognition Agreement of **[DATE]**, which resulted in the issuance of the Recognition Certificate(s) n. **[SPECIFY]** (and n. **[SPECIFY]**),
- DESIRING TO leverage Recognition and achieve benefits, especially when there are military aviation platforms common to the Parties,
- WILLING to promote and facilitate the exchange of airworthiness data, as mentioned in the scope of this Recognition Implementing Arrangement,
- RECOGNISING that consumption of airworthiness data from another national airworthiness authority is a decision based on findings of similarity of airworthiness systems, so to provide an equivalent level of safety to that offered by one's own,
- CONSIDERING that any such reciprocal consumption of airworthiness data also requires continued confidence by each Party in the reliability of the other Party's process for findings of compliance,
- ACKNOWLEDGING that this Agreement is not intended to create any legally binding obligations under international law, and that it will be carried out within the framework of the respective national laws and regulations of the Parties and subject to the availability of their appropriated funds and personnel,

HAVE AGREED AS FOLLOWS:

SECTION 1 – Objectives

The objectives of this Recognition Implementing Arrangement (RIA) are:

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- a. establish principles and arrangements in order to leverage and give effect to the results of the general recognition, existing and accepted between the Parties, within the framework of the Recognition Agreement (RA) signed by them;
- b. enable the exchange of artefacts between the Parties, and achieve the expected benefits in the areas of certification, organisation approval, and licensing;
- c. facilitate and promote the multinational design, manufacture, maintenance, training and interchange of data related to military aeronautical products while ensuring the airworthiness of the respective military airworthiness system.

SECTION 2 – Definitions

- 2.1 The terms and definitions of EMAD 1 (acronyms and definitions document) shall apply to this RIA.
- 2.2 The definitions of the RA between the Parties shall apply to this RIA.
- 2.3 Specific terminology can be defined in the Technical Annexes, for the purpose of proper execution of this RIA.

SECTION 3 – Scope

- 3.1 The scope of cooperation under this RIA pertains to the following airworthiness domains:
 - a. exchange of safety information related to accidents or serious incidents or occurrences in relation to products, services or activities;
 - b. the initial and continued airworthiness of military aeronautical products;
 - c. the continuing airworthiness of in-service military aeronautical products;
 - d. the approval and surveillance of military design organisations;
 - e. the approval and surveillance of military production organisations;
 - f. the approval and surveillance of military training organisations;
 - g. the approval and surveillance of military Continued Airworthiness Management organisations;
 - h. the approval and surveillance of military maintenance organisations;
 - i. military maintainers licensing;
 - j. mutual cooperation and assistance in investigations or enforcement proceedings.
- 3.2 In relation to the above airworthiness domains, the Parties can develop one or more Technical Annexes, describing the terms, conditions and methods for exchange of artefacts, their format, and content.

SECTION 4 – General Obligations

4.1 The Parties have elected to exchange artefacts, in accordance with the terms and conditions set out in the Technical Annexes to this RIA. Reciprocal artefacts shall

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complement the Parties airworthiness processes, in conformity with their own rules and regulations, with the understanding that they have been found to assure an equivalent level of safety, through Recognition.

- 4.2 At the request of one Party, the other will share its own artefacts, as laid out in the Technical Annexes to this RIA. Artefacts can be subject to direct acceptance or validation, as defined in SECTION 6.
- 4.3 If a Party fails to fulfil its obligations specified under this RIA, including its Technical Annexes, consultation through SECTION 7, shall be promptly initiated. If a disagreement is not resolved a Party may notify the other Party of its intention to suspend, in whole or in part, its obligations specified under a Technical Annex to this RIA. The notification shall be in writing and detail the reasons for suspension. Any such suspension may be rescinded immediately upon an exchange of written correspondence to that effect by the Parties. Suspensions shall not affect the validity artefacts exchanged prior to the date the suspension took effect.
- 4.4 This RIA is an implementing instrument to the Recognition Certificates (RC) between the Parties; should the conditions for the issuance of a RC no longer be met the RIA cannot be executed, as the basis for the validity of the artefacts to be exchanged become uncertain. The RIA shall then be considered automatically suspended until the recognition conditions are restored.

SECTION 5 - Preservation of Regulatory Authority and Safeguard Measures

- 5.1 Nothing in this RIA shall be construed to limit the authority of one Party, when consuming the information received under this RIA, to:
 - a. determine, through its legislative, regulatory and administrative measures, the level of protection and risk acceptance it considers appropriate for its own military airworthiness system;
 - b. interfere with the ability to take all appropriate and immediate measures on its own military aircraft and regulated community. Where either Party takes such measures, it shall inform the other Party including elements of the rationale, so to facilitate a common understanding of each other's approach.
- 5.2 Measures taken under this SECTION shall not be interpreted by either Party as an infringement of the provisions of this RIA.

SECTION 6 – Acceptance and Validation of artefact

- 6.1 Depending on the results to be achieved by a Party, and in consideration of constraints that may be imposed by national regulatory or administrative requirements, consumption of the other Party's artefacts can occur either by:
 - a. Acceptance: the foreign artefact can be used as-is, since the Party has made a determination that it provides the same validity as those required by national regulations; there is no need to issue additional national artefacts;
 - b. Validation: the foreign artefact cannot be used as-is, since the Party requires additional review to validate it, fully or partially, as contributing data to complement the national process; the Party will issue its own artefacts.
- 6.2 As in SECTION 3.2, the Technical Annexes can identify which modality of

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consumption has been determined for each artefact to be exchanged.

SECTION 7 – Communications

7.1 Upon signature of this RIA, the Parties will communicate through the following points of contact:

DAAA

- Domain of Initial & Continued Airworthiness, and Registration: 1st Office of the Vice Director – Technical (VDTU1), +3906469132019, vdtu1s0@armaereo.difesa.it; and
- Domain of Regulation, Continuing Airworthiness, Training, Recognition, and Government Quality Assurance: 2nd Office of the Vice Director – Technical (VDTU2), +3906469132111, <u>vdtu2s0@armaereo.difesa.it</u>; and
- Specific mailbox for Recognition: <u>RECOGNITION.DAAA@armaereo.difesa.it</u>.

[ACRO]

- Domain of Initial & Continued Airworthiness: [OFFICE], [PHONE], [EMAIL]; and
- Domain of Continuing Airworthiness: [OFFICE], [PHONE], [EMAIL]; and
- Domain of Recognition: [OFFICE], [PHONE], [EMAIL].

7.2 Communications are aimed, but not limited, to:

- a. ensure proper functioning of this RIA, reviewing and resolving issues arising from its execution;
- b. consider ways to enhance the operation of this RIA, by considering and recommending specific amendments to the RIA and its Technical Annexes, which may be proposed at any time by the Parties, as wells as coordinating the development of additional ones;
- c. allow consultation, by request of any Party on any matter related to this RIA, and for timely resolution of disagreements.
- 7.3 All communications shall be in the English language.

SECTION 8 - Confidentiality and Protection of Data and Information

- 8.1 Parties will release artefacts ensuring consistency with their laws, regulations, policies, and procedures; they will ensure protection of privately owned proprietary rights, and take necessary precautions from unauthorised disclosure. In the case the artefacts subject to this RIA contain non releasable information, due to commercial or security restrictions (e.g. intellectual property restrictions associated with compliance demonstration evidence in support of type certification, or International Traffic in Arms Regulations), the Party holding the information will:
 - a. advise the other Party of this fact at the earliest opportunity; and
 - b. endeavour to facilitate the provision of the information directly to the other Party by consulting the appropriate organisation.

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- 8.2 When receiving artefacts, under this RIA, the Party:
 - a. shall not acquire any proprietary rights in intellectual or industrial property by reason of its receipt from the other Party;
 - b. agrees to maintain and grant the required level of confidentiality, in accordance with appropriate markings that must be agreed and applied to any artefact in order for it to be shared.

SECTION 9 - Costs

- 9.1 The Parties shall endeavour to ensure that no fees or charges are imposed in relation to the execution of this RIA or the activities required to implement its Technical Annexes.
- 9.2 In the event that any cost is incurred, the Parties will assure it has been assessed to be just, reasonable, and commensurate with the activity provided. Details about costs are to be included in the Technical Annex where they apply.
- 9.3 As costs can have impact on the execution of this RIA or the activities required to implement its Technical Annexes, the Parties will timely communicate the nature of the cost and address its recovery through a dedicated agreement.

SECTION 10 - Effectivity and Termination

- 10.1 This RIA, and its following Amendments, shall come into effect once signed by both Parties. Any new or revised Technical Annex developed after the date of effectiveness of this Agreement shall become part of the RIA via dedicated Amendment.
- 10.2 This RIA shall remain effective until terminated by either Party, once the need to share artefacts ceases or at any time at the written request of a Party. In case of termination, a proper termination process shall be agreed in order to allow the Parties to continue to meet their obligations, under this RIA or any Technical Annexes thereto, until the date of termination.

SIGNATURES BLOCK

The Parties signatories below are duly authorised to make the arrangements given above:

Authority: [ACRO] State: [STATE]	Name: [RANK] [NAME SURNAME] Title:	Date:
	Signature:	
Authority: DAAA	Name: [RANK] [NAME SURNAME]	Date:
State: ITALY	Title: DIRECTOR	Date.
	Signature:	

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TECHNICAL ANNEX # (template)

to the Recognition Implementing Arrangement between [STATE] [ACRO] and ITALY DAAA

Programme/Platform – Title of Technical Annex

BACKGROUND

Brief introduction of the conditions that brought up the need to share artefacts between the Parties.

TECHNICAL ANNEX OBJECTIVES

Referring to SECTION 3 of the RIA, describe what needs to be achieved in terms of military airworthiness data that DAAA finds more advantageous to be acquired from a recognised NMAA or in some cases when it represents the only viable option due to limitations to access those data.

DOMAINS

Fill in the Programme/Platform in the Table below then select the specific areas pertaining to the data to be exchanged:

Programme/Platform	Airworthiness Domains
	21A – Occurrences and Airworthiness Directives
	🗆 21B&D - MTC & MRTC
	□ 21E - MSTC
	21F - Production without MPOA
	🗆 21G - MPOA
	🗆 21H - MCoA & MRCoA
	🗆 21J - MDOA
	21K - Parts & Appliances
	□ 21M - Repairs
	210 - MTSO Authorisations
	□ 21P - MPTF
	21Q - Identification of Products, Parts & Appliances
	🗆 M SP G – CAMOA
	□ M SP I – MARC
	□ 145 – MMOA
	□ 147 – MTOA
	□ 66 – MAML
	Registration

TERMINOLOGY

As in SECTION 2.3 of the RIA, add specific terminology required to clearly understand and agree on the meaning of the data required, or its format.

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TASKS & DELIVERABLES

Identify specific tasks, processes, procedures and deliverables required in order to enable the sought benefit. Describe for each option of the Programme Scope:

• what the providing Party is requested to do (process and timings);

• the expected deliverables (be specific on format, add templates if required, and media; each deliverable must bear clear releasability markings);

• specify whether artefacts are accepted or need validation.

• If necessary, identify an address list for the deliverables (can differ from the POC of Section 7):

TO:	[ACRO] – [POSTAL ADDRESS] [OFFICIAL EMAIL]
CC:	Other recipient(s) – [POSTAL ADDRESS] [OFFICIAL EMAIL]

COSTS

Include all required information to justify any costs incurred for the provision of the data pertaining to this Technical Annex.

Define and describe the instrument agreed to recover those costs.

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