

AM 12/09R

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## **First engine runs performed on A400M**

Airbus Military achieved a key milestone in the A400M military airlifter programme when all four Europrop International (EPI) TP400 turboprops on the aircraft were run simultaneously for the first time on 18 November.

The event was the culmination of a series of tests in the previous 72 hours in which the engines and propellers were first turned using ground power with no fuel in the fuel-lines, in a process known as dry-cranking. Then they were turned with fuel in the lines but without starting the engines, known as wet-cranking.

All four of the engines on aircraft msn 01 were successfully run for four hours beginning in the early evening during an operation that lasted for 6.5 hours including preparation.

The engines ran at low power settings in ground-idle and flight-idle modes and will be run up to maximum take-off power in further runs planned to take place shortly.

The operation at Airbus Military's Seville, Spain facility was part of the procedure known as destorage of the engines following the handover to the flight-test team at the end of the previous week.

After the first full run, during which the engines performed flawlessly, the engine cowls were opened and inspections showed that there had been no hot-air or fluid leaks.

On the subsequent runs the test team will continue exploring the behaviour of the engine itself and also that of the aircraft systems that are powered by the engine.

Additionally the auxiliary power unit (APU), a separate small engine mounted on the aircraft itself and designed to provide electrical power to the aircraft systems, was tested. It was used to start the engines for the main engine run.

Airbus CEO Tom Enders, who personally witnessed the first full engine run-up, said: "I wish to thank and congratulate the teams who worked extremely hard to reach this very important milestone which paves the way to the A400M First Flight in the weeks to come."

Fernando Alonso, Head of Flight Operations, added: "This is the first time we completely powered up the aircraft using the engine power and the first time that the aircraft has been operated completely autonomously."

## **Airbus Military**

Airbus Military is the only military and civil transport aircraft manufacturer to develop, produce, sell and support a comprehensive family of airlifters ranging from three to 37 tonnes of payload. Within Airbus, Airbus Military is responsible for the A400M programme, as well as for military tanker transport derivatives based on Airbus civil aircraft, with the integration of the state-of-the-art flight-refuelling boom (ARBS) which is unique in its kind. With the C-295, CN-235 and C-212, Airbus Military is the global leader in the market segments for light and medium-sized military transport aircraft. Altogether Airbus Military has sold more than 1,000 aircraft with over 650 flying with more than 100 operators worldwide.

## **A400M**

The A400M is an all-new military airlifter designed to meet the needs of the world's Armed Forces in the 21<sup>st</sup> Century. Thanks to its most advanced technologies, it is able to fly higher, faster and further, while retaining high manoeuvrability, low speed, and short, soft and rough airfield capabilities. It combines both tactical and strategic/logistic missions. With its cargo hold specifically designed to carry the outsize equipment needed today for both military and humanitarian disaster relief missions, it can bring this material quickly and directly to where it is most needed. Conceived to be highly reliable, dependable, and with a great survivability, the multipurpose A400M can do more with less, implying smaller fleets and less investment from the operator. The A400M is the most cost efficient and versatile airlifter ever conceived and absolutely unique in its capabilities.

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