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Advanced European Jet Pilot Training Program

Outlook

- The AEJPT program was terminated in 2012
- The participating nations are separately examining ways to meet their future advanced jet training requirements

Orientation

Description. Joint integrated pilot training program that was intended to meet future European advanced pilot training requirements.

Sponsor. The Advanced European Jet Pilot Training (AEJPT) program was sponsored by the air forces of Austria, Belgium, Finland, France, Greece, Italy, Portugal, Spain, and Sweden.

Status. The AEJPT program was canceled in April 2012.

Total Produced. Not applicable.

Application. Advanced pilot training.

Price Range. Aircraft unit cost was estimated at \$21.0-\$22.5 million in 2012 U.S. dollars.

Contractors

Not applicable.

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Program Review

Background. The multinational Advanced European Jet Pilot Training (AEJPT) program was a proposed joint integrated pilot training program intended to meet future European requirements and provide a

standardized European training syllabus. It was also known as the Eurotraining program.

Advanced European Jet Pilot Training Program

The AEJPT program was envisioned as a joint training system that would include all flight and ground-based training for the advanced and fighter lead-in training phases of the training syllabus. One aircraft model was expected to be chosen.

The program requirement was based on a training output target rather than a specific numerical quantity of aircraft. As many as 167 pilots and 10 weapon systems officers were to be trained each year. This was expected to translate into a total buy of 80-120 trainer aircraft for the program.

In 1997, the European Air Chiefs (EURAC) association, comprising the heads of 17 European air forces, decided to examine whether a European integrated pilot training program would satisfy future needs. The following year, a group of some 30 European aerospace companies was assembled to study the matter. Among this group of companies were Aermacchi, Dassault Aviation, EADS CASA, EADS Military Aircraft, and Saab.

In December 2001, the defense chiefs of staff of nine nations signed a Memorandum of Understanding (MoU) to conduct a feasibility study on the proposed training program. The nine nations were Belgium, Finland, France, Germany, Italy, the Netherlands, Portugal, Spain, and Switzerland. Over the course of the next several months, Austria, Greece, and Sweden also decided to participate in the effort. The Italian General Directorate for Aeronautical Armaments (DGAA) was chosen to act as the executive agency.

In December 2002, an EUR8.0 million (\$9.9 million) contract covering the feasibility study was signed by the DGAA and Aermacchi. Aermacchi (which is now known as Alenia Aermacchi) was acting on behalf of a five-company group, called the G5 consortium, that included itself, Dassault Aviation, EADS CASA, EADS Deutschland, and Saab. The five companies jointly led

and conducted the study, but were supported by a number of other European aerospace firms. The latter included, among others, Pilatus, Thales, and Turbomeca.

The objective of the feasibility study was to define possible solutions, and their life-cycle costs, for an integrated AEJPT system. The study was concluded in March 2004. The participating air forces then began a comprehensive evaluation of the study results. This evaluation was intended to eventually lead to a decision regarding follow-on program phases.

In early 2005, the Netherlands reduced its participation in the AEJPT program to observer status. Germany did so as well in June 2006, followed by Switzerland in December of that year.

A Memorandum of Understanding, known as MoU-1, came into effect in April 2008 after being signed by the nine full members remaining in the AEJPT program. MoU-1, which kicked off the pre-contract phase of the program, called for definition of a common requirement. Equipment procurement and operation of the AEJPT system may have been managed under a follow-on MoU.

Program plans once called for the AEJPT system to begin operation in 2010, but this subsequently slipped to the right. The most recent program plan called for Initial Operational Capability in 2017 and Full Operational Capability in 2020.

A minimum of two training centers were to be established. At least eight locations were under consideration for establishment of the training sites, including locations in Finland, France, Greece, Italy, Portugal, Spain, and Sweden.

In April 2012, the AEJPT program was terminated by the participating nations.

Timetable

<u>Month</u>	<u>Year</u>	<u>Major Development</u>
	1997	EURAC decision to study possible joint training program
Dec	2001	MoU for feasibility study signed
Dec	2002	Contract awarded for feasibility study
Mar	2004	Feasibility study completed
Jun	2006	European Staff Requirement signed
Apr	2008	Pre-contract phase begun
Jul	2009	Request for Information issued
Apr	2012	AEJPT program terminated

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Forecast Rationale

The AEJPT participating nations ended the trainer program in April 2012 amidst differing national procurement plans and requirements. The nine countries are now independently evaluating ways to meet their individual advanced training needs.

The European Defense Agency (EDA) had been managing the AEJPT program on behalf of the partner nations. Seven bidders had submitted responses to the EDA's July 2009 Request for Information (RFI) regarding the AEJPT effort, including BAE Systems, Dassault, Patria, Saab, Sjoland & Thyselius, Thales, and a team of Alenia Aermacchi and EADS.

The joint Alenia Aermacchi/EADS response was based on the M-346 advanced jet trainer. The Alenia Aermacchi aircraft was widely considered to be the leading candidate to be selected as the AEJPT trainer. In December 2009, Alenia Aermacchi and EADS had signed an MoU regarding a joint effort to supply an integrated training system, based on the M-346, for the AEJPT program.

BAE's response to the RFI was based on its Hawk 128 advanced trainer. The Hawk was likely to be at a

disadvantage in the AEJPT contest, though, as the U.K. was not a participant in the program.

Details of the other RFI responses were not known. Of the five remaining bidders, only Dassault and Saab currently produce fixed-wing military aircraft. Saab's proposal may have involved a trainer version of its Gripen fighter. Patria (when it was known as Valmet) once assembled Finnish Air Force Hawks under license. Thales is a major electronics firm with expertise in computer-based training systems and full-flight simulators, as well as other areas. Stockholm-based Sjoland & Thyselius provides technical systems expertise and product development services in a number of fields, including flight simulators.

The collapse of the AEJPT program could ultimately benefit the various multinational training programs already in existence. These include the Euro-NATO Joint Jet Pilot Training (ENJJPT) program at Sheppard Air Force Base in Texas and the Bombardier-run NATO Flying Training in Canada (NFTC) program.

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