



in Europe. Several non-EATC nations and multinational entities are using these common procedures on a daily basis.

But EATC will now tackle the next challenge: to have a unique standard Cargo Load Clearance procedure, i.e. using the same schemes and principles to tie-down cargo load. This will give EATC and the member nations the highest interoperability level in air cargo transportation.

(see EATC's webpage

<https://eatc-mil.com/en/info-hub/eatc-documentation>)

What Happens After a Concept, Procedure or Doctrine is Finalised?

As mentioned earlier, it is important to involve all stakeholders during the product development. But this is also true once the product is developed, or in our case, once a documentation is released. This is why EATC experts are continuously staying in close contact with all involved national actors. For instance, they provide assistance and expertise on the implementation and application of the EATC doctrines and concepts in the member nations. They also organise and lead multinational trainings and courses based on the common documentation. This "full service" can also be requested by non-EATC nations.

This is the foundation of EATC's cooperative effort: only through gained interoperability and common procedures will Europe be more efficient in operations. The training environment will change in the future as digitisation is gaining in importance. The relevance was reinforced by the consequences of the worldwide COVID-19 pandemic.

The development of a fully functional distance learning environment currently is one of the biggest challenges within EATC. Today, the concept is in its early stages. Some initial ideas are to include distance learning via

virtual classrooms with online whiteboards and screen sharing capabilities, allowing the highest level of interaction between the student and the supervisor. Crews and other personnel attending multinational trainings and courses will be able to prepare in advance via study academics. This provides a tremendous advantage and offers more time for live training.

Conclusion

The Functional Division is a crucial element within EATC to achieve effective and efficient pooling and sharing. The key to success is listening to the needs of the member nations, recognising future challenges, identifying problems, understanding them, providing feasible solutions and offering opportunities for testing and implementing those solutions. This is only possible through the professional and committed experts who have characterised the Functional Division in the past ten years. The personnel offers a remarkable and wide-ranged expertise in all sophisticated fields of air mobility.

EATC will continue its cooperative effort to develop and improve aeronautical operational and ground support related air transport documents, concepts and doctrines, and to prove them through multinational trainings and exercises. These achievements will guarantee that through the highest level of interoperability and increased common procedures, EATC's nations will be even more effective and efficient in joint and combined operations.

EATC Employment and Technical and Logistics Branch



⁽¹⁾ An Approved Maintenance Organisation in the context of aviation is similar to a certified garage where you bring in a car for inspection while retaining all warranties and liabilities.

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A Glimpse at the EATC Fleet

EATC coordinates a diverse multinational fleet of 170 assets with 20 different types of aircraft, including a wide range of tactical assets like the medium-range two-engine turboprop CN-235 and the four-engine turboprop military aircraft C-130J, as well as strategic assets like the A300MRTT and KC-767. While the C130G/H and C160 were continuously decommissioned, a new generation fleet is built up with the A-400M or the C-130J, and with a solid pillar centred on the B767 and the A330 MRTT. These four air assets will constitute a robust backbone of the EATC fleet in the years to come. They enable EATC to provide three major core missions to satisfy the requirements of its seven member nations: Military Air Transport (AT), AAR and Aeromedical Evacuation (AE).

What are the Aircraft Types EATC Can Rely on?

The introduction of the A400M and the A330 MRTT enhances the capabilities of EATC both from a quantitative and a qualitative point of view. The new-generation fleet will be operated under the framework of the European Military Airworthiness Requirements (EMAR), meaning that EATC member nations need to implement the EMAR into a national regulatory framework. As a consequence, it facilitates airworthiness recognition amongst member nations and paves the way for more interoperability.

The capacity of transport will rise considerably in terms of passengers, payload and volume. At the same time, there will be a significant increase in the AAR capacity and the current capacity will be tripled with the ramp up of the A330 MRTT, as well as the use of central units or wing kits on both the A400M and the KC-130J. The A400M significantly improves the capability to deliver, faster and further, medium-weight forces, larger equipment and robust cargo. This because of its strategic skills and tactical ability to operate from virtually any unpaved landing zone. Cargo or forces are delivered closer to the location of employment or need.

Interoperability Requirements

EATC's member nations have individual national requirements and priorities when it comes to planning and designing their national fleets. Connecting seven custom-made national fleets into one multinational fleet is challenging. EATC offers opportunities for common regulatory frameworks. The aim is to avoid national exceptions.

A400M from Luxembourg and the Belgian Air Component were integrated into the binational unit in Melsbroek (Belgium). (Photo: Belgian Air Component/ Kristof Moens)

Multi-Mission Capability: A330 MRTT and A400M

The A330 MRTT and the A400M provide a new real multi-mission capability. Whereas multi-role aircraft can be quickly configured to perform a specific role, a multi-mission asset can carry out more than one role in a single mission. For instance, a A330 MRTT transports German passengers and Dutch cargo from Cologne to Mali; over the Mediterranean Sea, the aircraft air-to-air refuels French fighters; on the way back, the A330 MRTT boards two Italian heavy injured patients and transports them to Rome.

2020 was indeed a very special year for the EATC fleet due to three major reasons: the 10th anniversary (2010-2020). EATC celebrated its 10th anniversary of air mobility, as well as pooling and sharing. No doubt, EATC is a truly European organisation: seven nations but only one command. Its track record in these ten years is impressive. Hard work, strong commitment and the never-ending passion to help where help is needed enabled EATC to achieve an impressive performance. And these are the facts:

- Nearly 500,000 flying hours achieved
- Over 80,000 missions flown
- More than 11,000 patients managed
- Over 2 million passengers transported
- Nearly 950,000 paratroopers dropped
- Almost 3,500 AAR missions flown
- Nearly 200,000 tonnes of cargo transported

2020 also witnessed the phase-in of new aircraft that were put under EATC's operational control: the new Belgium Falcon 7X; the first A330 MRTTs for the MMU in Eindhoven; and Luxembourg's A400M that will be integrated into the Belgian-Luxembourg unit.

Unknown Threat: COVID-19

2020 became a year of unique challenges and an unknown threat: the COVID-19 pandemic. The first COVID-19 mission had to be organised already in early 2020. EATC commanded a French mission to transport back EU citizens from the People's Republic of China to Europe. This was



The Fleet and bases



Complete coverage: EATC's fleet and bases.
(Graphic: EATC)



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A400M		101	
B767		4	
C130J		30	
A330 MRTT		8	
A330 MRTT		12	assets integrated on an ad-hoc basis into the EATC fleet

Great diversity: the EATC fleet comprises more than 170 aircraft of 20 different types. A400M, A330 MRTT and C130J will form the backbone in 2025 and beyond. (Photos/graphic: EATC/Respective Air Forces)

the first of a series of missions repatriating personnel, urgently delivering medical supplies and evacuating COVID-19-infected patients.

The devastating explosion in Beirut also called for immediate action to help the desperate people in Lebanon. Within 24 hours following the disaster, EATC responded quickly by managing a first mission of a French A330 MRTT to Beirut International Airport. This mission was followed by many more humanitarian relief missions on behalf of France, Italy, Belgium and Spain.

A Facilitator to Share Values and Concepts

EATC brings the member nations together to discuss ‘lessons learned’ and ‘lessons identified,’ to exchange views and experiences and to elaborate common procedures, concepts and standards. The member nations procure the aircraft according to their needs and priorities. EATC offers them a framework/setting to enhance synergies and to facilitate procedures for joint operational use.

Next Step: the Air Mobility Command

On 1 March 2021, the inauguration of the Air Mobility Command (AMC) took place in Eindhoven. This new command is the hub for military air transport and EATC commands all the Dutch transportation assets that are stationed with the AMC. The AMC also hosts EATC’s headquarters on its premises, as well as the MCCE and the MMU. This example underlines that EATC is moving forward in the right direction becoming an indispensable military asset in Europe.

