



French German common C130J squadron



**Introduction of a new aircraft
within a multinational EMAR environment**

“When airworthiness recognition & standardization enables military cooperation”

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FR-DE cooperation key points

- **French Air Force:**

- ✓ 2 C-130J-30 + 2 KC-130J-30 (owner : France)

- ✓ TCH Lockheed Martin

- **Luftwaffe :**

- ✓ 3 C-130J-30 + 3 KC-130J-30 (owner Germany)

- ✓ TCH BAAINBw

- **Operating countries:**

- ✓ France and Germany will operate both fleets

- **Hosting country:**

- ✓ France (Evreux Air Base, Normandy)

- **Calendar:**

- ✓ December, 2017 France received its first C-130J

- ✓ Mid 2021, the common unit will receive the first german C-130J

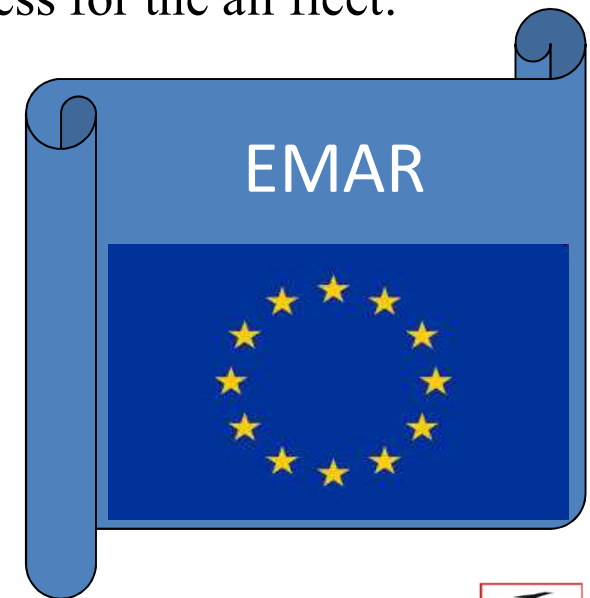
- ✓ End 2024, 10 C-130J will be operated by both nations in the frame of the cooperation



FR-DE cooperation key points

This FR/DE cooperation is based on the main following points:

- One FR/DE aircraft squadron operating a common fleet of **10 C-130J**.
- All the technical domain under French rules:
 - ➡ **EMAR FR**
- One FR/DE CAMO to perform continuing airworthiness for the all fleet:
 - ➡ **EMAR FR M approved**
- One FR/DE maintenance unit to support the fleet:
 - ➡ **EMAR FR 145 approved**
- One FR/DE training center for FR/DE technicians:
 - ➡ **EMAR FR 147 approved**



Mutual Recognition between MAAs: the key to success



Airworthiness organisation overview



Prerequisites and common understandings.

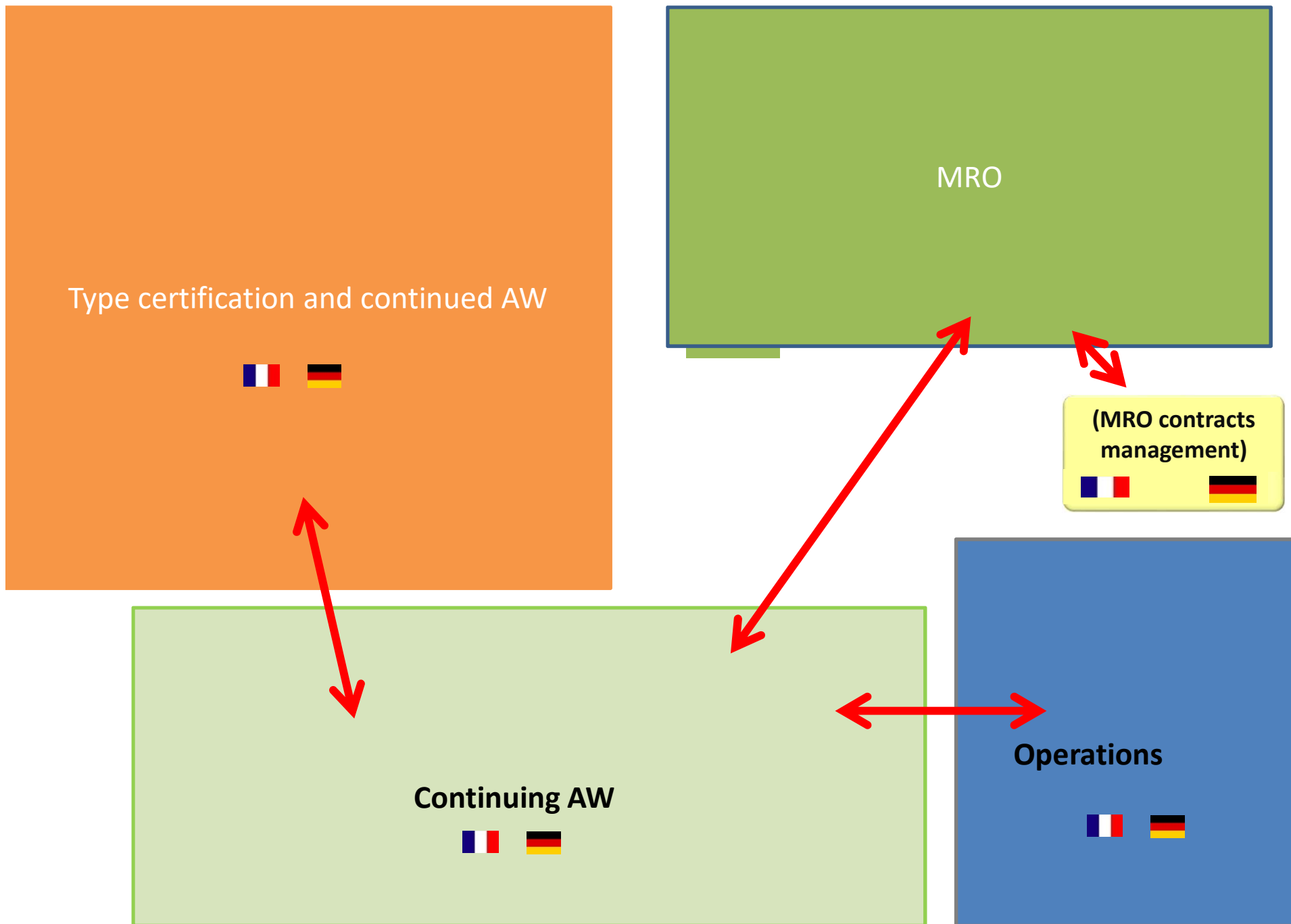
• Prerequisites & inputs:

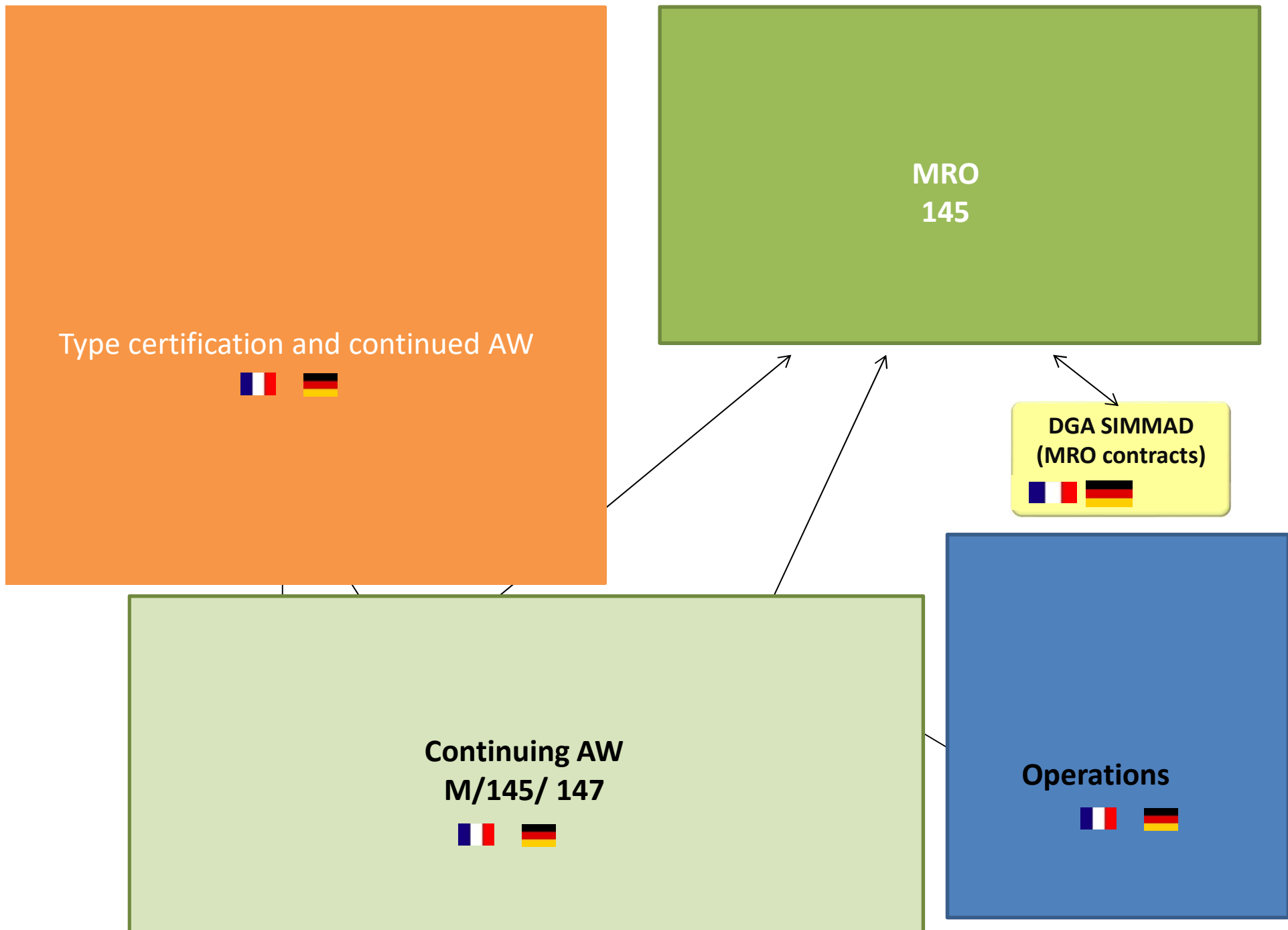
- ✓ Mutual Recognition between FR and DE MAAs is required.
- ✓ EMARs are adopted by both nations.

• Common understandings :

- ✓ EMAR (FR) will be used as regulation framework for the technical cooperation.
- ✓ Same aircraft in similar basic configuration.
- ✓ Common EMAR (FR) M CAMO, EMAR (FR) 145 MO and EMAR (FR) 147 training center.
- ✓ German personnel fully embedded in 145 and M organisations.
- ✓ German personnel will hold EMAR (FR) 66 MAML (conversion of DEMAR 66 MAML).
- ✓ DE and FR mechanics will attend the C-130J type rating thanks to the EMAR (FR) 147 training center.
- ✓ Initial Airworthiness is run under each national responsibility
- ✓ Common Processes for Continued Airworthiness are to be defined in future







Quintessence from defining airworthiness issues and detailed needs for recognition - still ongoing:

1. **National specifics have to be considered even after implementation of EMAR principles** and additionally national regulations have to be considered to achieve a completed regulatory environment.
2. **Need for coordination is significantly reduced**, especially for the aspects of **continuing airworthiness**; for example, comprehensive understanding about qualification of technical personnel has been established.
3. **Initial airworthiness** has to be done separately **by each nation**, mainly because different entry into service build standards (FRA Block 6/ DEU Block 8) and entry into service time. Nevertheless, similar build standard and procedures for common development have to be defined for ongoing common operations.
4. **Continued airworthiness** requires a decent amount of coordination due to national specifics but has to be established to ensure ability to conduct common operations.
5. **Any aspect** of common operations **regarding airworthiness** has to be accompanied by a recognition. After successful completion of recognition regarding C-130J project, recognition needs for further FRA/DEU cooperation might significantly be reduced.

CONCLUSION over all

Airworthiness has undoubtedly facilitated and improved the project of FR-DE C130J unit.

Recognition between MAAs is the better way to build a concrete Air Safety Authorities Network . For that, they need common references.

EMARs should be considered as the real standards for military airworthiness and be progressively implemented in the national regulations.



Thank you for your attention!

QUESTIONS ?



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