Reducing resources through greater collaboration;
the possible benefits for EATC of EMAR implementation

EDA Military Airworthiness Conference 2014

LtCol Harm HENDRIKS
EATC FUNC DIV

24-25 September 2014

1. Objective and Concept

2. Progress of Work and Achievements

3. Challenges and Way Ahead

4. Possible benefits of EMAR implementation

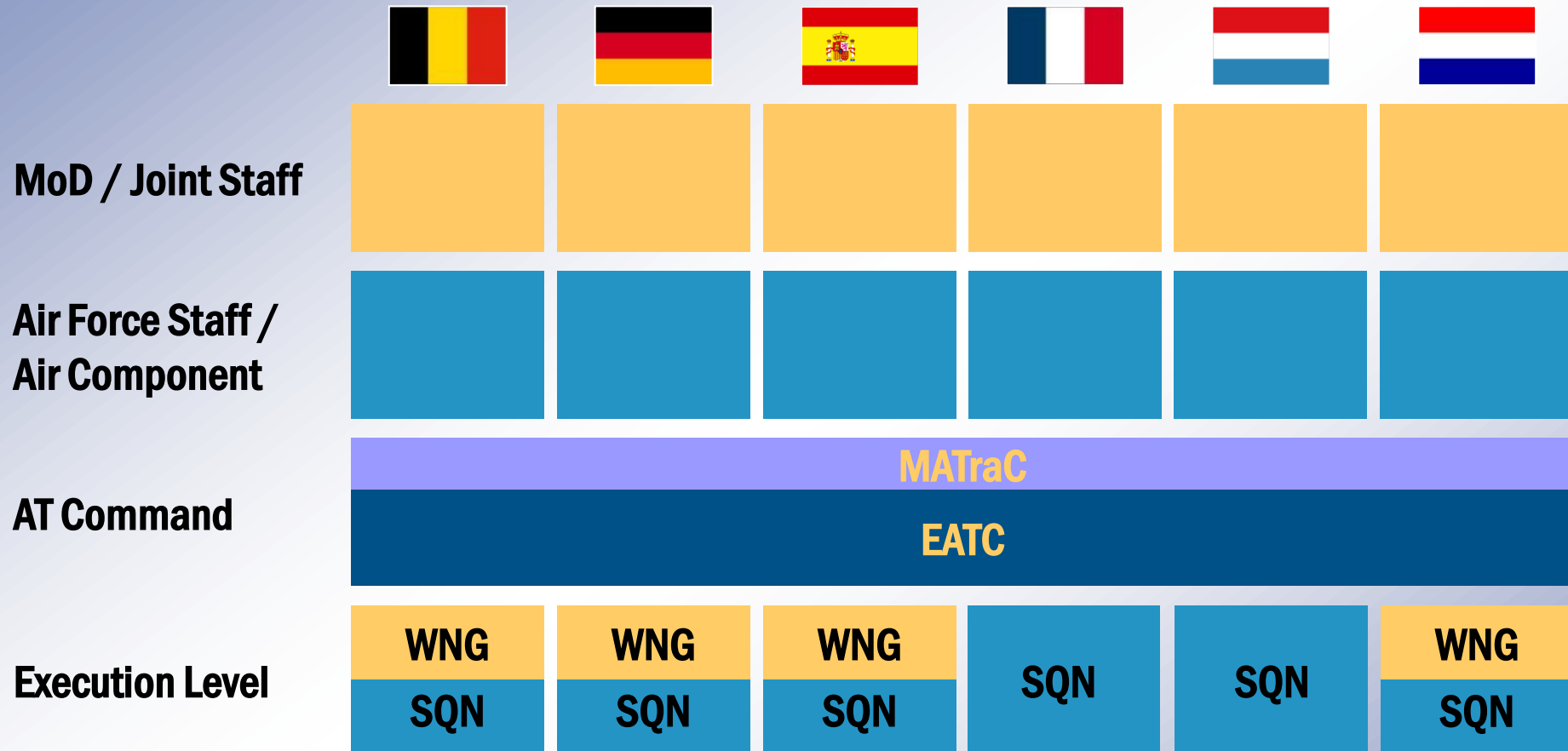# Improving effectiveness and efficiency of the Participants' military Air Transport (AT) efforts

	Belgium	Germany	Spain	France	Luxembourg	Netherlands
MoD / Joint Staff						
Air Force Staff / Air Component						
AT Command	MATraC					
	EATC					
Execution Level	WNG / SQN	WNG / SQN	WNG / SQN	SQN	SQN	WNG / SQN

The EATC is integral part of the Participating Nations' national chains of command

Budget
(3.398.400€)

1,25% 11,45% 10,63%
28,61% 31,06%
17,00%

PE
(182 Posts)

0,56% 12,09% 10,99%
28,57% 31,31%
16,48%

BEL   DEU   FRA   ESP   LUX   NLD
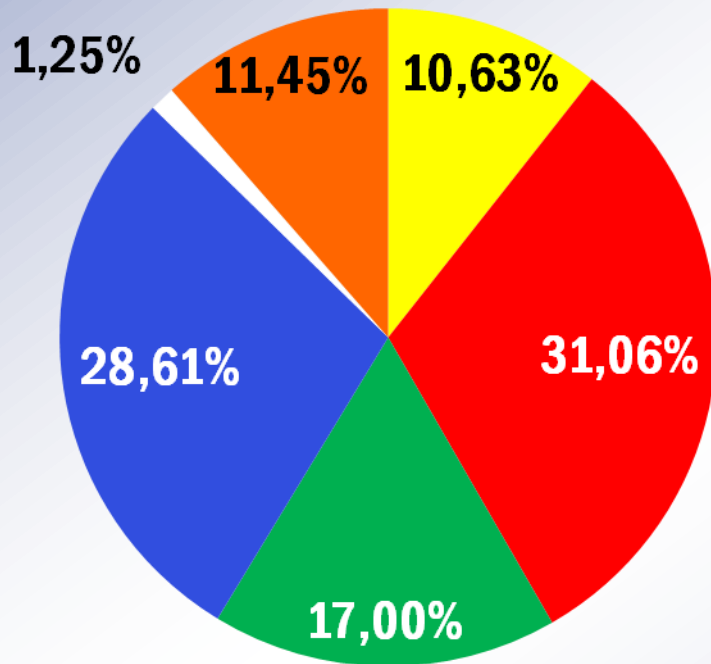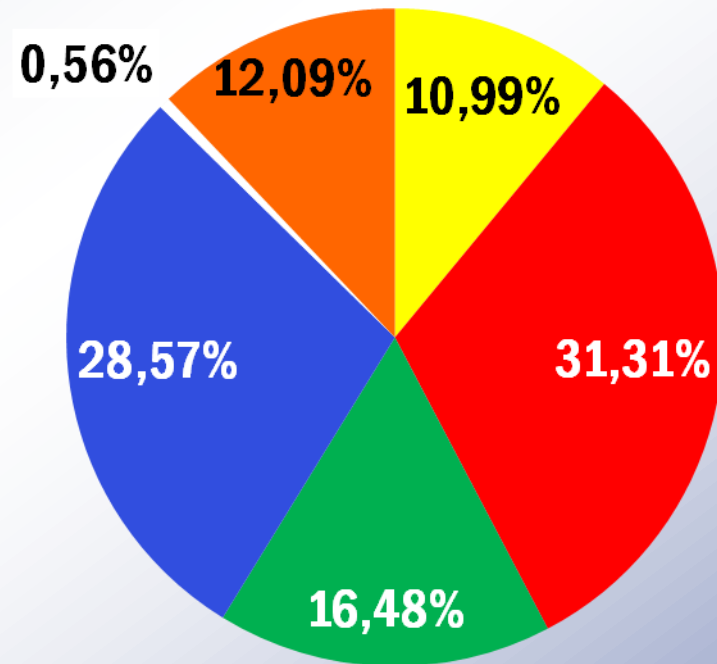
as of: 14 August 2014		ToA	RToA	Non ToA	
BEL	A321	1	0		
	C-130	11	0		
	Falcon DA-20-5 VIP	2	0		
	Falcon 900 VIP	1	0		
	ERJ 145/135 VIP	4	0		
NLD	KDC-10	2	0		
	G-4 VIP	1	0		
	C-130	4	0		
FRA	A340	2	0	KC-135	14
	A310	3	0	A330 VIP	1
	A400M	3	0		
	C-130	6	8	Falcon VIP	6
	C-160	16	13		
	CN-235	16	11		
DEU	A310 (MRT/MRTT)	5	0	A340 VIP	2
	C-160	30	0	A319 VIP	2
	C-160 ESS	20	4	Global 5000 VIP	4
	Total	127	36		
	Ready to Task	50			

13 x CN-295

Challenge:

Declining numbers of tactical a/c **and** entry into service of A400M

Assets Available

AT Request

Crews Available
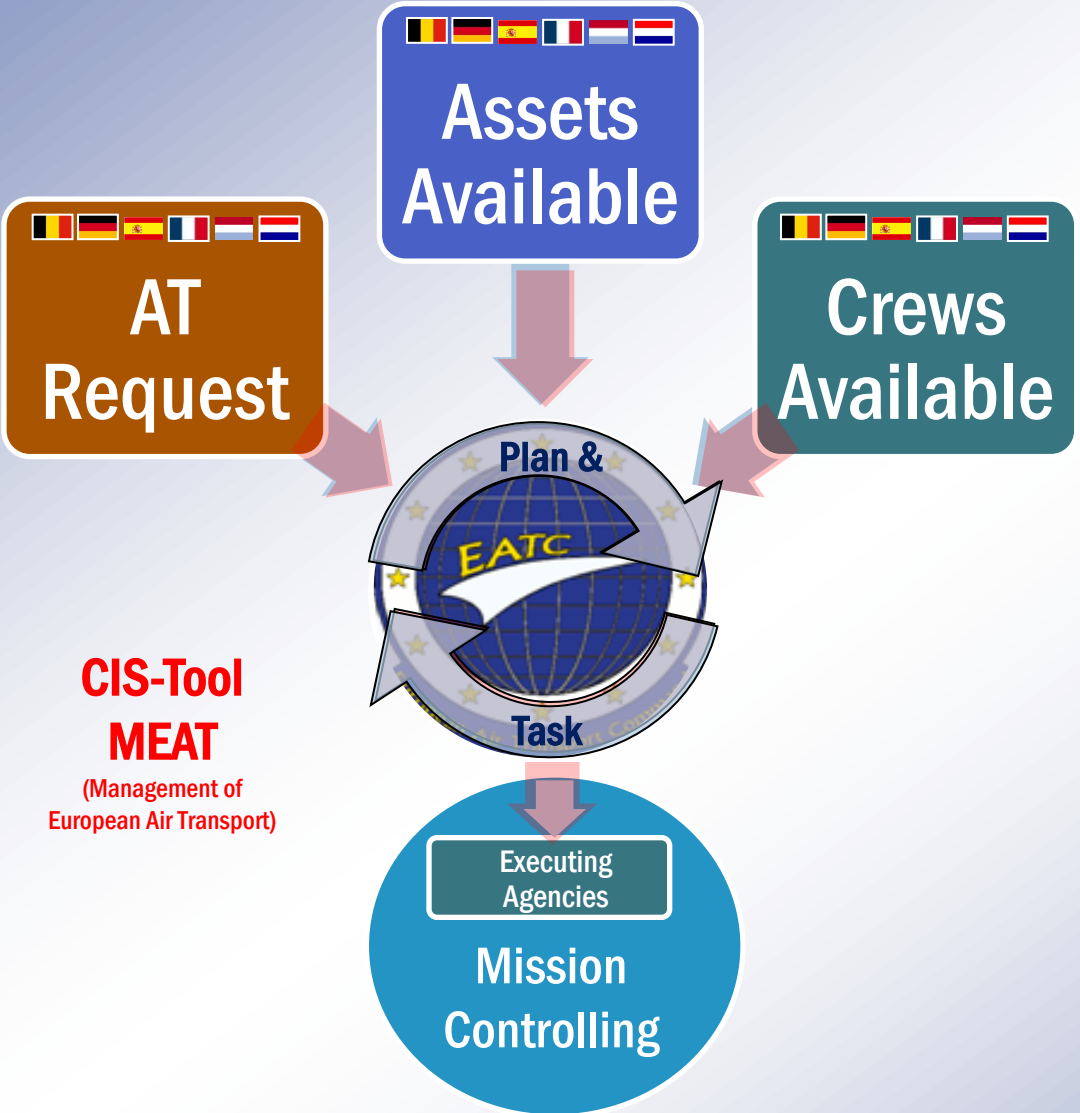
CIS-Tool MEAT
(Management of European Air Transport)

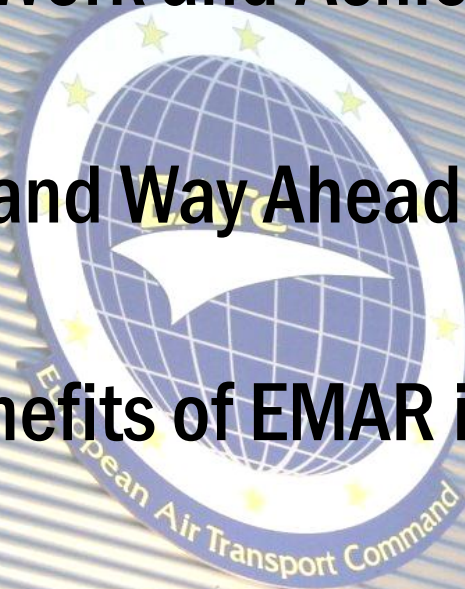Plan & Task

EATC

Executing Agencies

Mission Controlling

Effective and efficient selection of best available and most suitable assets

Less outsourcing
Less empty space
Additional training opportunities

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EATC Air Transport and Air-to-Air Refueling Missions 2013

Nation	Missions	Flying Hours	AAR
BEL	770	5.546	0
DEU	3.198	15.292	180
FRA	2.450	16.409	99
NLD	672	4.343	126
Total	7.090	41.590	405

Transported	
Passengers	315.000
Cargo (tons)	19.000

Exchange of Flying Hours between EATC Nations (ATARES)

Year	Value
2009	433
2010	611
2011	3393
2012	3976
2013	4189
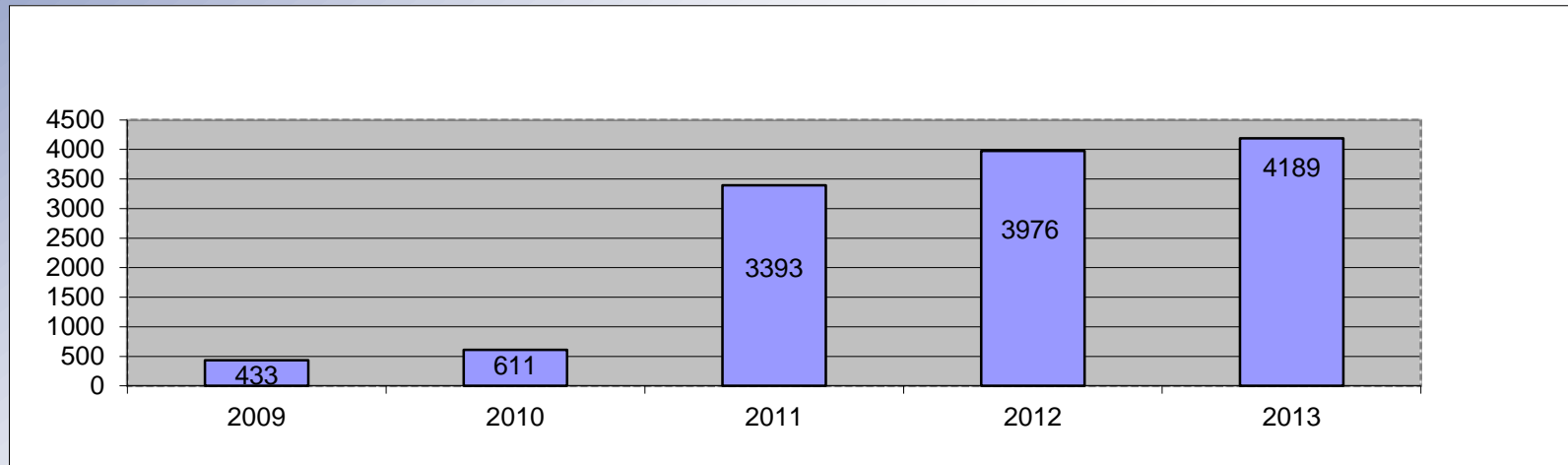
Percentage of Part Loads ATARES Missions

Legend: dedicated (red), partload (blue)
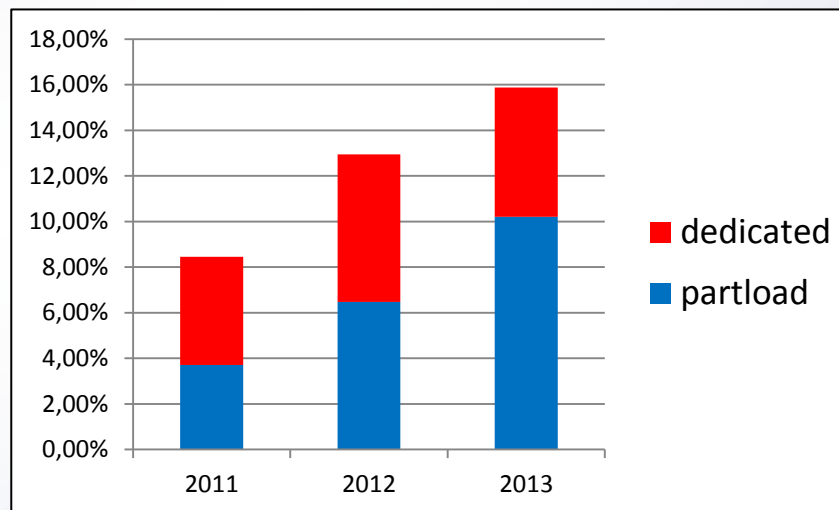
- **AAR capacity is scarce in Europe**
    - EUR: 40 A/C; 10 different types Versus the US: 550 A/C; 3 different types

- **Operation Unified Protector (Libya):**
    - Insufficient common knowledge of the different A/C types in Europe
    - Insufficient training opportunities

- **EATC OPCON over AAR assets**
    - DEU: 1xA310 MRTT (max. 2)
    - FRA: 3xC-160 (max. 12)
    - NLD: 2xKDC-10

- **More than 850 AAR missions (in process of establishing an AAR-cell)**

- **April 2014: 1st European Air Refuelling Training (EART) at Air Base Eindhoven (DEU, ITA, NLD refuelled fighters of 11 EUR countries)**

- **MRTT/AAR Operational Employment Working Group (part of EDA initiative) led by the EATC**

- 1307 patients transported in 2013 (plus 13%)

- Cross-national Strategic AE increased to 14%

- Cross-national training of medical crews and certification

- Average 74% of Strategic AE with military assets (2013)

- Reduction of outsourcing to commercial carriers

- Requirement for dedicated military Strategic AE
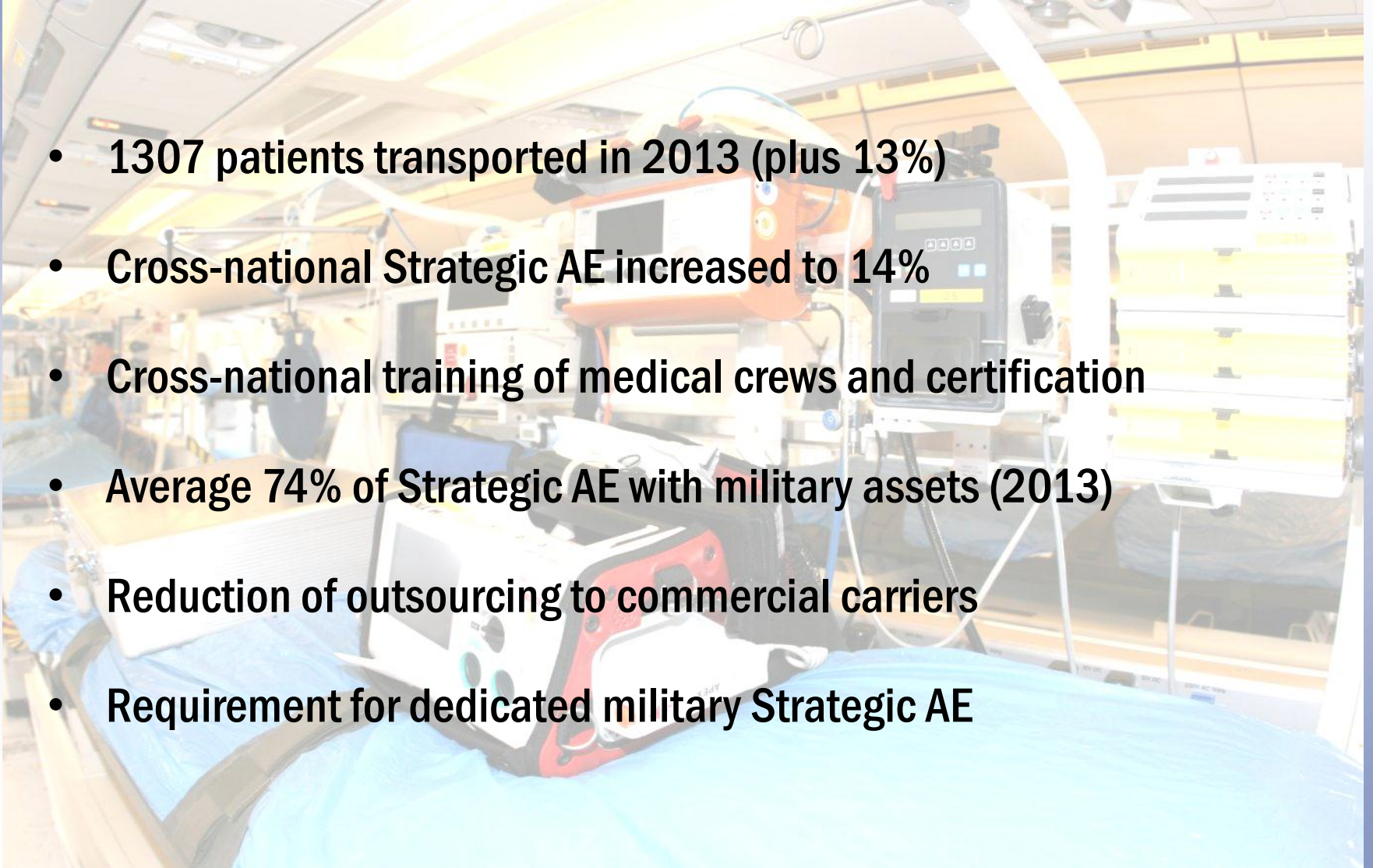
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- Become a central actor for the common use of the A400M

- Consolidation of EATC's role in AAR

- Treaty

- Enlargement (Italy and ???)

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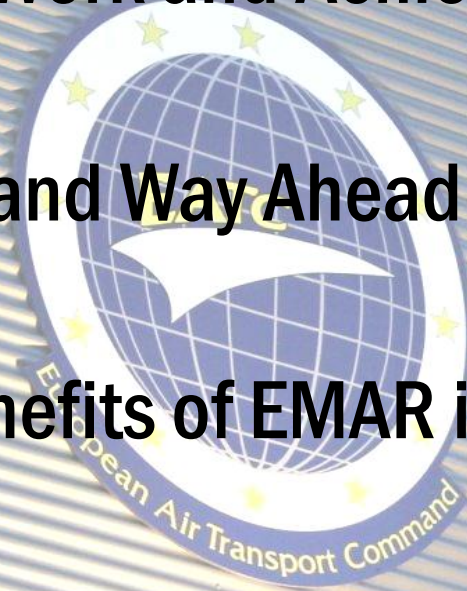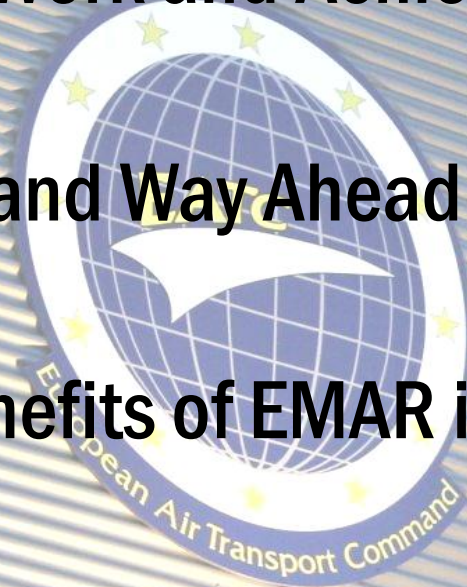
European Air Transport Command

Operational Pillar

(Pooling & Sharing of Assets)

- Planning
- Tasking
- Mission Control
- Analysis & Reporting

Transfer of OPCON

Functional Pillar

(Centre of Expertise for AT)

- Common Policies
- Studies
- Harmonisation
- Interoperability

Delegation of Responsibility

Host Nation Support

Recommending Authority

REA
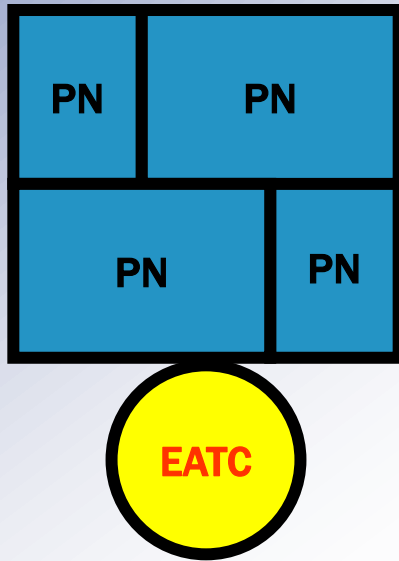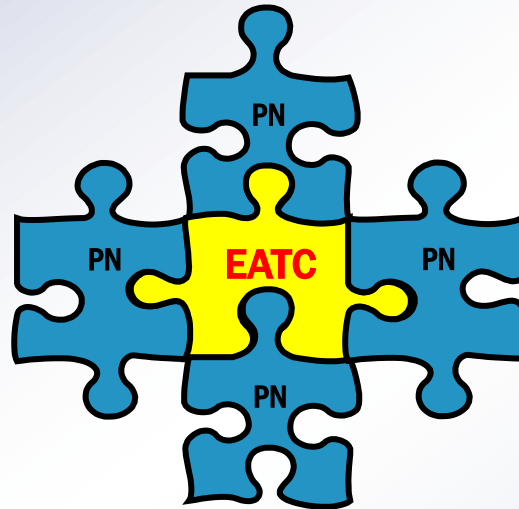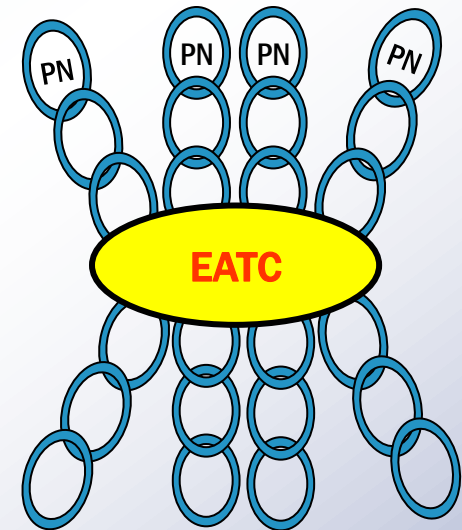
Coordinating Authority

COA

Commanding Authority

CMA

Domain	Area	BEL	DEU	FRA	NLD
Employment	Air Transport	COA	COA	COA	COA
	Mission Conduct	CMA	COA	COA	COA
	Crew Qualifications / Composition	CMA	COA CMA (TCTP) CMA (A400M)	COA CMA (A400M, MRTT)	COA
	Flight & Crew	CMA	COA	COA	COA
	AT Passengers & Cargo Regulations	COA	COA (FBH Series) REA	CMA COA (dropping capacities)	COA
	APOD/APOE	CMA	COA	COA	COA
Training & Exercise	Prospective Studies (Training Part)	COA	COA CMA (A400M)	COA CMA (A400M, MRTT)	COA
	General & Permanent	COA	REA (Basic) COA (Tactical)	COA	COA
	Operational Requirements &	REA	CMA (TCTP)	COA	REA
	AT Training Concepts /	COA	REA CMA (TCTP)	COA	COA
	Air Crew Training Concepts	CMA	COA CMA (TCTP) CMA (A400M)	COA CMA (A400M, MRTT)	COA
	Air Terminal Operations	CMA	REA (Directives) COA (Orders)	COA	COA
	Exercises Program /	COA	REA (Directives) COA (Calendar)	COA	COA

Increased LoA since IOC (11 May 2011)

Domain	Area	Subarea	BEL	DEU	FRA	NLD
Logistical Management of Assets		Configuration Management	REA	REA	COA	REA
		Scheduled Maintenance Management	REA	REA	REA	REA
		Analyse technical events	REA	REA	REA	REA
		Recommend evolution of maintenance programme	REA	REA	COA	REA
Harmonisation, Standardisation and Optimisation of Logistic Capabilities and Regulations		Logistic studies	COA	COA	COA	COA
		Common doctrine and concepts	COA	REA	CMA	COA
		Documentation and regulations	tbd	REA	COA	REA

Increased LoA since IOC (11 May 2011)

Improvement of interoperability can only be achieved by **harmonizing** related rules, regulations, procedures and processes and **standardizing** ways of working by developing common doctrines, concepts and policies

• Studies Driven by Operations
• Studies On Request

December: Study Conference
January: Annual Study Plan

1. Common Regulations on Transporting Dangerous Goods
2. Passengers and Cargo Regulations
3. Handlers Basic Education
4. A400M Air Crew Training Concept
5. A400M Ground Crew Training Concept
6. A400M Concept and Doctrine
7. A400M Configuration Management
8. Operations Manual Part A — Regulations for Aircrew
9. Operations Manual Part E — TTP's for A400M
10. Development of Syllabus for EAATC Course
11. Cross Parachuting
12. Electronic Flight Bag
13. Exchange of spare parts
14. Flight Duty Regulations
15. Ground Crew Duty Regulations
16. Liquid Oxygen Transport
17. Load Planning Software
18. Exchange of Common A400M Configuration Items
19. ULD Management
20. Development of database for technical failures
21. Deployable Modules
22. EATC Shuttle to the USA
23. Common Call Sign
24. Aircraft Recovery

Implementation of the EMAR in general :

- Ease recognition between nations
- Provide guidance for development of national regulations

Main advantage for EATC's daily business :

May enable interoperability and ease development of common projects/initiatives in a multinational environment

…. however, in practice it is much more unruly and tougher to get results

General difficulties encountered

- National issues in domains of standardization & harmonization
- (Un)willingness of the nations
- Conflicting initiatives within Europe (EDA-EAG...) and NATO

Challenges w.r.t. Airworthiness

- Different ways of developing National Airworthiness Organizations
- Scope of application (aircraft)
- Timeline of implementing EMARs
- Different intention of implementing the EMAR (Adopt, Full /Partial compliance)

Position of the EATC in the process

- Observer role in different fora (MAWA, NATO)

- Play a pro-active role when we see added value in the whole Airworthiness domain for EATC's operations

To implement EMARs in the Participating Nations is a 1st step in the process of recognition that will ease all upcoming work w.r.t. Standardisation & Interoperability

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