

Integrated



Innovative



Effective

# *Airworthiness from an EATC perspective*



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**1.**  
What is EATC ?

2.  
Airworthiness  
and EATC

3.  
Provoking  
thoughts...

*Way to success*



# European Air Transport Command



Initiative



Sep 2010



EATC  
Inauguration

Nov 2012



Accession of  
LUX

Jul 2014



Accession of  
ESP

Dec 2014



Accession of  
ITA



# EATC FLEET & AIRBASES

## POOLING AND SHARING

~ 160 assets  
 12 airbases  
 ~ 60 missions / day



# EATC FLEET & BASES



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Yearly activities:

**50 000 flight hours**

**8 500 missions**

**215 000 passengers**

**135 000 paratroopers**

**20 000 t freight**

**1150 MEDEVAC**



**BUSINESS MODEL**

Air Transport

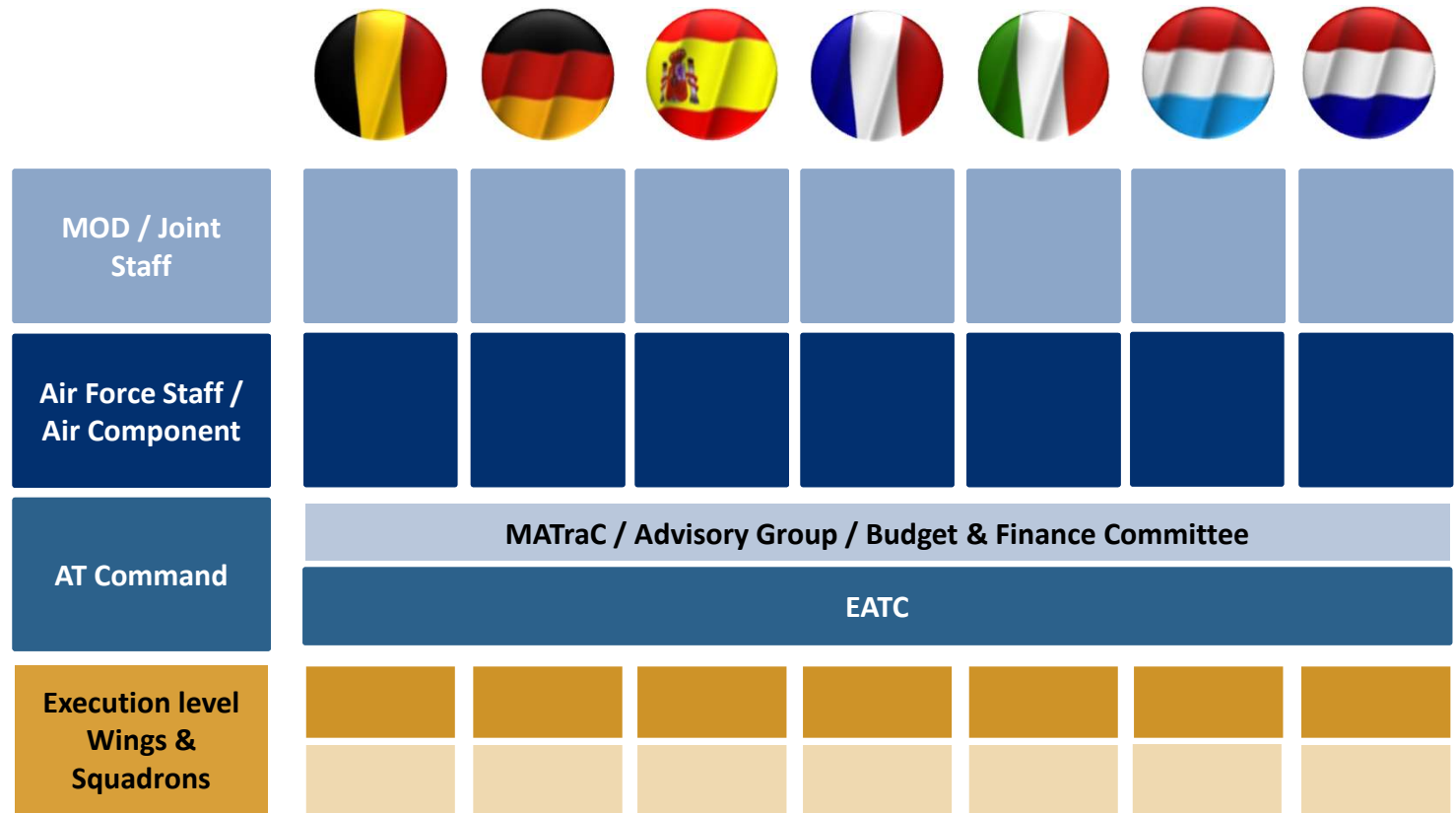
Air-To-Air Refuelling

Aeromedical Evacuation



- OPCON transfer of assets “à la carte”
- Revoke Transfer of Authority (RToA) procedure
- “Virtual currency” (ATARES)
- Red card holders

# NATIONAL STRUCTURE AND EATC



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



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EATC  
and  
Airworthiness

Neither regulated  
entity nor rule  
maker.



Working on 66, 147,  
145 and CAMO.  
Using EMAR  
requirements as a  
basis.

Our aim:  
harmonise  
practices, improve  
interoperability.



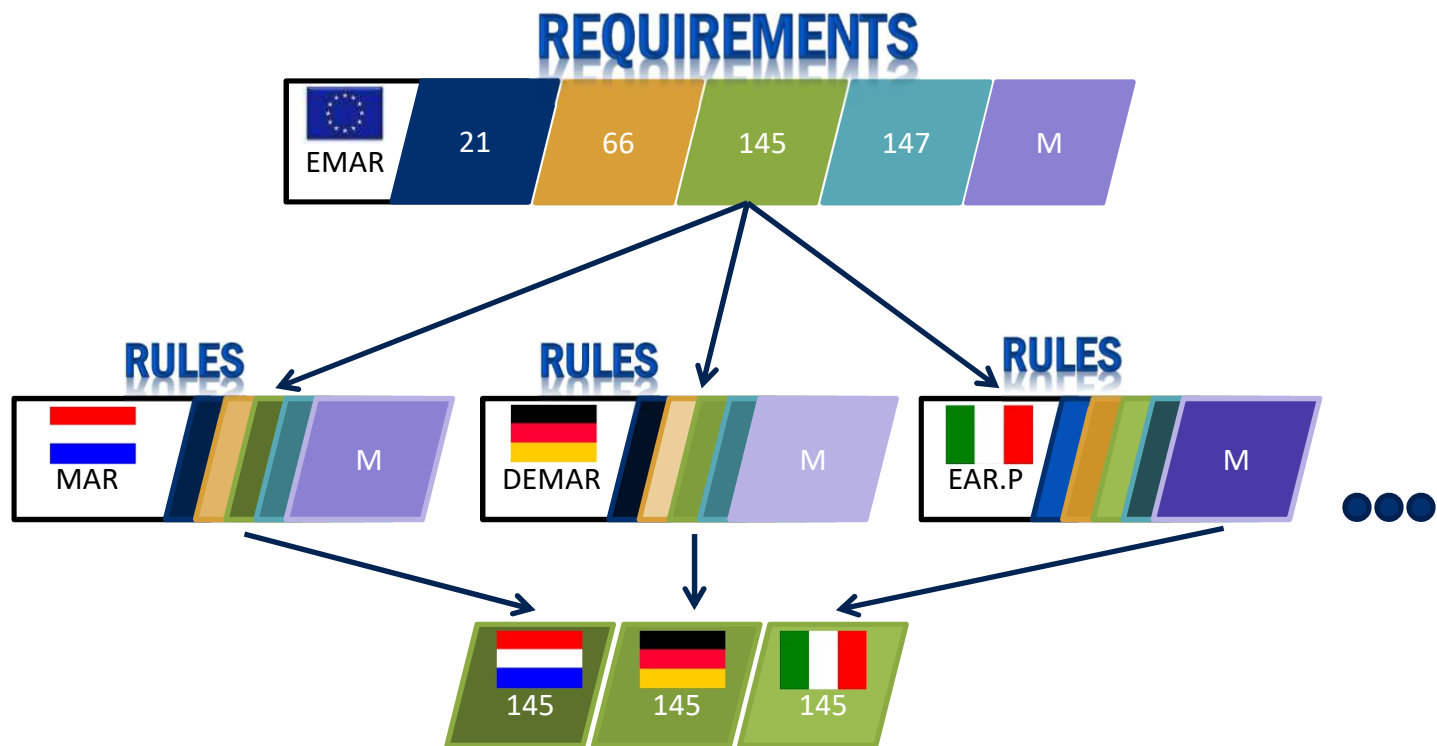
- Operational gain
- Financial gain



Military Airworthiness Framework

European Requirements

National Rules

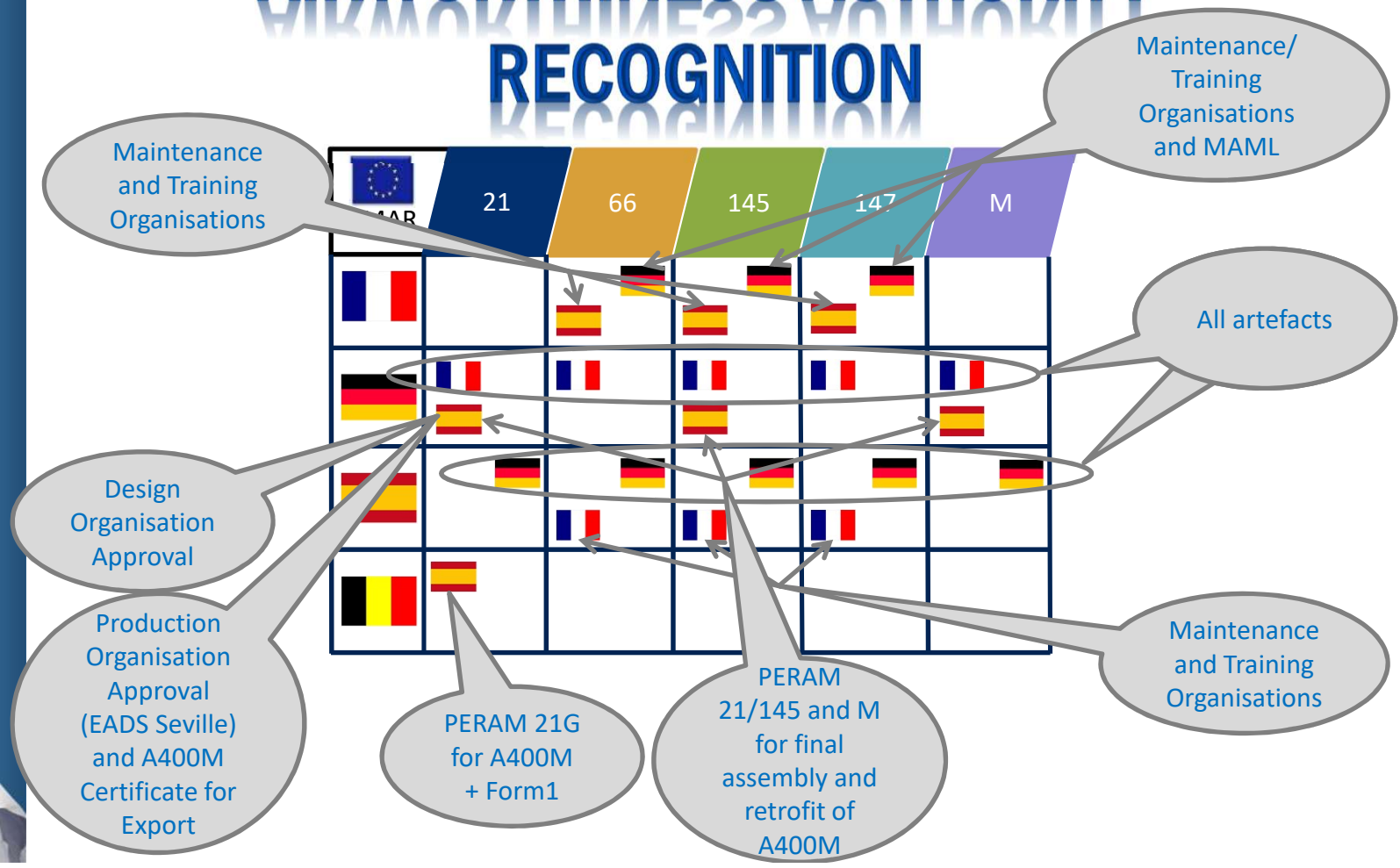
One requirement...many rules

# AIRWORTHINESS AUTHORITY RECOGNITION

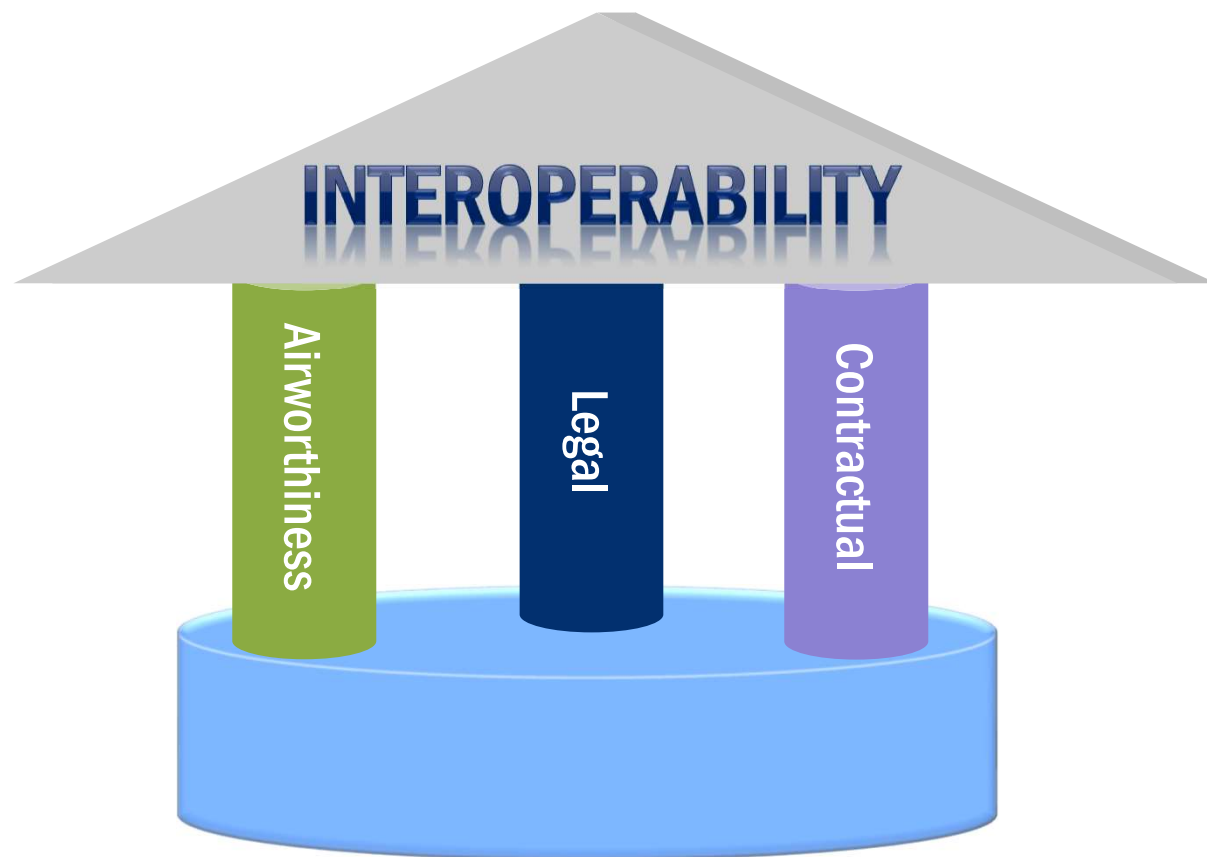
Mutual recognition

A400M

EATC nations

Airworthiness  
and  
Interoperability



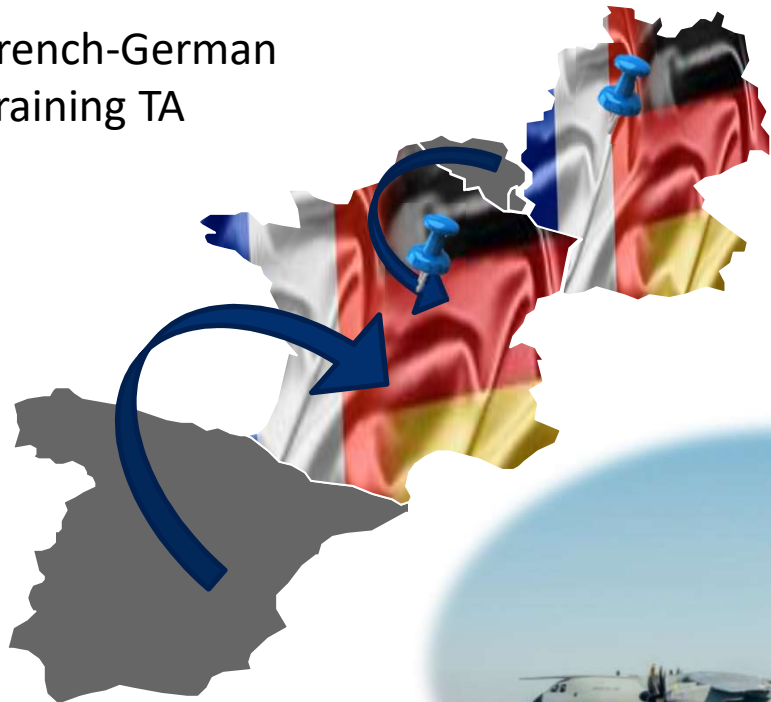


EATC  
&  
A400M  
a lighthouse project

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### French-German Training TA



- ✓ Chaired by SNR FRA & DEU
- ✓ Key documents
- ✓ Several studies in progress
- ✓ OUG A400M

- ✓ Common schools
- ✓ Standardised courses
- ✓ *ESP & BEL possible joining*



Concrete example

Employment of  
technician on  
A400M

Multinational  
teams

We could have **operational benefits** when deploying together, by 'sharing' technicians or even by creating multinational teams !



How can be employed a  
foreign A400M  
technician ?

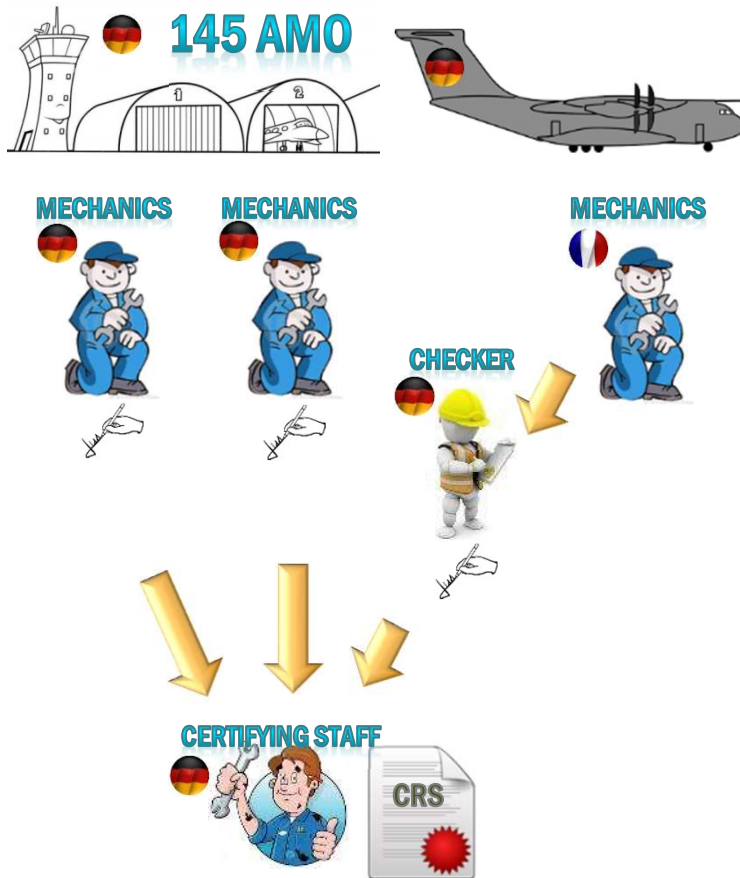


# STUDY 42

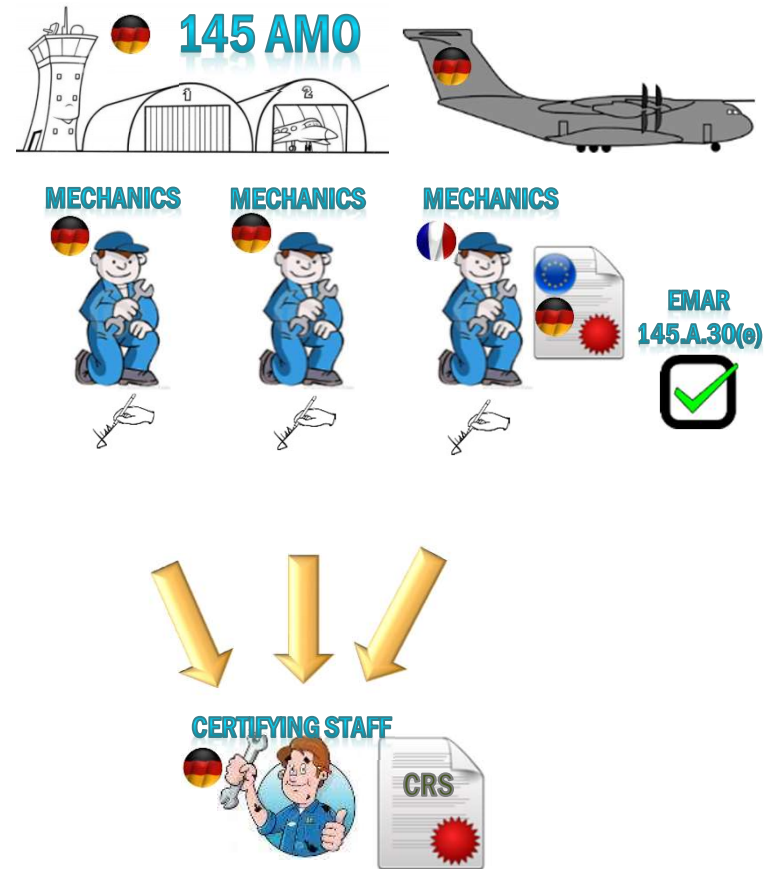
Prerequisites

Personnel requirement

## No sign-off



## Sign-off



Outcomes

AXMAM

Live events

## A400M Cross-Maintenance Activities Manual



*Recognizable competences*

*Responsibilities descriptions*

*Scope of employment*

*Request/answer process*

*Proposed Syllabi and templates*

**➤ *Under evaluation in live events***

***To be implemented by nations !***





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National  
level

- *EMAR implementation as close as possible of the requirement*
- *EMAR application on the concerned weapon systems*
- *Implementation of the recognition in national documents (MOE etc.)*
- *Think interoperability at all level from the Mechanic to the Chief of Air Force*



International  
level

- *Full mutual recognition of Authorities*
- *Avoid discrepancies between national rules*
  - \* *Harmonise the national rules*
  - \* *Make EMAR the European rule ! Not the requirement...*
  - \* *Have a common authority*
- *Start with volunteers countries, with common interest...*



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