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2nd Panel Discussions

Dr. Lutz Bertling,
EUROCOPTER

eurocopter
an EADS Company

Outlook:
Solutions for increased mobility & aircraft availability

- Bridge the gap: upgrade existing fleets
- Fast capability increase: use off-the-shelves solutions
- Increase a/c availability: move towards integrated support solutions
- Speed up military programs: ideas to achieve simpler and faster qualifications processes
- Support future capabilities development: the Future Transport Helicopter
- Secure the future: support innovation through R&T funding

Bridge the gap: upgrade existing fleets

- Mobility can be increased by bridging the gap, between now and when future programs become available, with upgrades / retrofits of existing fleets of military and civil operators.

- Such solutions include for instance the Puma / Super Puma / Cougar family:
  - A pool of 10 to 15 a/c is potentially available for immediate upgrade in the coming 3 to 18 months and an additional pool of 30 to 40 a/c in the next 18 to 36 months. In total, up to 55 a/c could be made available over 3 years.
  - These a/c have an outstanding track record in OPEX (ex: Pumas deployed by the UK MOD to Iraq in 2007 demonstrated an 80% readiness, one of the highest level for helicopters engaged in this conflict)
  - They also provide unrivaled performance to meet operators' specific requirements, in particular:
    - NVG capability,
    - easiness to deploy (C130, C160),
    - low fuel consumption
    - low maintenance costs
    - high safety for troop transport

Fast capability increase: use off-the-shelves solutions

- "Off-the-shelves" solutions, which are immediately available and which have already been proven during OPEX, can be used by customers in order to rapidly increase their capability for a particular mission.

- The Caracal (EC725):
  - Lebanon (2006): resident evacuation, 400 flight hours at 90% readiness (data: Air Force), a/c dispatched from maritime platforms
  - Afghanistan (2007-2009): various missions (troop transport, escort, C-SAR by French Special Forces, VIP transportation of President Karzaï), 1300 flight hours at 94% readiness (data: ISAF) in hostile environment (temperature ranging from -20° to +40°, altitude >2000m)

- The LUH (EC145):
  - 10,000 flight hours for 56 a/c delivered
  - Operated by US Army & National Guards
  - OPEX: Hurricanes disaster relief (Ike, Gustav) by the National Guards in 2008

Increase a/c availability: move towards integrated support solutions

- European manufacturers are able to provide customers with integrated vertical lift solutions including platforms & support so that customers can dedicate their full attention to their mission. Such solutions consist of:
  - Before the mission: Advanced training programs, based on mission-training and full-flight-simulator experience (ex: AS532, EC725, NH90)
  - During the mission: Deployed support on the field, ranging from basic spare parts availability up to comprehensive fleet availability packages (including maintenance & labor)
  - After the mission: flight data analysis (HUMS) to decrease costs & improve safety



Speed up military programs : ideas to achieve simpler and faster qualifications processes

- The use of EDA and OCCAR should be promoted (no need for new agencies).

- Governance:
  - Have EDA and OCCAR go beyond their role of coordination of member States of a program to take a role of “full prime contractor” with clear delegation authority from member States.
  - Favour well identified Customer Leading Party (versus "unanimity-rule" driven communities) as well as Industrial Prime (versus consensus-driven Joint Ventures), for the benefit of Users, Governments and Industry.

- Requirements:
  - Work towards more standardization of member States requirements and contribute to the decrease of the number of national variants.
  - Promote the (re)use of more parts coming from commercial or existing military aircraft in order to simplify qualification and decrease costs.
  - Assess industrial & technological return from a global point of view on several programs.

- Qualification:
  - Set up a single MTC at European level or, in a first step, get the assurance that international qualification supersedes national certifications regulations.
  - Give MDOA (Military Design Organization Authority) to Industry as already done for civilian a/c (reduced costs and faster implementation).

Support future capabilities development: the Future Transport Helicopter

- Eurocopter has started pre-feasibility and pre-design studies on a FTH (Future Transport Helicopter) in the heavy lift class (~32 tons MTOW)

- A transatlantic partnership is seen as the most favorable and probable set-up and is currently being elaborated

- Eurocopter's FTH project in a potential partnership is intended to :
  - minimize risks and maximize synergies
  - enhance existing and proven technologies
  - offer outstanding performance and fully meet customers' requirements (cabin volume, MTOW, air transportability, high/hot performance, range, lifecycle cost)

- Supported by major EDA members, the FTH project should be entrusted with the EDA as a "category B" and lighthouse project

Secure the future: support Innovation through R&T funding

- Innovation is key to enable European manufacturers keep their leadership and compete with traditional & emerging competitors

- Innovation is key to develop platforms and software meeting customers requirements (integration of complex sensors and communication suites) while at the same time reducing operating costs.

- Innovation is key to progress towards green helicopters without sacrificing mission performance and requirements (hot/high, range, speed)