



MAWA Conference 2016



A400M: Ensuring continued airworthiness

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Scope of presentation



- A400M : General overview

- Multinational cooperation on Airworthiness process
 - EASA / CQC / NMAAs workshare
 - TC holders as key players

- A few practical cases

- Conclusion



The A400M Aircraft



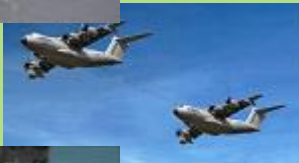
An A380 cockpit layout...



... but an airframe designed for military operations



The A400M Aircraft



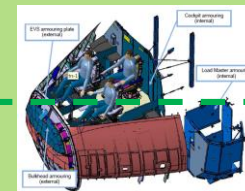
EASA



Basis : CS25 + CRI

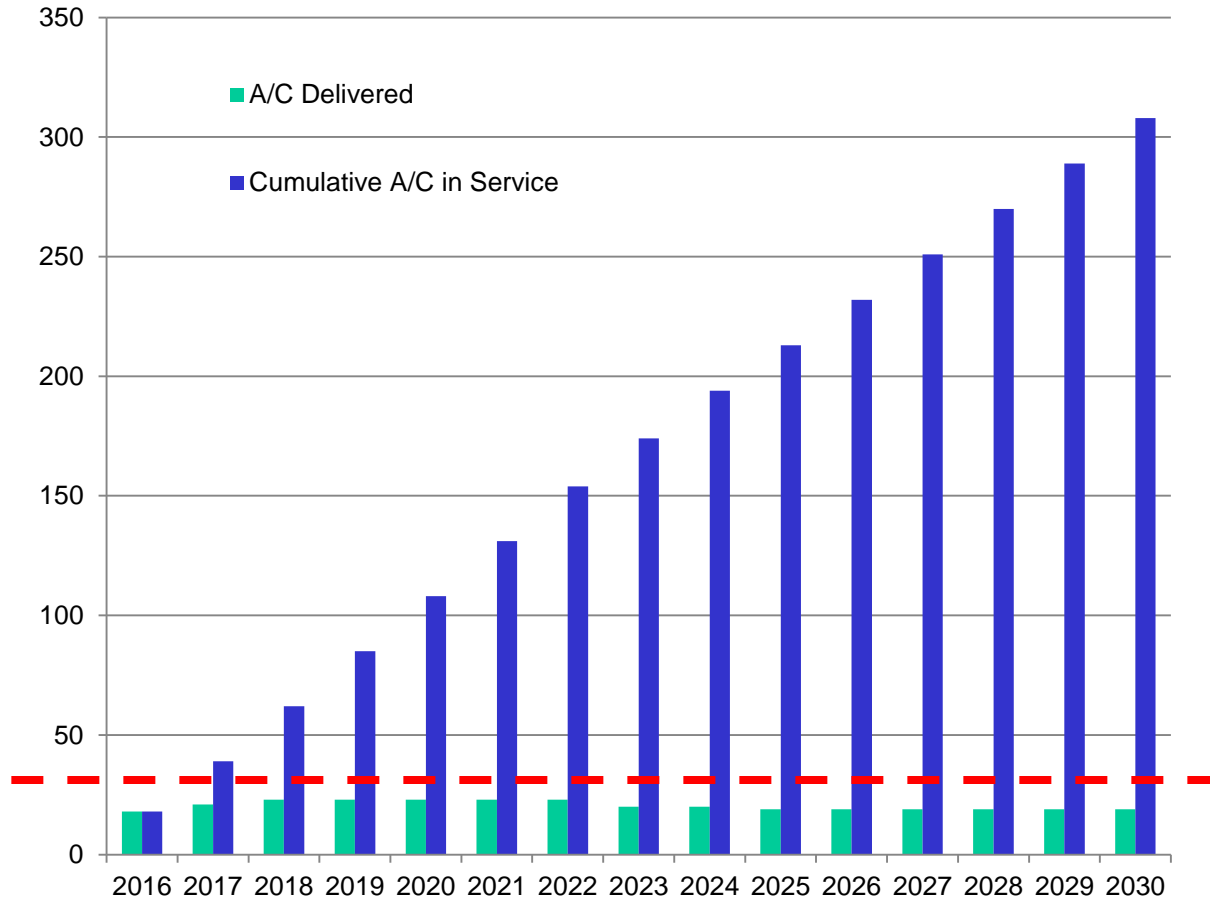


**Basis : Civil basis
+ Mil CRI**



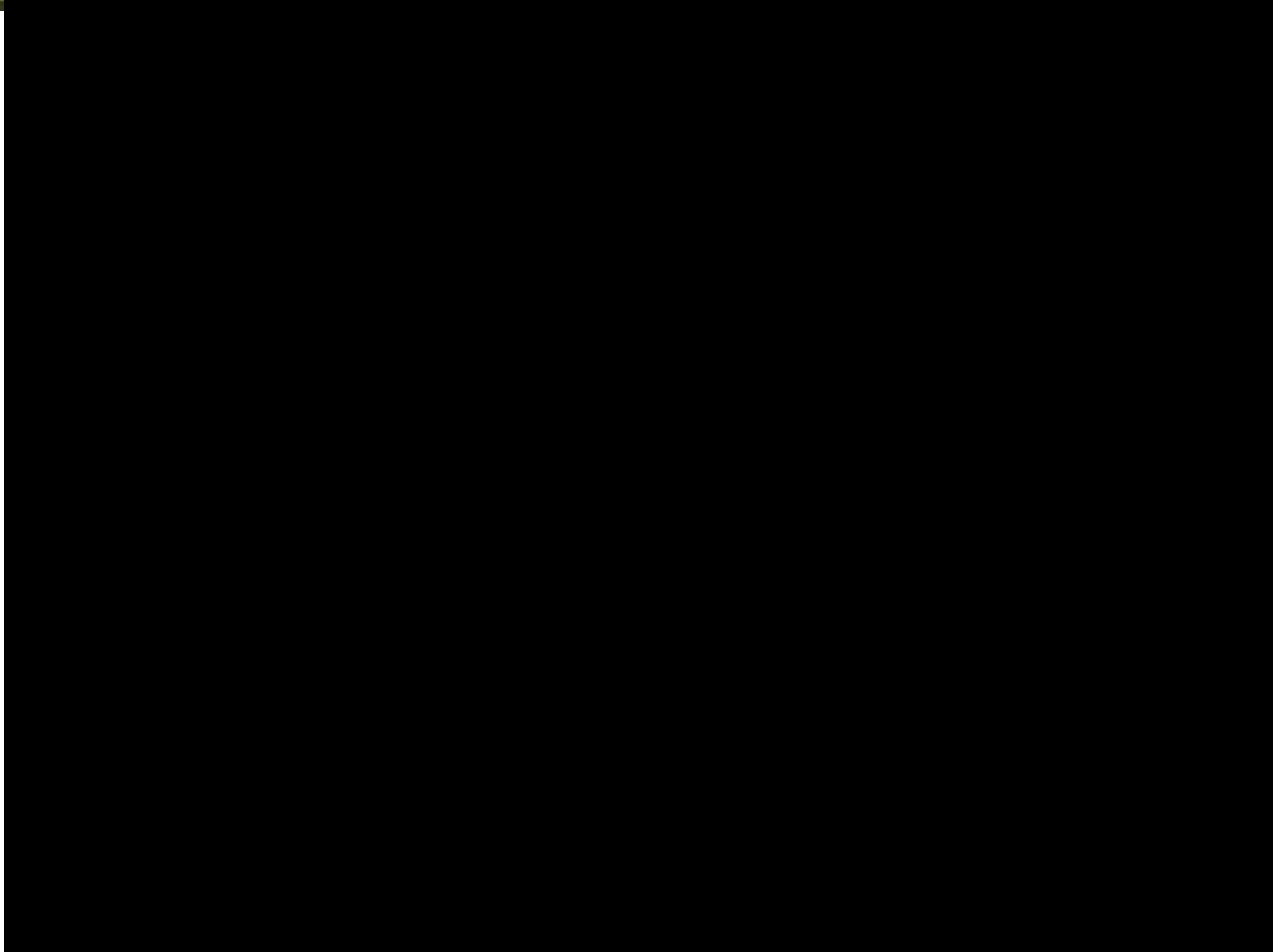


In-service fleet Status on 09/09/16





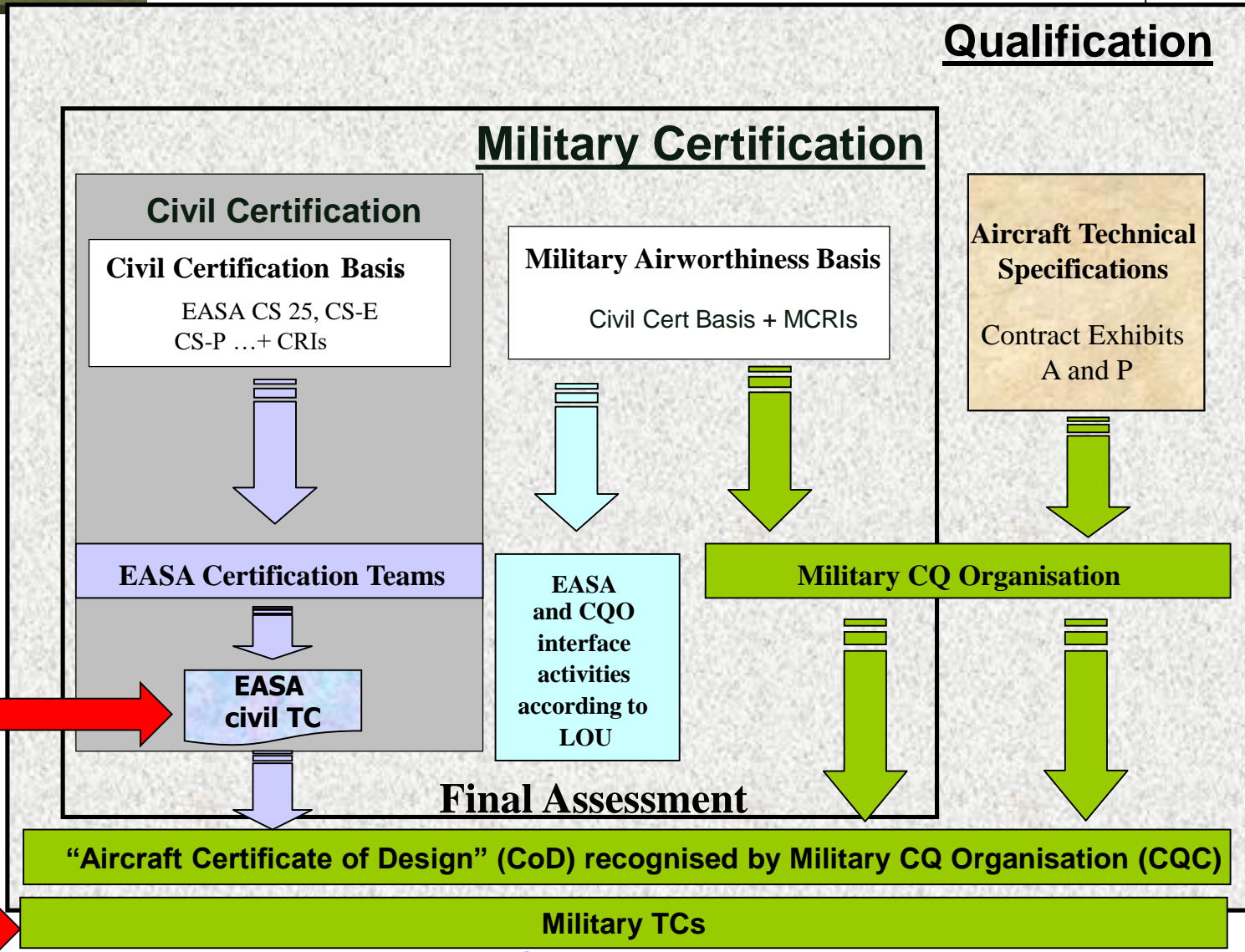
The A400M Aircraft



[Video link](#)



A400M : several missions, but a unique TDD





Ensuring continued AW: EASA/CQC cooperation

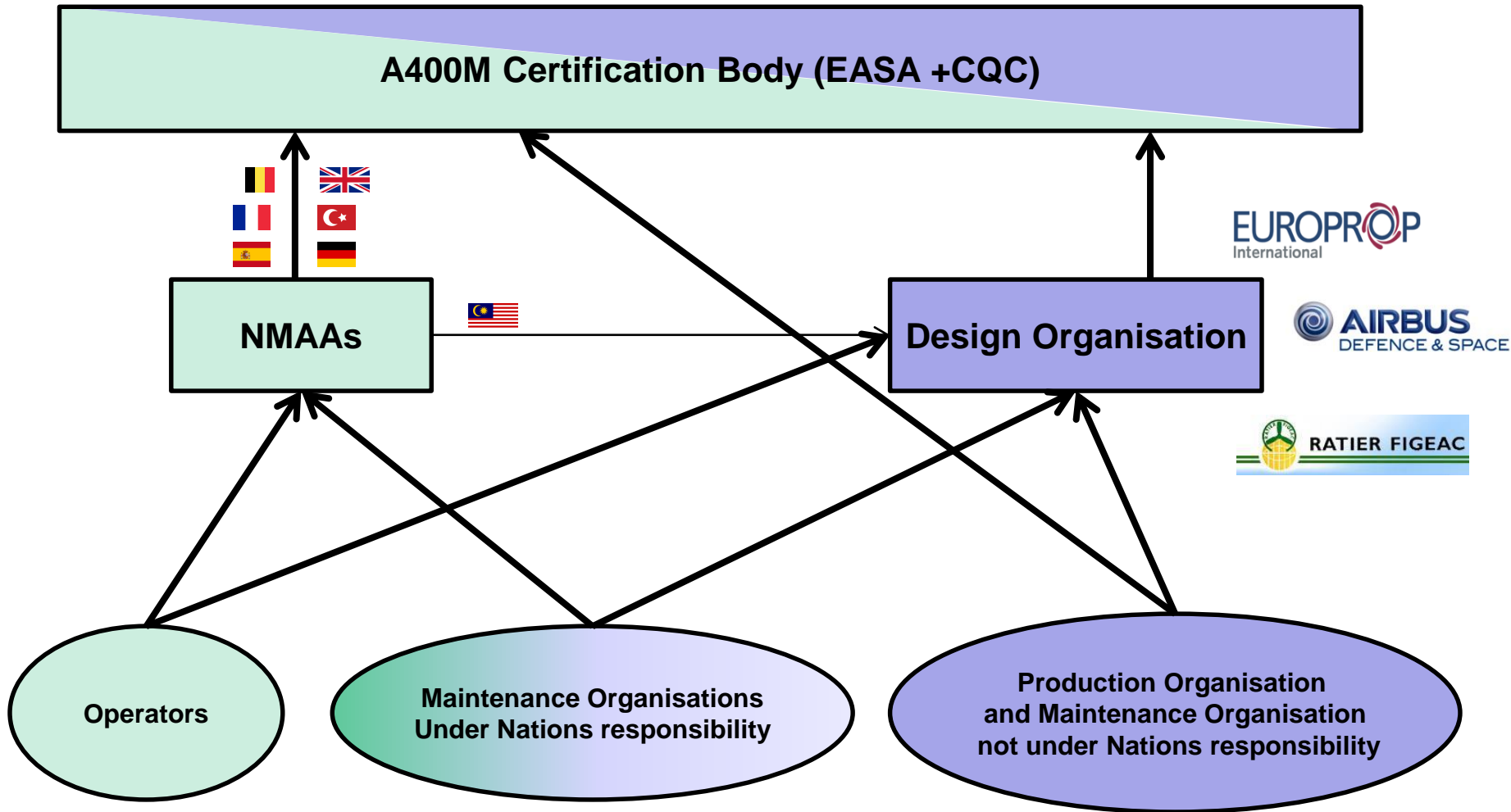


- Principles : A400M Programme Committee committed to maintain CQC and agreed on support from EASA to maintain the TCs

- Key enablers:
 1. Agreed “Occurrence Identification and Reporting Procedure (OIRP)”
 2. Extensive re-use of civil TC-holders process
 3. Continuous EASA / CQC collaboration
 4. Security aspects / military specificities properly addressed



Reporting process as per "OIRP"





Re-use of civil TCH process

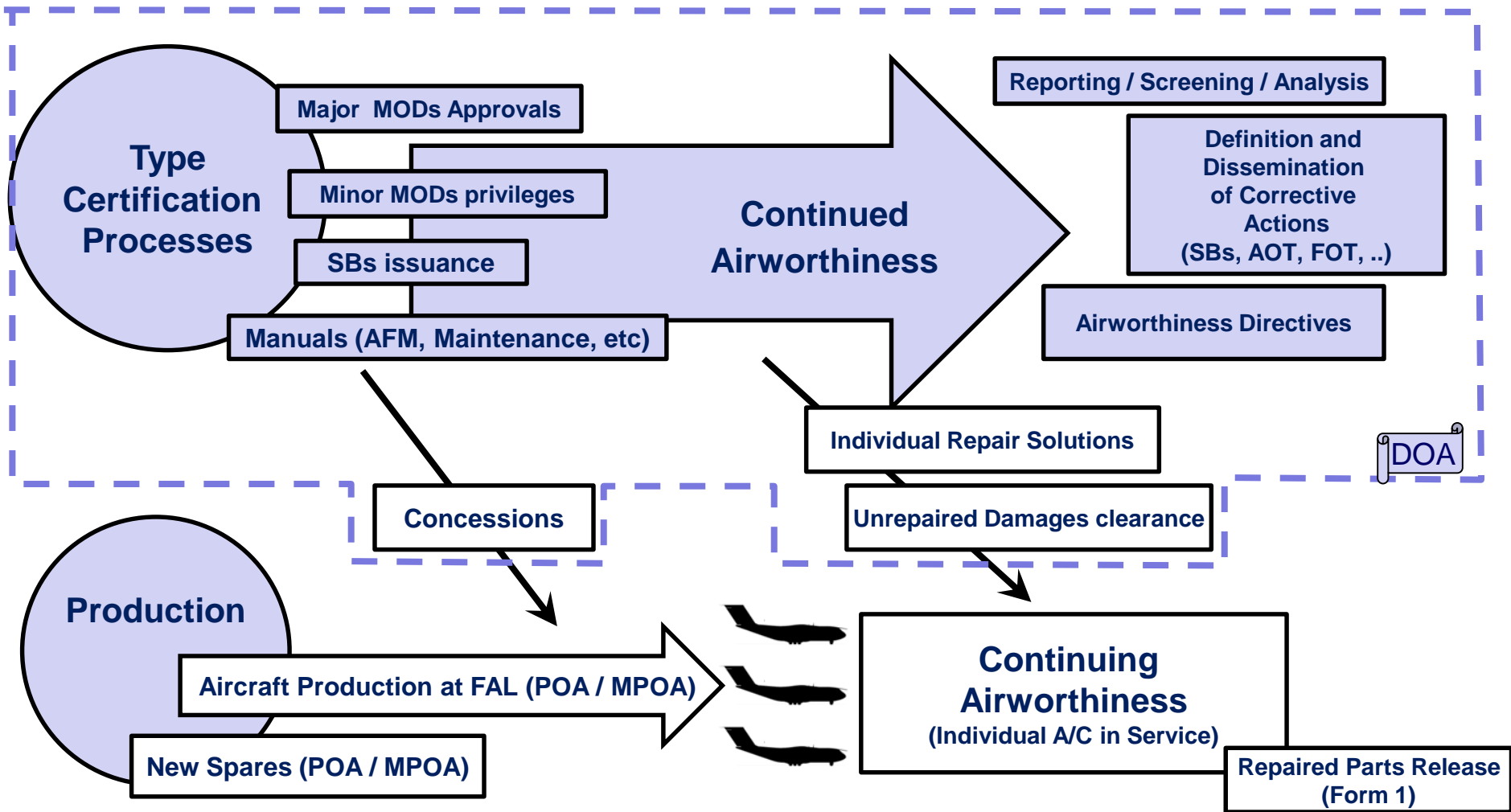


- DO procedures and DOA privileges are exercised
- Occurrences classification and management process
 - ORT
 - Screening panels
- Definition of corrective action and associated compliance time according to AMC GM Part 21.A.3B
 - « Engineering judgement » fed with civil experience
- Extensive use of « civil » communication means
 - SB, ISB, VSB,...
 - AOT, FOT,
 - SIL, ...

Airworthiness Review Meetings are co-chaired by EASA and CQC



CQC/EASA cooperation





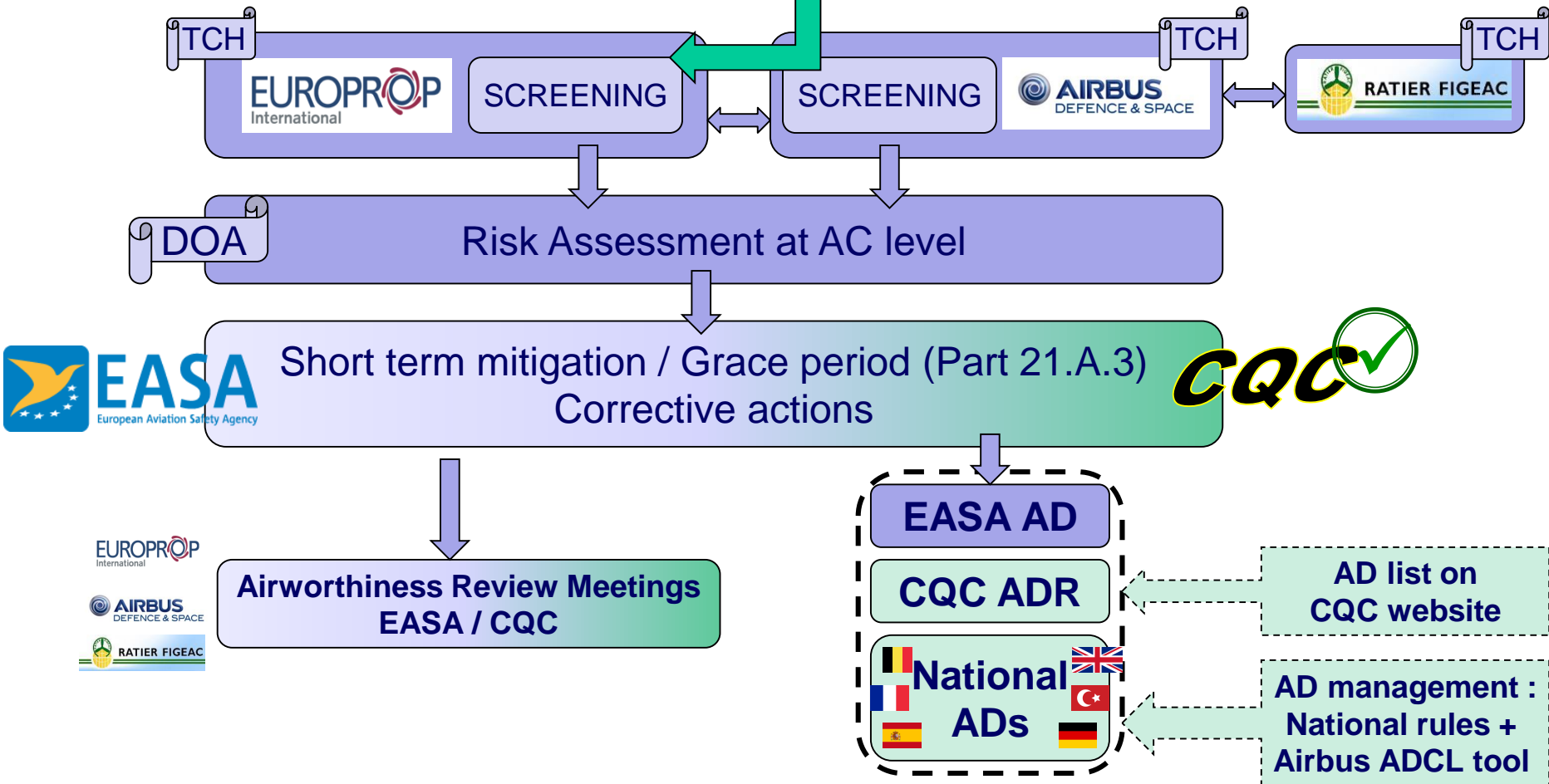
Security aspects



- Objective is to deliver only information needed for CAW
- Standard situation: information managed is not classified
- Military occurrences are managed by CQC:
 - EASA is informed without sensitive information disclosure
 - In case of in-service event during a classified mission, relevant information will be given to Manufacturer and AA on a need-to-know basis

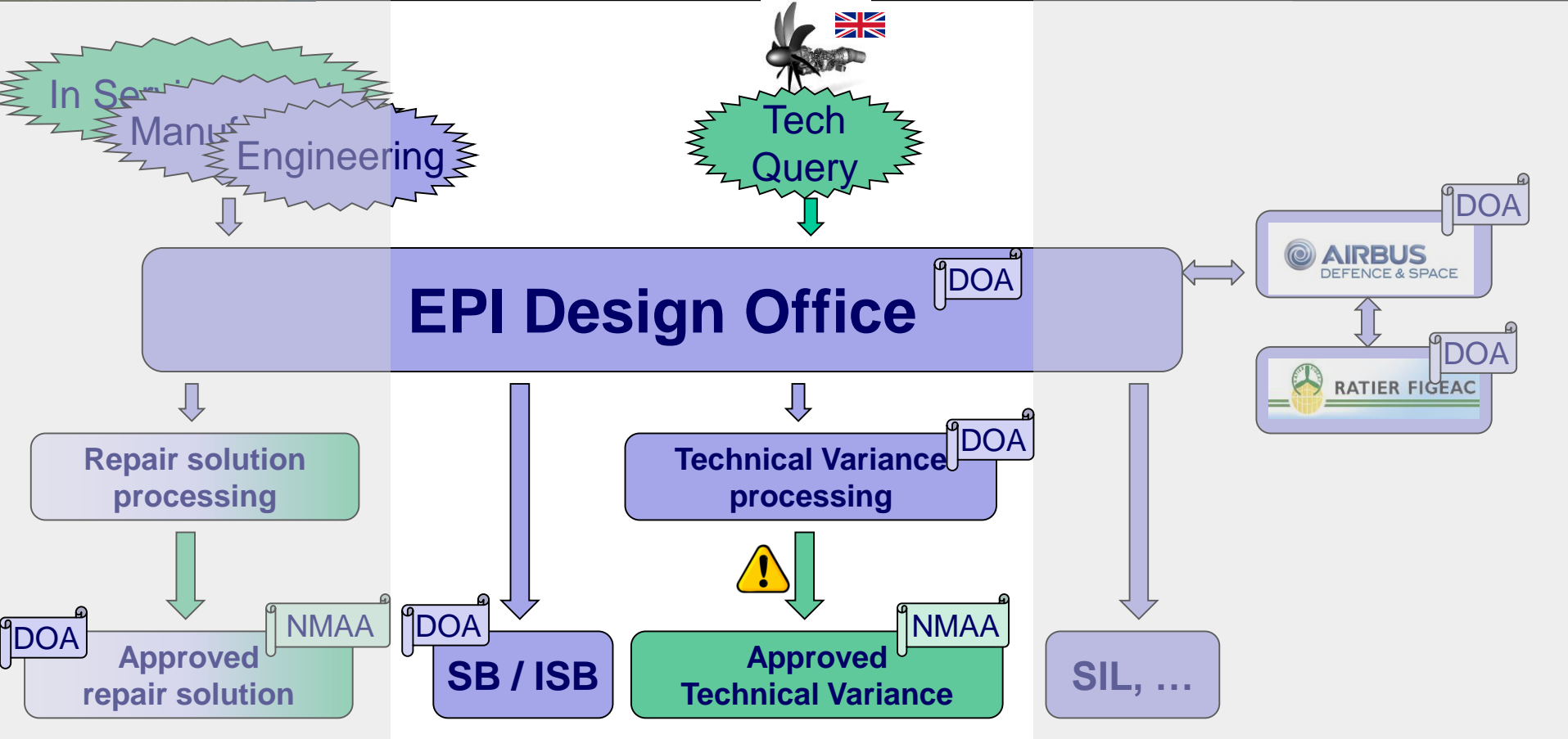


Practical case : Cooperation between TCH





Practical case : Continued vs continuing AW



 **Spares** 
pooling & sharing





Conclusions



- Type Certification is progressing quickly
 - To offer new capabilities / more versatility to Operational Crews
- As design is ambitious, CAW is a key process:
 - To early reinforce design robustness
 - With limited impact on fleet availability
- To convince industry, 1 CQC acting on behalf of 6 NMAA in close collaboration with EASA is a good asset
- Continuing AW is being developed:
 - It was not foreseen prior to 2012
 - EMAR implementation and Mutuel Recognition between NMAAs (continued/Continuing AW) are decisive...
 - ... so is pursuance & reinforcement of EASA support



Your questions are welcome !

