

EUROPEAN AIR TRANSPORT COMMAND

Integrated



Innovative



Efficient



A Successful Example for Pooling & Sharing

**Military Airworthiness Conference
27th September 2012**

LtCol M. Liboureau

14 August 2012

UNCLASSIFIED

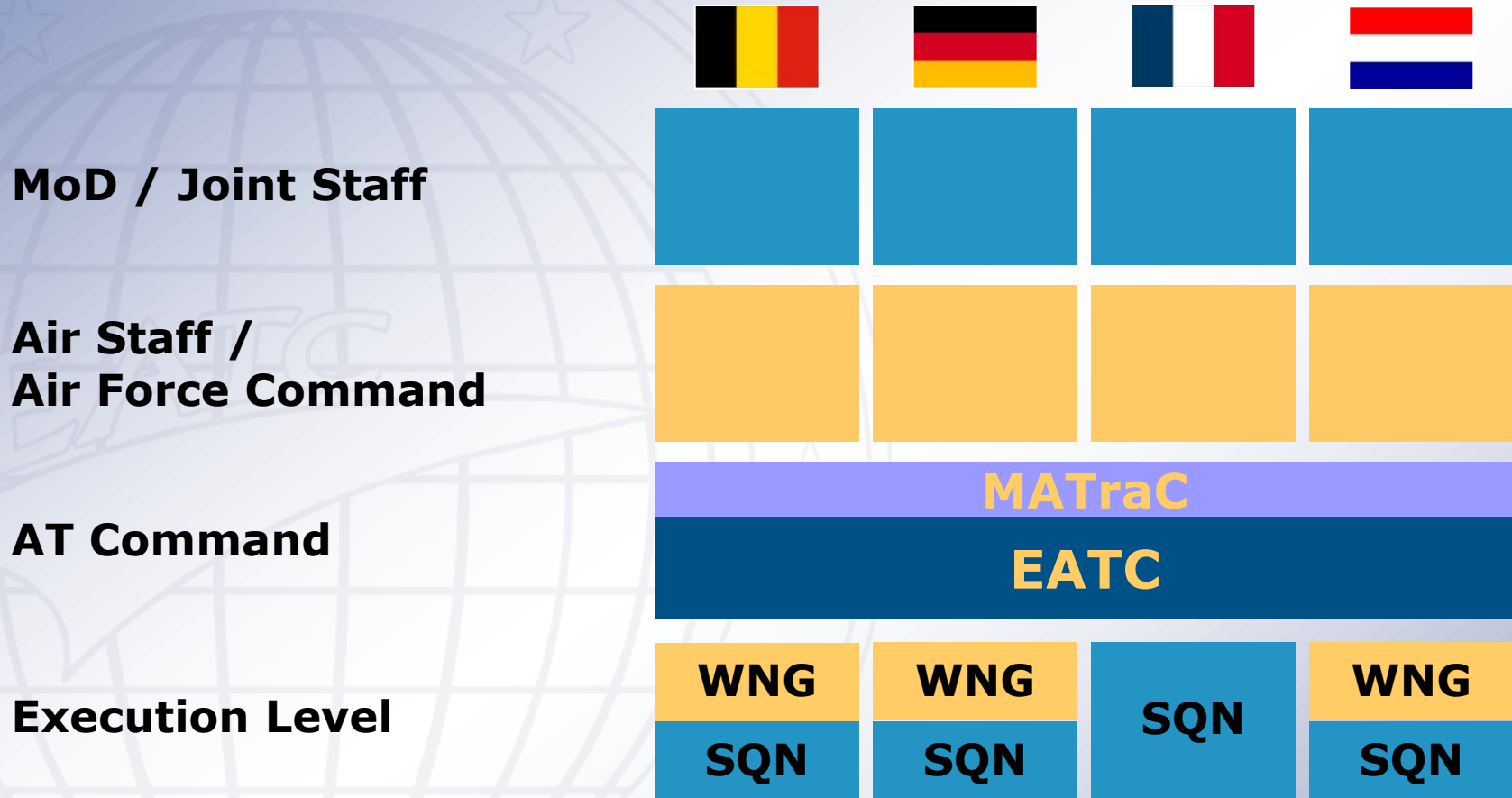


- **History of successful air transport (AT) operations**
- **Deficit in AT capabilities and in the harmonisation of regulations**
- **Philosophy of operations (centralized control, decentralized execution)**
- **Political initiatives of EU & NATO (CSDP, pooling & sharing, DCI...)**
- **Defence budget cuts**
- **Stepped approach towards the EATC**



“Gradually transfer and integrate within one single multinational command all relevant national responsibilities and personnel which together direct the force generation and the mission execution of the combined air transport capabilities, thus improving the effectiveness and efficiency of the Participants’ military Air Transport (AT) efforts.” [EATC concept, 2007]

National AT Structure and EATC



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



European Air Transport Command

Pooling & Sharing of Assets

Centre of Expertise for AT

Operational Pillar

- Planning
- Tasking
- Mission Control
- Analysis & Report

Functional Pillar

- Common Policies
- Studies
- Harmonisation
- Interoperability

Transfer of OPCON

Transfer of Responsibility

Host Nation Support



Innovative concept provides basis for a successful EATC

Pooling & Sharing with conditioned relinquishment of sovereignty

Operational pillar

Assured availability of assigned assets

- OPCON of assigned assets
- Revoke ToA procedure
- Red card holders
- National chain of command

Functional pillar

Nationally defined levels of EATC authority

- 3 different levels of authority for functional domain (29 areas)

Assigned Aircraft



as of: 14 August 2012		ToA	RToA	Non ToA	
BEL 	A330	1	0	Falcon 900/20	3
	C-130	10	1	ERJ 145/135	4
NLD 	KDC-10	1	1		
	DC-10	1	0		
	G-4	1	0		
	C-130	3	1		
FRA 	A340	2	0	KC-135	14
	A310	3	0	A330	1
	C-130	9	5	Falcon	6
	C-160	26	15		
	CN-235	12	11		
DEU 	A310 (MRT/MRTT)	5	0	A340	2
	C-160	35	0	A310 VIP	1
	C-160 ESS	17	7	A319	2
				Global 5000	4
Total		126	56		
Ready to Task		53			

Challenge:

Declining numbers of tactical a/c and entry into service of A400M

Deployment of Assigned Aircraft



CREIL
A310/340
→ Squadron 3/60
"Estérel"
CN235
→ Squadron 1/62
"Vercors"
→ Training Squadron
Casa

EVREUX
C-160
→ Squadron 1/64
"Bearn"
→ Squadron 2/64
"Anjou"
→ Training Squadron
C160

ORLEANS
C-160
→ Squadron 1/61
"Touraine"
C-130
→ Squadron 2/61
"Franche Comté"
→ Training Squadron
C130

EINDHOVEN
KDC10/DC10
Gulfstream IV
→ Squadron 334
C-130
→ Squadron 336

MELSBROEK
C-130
→ 20 Squadron, 15 AT
Wing
A330
→ 21 Squadron, 15 AT
Wing

HOHN
C-160
→ Air Transport
Wing 63

WUNSTORF
C-160
→ Air Transport
Wing 62

KÖLN
A310
→ Special
Mission Air
Transport Wing

LANDSBERG
C-160
→ Air Transport
Wing 61

Operational Process



- Deployments
- Air Crew Training
- Exercises

- Mission Report
- Harmonisation of Data
- ATARES Balance

- Diplo Clearance
- Air Crew Training
- Assets

- Change ATR
- Diplo/PPR
- Availability of Assets

EATC Grid
IT - SOP - Language
Common Set of Codes



Transfer of Authority* over functional tasks



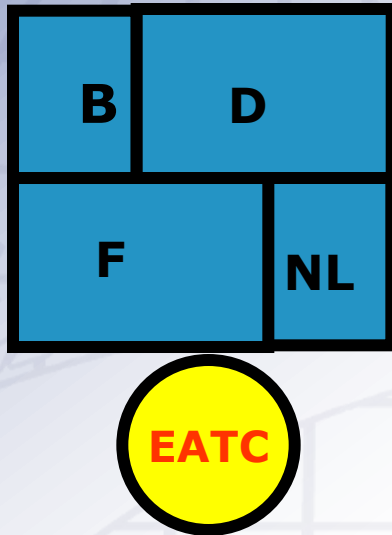
Harmonization of force employment, training and logistical support
Development of policies and common standards related to AT employment



EATC as the central point for air transport interoperability and standardization
Long-term benefits (i.e. reduction of logistical footprint)

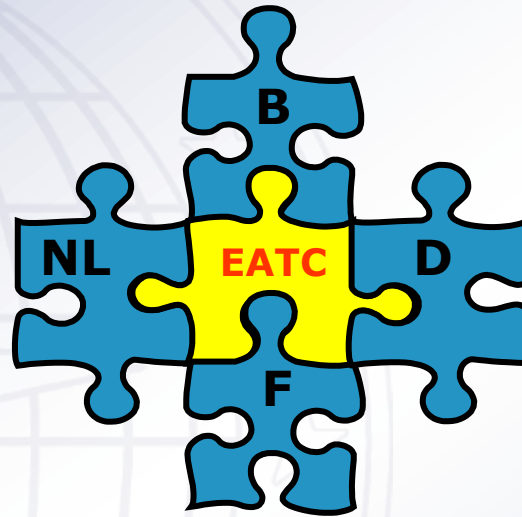
* Level dependent on national will

Levels of Authority



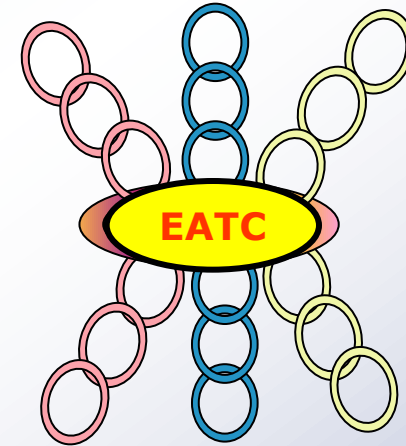
**Recommending
Authority**

REA



**Coordinating
Authority**

COA



**Commanding
Authority**

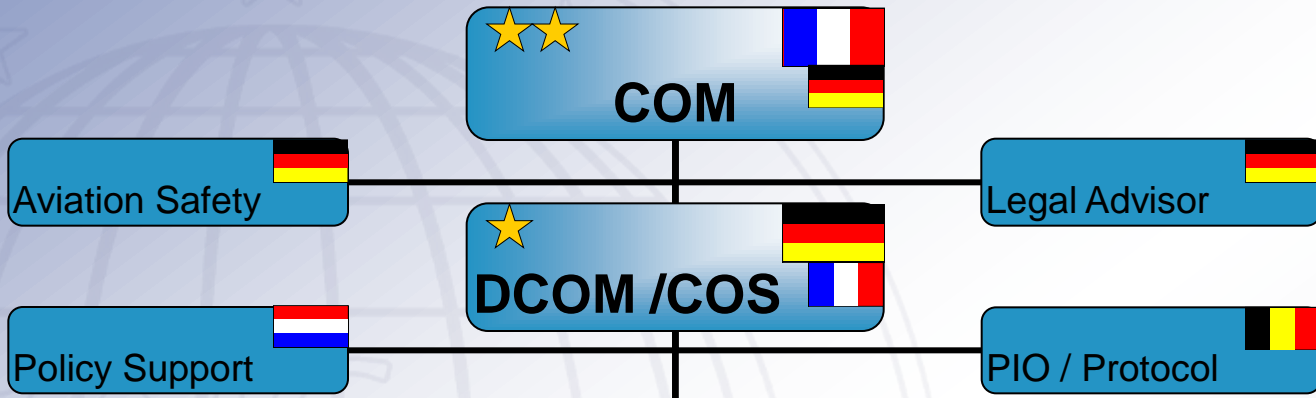
CMA

Examples of Levels of Authority

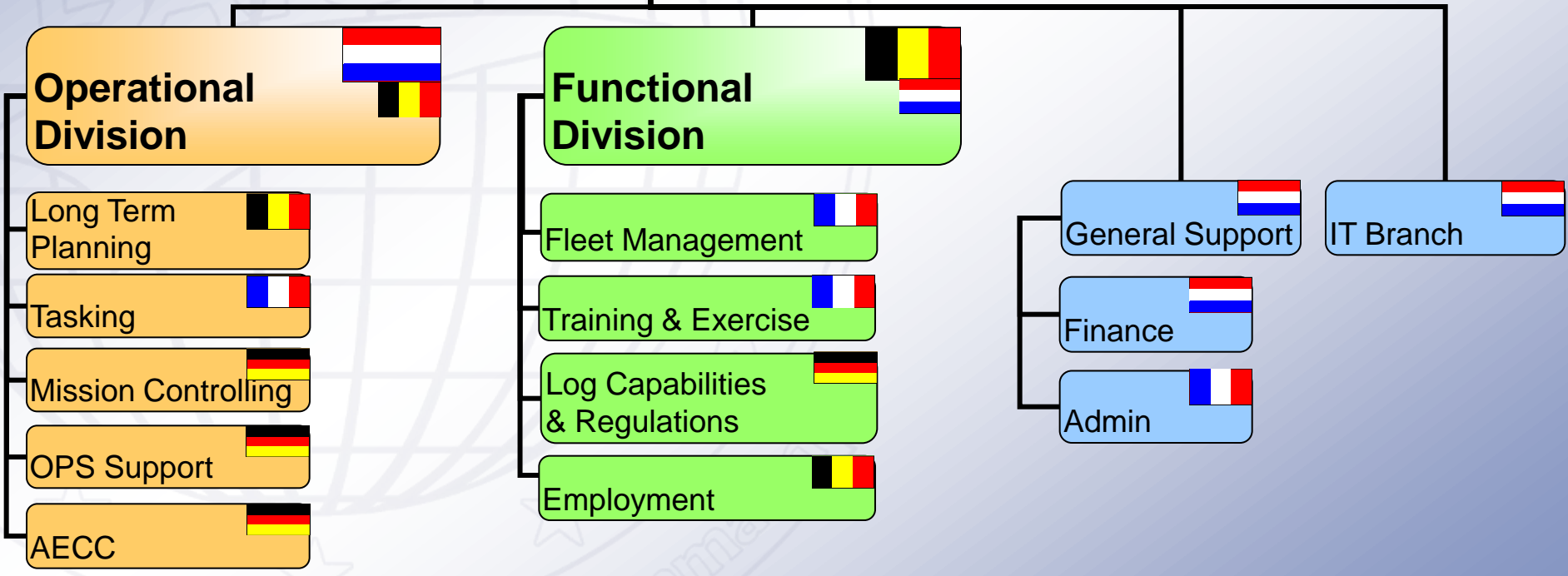


Domain	Area	BEL	DEU	FRA	NLD
Employment	Air Transport Doctrine	COA	COA	COA	REA
	APOD/APOE Regulations	CMA	COA	COA	REA
Training & Exercise	Air Crew Training Concepts	COA	COA CMA (TCTP)	COA	REA
	Air Terminal Operations Personnel Training Concept	CMA	REA (Direct.) COA (Orders)	COA	REA
Participate in the Logistical Management of Assets	Plan the scheduled maintenance	REA	REA	REA	REA
	Analyse technical events	REA	REA	REA	REA
Harmonise, Standardise and Optimise Logistic Capabilities and Regulations	Airworthiness Management and Harmonisation	REA	REA	REA	REA
	Logistical Studies	COA	COA	COA	COA

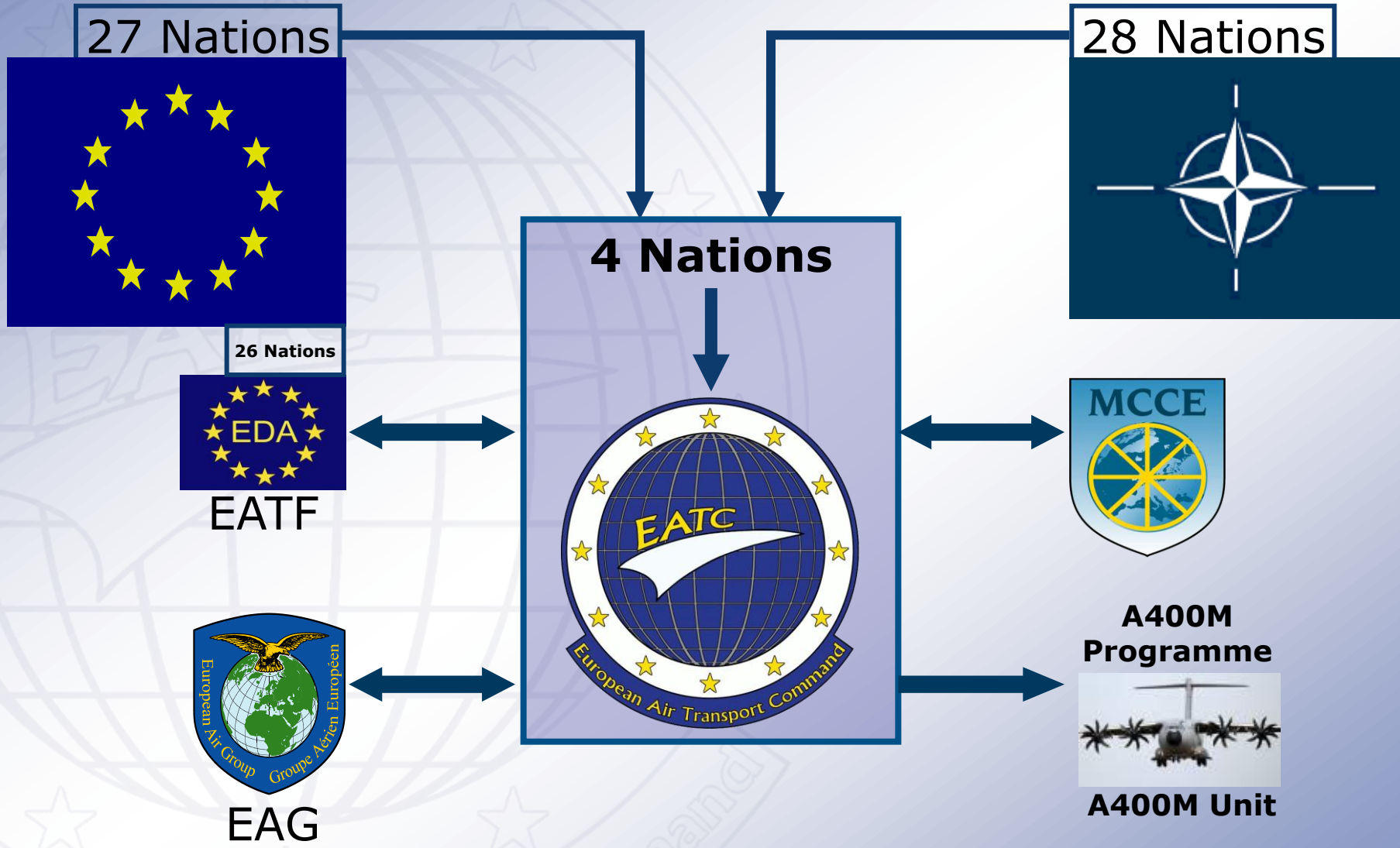
EATC Peacetime Establishment



PE 2012	
CMDG	17
OPSD	87
FUND	42
GSPT	19
IT	11
Σ	176



EATC Working Relationships





- **Initial Operational Capability (IOC) 11 May 2011**
- **Common Military Planning Tool**
- **Common Diplomatic Clearance**
- **Combined and contingency planning (Afghanistan, Ivory Coast and Libya)**
- **EATC Logistic Studies Plan 2011**
- **3rd Party Transfer**
- **Common Flight Duty Regulation**
- **EATT – 1st European tactical training in Spain (in support EDA and Spain)**
- **C-130 EMS Secretariat**



Air Transport and Air-to-Air Refueling Missions

01-01-2012 to 01-08-2012
(01-01-2011 to 01-08-2011)

Nation	Missions	Flying Hours	AAR
BEL	496 (261)	3.682 (2.178)	0 (0)
DEU	2.093 (2.328)	10.169 (10.586)	40 (47)
FRA	1.627 (1.907)	12.306 (14.259)	27 (26)
NLD	314 (237)	1.949 (1.811)	41 (24)
Total	4.530 (4.733)	28.106 (28.834)	108 (97)
2012/2011	-4.3%	-2.5%	+11%

220.000 passengers and 11.400 tons of cargo
(187.500 passengers and 12.950 tons of cargo)



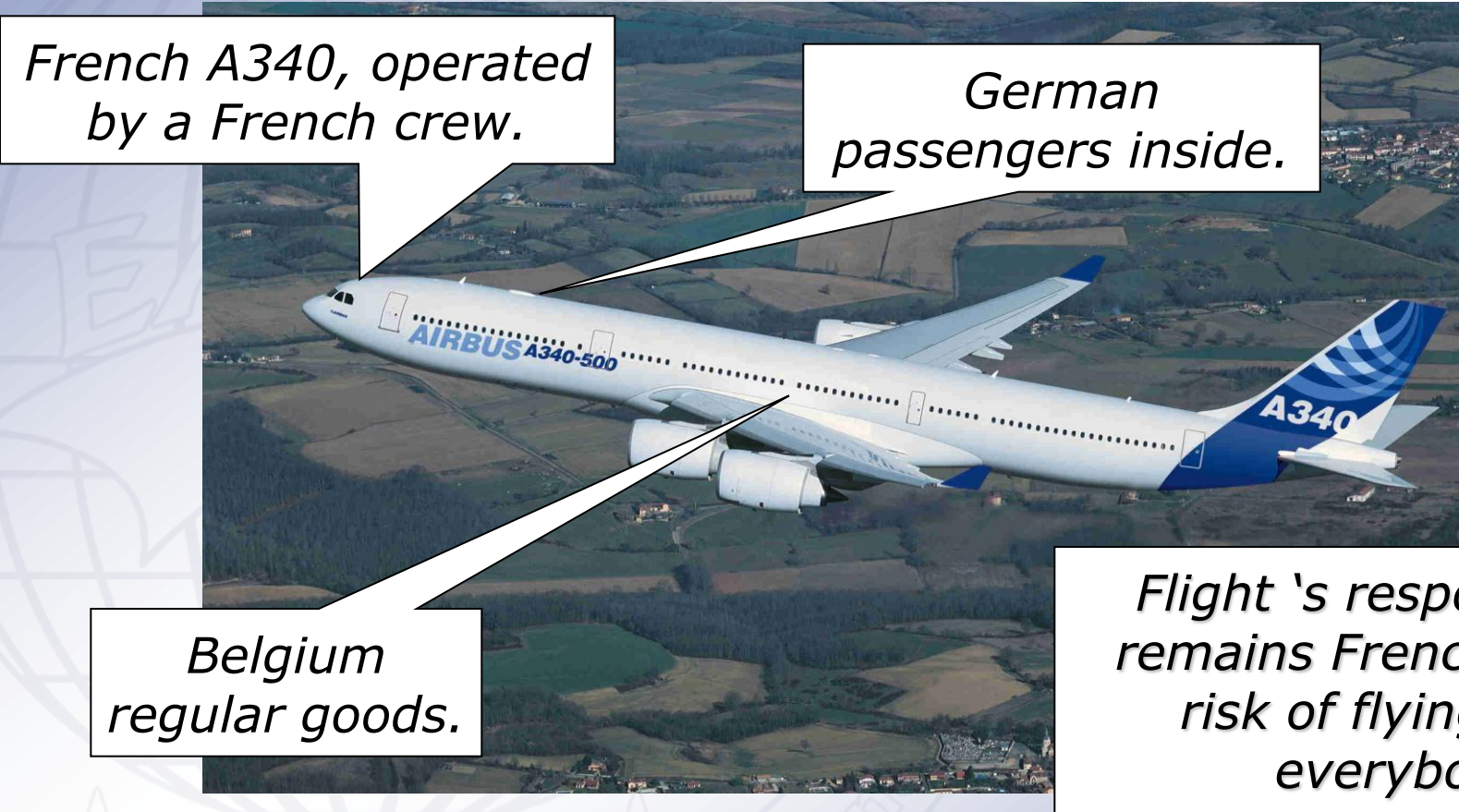
- **EATC as integral part of military structures**
- **Mindset and language**
- **Mutual trust and confidence : Airworthiness...**
- **EATC treaty (2013) and enlargement**
- **IT-network**
- **Permanent infrastructure (2015)**



Airworthiness challenges and benefits when establishing a multi-national air transport fleet ?

- 1] Trust and credibility on EATC's fleet airworthiness,**
- 2] Possible A-400M multinational unit (MNU)**
- 3] In service support & exchanging of spare parts during deployments**
- 4] EATC as part of national chain of command,**
- 5] Enlargement policy**

1] Trust and credibility on EATC's fleet airworthiness



French A340, operated by a French crew.









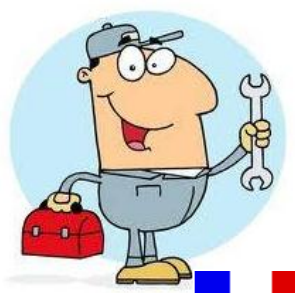



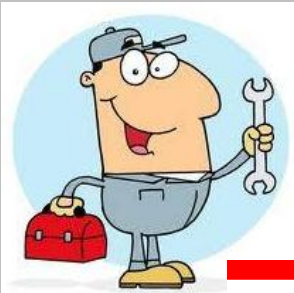



German passengers inside.

Belgium regular goods.

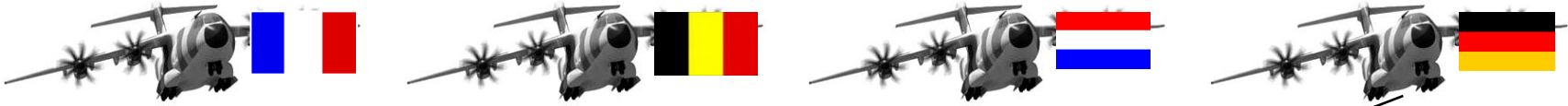
Flight 's responsibility remains French but the risk of flying is for everybody

2] Possible A400M MNU



2) Possible A400M MNU



1 maintenance crew from the MNU's hosting nation.



Multinational maintenance crew.



3] In service support and exchanging of spare parts

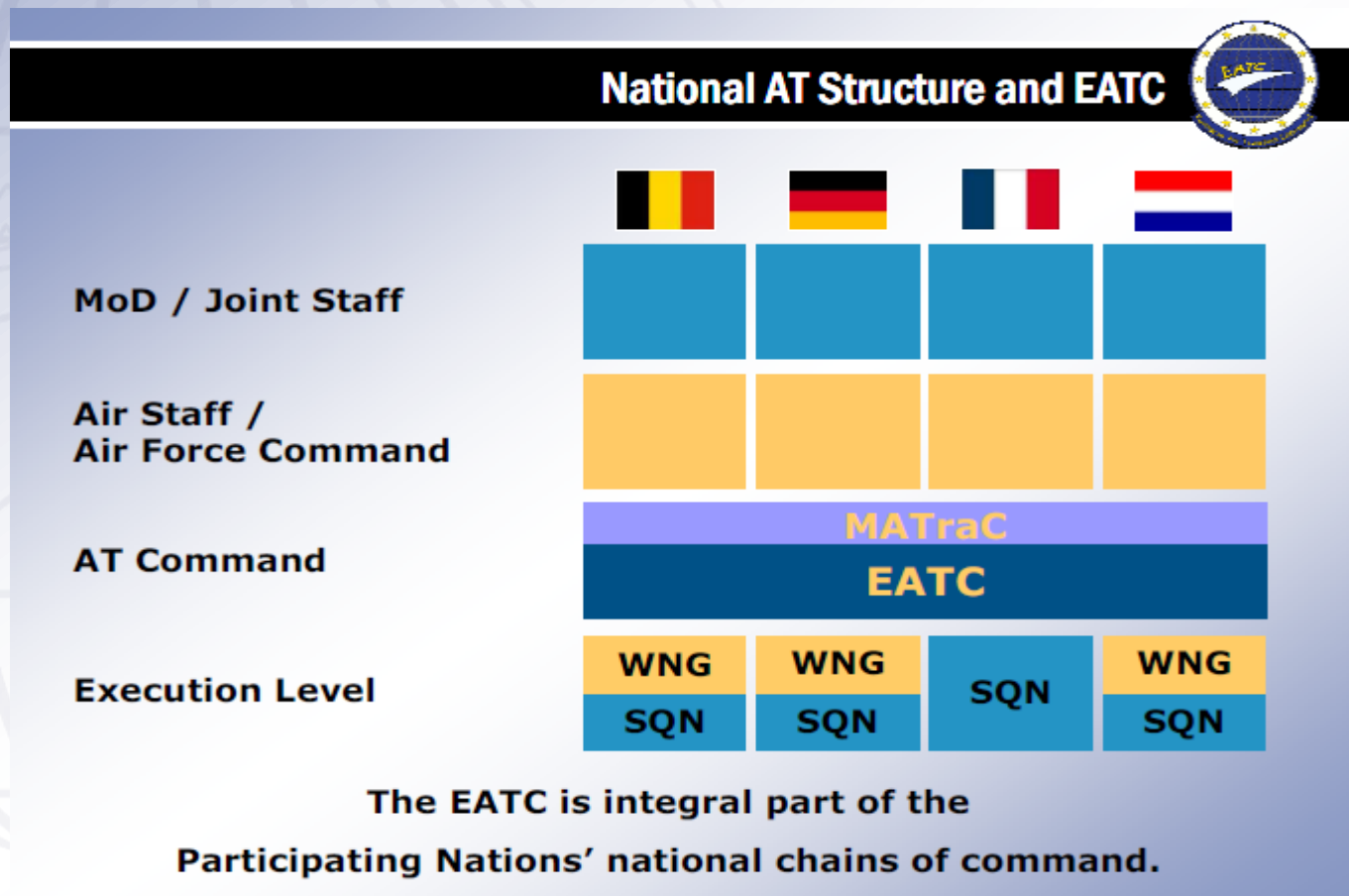
Aim is "To minimize the logistical footprint in operations"



- Airworthiness requirements (EMAR Form 1)*
- Contractual boundaries (Reimbursement, IT...)*



4] EATC as part of national chain of command





4] Current LoA for FLMT's logistical issues :

RAA NLD

Configuration Management	REA	REA	REA	REA
Participate to contracting processes	REA	REA	REA	REA
Mutual logistic support	N/A	N/A	N/A	N/A
Prepare the management/monitoring of a new fleet	N/A	N/A	N/A	N/A
Documentation management (Specific and not)	REA	REA	REA	REA
MAINTENANCE MANAGEMENT				
Plan the scheduled maintenance	REA	REA	REA	REA
Analyse technical events	REA	REA	REA	REA
Recommend evolution of maintenance schedules	REA	REA	REA	REA
Fleet reviews	COA	COA	COA	COA



5] Enlargement policy

The responsibility of the flight remains National but the risk of flying is for everybody on board.

Therefore every nation which would like to join the EATC should be at the same level of airworthiness requirements.