



OCCAR-EA
OCCAR Management Procedure

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| Title: | <u>Certification and Qualification</u> | |
| Number: | Annex OMP 13-A | Date: 09/06/15 |
| Computer Ref: | Annex OMP 13-A_Certification and Qualification_issue1 20150609 | |
| Current status: | Issue 1 | |
| Contact address: | Central Office, OCCAR-EA Bonn Email: questions@occar.int | |

Approved for issue:

OCCAR File Ref:
4P5C6

This document replaces: - New issue document

Record of changes

| Date | Issue | Changes |
|-------------|--------------|--|
| 09/06/15 | Issue 1 | Creation of the document. OMP approved by the BoS. |

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List of acronyms

| | |
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| AMC | Acceptable Means of Compliance |
| ASoW | Airworthiness Scope of Work |
| CB | (Type) Certification Basis |
| CoD | Certificate of Design |
| CQC | Certification & Qualification Committee |
| CQO | Certification & Qualification Organisation |
| CQP | Certification & Qualification Panel |
| CQPP | Certification & Qualification Programme Plan |
| CS | Certification Specification |
| CS-E | Certification Specification – Engine |
| CS-P | Certification Specification – Propeller |
| Def-Stan | Defence Standard |
| DoD | USA Department of Defence |
| EASA | European Aviation Safety Agency |
| EC | European Commission |
| EMAR | European Military Airworthiness Requirement |
| HLO | High Level Objective |
| ITT | Invitation To Tender |
| FCA | Functional Configuration Audit |
| JSSG | Joint Service Specification Guides |
| MCRI | Military Certification Review Item |
| MDOA | Military Design Organisation Approval |
| MFTP | Military Flight Test Permit |
| MIL-HDBK | US Department of Defence Military Handbook |
| MoC | Means of Compliance |
| MPOA | Military Production Organisation Approval |
| MTC | Military Type Certificate |
| NMCA | National Military Certification Authority |
| OCCAR | Organisation Conjointe de Cooperation en matiere d'ARmement |
| OCCAR-EA | Organisation Conjointe de Cooperation en matiere d'ARmement – Executive Administration |
| PC | OCCAR Programme Committee |
| PCA | Physical Configuration Audit |
| PD | OCCAR-EA Programme Division |
| SME | Subject Matter Expert |
| SoW | Scope of Work |
| STC | Supplemental Type Certificate |
| STANAG | Standardisation Agreement |
| TC | Type Certificate |
| UAV | Unmanned Aerial Vehicle |
| USA | United States of America |

List of definitions/explanations

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| Aircraft or Air Vehicle | <p>Any vehicle that is capable of atmospheric flight and can be equipped with fixed or launchable weapons that form part of it.</p> <p>An air vehicle includes the installed equipment (hardware and software) for airframe, propulsion, air vehicle applications software, air vehicle system software communications / identification, navigation / guidance, central computer, fire control, data display and controls, survivability, reconnaissance, automatic flight control, central integrated checkout, antisubmarine warfare, armament, weapons delivery, auxiliary equipment, and all other installed equipment.</p> <p>Includes Unmanned Aerial Vehicle (UAV) system.</p> <p>A UAV system comprises individual UAV System elements consisting of the unmanned aerial vehicle (UAV), the UAV control station and any other UAV System elements necessary to enable flight such as a command and control data link, communication system and take-off and landing element. There may be multiple UAV, UAV control station, or take-off and landing elements within a UAV System.</p> |
| Airworthiness | <p>The ability of an aircraft or other airborne equipment or system to operate in flight and on the ground without significant hazard to aircrew, ground crew, passengers (where relevant), other airspace users or to other third parties.</p> |
| Certificate | <p>Any approval, licence or other document issued as the result of certification as well as the issuance of the relevant certificate attesting such compliance.</p> |
| Certificate of Design | <p>Is the certificate signed by the contractor declaring that the type complies with the Technical Specification of the aircraft and the respective (Type) Certification Basis.</p> |
| Certification | <p>The process of recognition that a product, part or appliance, organisation or person complies with the applicable airworthiness requirements followed by the declaration of compliance.</p> |
| (Type) Certification Basis | <p>The Aircraft Type Design airworthiness requirements.</p> |
| Certification & Qualification Organisation | <p>Is the body for successfully certifying and qualifying OCCAR aeronautical programmes in an efficient and effective manner for their intended use. It consists of the Certification & Qualification Committee (CQC), the Certification & Qualification Team (CQ Team), the Military Design Organisation Approval Team (MDOA Team) and the Military Production Organisation Approval Team (MPOA Team).</p> |
| Certification & Qualification Committee | <p>Is responsible for ensuring that the necessary certification and qualification activities are satisfactorily carried out to ensure that the Type Acceptance can be declared.</p> |

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| Certification & Qualification Panel | Is formed by Subject Matter Experts of certain technical disciplines and supports the Certification & Qualification Team Manager. |
| Certification & Qualification Programme Plan | <p>The Certification & Qualification Programme Plan is a document that:</p> <ul style="list-style-type: none"> • Provides a clear description of the product type to be certified; • Describes the contractor organisation involved in the CQ activities for the specific programme, the respective roles and responsibilities and how it fits to the CQO; • Defines the Means of Compliance for each of the requirements of the Technical Specification and Certification Basis; • Defines all equipment, facilities and information required to undertake the demonstrations, eg. Test samples, GFX requirements, test facilities; • Describes the CQO involvement with respect to compliance demonstrations, test witnessing; • Defines the time schedule for achieving compliance including the major milestones ie. Preliminary Design Review (PDR), Critical Design Review (CDR), Functional Configuration Audit (FCA), Physical Configuration Audit (PCA); • Defines the documents that are planned to show compliance with the applicable requirements and their scheduled date of availability. |
| Compliance Demonstration | The demonstration by the contractor to show compliance with the stated technical requirements of the contract. |
| Compliance Verification Matrix | <p>For Certification: the document that records compliance with the full set of airworthiness requirements</p> <p>For Qualification: the document that records compliance with the full set of technical specification requirements</p> |
| Continuing Airworthiness (of Individual Aircraft) | All the processes ensuring that, at any time in its operating life, an individual aircraft complies with the airworthiness requirements in force and is in a condition for safe operation. |
| Continued Airworthiness (of Type Design) | All the tasks to be conducted to verify that the conditions under which a type certificate has been granted are still valid to ensure the safety of the product at any time. Any required corrective measure shall be taken without undue delay and applicable instruction(s) issued. |
| CQ Team | It consists of the Certification & Qualification Team Manager (including Deputy and Assistant if required) and the Certification & Qualification Panels. |
| Deviation | Means any deviation from the applicable Certification Specification (CS). |
| Equivalent Safety Finding | Any airworthiness provisions not complied with are compensated for by factors that provide an equivalent level of safety. |
| Exception | An exception is a departure of the Type Design from the technical specification of the aircraft of the contract. |
| Limitation | A limitation is a perimeter with which the Type Design is certified as being airworthy in accordance with the Certification Basis. |

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| Military Certification Review Item | Means a document recording Deviations, Special Conditions, new Means of Compliance or any other certification issue which requires clarification and interpretation, or represents a major technical or administrative issue. |
| Qualification | The process of verifying and declaring conformance with each specification requirements at all levels. It is the entire process of demonstrating that the design of the aircraft meets the specified performance and airworthiness requirements. It results in a declaration of performance and a declaration of airworthiness (both called Certificate of Design). |
| Safety Case | A structured argument, supported by a body of evidence that provides a compelling, comprehensible and valid case that a system is safe for a given application in a given operating environment. |
| Safety Report | A report that summarises the arguments, evidence and documentation that demonstrates compliance with the safety requirements. |
| Safety Target (Safety HLO) | Baseline criteria for the safety and airworthiness of aircraft, equipment and systems. |
| Safety Management Plan | A plan describing the strategy, resources, organisation, management and technical tasks to be employed to ensure satisfactory levels of safety. |
| Safety Management System | A management system providing a focus for activities that are particularly concerned with safety performance and legal compliance, as well as loss control considered more widely. Within the Safety Management System the development and maintenance of a Safety Case provides a focus and a clear organisational goal. |
| Safety Programme | The part of a Safety Management Plan that documents safety timescales, milestones and other date-related information. |
| Shall | Used to express a mandatory requirement. |
| Should | Used to express a preferred, but not mandatory method of accomplishment. |
| Special Condition | Contains such safety standards as the Certification and Qualification Organisation (CQO) finds necessary to establish a level of safety equivalent to that established in the applicable airworthiness requirement. |

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| Type Design | <p>Means the Type Design definition presented by the contractor and for which compliance is demonstrated with the aircraft (Type) Certification Basis.</p> <p>The Type Design Definition shall consist of:</p> <ul style="list-style-type: none">• the drawings and specifications, and a listing of those drawings and specifications, necessary to define the configuration and the design features of the product shown to comply with the applicable certification specification and the environmental protection requirement;• information on material and process and on methods of manufacture and assembly of the product necessary to ensure the conformity of the product;• the airworthiness limitations section of the Instructions for Continued Airworthiness as required by the applicable certification specifications; and• any other data necessary to allow by comparison, the determination of the airworthiness, the characteristic of noise, fuel venting and exhaust emissions (where applicable) of later product of the same type. |
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1. Purpose

The purpose of this Annex is to clearly define the certification activities and describe the essential links to the qualification activities for OCCAR aeronautical programmes leading to the successful certification and qualification (acceptance) of the Type.

2. Scope

This Annex describes the certification activities and the essential links to the qualification activities leading to the recommendation for the issue of a Military Type Certificate (MTC) by the National Military Certification Authorities (NMCAs) and the acceptance of the Type for OCCAR aeronautical programmes.

This procedure shall be applied by the Programme Participating States, OCCAR-EA, the Certification & Qualification Organisation (CQO) and the contractor, and is applicable to:

- Airframes and their Major Assemblies;
- Propulsion Systems (Engines and Propellers);
- Systems and Equipment required for operation of the aircraft.

3. Related documentation

- European Commission Regulation (EC) No 748/2012 (and amendments) laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisation
- European Commission Regulation (EC) No 2042/2003 (and amendments) on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks
- Applicable European Military Airworthiness Requirements (EMARs): In case of a conflict between the EMARs and this OMP, the EMARs will take precedence over this OMP.
- Def-Stan 00-970 – Design and Airworthiness Requirements for Service Aircraft
- MIL-HDBK-516 – Airworthiness Certification Criteria
- JSSG 2000 series – Joint Service Specification Guidelines
- STANAG 4671 - UAV Systems Airworthiness Requirements for NATO Military UAV Systems

4. Related forms & templates

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| Template OMP-13-A-1 | Type Design Definition |
| Template OMP-13-A-2 | Type Design Documentation |
| Form OMP-13-A-3 | Certificate of Design |
| Template OMP-13-A-4 | Type Inspection Report |
| Form OMP-13-A-5 | Declaration of Compliance for Certification (CQ Team Manager) |
| Template OMP-13-A-6 | Type Certificate Data Sheet |
| Form OMP-13-A-7 | Type Certificate |

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| Form OMP-13-A-8 | Declaration of Compliance for Qualification (CQ Team Manager) |
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5. **General**

The certification & qualification processes aim at verifying and declaring conformance with each technical requirement of the aircraft at all levels.

Evidence to support the certification of the design is rarely separable from the overall qualification activity; therefore, a Certification and Qualification Organisation (CQO) dealing with both certification & qualification activities for the aircraft will be created in accordance with Annex OMP-13-B.

The Certification Process is the entire process of demonstrating that the design of the aircraft meets the specified airworthiness requirements ((Type) Certification Basis (CB)).

The overarching Certification Process shall be based as far as possible upon the European Military Airworthiness Requirements (EMAR) process to ensure synergy of approach. Where military requirements require a deviation from this approach, the process to be used shall be adapted by the CQO¹ to suit the needs of the programme.

The Qualification Process is the entire process of demonstrating that the design of the aircraft meets all specified technical requirements in the contract. It results in a declaration from the contractor (Certificate of Design) that the aircraft meets the specified technical, performance and safety requirements including airworthiness requirements.

The top level certification & qualification activities as described in this document build upon the above principles and define the relationships between the contractor, the contracting authority and the CQO throughout the Certification / Qualification lifecycle, together with respective roles and responsibilities.

The Qualification Process shall be defined by OCCAR-EA and supported by the CQO to suit the needs of the programme, therefore, this Annex is focused on the certification activities, identifying the relevant links and interfaces with the qualification activities.

6. **Certification and Qualification Processes**

The generic certification process including preparatory activities is described below. Links to the qualification process are inserted where relevant. For a complex programme, the certification and qualification cycle could be repeated a number of times. For reasons of clarity, the feedback loops are not inserted in the cross-functional flowcharts although existing, because the processes will be applied by the relevant Subject Matter Experts (SME).

6.1 Pre-Contract activities

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| Step 1 | Programme Participating States to agree Operational Requirements for the respective Programme. |
| Step 2 | Programme Participating States to identify Main Operational Requirements and to agree them as High Level Objectives for inclusion |

¹ Or the NMCAs, if CQO is not formed.

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| | in the respective Programme Decision. |
| Step 3 | CQO to define and propose to the NMCAs the Safety High Level Objectives (HLOs). |
| Step 4 | NMCAs to approve the Safety HLOs proposed by the CQO for inclusion in the Programme Decision. |
| Step 5 | Programme Participating States to add Safety HLOs, agreed by the NMCAs, to the Programme HLOs (defined at Step 2) and to insert into Programme Decision. |
| Step 6 | <p>CQO to establish:</p> <ul style="list-style-type: none"> • And approve the airworthiness requirements and ensure their completeness. Draft Certification Basis (CB)². <p><u>General:</u> The draft CB shall:</p> <ul style="list-style-type: none"> • be a complete and detailed set of Airworthiness requirements; • be compatible with the Armed Forces Operational Requirements; • be compatible with the programme Safety HLOs & Safety Requirements; • be written adopting recognised standards to the maximum extent possible. <p><u>Civil Derivative Aircraft:</u> For Civil Derivative Aircraft the maximum effort should be pursued to share:</p> <ul style="list-style-type: none"> • Airworthiness requirements with civil Certification Specifications (CS) (e.g. EASA CSs); • Certification effort with the relevant civil certification organisation. <p>The CB of Civil Derivative Aircraft will consist of:</p> <ul style="list-style-type: none"> • Civil CB which implies the CS plus Special Conditions, Exemptions, and Equivalent Level of Safety Findings required for the programme; • Military airworthiness requirements. These requirements can modify the civil ones, or are in addition to them, or they constitute the basic requirements for portions of the system for which the civil approach is not applicable. <p><u>Pure” Military Aircraft:</u> For “Pure” Military Aircraft; established Certification Criteria should</p> |

² The Technical Specification and CB shall be developed simultaneously to ensure that there is no conflict between them.

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| | <p>always be considered when establishing a CB for an OCCAR aeronautical programme. It has to be recognised, however, that some Certification Criteria may need to be tailored significantly by SMEs in order to address the applicability of each requirement within an individual programme. There may also be the necessity to develop additional Certification Criteria as appropriate.</p> <p>The following are examples of Certification Criteria that should be considered during the definition activity phase:</p> <ul style="list-style-type: none"> • Civil Certification Specification as applicable; • JSSG 2000 series; • Def Stan 00-970 (Design and Airworthiness Requirements for Service Aircraft); • STANAG 4671 (UAV Systems Airworthiness Requirements); • EMACC. <p><u>Propulsion System Certification Basis³:</u></p> <ul style="list-style-type: none"> • Any Engine and/or Propeller used in the aircraft shall have its own MTC, issued on the basis of a CB consisting of: <ul style="list-style-type: none"> ○ Civil Certification Specifications (e.g. CS-Engine and/or CS-Propeller or equivalent) ○ Additional Military specific requirements as required (e.g. selected from those criteria described above). |
| Step 7 | CQO to agree standard (eg. UK Def-Stan 00-56 or MIL-STD-882) upon which the Safety Management System shall be based. |
| Step 8 | CQO to establish & approve Safety Requirements. |
| Step 9 | OCCAR-EA Programme Division (PD) to establish and agree Technical and Performance Requirements derived from the Operational Requirements of the Programme Participating States. |
| Step 10 | <p>OCCAR-EA PD, supported by the CQO, to establish Technical Specification⁴, which shall be:</p> <ul style="list-style-type: none"> • Derived from the Programme Participating States' Armed Forces Operational Requirements (Step 1) and the Programme Decision HLOs (Step 2); • Written in a performance oriented form. It shall not be written in a descriptive or design prescriptive manner which may potentially enforce predefined solutions; • Written adopting recognised standards to the maximum extent |

³ Note: May not be applicable for some UAVs, therefore, Programme Participating States will need to define the appropriate requirements.

⁴ The Technical Specification and CB shall be developed simultaneously to ensure that there is no conflict between them.

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| | <p>possible eg. the Joint Service Specification Guide – Air Vehicle (US DoD JSSG-2001), which offers a complete tool for tailoring performance requirements, for presenting lessons learned and for supporting the verification phase;</p> <p>The Technical Specification shall also include the Safety HLOs as agreed by the NMCAs (Step 4) and the Safety Requirements as defined by the CQO (See Step 8).</p> |
| Step 11 | CQO ⁵ to define CQ organisational structure and to request endorsement by the NMCAs in accordance with Annex OMP-13-B. |
| Step 12 | NMCAs to endorse CQ organisational structure in accordance with Annex OMP-13-B. |
| Step 13 | PC to approve CQ organisational structure endorsed by the NMCAs in accordance with Annex OMP-13-B. |
| Step 14 | <p>CQO to establish draft certification & qualification process for the respective programme.</p> <p>This includes the definition of the Military Certification Review Item (MCRI) process, which shall provide the appropriate structured means to accomplish several necessary steps in the type certification process.</p> |
| Step 15 | CQO to define the organisational requirements for design organisations (production and maintenance organisations, if required) in accordance with Annex OMP-13-B and EMAR. |
| Step 16 | <p>OCCAR-EA PD to collect the inputs and prepare Certification & Qualification Scope of Work (CQ SoW) including of Technical Specification, Draft Certification & Qualification Process, Definition of CQ organisational structure, Draft Technical Specification, Draft CB and definition of organisational requirements for design organisation (production and maintenance organisations, if required).</p> <p>The CQ SoW shall reference all of the applicable airworthiness documentation and define the activities that the contractor shall undertake to demonstrate compliance with the contractual requirements.</p> <ul style="list-style-type: none"> • The CQO is responsible for the establishment of the draft CQ SoW prior to the Invitation to Tender (ITT). • Where the contractor disagrees with the proposed draft CQ SoW, the contractor shall offer an alternative proposal to the CQO for consideration. Specific meetings will be held between the contractor, the CQO and OCCAR-EA PD with a view to negotiating and agreeing the CQ SoW. |

⁵ The creation of the CQO starts with the selection / appointment of the Certification & Qualification Committee (CQC) Chairman and establishment of the CQC. The CQC as part of the overall CQO will define the overall structure of the CQO (including the number, type and composition of the Certification & Qualification (CQ) Panels. The structure of the CQO is dependent upon the stage of the programme and the nature of the programme.

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| | <ul style="list-style-type: none"> Once agreed the CQC shall approve the revised CQ SoW for inclusion in the contract. |
| Step 17 | Initiate and conduct contract process in accordance with OMP 5 – Contract Placement Procedure. |

6.2 Certification & Qualification Requirements as part of the contract

The following documentation & arrangements, which have to be agreed between the contracting authority⁶ and the contractor, shall form part of the contract:

- Technical Specification including technical, performance and safety requirements and the process by which it shall be revised;
- CB and the process by which it shall be revised;
- Description of the certification and qualification process;
- Initial Certification and Qualification Programme Plan (CQPP)⁷ including the requirement to refine the CQPP prior compliance demonstration begins.

6.3 Post Contract activities prior to beginning compliance demonstration

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| Step 18 | Contractor to update initial CQPP including proposed Means of Compliance (MoC) in accordance with contract. |
| Step 19 | Contractor to send updated CQPP including proposed MoC to Certification and Qualification (CQ) Team. |
| Step 20 | CQ Team to review and assess updated CQPP including proposed MoC. |
| Step 21 | CQ Team to prepare CQPP approval recommendation for CQC. |
| Step 22 | CQC to review CQPP approval recommendation. |
| Step 23 | CQC to approve final CQPP including proposed MoC. |

6.4 Certification and Qualification compliance demonstration

The Certification and Qualification compliance demonstration is under the responsibility of the contractor. More specifically, the contractor is responsible for:

- Demonstrating compliance with each of the requirements defined in the Technical Specification and CB in the contract to the satisfaction of the CQO;
- Providing documentary evidence of compliance to the Certification and Qualification Panels (CQPs) , including a Declaration of Compliance;

⁶ Contracting Authority means OCCAR-EA.

⁷ In some programmes it may be necessary to have separate plans for the Certification Programme and the Qualification Programme.

- Maintaining records and all the relevant documentation related to the certification and qualification processes;
- Ensuring that a certification & qualification compliance verification matrix⁸ has been established, is maintained throughout the certification and qualification processes, and is available to the CQO.

The CQ Team will monitor the compliance demonstration and review the evidence provided by the contractor. The Certification & Qualification Committee (CQC) will provide oversight of the compliance demonstration on behalf of the National Military Certification Authority according to their level of delegation.

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| Step 24 | Contractor to start compliance demonstration in accordance with final CQPP. |
| Step 25 | CQ Team to review data and provide feedback to the contractor. |
| Step 26 | Contractor to apply for a Military Flight Test Permit (MFTP) in accordance with EMAR 21 Sub Part P when required. |
| Step 27 | CQ Team to review the MFTP evidence and make recommendation for CQC. |
| Step 28 | CQC to review CQ Team recommendation and issue MFTP approval recommendation to relevant NMCA(s). |
| Step 29 | NMCA(s) to issue MFTP to contractor based upon the CQC MFTP approval recommendation. |
| Step 30 | Contractor to conduct Flight Test in accordance with MFTP. |
| Step 31 | Contractor to populate / update the compliance verification matrix. |

6.5 Acceptance of the Type and Issuance of the Military Type Certificate

The process, by which the acceptance of the Type will be achieved, includes the process for issue of the Military Type Certificate (MTC).

The CQ Team Manager shall produce a final certification report consisting of a summary of all final reports from each CQ Panel and a Final Statement of Compliance that the specified Type Design complies with the applicable airworthiness and safety requirements. The CQC shall review the report and produce an overall assessment / recommendation from the CQC Chairman to the NMCAs for the issue of a MTC.

The recommendation shall consist of:

- CQ Team Manager Statement of Compliance;
- A summary report, detailing key findings and supported by:

⁸ If the programme has a separate plan for the Certification Programme and the Qualification Programme, then separate compliance verification matrices will be required.

- Compliance certification matrix;
- List of non-compliance(s) / Limitations;
- Safety report.
- Proposed Type Certificate Data Sheet including Type Design definition with reference to the civil Type Certificate Data Sheet, if required;
- MTC Recommendation.

The CQ Team Manager shall produce a final qualification report consisting of a summary of all final reports from each CQ Panel and a Final Statement of Compliance that the aircraft meets the specified technical, performance and safety requirements including airworthiness requirements. The CQC shall review the report and produce an overall assessment / recommendation from the CQC Chairman to the OCCAR-EA PD for Type Acceptance.

The recommendation shall be based upon the recommendation for the issue of a MTC including its supporting documentation and shall furthermore consist of:

- CQ Team Manager Statement of Compliance;
- Compliance Qualification Verification Matrix;
- List of exceptions and limitations based on the contractor's view and any others added by the CQO.

Successful completion of Type Acceptance is a prerequisite to the commencement of the Individual Aircraft Acceptance Process.

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| Step 32 | Contractor to prepare the Type Design Definition (See Template OMP-13-A-1 and Template OMP-13-A-2) and Final Certification Compliance Verification Matrix. |
| Step 33 | Contractor to prepare Final Qualification Compliance Verification Matrix including the issuance of the Certificate of Design (Form OMP-13-A-3). |
| Step 34 | CQ Team to review Type Design Definition and Final Certification Compliance Verification Matrix. CQ Team Manager to prepare Final Certification Report (See Template OMP-13-A-4) including Final Statement of Compliance (See Form OMP-13-A-5). |
| Step 35 | CQC to review Final Certification Report and issue MTC approval recommendation to NMCA(s), if satisfied with the outcomes of the Final Certification Report. |
| Step 36 | NMCA(s) to issue MTC including Type Certificate Data Sheet (See Template OMP-13-A-6 and Form OMP-13-A-7) based upon the CQC MTC approval recommendation. |
| Step 37 | CQ Team to review Final Qualification Compliance Verification Matrix. CQ Team Manager to prepare Final Qualification Report including Final Statement of Compliance (See Form OMP-13-A-8). |

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| Step 38 | CQC to review Final Qualification Report and issue Type Acceptance Recommendation to OCCAR-EA PD, if satisfied with the outcomes of the Final Qualification Report. |
| Step 39 | <p>OCCAR-EA PD to declare the Type Acceptance based upon the CQC Type Acceptance recommendation.</p> <p>Type Acceptance shall be achieved either:</p> <ul style="list-style-type: none"> • Upon countersignature by the CQC Chairman of the Certificate of Design (CoD) that contains no exceptions or limitations, whereupon OCCAR-EA Programme Division shall confirm Type Acceptance in writing; or • Following countersignature by the CQC Chairman of the CoD that contains only exceptions or limitations that are accepted by the contracting authority, whereupon OCCAR-EA PD shall confirm Type Acceptance in writing. |

6.6 Changes to a Military Type Certificate

Once an aircraft type has been defined, there may be various causes arising during the life cycle of the aircraft which would require a change to the original Type Design.

Changes are necessary as a result of:

- Capability enhancement (ie. Modifications);
- Performance enhancement;
- Deficiency identification.

Depending on the significance of change the NMCAs will decide whether a new Type Certificate is required EMAR 21A Sub-part B applies (or equivalent regulation)) or whether a supplemental Type Certificate (STC) is adequate (EMAR 21A Sub-part E applies (or equivalent regulation)).

If a new MTC or a STC is not required then the modification shall be classified in accordance with EMAR 21A Sub-part D (or equivalent regulation). Changes to the approved CB, the Means of Compliance (MoC) or the CQ SoW shall be treated in a similar way as described in Paragraph 7.

7. **Modification after contract let**

If during the certification and qualification process the contractor or the CQO considers it necessary to introduce any modifications to the approved Technical Specification or CB, they shall inform the other party in writing. A discussion process shall be initiated which must be concluded with a report accepted by both parties regarding the definition of the new requirement or modification to any existing requirement.

Any proposed changes will result in a new / revised version of the CQ SoW. Any change to the CQ SoW will require a contract amendment. The contract amendment process shall follow the pre-contract activities described at paragraph 6.1.

Each Programme Participating State who requests a change (Implementation of additional requirements not required by the other Programme Participating States) to the approved CQ SoW shall alone bear the additional cost arising from the change.

8. Appendices

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| Appendix OMP 13-A-1 | Certification and Qualification Process |
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