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A-270/3

Type A General Publication

The Federal Office of the Bundeswehr for Military Aviation as the German Military Aviation Authority

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1 Objectives

101. Uniform certification and approval standards for military equipment are a prerequisite for the enhancement of military cooperation within the European Union (EU) and NATO. This applies in particular to military aviation. This General Publication defines the responsibilities of the Federal Ministry of Defense (FMoD) and the subordinate agencies in order to enable and ensure safe military flight operations.

102. The Federal Office of the Bundeswehr for Military Aviation – or, in German, Luftfahrtamt der Bundeswehr (LufABw) – as the German Military Aviation Authority (GMAA) represents the concentration of functional authority and responsibility for the tasks described in this regulation at the first level subordinate to the FMoD.

2 General

201. As per state secretary decision¹, the GMAA is directly subordinate to the FMoD. Administrative control over the GMAA is exercised by the Chief of Defense. The Chief of Defense is supported by the Director-General for Forces Policy at the FMoD in the performance of the tasks associated with the government supervision of and administrative responsibility for the GMAA². Functional control over the GMAA is provided by the responsible organizational elements of the FMoD irrespective of the administrative chain of command³.

202. In addition to Par. 201 above, management on FMoD level and functional supervision of the GMAA will occur under the coordinating guidance of the Directorate-General for Forces Policy (FüSK) of the FMoD⁴. As indicated in the letter by FMoD Organization, which was approved by the State Secretary on 28 March 2014⁵, this task of "coordinating guidance" has been assigned to the FüSK I 5 branch.

203. This General Publication supplements General Publication A-500/1, "Zusammenarbeit des BMVg mit Dienststellen des nachgeordneten Bereiches" (Cooperation of the FMoD with Subordinate Agencies), further specifying responsibilities with regard to functional cooperation. Basic requirements

¹ FMoD Org, Ref. 10-01-00, "Zuordnung [des Luftfahrtamtes der Bundeswehr] im BMVg" (Allocation [of the GMAA] in the FMoD), dated 17 October 2013.

² Delegation decree of the Chief of Defense, "Zusammenarbeitsbeziehungen zwischen dem Abteilungsleiter bzw. der Abteilungsleiterin Führung Streitkräfte und dem Luftfahrtamt der Bundeswehr" (Work relations between the Director-General for Forces Policy and the GMAA), dated 21 August 2017.

³ The basic structure of the ministerial functional supervision over the GMAA is represented in the functional supervision map of the FMoD. Additional functional supervision for individual projects will be determined within the scope of the coordinating guidance by FMoD FüSK I 5 on a case-by-case basis.

⁴ State Secretary's supplementary initial in Reference 1 (Annex 7.2), added on 21 October 2013.

⁵ Submission by FMoD Org, Ref. 10-01-00, "Regelung für die ministerielle Steuerung (des LufABw)" (Regulation Concerning Ministerial Management (of the GMAA)), dated 20 March 2014, approved by the State Secretary on 28 March 2014.

set out in General Publication A-500/1 remain unaffected and will be amended by this General Publication only when necessary.

204. According to the Dresdner Erlass⁶, the FMoD is to concentrate on its ministerial core tasks. The delineation of tasks performed by the FMoD and those to be performed by the GMAA requires that the respective responsibilities ensuing from this directive be defined.

3 Legal Framework

301. As a matter of principle, all Bundeswehr flight operations must be performed in accordance with the German Aviation Act⁷ and the regulations enacted for its implementation (in particular ordinances).

302. § 30, Par. 1 of the German Aviation Act authorizes the Bundeswehr to deviate from the provisions set out in this act⁸ and the regulations enacted for its implementation when required to fulfil special tasks of the Bundeswehr considering public safety and order. Deviations from the regulations for operating in the airspace⁹ are permitted only as far as they are absolutely necessary for performing sovereign tasks.

303. Pursuant to § 30, Par. 2, Sentence 5 of the German Aviation Act, Bundeswehr agencies make their decisions under their own responsibility for public safety and order. They do not require any additional permits or authorizations from the civil aviation authorities.

304. Pursuant to Art. 1, Par. 2 of Regulation (EC) No 216/2008 (basic regulation), the EU regulations on civil aviation are not directly applicable for military air traffic. Nevertheless, the EU member states are obliged to observe the objectives of this basic regulation during military flight operations as far as practicable.

305. If it is decided to apply Commission Regulation (EU) No 1178/2011 for specific personnel, military facilities or training aids, the requirements set out in this regulation must be fully complied with. In this case, the Bundeswehr does not have the power to derogate ("civil regulation environment within the Bundeswehr").¹⁰

306. For the field of air traffic management, the provisions of the interministerial agreement between the Federal Ministry of Transport and Digital Infrastructure and the FMoD on civil-military cooperation in the field of air traffic management dated 1 July 2015 as amended shall be observed.

⁶ "Dresden Directive" (military-political guidance document).

⁷ *Luftverkehrsgesetz (LuftVG)*.

⁸ This applies to the provisions set out in the 1st Part of the German Aviation Act, with the exception of §§ 12, 13, 15 – 19.

⁹ In particular the requirements of the German Aviation Regulation.

¹⁰ Further details are specified in Section 5.4, "Recognition, Approval and Licensing".

307. As far as this General Publication delegates the responsibility for issuing regulations based on § 30 of the German Aviation Act to the GMAA, the provisions of this legal framework shall be observed.

4 Purpose and Scope of Application

401. This General Publication specifies the interrelationships between the FMoD, the GMAA and all other entities involved in the performance of military flight operations.

402. It is the basic document for ensuring safe military flight operations and military use of airspace in Germany. In this context, ensuring military flight operations implies the establishment and maintenance of airworthiness of aircraft and aeronautical equipment, the regulation of air mission control service facilities and the establishment and maintenance of the framework conditions and the supporting environment required for the performance of safe flight operations.

403. This regulation applies to all Bundeswehr flight operations irrespective of the location and time during routine duty and on operations.

5 Responsibilities

5.1 General

501. The core mission of the GMAA is derived from the overriding objectives of the FMoD Executive Group:

- concentrate the functional responsibility for all matters concerning the safety of military flight operations in one single authority;
- establish clear responsibilities and decision-making processes;
- perform a coordinating function at the service office level in order to ensure the participation of the German military in European harmonization efforts that are relevant to aviation, including, among others, the Single European Sky (SES) EU initiative¹¹;
- control and update the DEMAR¹² in order to ensure that the DEMAR are continuously kept up to date with the basic EMAR¹³ and the related annexes of the EU regulations;
- ensure appropriate representation at all levels in national and international panels.

502. The mission of the GMAA is to execute the functional supervision required for the realization of safe flight operations of the Bundeswehr. Within the scope of this task spectrum, which has been handed over from the FMoD to the GMAA, it is the responsibility of the GMAA to make decisions on all

¹¹ Initiative of the EU Commission for the standardization of procedures within the EU airspace.

¹² German Military Airworthiness Requirements (DE = abbreviation for German in accordance with DIN EN ISO 3166-1).

¹³ European Military Airworthiness Requirements.

legal matters related to Bundeswehr flight operations. In this context, the GMAA is authorized to issue regulations and monitor their implementation. Also refer to Par. 560 and 561.

503. The GMAA is the supervisory authority for the air mission control service¹⁴. In this function, the GMAA is responsible for the regulation of the functional systems of the air mission control service and for the certification, functional supervision and continuous safety supervision of this service. In this context, the GMAA is authorized to issue regulations and monitor their implementation.

504. Within the scope of its mission, the GMAA will act as the primary functional authority and will generally issue all relevant mission-related regulations. It coordinates all activities related to the implementation of EMAR regulations at national level. Within the scope of its mission, the GMAA is to represent the FMoD and the Bundeswehr in mission-related national and international panels.

505. Inquiries from the political-parliamentary sector which concern the tasks of the GMAA will be answered under coordinating guidance by FMoD FüSK I 5.

506. The GMAA may delegate specific tasks or sub-tasks to other agencies if agreed with these agencies. Any delegation of tasks shall be documented. The overall responsibility will remain with the GMAA.

507. The GMAA is to establish and maintain an internal quality management system in accordance with applicable QMS standards.

5.2 Airworthiness Verification and Certification Regulations for Bundeswehr Aircraft and Aeronautical Equipment and Operating Licenses for Technical Facilities of the Bundeswehr Air Mission Control Service

5.2.1 Fundamental Provisions

508. At present, airworthiness verification and certification matters are covered by three independent types of airworthiness regulations (so-called regulation environments):

- this General Publication in conjunction with General Publications A1-1525/0-8901 and A1-1525/0-8902, "Das Prüf- und Zulassungswesen für Luftfahrzeuge und Luftfahrtgerät Teil 1 / Teil 2" (Airworthiness and Certification Rules for Aircraft and Aeronautical Equipment, Part 1 / Part 2), which define the default regulatory framework,

¹⁴ The term "air mission control service" includes all activities performed within the new Air Mission Control Service branch of the German Air Force and within other Bundeswehr agencies not explicitly mentioned in this context whose activities are relevant for military flight operations in accordance with Section 5.5 of this General Publication. Military air traffic services, tactical air command and control, including tactical control, and air control are the three areas of activity summarized under the term "air mission control service" in this General Publication. Foreign armed forces providing one of the services concerned are also subject to this regulation and supervision.

- DEMAR as national implementation of certification requirements harmonized at European level (EMAR), and
- the regulation for permanent permit to fly pursuant to General Publication A-275/4, "Dauerhafte Flugfreigabe" (Permanent Permit to Fly).

The respective responsibilities within these types of regulations will be specified in the following paragraphs.

509. Generally, the default airworthiness regulations shall apply. The applicability of other airworthiness regulations and of regulatory interfaces due to a change in the type of airworthiness regulation shall be directed by the FMoD.

510. The requirement for certification applies to all aircraft that are or are intended to be controlled within the area of responsibility of the FMoD.

511. The inspection and approval procedures for the inspection and approval of technical facilities of the Air Mission Control Service shall be based on the provisions of the EU regulations on air traffic control services.

512. The GMAA shall support procurement and in-service procedures in accordance with General Publication A-1500/3, "Customer Product Management" (amended), and support integrated project teams (IPT) with subject matter expertise as required.

5.2.2 Federal Ministry of Defense

513. With regard to airworthiness verification and certification of aircraft and aeronautical equipment, the FMoD is responsible for the following tasks:

- a) issuance of regulations on the implementation of all applicable fields of airworthiness regulations which also define responsibilities,
- b) provision of interministerial coordination,
- c) determination of the type of airworthiness regulation (regulation environment) to be applied for specific weapon systems,
- d) decision on deviations from basic principles of airworthiness verification and certification derived from Regulation (EC) No 216/2008 and the German Aviation Act. These principles comprise the following provisions:
 - + Aircraft must have a type certificate and an airworthiness certificate.
 - + Aircraft must be registered in the Bundeswehr Aircraft Register.
 - + Airworthiness must have been demonstrated for aeronautical equipment and flight safety-critical assemblies.
 - + Commercial companies or organizations that design, produce or maintain aircraft or aeronautical equipment must be approved by the responsible supervising authority.

- + Aircraft engineering personnel must be authorized to perform their tasks on the basis of their qualification and experience.
- + The tasks of and the relations between the design organization, the production organization, the maintenance organization, the airworthiness authority, the military type certificate holder and the operator must be clearly defined and separated from each other.

e) approval of basic regulations of the GMAA.

5.2.3 Federal Office of the Bundeswehr for Military Aviation (as the German Military Aviation Authority)

514. The Director-General of the Federal Office of the Bundeswehr for Military Aviation may grant a limited permission for the use of aircraft in flight operations under the following circumstances:

- the aircraft is a type-certified aircraft for which a modification project has been initiated, irrespective of the type of airworthiness regulation selected for the certification of the modification;
 - the certification of the modification could not be carried out yet because of incomplete compliance evidence;
 - the airworthiness of the modified aircraft type has been established and can be demonstrated by means of documents (including documents other than the ones from the responsible design organization) or the modification allows safe flight operations despite incomplete compliance evidence (sufficient fulfillment of airworthiness requirements), under the condition that specific flight operations procedures and/or other constraints are applied, if necessary;
 - the initiated certification process for the modification will be continued on the aircraft type.
- a) The purpose of the limited permission for use in flight operations is to fast-track the granting of a permission for the use of modified aircraft in particularly urgent cases while also guaranteeing the safety of military flight operations. It does not replace the regular modification process and is subject to strict standards in terms of applicability and application.
- b) The limited permission for use in flight operations shall be granted for a limited period of time. Its validity will expire at the end of the stated period of time or in the event of revocation, which may occur in particular in a case of non-compliance with constraints.
- c) If safe flight operations can only be ensured by applying specific flight operation procedures and/or other constraints, these procedures/constraints shall be included in the limited permission for use in flight operations.
- d) The limited permission for use in flight operations shall determine reporting deadlines by which the project manager shall report the progress of the initiated modification project, in particular in terms of demonstration of compliance and implementation of the modification to the defense materiel, to the Director-General of the Federal Office of the Bundeswehr for Military Aviation.

- e) The limited permission for use in flight operations shall be included in the type record, along with the underlying assessments with regard to compliance with airworthiness requirements or ensuring safe flight operations through specific flight operations procedures/constraints.
- f) The GMAA shall further develop the procedure for granting a limited permission for use in flight operations in a regulation to be issued by the GMAA.
- g) The GMAA shall keep a register of the limited permissions for use in flight operations that have been granted.

515. The Director-General of the Federal Office of the Bundeswehr for Military Aviation is responsible for the following tasks:

- a) establishment of the type inspection program outline and approval of the compliance program,
- b) conduct of type inspections and issuance of type certificates for Bundeswehr aircraft and aeronautical equipment and operating licenses for technical facilities of the Air Mission Control Service,
- c) issuance of type approvals and permanent permits to fly for Bundeswehr aircraft,
- d) issuance of airworthiness certificates for Bundeswehr aircraft (the registration mark will be assigned together with the certificate),
- e) allocation of holders of individual aircraft,
- f) registration of Bundeswehr aircraft in the aircraft registers,
- g) temporary duty attachment of aircraft between the major organizational elements and to the training facilities of the Bundeswehr,
- h) reassignment of aircraft,
- i) performance of the tasks of the national military aviation authority in accordance with DEMAR and compliance with the requirements specified therein,
- j) issuance of certificates of airworthiness and military airworthiness review certificates for Bundeswehr aircraft operated in accordance with DEMAR,
- k) licensing of aeronautical inspection/re-verification personnel, certifying staff for aircraft systems and equipment and aircraft engineering personnel in accordance with DEMAR,
- l) issuance of authorizations for military flight operations and authorizations for flight,
- m) approval of maintenance, repair and special repair procedures,
- n) performance of the tasks of the responsible Bundeswehr level 3 testing authority for non-destructive material testing, approval of inspection instructions for non-destructive material testing and licensing of personnel for non-destructive material testing in area of applicability C¹⁵,
- o) issuance of airworthiness directives,
- p) certification of relevant type-related technical modifications of aircraft and aeronautical equipment,

¹⁵ Non-destructive material testing of airborne weapon systems and aeronautical equipment.

- q) issuance of type and product-related airworthiness standards and further regulations, like, e.g., DEMAR,
- r) issuance of standardization requirements for technical operating procedures/management procedures concerning airworthiness of aircraft and aeronautical equipment,
- s) specification of standards for the approval and monitoring of organizations, companies and training facilities and for the recognition of military aviation authorities of other nations,
- t) approval and monitoring of organizations, companies and facilities,
- u) recognition of military aviation authorities of other nations,
- v) specification of aviation auditor training and qualification standards, issuance of authorizations for aviation auditors, recordkeeping and coordination of training,
- w) specification of aircraft engineering training standards and requirements for training contents and training procedures,
- x) provision of advisory support to the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support on airworthiness and certification matters in draft contracts for the development/procurement/maintenance of aircraft or aeronautical equipment,
- y) provision of advisory support to the in-service and supply managers of the major organizational elements,
- z) provision of advisory support to the military authority responsible for materiel and operational viability and the military type certificate holder,
- aa) analysis and review of unsatisfactory reports regarding their relevance for flight safety and/or the type/airworthiness certificate and evaluation if an intervention of the supervising authority is required, e.g. by issuing an airworthiness directive or convening a meeting of the Flight Safety Committee and/or the GMAA Board,
- bb) analysis of international directives, agreements, laws and regulations and evaluation of their relevance for airworthiness verification and certification of aircraft, aeronautical equipment and technical facilities of the Air Mission Control Service,
- cc) provision of subject matter expertise at international and national level,
- dd) performance of the tasks of a supervising authority in accordance with Commission Regulation (EU) No 1178/2011 for matters concerning the Bundeswehr,
- ee) approval of maintenance programs for weapon systems regulated within the DEMAR environment,
- ff) implementation of measures to protect services (e.g. demonstrations of compliance) that are adopted in the domestic (German) regulation environment on the basis of approval processes of foreign military aviation/airworthiness authorities,
- gg) transfer of sovereign tasks to third parties by means of an administrative act in accordance with § 30a of the German Aviation Act and the ordinance¹⁶ passed by the FMoD on the basis of § 30a,

¹⁶ The ordinance on the entrustment of private parties with state functions in accordance with § 30a of the German Aviation Act (*LuftVG-Beleihungsverordnung (LuftVGBV)*) is currently still in the process of interministerial coordination. It is scheduled to enter into force in the third quarter of 2018.

- hh) implementation of measures to protect services (e.g. demonstrations of compliance) that are adopted in the domestic (German) regulation environment on the basis of an entrustment of commercial enterprises with sovereign tasks,
- ii) certification of flight simulation training devices (FSTD).

5.2.4 Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support

516. With regard to airworthiness verification and certification, the Director-General of the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support¹⁷ is responsible for the following tasks:

- a) implementation of the provisions laid down in this General Publication, in General Publications A1-1525/0-8901 and A1-1525/0-8902 and in the DEMAR within the area of responsibility of the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support and in contracts with the industry. The implementation may entail deviations/exemptions from the airworthiness verification and certification rules for aircraft and aeronautical equipment if such deviations/exemptions have been authorized by the FMoD, e.g. on the basis of a bi-national or international Memorandum of Understanding (MoU) or an armament agreement in the form of an FMS¹⁸ case.
- b) performance of technical aeronautical inspections (prototype/preproduction/product conformity and airworthiness reverification inspections) at commercial enterprises/industrial organizations,
- c) performance of aircraft type-related tasks to be conducted by the military type certificate holder irrespective of the applicable regulation environment:
- + submission of requests for type inspections to the GMAA,
 - + presentation of type design documentation and compliance evidence by the contracted type/system supporting industry to the GMAA,
 - + record keeping of type design documentation (generally done by the contracted type/system supporting industry),
 - + compilation and updating of the documentation (generally within the scope of technical-logistic support by the type supporting industry) in cooperation with the GMAA,
 - + conduct of product monitoring tasks, which includes processing of unsatisfactory reports submitted by non-Bundeswehr agencies and submission of incoming unsatisfactory reports to the GMAA and to the in-service and supply managers. Details shall be specified in a procedural arrangement made out between the in-service and supply managers and the military authority responsible for materiel and operational viability.

¹⁷ This responsibility can be delegated in writing.

¹⁸ Foreign Military Sales (procedure for procuring defense materiel and services in the United States).

- + establishment of maintenance and repair procedures in cooperation with the GMAA,
- + preparation of technical modifications of defense materiel upon availability of a certification statement, obtaining of program managers' contributions to technical modifications of defense materiel (logistic provisions, technical provisions for the implementation on aircraft, compliance demonstration, use of tools, selection of contractors for the performance of the modification, amendment of the documentation as required),
- + putting into effect of the technical modification of defense materiel and submission of the technical modification to the in-service manager/supply manager of the respective service/major organizational element for implementation.

5.2.5 Chief of Service Responsible for In-Service and Supply Management or Director-General of the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support

517. The chief of service responsible for in-service and supply management or the Director-General of the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support of the Bundeswehr is responsible for the following tasks:

- a) implementation of the provisions laid down in this General Publication, in General Publications A1-1525/0-8901 and A1-1525/0-8902, in the DEMAR and in regulations on operating procedures/management procedures concerning the airworthiness of aircraft and aeronautical equipment and the operational safety of technical facilities of the Air Mission Control Service issued by the GMAA within the own major organizational element,
- b) initial processing of unsatisfactory reports. If the responsibilities of the military type certificate holder are involved, the in-service and supply manager of the respective major organizational element will delegate the performance of this task to the military type certificate holder. Otherwise, the in-service and supply manager of the respective major organizational element is responsible for the completion of the process. Details shall be specified in a procedural arrangement made out between the in-service and supply managers and the military authority responsible for materiel and operational viability.
- c) issuance of technical operating instructions,
- d) maintenance of the individual airworthiness of aircraft. Failure to provide evidence of continuing airworthiness will automatically lead to the suspension of individual aircraft airworthiness certificates. Aircraft operation for the purpose of airworthiness reverification is permissible.
- e) granting of special permits in imperative cases. The respective chief of service may issue a special permit for the continued operation of aircraft whose registered users belong to his or her major organizational element despite a complete or partial revocation/suspension of the individual aircraft airworthiness certificate or a withdrawal of the individual aircraft airworthiness certificate or the permanent permit to fly. This also applies to aircraft in his/her major organizational element that are

attached for temporary duty to the area of responsibility of the Bundeswehr Joint Forces Operations Command. In imperative cases, this rule can also be applied to aeronautical equipment if a type certificate does not exist and the GMAA justifies why it is unable to issue a type certificate in the respective individual case.

Imperative cases are such cases that do no longer offer any alternative option for action to accomplish militarily required tasks¹⁹. Advisory support by the GMAA (see Par. 515, letter y)) must always be obtained.

- f) The special permit and the associated provisions shall be reported to the GMAA (Section 2 II a (Airworthiness Certification)) and the military type certificate holder. The technical modifications/maintenance actions cleared by the special permit that are to be performed/have been performed shall be recorded in the historical record/aircraft and maintenance logs.

5.3 Flying Duty/Flight Operations of Flying Units

518. The GMAA is tasked with the basic regulation, standardization and monitoring of Bundeswehr flight operations²⁰ and military flight operations in Germany, which also includes the services that support flight operations. For this purpose, the GMAA acts as the issuing authority of relevant flight operations regulations.

519. This task includes the following responsibilities:

- determination of required changes or updates to flight operations regulations and publication of these regulations in the Military Aeronautical Information Publication Germany (MilAIP Germany),
- acting as the coordinating agency for modifications to the airspace structure/airspace control in accordance with user requirements of the Bundeswehr and foreign air forces,
- preparation and issuance of general flight operations regulations and provision of input to mission-oriented flight operations regulations for manned and unmanned aerial vehicles,
- granting of approvals for flight operations on the basis of national laws and EU regulations,
- granting of exemptions for flight operations from existing military provisions and regulations (unless ministerial responsibility),
- preparation of comments on flight operations for the FMoD in the areas of military diplomatic clearances and exercise permits²¹,

¹⁹ This expressly includes training and preparation for deployment, e.g. for ensuring a rapid response capability.

²⁰ This includes standardization and training of aircrews, pilots of unmanned aerial vehicles, technicians and personnel involved in flight operations in the sense of crew resource management (CRM), dispatch resource management (DRM), team resource management (TRM), maintenance resource management (MRM) and operational risk management (ORM).

²¹ FMoD FÜSK I 5 Directive No. 2/2016 dated 19 December 2016, issued to the GMAA for the preparation of comments on flight operations for military diplomatic clearances and exercise permits.

- issuance of operating licenses for foreign military unmanned aerial vehicles (UAVs) in military training areas with flight-restricted airspace above²²,
- monitoring and advisory support of flying units: flight standardization in the flight operations of units/facilities/training facilities in cooperation with the major organizational elements,
- provision of advisory support, coordination, monitoring and preparation of regulatory basic concepts and guidelines to ensure geoinformation support in the fields of meteorological forecasting and observation, navigation and simulation for military flight operations of the Bundeswehr,
- calculation of protection zones for flight operations around intensively radiating electromagnetic sources (high intensity radio transmission areas (HIRTA)),
- acting as the regulatory level for the standing operational task of search and rescue (SAR),
- granting of approvals for the conduct of air shows in accordance with aviation law,
- acting as human factors representative for Bundeswehr flight operations and performance of the control and planning level tasks associated with this function,
- provision of regulations for Bundeswehr tactical parachuting and participation in international harmonization processes (e.g. cross parachuting),
- support of public relations work for military flight operations.

5.4 Recognition, Approval and Licensing

520. The GMAA is responsible for approving and monitoring organizations, facilities and companies/units²³, recognizing foreign military aviation authorities and licensing personnel who perform aviation tasks and duties or provide aviation services.

521. The airworthiness verification and certification regulations contain requirements for the tasks specified in Par. 519. Section 5.2 shall therefore be adhered to.

522. The DEMAR stipulate that Continuing Airworthiness Management Organizations (CAMO), design, production and maintenance organizations and training facilities of the Bundeswehr and of commercial partners are subject to approval and continuous monitoring.

523. Approval and licensing will also include the approval of aerospace companies/units of commercial partners (e.g. air carriers commissioned to conduct aerial target presentation²⁴) and licensing of civilian commercial personnel performing legally relevant tasks in terms of aviation law for the Bundeswehr.

524. Licensing of personnel serving in the flying service, air mission control service (including flight dispatch service), aeronautical meteorological services, aerospace medicine and tactical parachuting

²² FMoD FÜSK I 5 Directive No. 2/2017 dated 16 March 2017, issued to the GMAA for the issuance of operating licenses for foreign military UAVs.

²³ Including maintenance facilities of the major organizational areas, air mission control service, flight dispatch service, aerospace medicine and parachuting.

²⁴ FMoD FÜSK I 5, Directive No. 1/2017 dated 14 February 2017.

of the Bundeswehr, of operators (pilots) and other personnel involved in the operation of remotely piloted aircraft systems (RPAS) who are subject to licensing and of inspection personnel will be held, regulated and performed by the GMAA. The procedural regulations concerning the issuance, prolongation, extension, revocation and renewal of licenses and the licensing regulations shall be prepared, issued and updated by the GMAA.

525. The GMAA is the responsible supervising authority for the application of Regulation (EU) No 1178/2011 within the area of responsibility of the FMoD. This function includes the following responsibilities:

- issuance of licenses for flying personnel,
- licensing of personnel responsible for flight training or flight simulator training and for the evaluation of flying personnel qualifications,
- approval of organizations and facilities related to flying personnel training,
- aeromedical matters, unless otherwise specified by national legal norms,
- certification of flight simulation training devices (FSTD).

The requirements of Regulation (EU) No 1178/2011 shall be met.

The Chiefs of the Services/the Director-General of the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support shall decide which agencies/units will be approved in accordance with this EU regulation. The respective approval procedures will be regulated and performed by the GMAA.

The responsibility for issuing civil licenses shall be limited to active members of the Bundeswehr requiring a license for the performance of their official duties. In case the official requirement for these licenses ceases to exist, the respective license file shall be handed over to the Federal Aviation Office.

526. Provisions concerning the approval procedures for organizations/companies/facilities or licensing of personnel shall be determined and directed by the GMAA. In case of modifications, the GMAA will closely cooperate with the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support.

527. If required, the GMAA will conduct the recognition process for military aviation authorities of other nations. For this purpose, the European Military Airworthiness Document - Recognition (EMAD-R) prepared by the European Defence Agency (EDA) should be used as a guideline.

528. The steps required for each recognition process shall be developed individually as required for the respective subject matter and in accordance with EMAD-R and any other aviation policy documents that may be applicable (e.g. EU regulations).

529. Following the successful completion of the recognition process, the GMAA shall recognize the foreign aviation authority with regard to the subject matter concerned.

5.5 Air Mission Control Service and Flight Dispatch Service

530. The GMAA is responsible for the basic regulation of the air mission control service and the flight dispatch service within the scope of Bundeswehr flight operations.

531. The GMAA is responsible for providing central safety supervision over the air mission control service. This is to ensure that ongoing routine activities in the air mission control service meet the requirements of the quality and safety management system. The requirements of the quality and safety management system are derived from the relevant EU regulations. In this context, the GMAA will issue regulations with normative character and review and approve the documents prepared by the major organizational elements and the agencies of the air mission control service. This includes monitoring of the required measures.

532. Modifications to systems, procedures or operations of the air mission control service or the flight dispatch service are subject to a legal, technical and operational evaluation and certification by the GMAA.

533. The GMAA is tasked with the issuance of basic technical guidelines for the air mission control service, the flight dispatch service and the technical systems used. These guidelines shall be based on international, in particular European standards. The required interoperability with civilian systems is desirable, provided this does not conflict with military requirements.

534. The GMAA specifies the basic, advanced and follow-on training policy and develops technical standards for the licensing of appointed personnel.

535. Within the scope of its regulatory and supervisory responsibilities, the GMAA closely cooperates with the Federal Supervisory Authority for Air Navigation Services in accordance with the interministerial agreement between the FMoD and the Federal Ministry of Transport and Digital Infrastructure dated 1 July 2015²⁵ and maintains a liaison office at this agency. The principles and purposes of this cooperation and the status and tasks of the liaison office at the Federal Supervisory Authority for Air Navigation Services are set forth in a framework agreement²⁶.

536. In order to provide advice for developments at the European level, the GMAA runs an Air Traffic Management Liaison Office in Brussels. This liaison office is the local German interface for all relevant questions related to the Single European Sky (SES/SESAR)²⁷. Thus, the GMAA assumes a central role in the SES/SESAR project work.

²⁵ The interministerial agreement calls for a close cooperation between the GMAA and the Federal Supervisory Authority for Air Navigation Services. It stipulates that the Federal Ministry of Transport and Digital Infrastructure shall involve the FMoD in the technical and legal supervision to be performed by the Federal Supervisory Authority for Air Navigation Services over civil air navigation service providers.

²⁶ "Rahmenabkommen über die Zusammenarbeit zwischen dem Bundesaufsichtsamt für Flugsicherung (BAF) und dem Luftfahrtamt der Bundeswehr (LufABw)" (Framework Agreement on the Cooperation between the Federal Supervisory Authority for Air Navigation Services and the GMAA) dated 20 July 2015.

²⁷ Within the context of this General Publication, this also includes the Single European Sky Air Traffic Management Research Programme (SESAR).

537. In addition, the GMAA will ensure the safeguarding of all related regulatory aspects and topics at the appropriate levels, also in bodies of NATO and other organizations at the level below the FMoD.

538. The responsibility for the definition of the overall strategic-political objectives and for the issuance of related directives rests with the respective branches of the FMoD exercising functional and legal supervision. This requires regular coordination between the GMAA and the FMoD. Any tasks/missions exceeding the responsibilities of the GMAA and the required directive and reporting system will be dealt with according to the ministerial guidance of A II 2 and FÜSK I 5.

5.6 Infrastructure

539. The GMAA is responsible for the procedures stipulated by the German Aviation Act for the approval of the establishment (new construction) and substantial expansions and modifications of existing military airfields²⁸. The GMAA is responsible for the identification, modification or cancellation of construction restriction zones at military airfields.

540. Pursuant to the German Aviation Act, the GMAA will decide about permits for air traffic obstacles and about the issuance of sufferance notes concerning the removal of air traffic obstacles if military airfields are involved. In addition, it is responsible for processing claims for compensation in accordance with the German Aviation Act and claims for reimbursement of expenses in accordance with the German Aircraft Noise Act²⁹.

541. A detailed description of the individual tasks of a military aviation authority within the meaning of § 30, Par. 2, Sentence 4 of the German Aviation Act is provided in Annex 7.1, "Individual Arrangements".

542. In matters concerning the planning and permission of buildings, the Federal Office of Bundeswehr Infrastructure, Environmental Protection and Services, in its role as an agency with responsibilities for matters of public concern, will represent the interests of the Bundeswehr towards the permitting authorities of the Federal States. The GMAA will support the Federal Office of Bundeswehr Infrastructure, Environmental Protection and Services in all matters concerning air traffic control, flight operations and air defense within the scope of planning and approval procedures or informal advance inquiries and provide an expert opinion.

5.7 Protective Tasks

543. The statutory protective tasks comprise the implementation of statutory requirements such as occupational safety, radiation safety, environmental protection and fire protection in Bundeswehr flight operations and safe transportation of hazardous goods by air.

²⁸ This explicitly includes so-called "negative certificates" determining that there is no substantial expansion or modification.

²⁹ *Fluglärmsgesetz (FluLärmG)*.

544. The GMAA ensures compliance with regulations related to statutory protective tasks within the scope of its responsibility. In addition to the implementation of statutory protective tasks, the GMAA will support the Federal Office of Bundeswehr Infrastructure, Environmental Protection and Services in the preparation of procedures on statutory protective tasks by providing its subject matter expertise in the field of flight operations.

5.8 Aviation Security

545. Regulation (EC) No 300/2008³⁰ and the German Aviation Security Act³¹ are the basic documents for ensuring civil air traffic security. Within the scope of its "airspace security" task, the Bundeswehr ensures those measures that may be required in accordance with § 14 f. of the German Aviation Security Act. The topic of airspace security and the related regulations are not subject of this General Publication.

546. The GMAA is the supreme military aviation security authority³² of the Bundeswehr. As such, the GMAA coordinates civil-military cooperation with the responsible civilian aviation security authorities up to level of the aviation security authorities of the Federal States. At the ministerial level, coordination with the responsible federal ministries (e.g. Federal Ministry of the Interior and Federal Ministry of Transport and Digital Infrastructure) will be effected by the FMoD, with support from the GMAA.

547. The GMAA is responsible for the regulation of "airside areas" provided to the Bundeswehr which belong to airfields or parts of airfields not exclusively used for military purposes and for Bundeswehr sites used as a party involved in the secure supply chain. For this purpose, the GMAA shall provide basic regulations for the implementation of the relevant provisions for civil aviation in accordance with Par. 545 within the framework of legal requirements and in coordination with the FMoD.

548. In its function as supreme military aviation security authority, the GMAA monitors the implementation of aviation security measures by the major organizational areas and all military agencies. If the regulation of aviation security affects service processes of the process management system in the area of responsibility of the FMoD which do not fall within the area of responsibility of the GMAA (e.g. movement and transport or guarding and security), the GMAA will coordinate the issues concerned with the service process managers.

549. Authorizations, approvals and licenses required as quality assurance measures will be provided either directly by the GMAA or, as far as air transport security within the Bundeswehr logistics

³⁰ Regulation (EC) No 300/2008 of 11 March 2008 on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002.

³¹ *Luftsicherheitsgesetz (LuftSiG)*.

³² The term "military aviation security authority" merely serves to describe the tasks assigned to the GMAA. This does not entail any legal authority for the GMAA in accordance with the German Aviation Security Act.

system is concerned, by the Bundeswehr Logistics Command in cooperation and coordination with the GMAA.

5.9 Aviation Safety

550. The FMoD delegates the overall task of "aviation safety in the Bundeswehr" to the GMAA. The FMoD delegates the overall responsibility for aviation safety in the Bundeswehr to the in-service managers (Chiefs of the Services, Director-General of the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support) for their respective areas of responsibility (aviation safety in the Air Force, Navy, Army, Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support).

551. The FMoD delegates the responsibility for the investigation of accidents and incidents over and on German territory – including territorial waters – or on German vessels to the Directorate for Bundeswehr Aviation Safety (GenFISlchhBw) for any accidents/incidents where only military aircraft are involved.

552. The responsibility for the specialized investigation of accidents and incidents associated with the operation of civil aircraft in which military aircraft are involved is specified in an interministerial agreement³³ based on the German Air Accident Investigation Act³⁴.

553. Investigations of air accidents/serious incidents with aircraft of the Bundeswehr outside the territory of the Federal Republic of Germany shall be conducted by the Directorate for Bundeswehr Aviation Safety on the basis of agreements between nations/military authorities/agencies or as directed by the FMoD Directorate-General for Forces Policy. As far as the investigation of accidents and incidents over international waters is concerned, these directions are considered to have been given.

554. In the execution of its tasks related to the investigation of accidents/incidents of military aircraft, the Directorate for Bundeswehr Aviation Safety acts independently and is not bound by external instructions.

555. The GMAA is responsible for and conducts the course-based aviation safety training in the Bundeswehr.

556. The FMoD authorizes the GMAA to release information from the investigation records to individuals concerned and to their legal advisors, provided this information is needed in order to determine, enforce or defend legal claims or for coping with bereavement.

³³ Interministerial agreement between the Federal Ministry of Transport, Building and Urban Development and the Federal Ministry of Defense dated 14 September 1999 on cooperation in the investigation of aircraft accidents and incidents during flight operations (A1-273/0-8901, Section 8, "Annexes").

³⁴ "Gesetz über die Untersuchung von Unfällen und Störungen bei dem Betrieb ziviler Luftfahrzeuge [Flugunfall-Untersuchungs-Gesetz]" (Law Relating to the Investigation into Accidents and Incidents Associated with the Operation of Civil Aircraft [Air Accident Investigation Act]).

5.10 Aviation Medicine

557. Aeromedical regulations of regulation types A, A1 and A2 will be prepared by the GMAA and issued by the Surgeon General of the Bundeswehr.

558. Medical regulations that may affect licensing, authorization or training of personnel working in the aviation sector are issued by mutual agreement between the issuing agency and the GMAA.

559. The GMAA is authorized to represent the FMoD externally in matters concerning aviation medicine.³⁵

5.11 Legal Issues

560. The FMoD transfers the responsibility for the evaluation, assessment and decision of legal issues that may arise in connection with the aforementioned tasks to the GMAA. In case of questions regarding the basic application and interpretation of the law, the FMoD shall be involved.

561. The responsibility for participation in legislative procedures of the Federal Government or the EU and the right to issue statutory orders remains with the FMoD.

6 Cooperation

6.1 General

601. The aim of these provisions is to establish a clear definition of responsibilities for the GMAA and its interfaces with other agencies involved in the processes of safe performance of military flight operations and military airspace utilization.

Therefore, the following agencies are directed to cooperate with the GMAA:

- Bundeswehr Joint Forces Operations Command,
- Bundeswehr Office for Defence Planning,
- German Air Force Headquarters,
- German Army Headquarters,
- German Navy Headquarters,
- German Joint Support and Enabling Service Headquarters,
- Bundeswehr Medical Service Headquarters,
- German Cyber and Information Domain Service Headquarters,
- Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support,
- Federal Office of Bundeswehr Infrastructure, Environmental Protection and Services,

³⁵ The technical control and directing authority of the Surgeon General of the Bundeswehr over the Director of Bundeswehr Aviation Medicine remains unaffected.

- Bundeswehr Logistics Command,
- Bundeswehr Research Institute for Materials, Fuels and Lubricants,
- Bundeswehr Geoinformation Center,
- Air Force Center of Aerospace Medicine.

6.2 Procedures

602. In addition to the provisions of General Publication A-500/1, FMoD FüSK I 5 shall be notified for informational purposes of all proceedings with the GMAA by the lead/functional branch of the FMoD.

603. In addition to the provisions of General Publication A-500/1, FMoD FüSK I 5 shall be notified for informational purposes by the GMAA upon submission of reports to the FMoD and upon completion of tasks assigned by the FMoD in accordance with the provisions of Section 6.3.

604. Further individual arrangements are listed in Annex 7.1 or shall be documented in functional directives/regulations and shall be submitted to FMoD FüSK I 5 as issuing authority of this General Publication when the need arises.

6.3 Coordinating Guidance by the Directorate-General for Forces Policy, Branch I 5 of the Federal Ministry of Defense

605. Branch I 5 of the Directorate-General for Forces Policy (FüSK I 5) is the FMoD's branch tasked with "coordinating guidance" of the GMAA³⁶ and representing the interests of the GMAA within the FMoD.

606. The functional responsibility of the appropriate lead branches of the FMoD will not be affected in any way by this coordinating guidance.

607. In its function as the ministerial coordinator, FMoD FüSK I 5 shall be notified for informational purposes of:

- tasks assigned to the GMAA by the FMoD if these tasks are assigned for the first time or if the task assigned is a new task,
- any reports or inquiries submitted to the FMoD by the GMAA, and
- significant interim results and reports on long-term projects.

³⁶ Coordinating guidance requires full understanding of the work relations between the FMoD and the GMAA, and – in specific cases – the coordination of tasking, supporting and reporting functions (submission by FMoD Org, Ref. 10-01-00, "Regelung für die ministerielle Steuerung [des LufABw]" (Regulation Concerning Ministerial Management [of the GMAA]), dated 20 March 2014, approved by the State Secretary on 28 March 2014).

608. Any questions referred to the GMAA by the media, public or political sector shall be coordinated with FMoD FÜSK I 5. Measures falling under the responsibility for press-related matters shall be coordinated with the Press and Information Office at the FMoD³⁷.

6.4 Cooperation with Civil, Military and Supranational Organizations/Agencies

609. To accomplish its tasks, the GMAA cooperates with the following organizations in accordance with the political-strategic guidelines issued by the lead branches of the FMoD:

- Federal Aviation Office,
- German Federal Bureau of Aircraft Accident Investigation,
- Federal Supervisory Authority for Air Navigation Services,
- Deutsche Flugsicherung GmbH (German Air Navigation Services),
- German Aerospace Center,
- NATO expert committees,
- EU expert committees,
- European Defence Agency (EDA),
- European Aviation Safety Agency (EASA),
- European Organisation for the Safety of Air Navigation (EUROCONTROL),
- European Air Transport Command (EATC),
- Federal Police and State Police (IAW § 5 of the German Aviation Security Act),
- state aviation security authorities (IAW § 8 of the German Aviation Security Act),
- Federal Ministry of Transport and Digital Infrastructure (as directed by the FMoD),
- Federal Ministry of the Interior (as directed by the FMoD),
- national (military) airworthiness authorities of the partner countries.

610. The GMAA represents the Bundeswehr vis-à-vis international procurement organizations (e.g. NETMA³⁸, etc.) and industry with regard to airworthiness issues in international aviation projects and contributes to the preparation and implementation of MoUs, programs, decisions and contracts of authorized procurement organizations within the scope of its responsibilities.

³⁷ In accordance with Par. 3049 of General Publication A-600/1, "Informationsarbeit" (Public Affairs).

³⁸ NATO Eurofighter and Tornado Management Agency.

7 Annexes

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7.1 Individual Arrangements

1. Within the scope of the special task area of diplomatic flight clearance, the GMAA is the superior agency of the Bundeswehr Diplomatic Clearances Office at the Special Air Missions Wing, FMoD, which is under the administrative control of the Commander, Special Air Mission Wing, FMoD. Details shall be specified in the organization directives of the agencies.
2. Any violations of regulations on flight operations identified by the GMAA/Flight Operations Monitoring and Information Center which may receive a great deal of media attention shall be reported to FMoD FüSK I 5.
3. The GMAA and the Director of the Bundeswehr Geoinformation Service have established a written agreement³⁹ on the work relations in the functional area of the Bundeswehr Geoinformation Service which also identifies the associated responsibilities. The responsibility for functional matters of the Bundeswehr Geoinformation Service rests with Branch I 5 of the Directorate-General for Cyber/Information Technology of the FMoD (FMoD CIT I 5) or with the Director of the Bundeswehr Geoinformation Service.
4. The Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support supports the GMAA with the technical expertise of its technical centers and research institutes. The provision of support will primarily be required for the assessment of the compliance demonstration and the preparation of supporting documents within the scope of type inspections. This applies in particular to the execution and assessment of flight tests, the assessment of flight performance/flight characteristics and other assessments of flight-relevant aspects since these activities are carried out by test pilots and flight test engineers only available in the Equipment, Information Technology and In-Service Support organizational area. In addition, the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support provides support for the assessment of compliance with technical requirements for the issuance of operating licenses for foreign military unmanned aerial vehicles.⁴⁰ Tasking of the agencies of the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support is effected by means of defense technical tasks; details are specified in Special Publication C1-500/0-7006, "Wehrtechnischer Auftrag" (Defense Technical Task). The GMAA acts as the requesting party concerning the defense technical task and the project managers of the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support as the ordering party.

³⁹ See Annex 7.2, No. 15 ("Individual arrangement for the Geoinformation Service") dated 19 January 2015).

⁴⁰ FMoD FüS I 5 Directive No. 2/2017 dated 16 March 2017.

5. The Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support supports the GMAA through the regional offices of the Technical Quality Management Center by monitoring and evaluating the inspections to be performed by the contractor within the scope of type inspections.

6. The GMAA supports the Federal Aviation Office in case of flight operations outside the Bundeswehr which involve civilian basic types with additional items of equipment that lack a civilian certification. After the GMAA has evaluated the demonstration of compliance to be provided by the design organization, it may issue an inspection notification for the aforementioned additional items of equipment for which a safety assessment according to civil design regulations is not possible. The demonstration of compliance to be provided will be specified in inspection programs that will be determined by the Federal Aviation Office with the support of the GMAA. Further details are laid down in the associated agreement⁴¹ between the FMoD and the Federal Ministry of Transport and Digital Infrastructure.

7. The cooperation between the GMAA and the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support with respect to the handling of planning and approval procedures that are of legal relevance in terms of aviation law is specified in Special Publication C-1800/112, "Anwendung des Luftverkehrsgesetzes bei genehmigungspflichtigen Anlagen" (Application of the Aviation Act to Installations Subject to Approval).

8. For certain tasks, the GMAA may require the support of external companies. The requirement will be identified by the GMAA. With respect to the administrative procedures, the GMAA will be supported by the local Bundeswehr Service Center.

The Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support shall allow for project-related support services to be provided to the GMAA in the respective contracts.

9. The GMAA will prepare an annual report and submit it to the Chief of Defense, thus providing a contribution to the preparation of political-strategic guidelines, guidelines for further development and the allocation of resources to the GMAA.

10. The following tasks of a military aviation authority as defined in § 30, Par. 2, Sentence 4 of the German Aviation Act are performed by the GMAA:

- a) handling of opposition proceedings and lawsuits in its task area,
- b) preparatory work in policy matters in support of the FMoD,
- c) implementation of aviation inspection procedures in accordance with §§ 6, 8, 30 of the German Aviation Act and § 41 of the Regulations on Certification and Licensing in Aviation⁴²,

⁴¹ Agreement between the FMoD and the Federal Ministry of Transport and Digital Infrastructure dated 21 July 2017.

⁴² *Luftverkehrs-Zulassungs-Ordnung (LuftVZO)*.

- d) rendering of decisions related to aviation law (e.g. negative certificate or approval/modification approval for military airfields of the Bundeswehr and the armed forces of the sending states in accordance with § 6 of the German Aviation Act). Exception: The responsibility for establishing an agreement with the Federal Ministry of Transport and Digital Infrastructure before an approval is granted in accordance with § 30, Par. 3, Sentence 3 of the German Aviation Act remains with the FMoD.
- e) execution of aviation supervision on Bundeswehr airfields in accordance with § 47 of the Regulations on Certification and Licensing in Aviation with regard to compliance with constraints in letters of authorization subject to aviation law,
- f) identification/declaration, modification and cancellation of construction restriction zones for military airfields,
- g) release of the armed forces from their responsibility for military airfields in accordance with § 8, Par. 5 of the German Aviation Act,
- h) withdrawal of the dedication as military airfields if military flight operations have been permanently discontinued on the airfield without a civilian follow-on user taking over or intending to take over the site as an airfield,
- i) authorization of the commencement of flight operations on Bundeswehr airfields in accordance with § 44 of the Regulations on Certification and Licensing in Aviation,
- j) evaluation and approval of off-field takeoffs and landings by military aircraft in accordance with § 25, Par. 1 and 5 of the German Aviation Act in conjunction with § 30, Par. 2, Sentence 1 of the German Aviation Act,
- k) finalization of requests for compensation in accordance with § 19 of the German Aviation Act,
- l) approval of buildings inside construction restriction zones of military airfields in accordance with § 12, Par. 2, Sentence 4 of the German Aviation Act,
- m) approval for the erection of other air traffic obstacles in accordance with § 15, Par. 2 of the German Aviation Act,
- n) issuance of sufferance notes to ensure the absence of air traffic obstacles in the construction restriction zones of military airfields in accordance with § 16 of the German Aviation Act,
- o) prosecution and punishment of administrative offences in accordance with § 58 of the German Aviation Act insofar as the offence was committed within the duty area of the Bundeswehr or was directly related to the duty area,
- p) issuance of sufferance notes concerning the marking of buildings and objects in accordance with § 16 a of the German Aviation Act,
- q) cooperation with the Federal States within the scope of the responsibilities of the GMAA,

- r) cooperation in the processing of claims for compensation and claims for reimbursement of expenses in accordance with the German Aircraft Noise Act⁴³.

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⁴³ The disbursement and SAP booking and account allocation are initiated by the GMAA and conducted by the respective Bundeswehr Service Center. Planning, requisition and distribution of budgetary funds shall be effected by the Infrastructure, Environmental Protection and Services organizational area (Federal Office of Bundeswehr Infrastructure, Environmental Protection and Services, Infra I 1) on the basis of the input (estimation of fund requirement) provided by the GMAA.

7.2 List of References

(No.) Reference Documents	Title
1. FMoD Org – Ref. 10-01-00, dated 17 October 2013	"Zuordnung [des Luftfahrtamtes der Bundeswehr] im BMVg" (Allocation [of the GMAA] in the FMoD)
2. FMoD Org – Ref. 10-01-00 dated 20 March 2014	"Regelung für die ministerielle Steuerung [des LufABw]" (Regulation Concerning Ministerial Management [of the GMAA])
3. FMoD FüSK I 5 – Ref. 10-50-25/01 dated 25 March 2014	Org Directive – Case ID: 129468-000001/2014 (FMoD) on the establishment of the GMAA
4. Regulation (EC) No 216/2008 dated 20 February 2008	"Regulation on common rules in the field of civil aviation and establishing a European Aviation Safety Agency". Basis of the common European aviation law and central legal basis for the activities of the European Aviation Safety Agency (EASA).
5. A-500/1	"Zusammenarbeit des BMVg mit Dienststellen des nachgeordneten Bereiches" (Cooperation of the FMoD with Subordinate Agencies)
6. Commission Regulation (EU) No 1178/2011 dated 3 November 2011	"Regulation laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council"
7. Regulation (EC) No 300/2008 dated 11 March 2008	"Regulation on common rules in the field of civil aviation security and repealing Regulation (EC) No 2320/2002"
8. Flugunfalluntersuchungsgesetz (FIUUG)	"Gesetz über die Untersuchung von Unfällen und Störungen bei dem Betrieb ziviler Luftfahrzeuge" (Law Relating to the Investigation into Accidents and Incidents Associated with the Operation of Civil Aircraft (German Air Accident Investigation Act))
9. Interministerial agreement between the Federal Ministry of Transport, Building and Urban Development and the FMoD dated 14 September 1999	"Ressortvereinbarung für die Zusammenarbeit bei der Untersuchung von Flugunfällen und Störungen im Flugbetrieb" (Interministerial agreement on cooperation in the investigation of aircraft accidents and incidents during flight operations) (see Par. 552)
10. C-1800/112	"Anwendung des Luftverkehrsgesetzes bei genehmigungs- pflichtigen Anlagen" (Application of the Aviation Act to Installations Subject to Approval)
11. A1-1525/0-8901	"Das Prüf- und Zulassungswesen für Luftfahrzeuge und Luftfahrtgerät Teil 1" (Airworthiness and Certification Rules for Aircraft and Aeronautical Equipment, Part 1)
12. A1-1525/0-8902	"Das Prüf- und Zulassungswesen für Luftfahrzeuge und Luftfahrtgerät Teil 2" (Airworthiness and Certification Rules for Aircraft and Aeronautical Equipment, Part 2)
13. A-1500/3	Customer Product Management (amended)
14. Framework Agreement between the Federal Supervisory Authority for Air Navigation Services and the GMAA dated 20 July 2015	"Rahmenabkommen über die Zusammenarbeit zwischen dem Bundesaufsichtsamt für Flugsicherung (BAF) und dem Luftfahrtamt der Bundeswehr (LufABw)" (Framework Agreement on the Cooperation between the Federal Supervisory Authority for Air Navigation Services and the GMAA)

(No.) Reference Documents	Title
15. Individual arrangement for the Geoinformation Service dated 19 January 2015	"Vereinbarung zur GeolInfo-Unterstützung für das Luftfahrtamt der Bundeswehr" (Agreement on Geoinformation Support for the GMAA)
16. Luftverkehrsgesetz (LuftVG)	German Aviation Act
17. Luftsicherheitsgesetz (LuftSiG)	German Aviation Security Act
18. Fluglärmsgesetz (FluLärmG)	German Aircraft Noise Act
19. Luftverkehrs-Zulassungs-Ordnung (LuftVZO)	Regulations on Certification and Licensing in Aviation
20. Strategic guideline on SES dated 16 November 2012	"Strategische Leitlinie zum einheitlichen europäischen Luftraum" (Strategic Guideline on the Single European Sky)
21. FMoD FüSK I 5 Directive No. 1/2016 dated 1 September 2016	"Weisung Nr. 1/2016 zur Steuerung des Luftfahrtamtes der Bundeswehr als Vertreter DEU im NATO Aviation Committee" (Directive No. 1/2016 concerning control of the GMAA as DEU representative on the NATO Aviation Committee)
22. FMoD FüSK I 7 Delegation decree dated 21 August 2017	"Zusammenarbeitsbeziehungen zwischen dem Abteilungsleiter bzw. der Abteilungsleiterin Führung Streitkräfte und dem Luftfahrtamt der Bundeswehr" (Work relations between the Director-General for Forces Policy and the GMAA)
23. FMoD FüSK I 5 Directive No. 2/2016 dated 19 December 2016	"Weisung an das Luftfahrtamt der Bundeswehr zur Erstellung von flugbetrieblichen Stellungnahmen für Military Diplomatic Clearances und Übungsgenehmigungen" (Directive to the GMAA concerning the preparation of comments on flight operations for military diplomatic clearances and exercise permits)
24. FMoD FüSK I 5 Directive No. 1/2017 dated 14 February 2017	"Weisung Nr. 1/2017 an das LufABw und das BAABw zur Erteilung von Flugbetrieblichen Genehmigungen im Zusammenhang mit Flugzieldarstellung für die Bundeswehr" (Directive No. 1/2017 to the GMAA and the Federal Office of Bundeswehr Equipment, Information Technology and In-Service Support concerning the granting of approvals for flight operations in connection with aerial target presentation for the Bundeswehr)
25. FMoD FüSK I 5 Directive No. 2/2017 dated 16 March 2017	"Weisung an das Luftfahrtamt der Bundeswehr zur Erteilung von Betriebsgenehmigungen für ausländische militärische unbemannte Luftfahrzeuge" (Directive to the GMAA for the issuance of operating licenses for foreign military UAVs)
26. FMoD FüSK I 4 Agreement between the Federal Ministry of Transport and Digital Infrastructure and the FMoD dated 21 July 2017	"Vereinbarung zwischen dem Bundesministerium für Verkehr und digitale Infrastruktur und dem Bundesministerium für Verteidigung über das Verfahren zur Erteilung einer vorläufigen Verkehrszulassung für Luftfahrzeuge mit zivilem Grundmuster und besonderen nicht-zivilen Komponenten" (Agreement between the Federal Ministry of Transport and Digital Infrastructure and the Federal Ministry of Defense on the procedure for issuing preliminary airworthiness certificates for aircraft with a civilian basic type and special non-civilian components)
27. A-275/4	"Dauerhafte Flugfreigabe" (Permanent Permit to Fly)
28. A-600/1	"Informationsarbeit" (Public Affairs)

(No.) Reference Documents	Title
29. C1-500/0-7006	"Wehrtechnischer Auftrag" (Defense Technical Task)

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7.3 Record of Changes

Version	Valid as of	Modified content
1 A-270/3	1 Jan 2015	<ul style="list-style-type: none">• First version
2 A-270/3	2 Nov 2016	<ul style="list-style-type: none">• Revision of contents
2.1 A-270/3	19 Jan 2017	<ul style="list-style-type: none">• Annex 7.1, Par. 11, letters i) and j)
2.2 A-270/3	13 Jun 2017	<ul style="list-style-type: none">• New Par. 525 added
3 A-270/3	7 May 2018	<ul style="list-style-type: none">• Editorial revision of the entire regulation

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