



Germany's contribution to EATC

EATC is a multinational command established on 1st September 2010. It is located at Eindhoven air base in the Netherlands and integrates a staff of more than 200 people coming from the 7 member nations. Today EATC is a unique organisation within Europe for military air transport (AT), air-to-air refuelling (AAR) and aeromedical evacuation (AE).

Members:
Belgium, France, Germany, Italy, Luxembourg, the Netherlands and Spain.

Command:
The command of the EATC rotates between France and Germany. The current commander is German Major General (OF-7) Christian Badia. The deputy commander and chief of staff is French Brigadier General (OF-6) Pascal Chiffolleau.

EATC Structure:
The command group is supported by 3 divisions: the operational division, the functional division and the policy & support division.

- Missions:**
- Optimize the employment of AT assets
 - Command & control transferred AT assets
 - Harmonize rules & regulations for future common operations (interoperability)

Key events:	
September 2010	Inauguration of EATC
May 2011	Initial Operational Capability
November 2012	Luxembourg joins the EATC
July 2014	Full Operational Capability
July 2014	Spain joins the EATC
December 2014	Italy joins the EATC

Dear Readers,

In 1999, Germany and France launched an initiative to establish a multinational air transport command. Eleven years later, EATC was inaugurated in Eindhoven together with Belgium and the hosting nation, the Netherlands. As the German Air Force celebrates its 60th anniversary this year, EATC is looking back on 6 years of successful cooperation with the German air transport forces.

Today, 48 German aircraft are under the control of EATC. They add to the overall EATC multinational fleet of more than 200 transport aircraft, representing over 60% of all military air transport assets in Europe.

The EATC fleet puts emphasis on three essential domains : military air transport, air-to-air refuelling and aeromedical evacuation. The latter focuses on the medical evacuation of soldiers from anywhere in the world. Over the past years, EATC has coordinated missions for 6.000 patients. About 8 % were cross-national missions: a nation accepts the qualified service for its citizens by assets and medical personnel of another nation.

Germany is a main partner in the EATC aeromedical evacuation domain, offering assets such as the C-160 Transall in specific medical evacuation configuration or the Airbus 310 MRTT. The A310 MRTT allows the evacuation of injured patients over long distances, even under critical care conditions. It is on a 24-hour notice-to-move and constitutes the back bone of the EATC for the evacuation of severely injured patients. As the German Air Force is building up its A400M fleet, it also foresees the implementation of an aeromedical evacuation capability. The A400M will then take over most of the aeromedical evacuation missions from the Transall and partly also from the A310 MRTT.

Being at the core of EATC has offered Germany confirmed added values and opportunities. Germany is a dedicated partner, committed to multinational projects as well as to a strong integration into EATC.

Major General Christian Badia,
Commander of the EATC



The German Assets

Germany has transferred the authority of the following fixed air wing transport assets to EATC:

The **Airbus A310** is a medium/long-range, twin engine jet airliner. It is operated by the special Air Mission Wing of the Ministry of Defence (Flugbereitschaft BMVg) in Cologne/Wahn. Five aircraft are under EATC operational control. Four can be configured for Multirole Transport Tanker (MRTT) purposes, including aeromedical evacuation. The latter configuration can transport up to 44 stretchers for patients or up to six intensive care transport units. The fifth A310 serves in a dedicated passenger transport role.

Germany still operates 40 **C160 Transall** twin engine tactical air transport aircraft. They are operated by Air Transport Wing 61 in Bavaria and Air Transport Wing 63 in Schleswig Holstein. The Transall is able to drop both cargo and parachutists in mid-air and can operate from unimproved landing strips. The aircraft can also be equipped with a self-protection system for operations in a potentially hostile environment. In the medical evacuation configuration, the Transall can transport up to 62 stretchers for patients but also 3 intensive care units and 12 intermediate care patients.

The new backbone of the German air transport fleet will be the **A400M**. The German Air Force plans to operate ultimately 40 aircraft stationed in Lower Saxony (Air Transport Wing 62). It already took delivery of its first three A400M and transferred them under EATC operational control. The A400M will lead to a considerably increased capacity in airlift as it operates at a service ceiling beyond the performance parameters of the Transall. Moreover, it can carry a much higher payload, accommodating trucks and armoured vehicles as well as helicopters. It is also equipped with a refuelling boom for air refuelling, extending its range and flexible use.



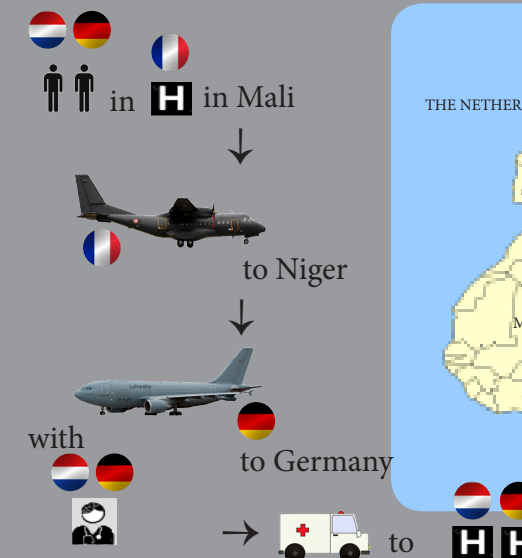
Aeromedical Evacuation

Germany is a main partner of the EATC with the aircraft it put under EATC command. Once the C-160 Transall will be replaced in future and the A400M fully introduced, more range, velocity and capacity will be offered for aeromedical evacuation missions. These missions are controlled by EATC, and in particular the Aeromedical Evacuation Control Centre (AECC). This centre is composed of a multinational team and headed by a German senior flight surgeon.

“AECC is a successful example of European cooperation. The main priority is to guarantee the best care and a most positive outcome for the patients. Another major goal is to provide synergistic effects by repatriating patients in cross-national air evacuation missions. These are challenging both from the planning and coordination point of view. They also need a high level of trust and confidence of the requesting nation as well as the required responsibility of the providing nation. To ensure an optimal service, AECC’s multinational team is working in a joint and combined teamwork with the air forces and national medical services”.



Colonel Dr. Axel Höpner (DEU, AF)
Head Aeromedical Evacuation Centre



In March 2016, a Dutch soldier suffered a spinal fracture in Gao (Mali). The initial treatment was provided by the French Field Hospital. At the same time a German patient with a severe disease was also hospitalised in Gao. In theatre a tactical aeromedical evacuation mission with a French CN-235 was organized from Gao to Niamey (Niger) where a German A310 with a Dutch/German medical crew took over the two patients. Thanks to an accurate timing of this complex mission the patients were handed over in a tail-to-tail swop directly from the French CN-235 to the German A310. The patients were flown with the A310 to Cologne. They were then transported by road to military hospitals in the Netherlands and in Germany.



From 2011 to 2015, EATC with German assets

executed **17.184 MISSIONS** or **84.411 FLYING HOURS**
transported **323.023 people** and **26.377 tons cargo**

executed **626 dedicated**
AIR EVACUATION MISSIONS
&
1.285 patients in
GERMAN AIRCRAFT



48 AIRCRAFT to
the EATC FLEET
(>200 A/C)



With the establishment of the EATC, Germany transferred operational control or “OPCON” for the vast majority of its air transport fleet to EATC making the EATC the focal point for planning and controlling German air transport missions. Within a short time, it became “standard business” for German assets to carry passengers, patients and loads of all EATC members. In return, German air transport requirements are met by other EATC members. In doing so, the use of the German aircraft turned out to be more efficient while national demands were still met even with no German assets available at the time or with the required capability. And that is what the EATC is all about. It works.

Colonel Frank Best,
German Senior National Representative (SNR) at EATC

