10 YEARS OF AIR MOBILITY
EATC
2010-2020
European Air Transport Command

EUROPEAN AIR TRANSPORT COMMAND

2010-2020 TEN YEARS OF AIR MOBILITY

Dear reader,

"2020 is a special year to EATC: we are celebrating our 10 year anniversary!

EATC's history began in the nineties with the recognition that strategic transport would find itself in a lasting capacity gap in Europe hampering autonomous ability to deal with conflict prevention and crisis management. The Helsinki Summit in 1999 officially welcomed the decisions announced by some nations to establish a European Air Transport Command. Already strongly supported by Belgium and the Netherlands to prepare the unique lighthouse project based on an effective business model, the German-French impulse for closer cooperation in 2006 was decisive. Luxembourg, Spain and Italy joined several years after the inauguration in 2010 with the same goals and spirit. The ambition was to deliver effective air mobility and to use air assets in an optimised way taking benefit from the harmonisation among our member nations. Pooling and sharing air transport capabilities by using the cashless exchange service ATARES was the key.

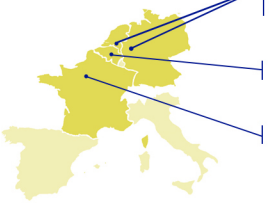
Over the past 10 years, we have developed into a multinational command, unique to Europe. We have grown into a genuine centre of expertise for air mobility, including military air transport, air-to-air refuelling and aeromedical evacuation. Our predecessors have put much acclaimed professionalism and commitment into strengthening EATC. Today, we are taking EATC forward into a rather in-depth evolving future and I strongly believe that 2020 can be a decisive milestone for our nations in terms of renewing and even raising their common ambition for EATC.

The future will bring us exciting challenges that we will meet with expertise and a strong willingness to better satisfy our seven nations. We will continue to integrate the new national and multinational fleets, further develop our air mobility network and improve fruitful interoperability among nations in Europe. We will ensure EATC operational commitments today with the aim to continuously provide a reliable and responsive command and control tomorrow.

Together with the member nations and our partners, EATC will shape the future of air mobility."

Major General Laurent Marboeuf
Commander EATC

NEW & FUTURE FLYING UNITS

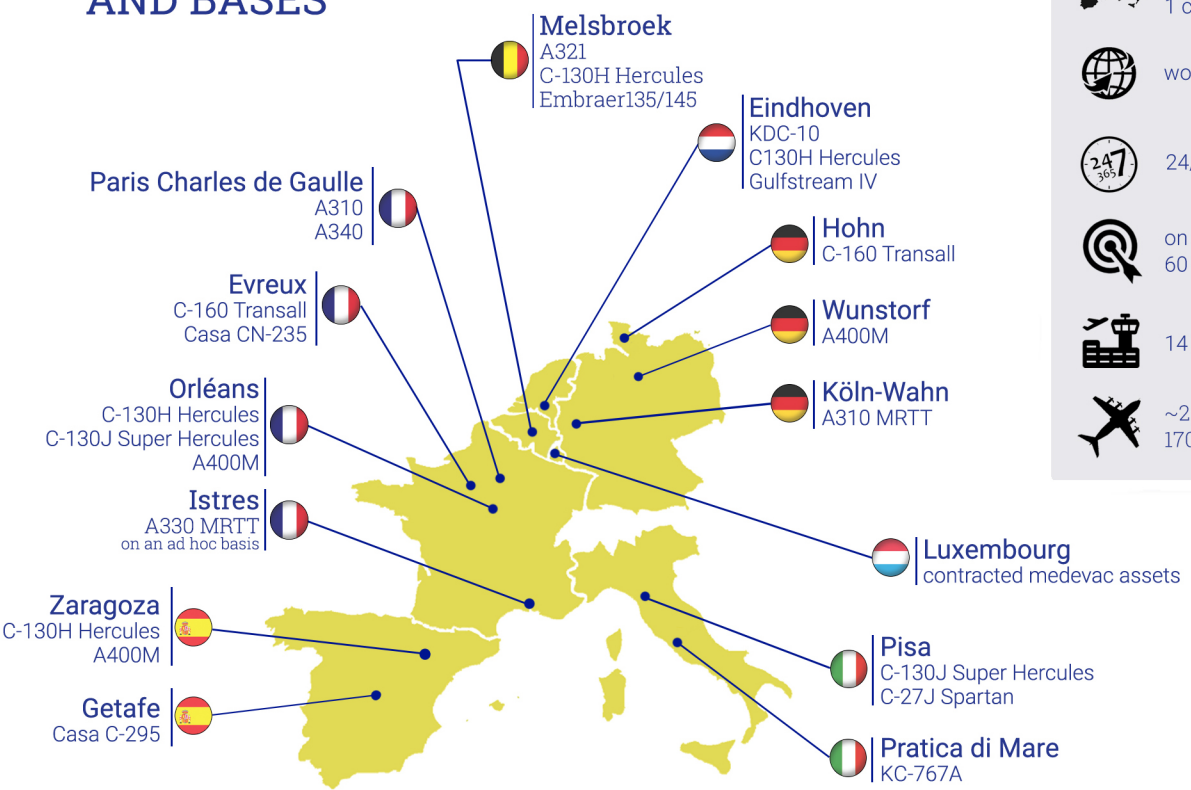


Multinational A330 MRTT unit in Eindhoven (NLD) and Köln-Wahn (DEU)

Binational A400M unit in Melsbroek (BEL)

Binational C130J unit in Evreux (FRA)

FLEET AND BASES



7 nations
200+ experts
1 command

worldwide missions

24/7/365 operations

on average:
60 missions/day

14 bases

~20 types
170+ aircraft

AIR TRANSPORT

EATC ensures air transport by controlling and commanding a diverse and multinational fleet. EATC also offers innovative solutions to the member nations. One example is the introduction of a shared standard routes network for military air transport that will be developed into an air network system. Air Transport includes among others:

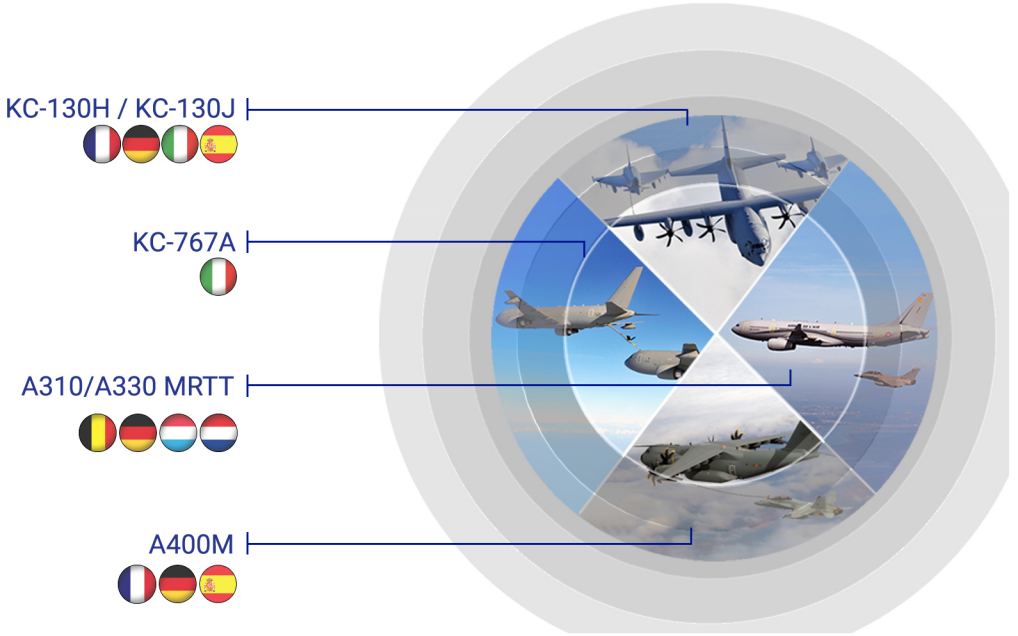
- transport to operational theatres
- passenger transport
- cargo transport
- paratrooper drops
- VIP flights
- cargo drops

Air Mobility
Together we go beyond

AIR-TO-AIR REFUELLING

Today, EATC is considered in Europe as a centre of expertise in the domain of air-to-air refuelling (AAR). The AAR fleet under EATC authority will be tripled in the next few years with the implementation of the multinational MRTT unit, the achievement of full AAR capability for the A400Ms and the arrival of new KC-130Js. EATC will become the major force provider in Europe, with large operational options and reinforced operational effectiveness for EATC's member nations.

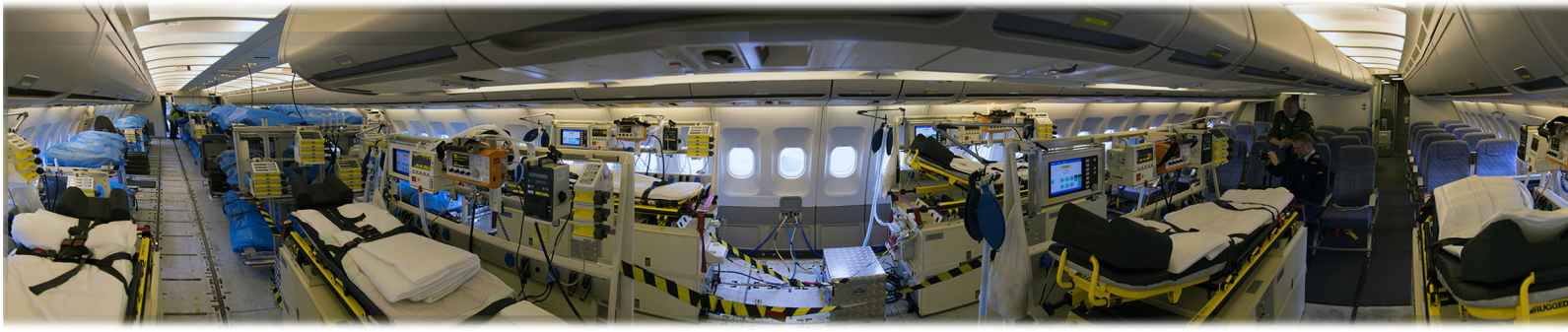
Today's and future AAR capabilities:



The McDonnell Douglas KDC-10 will be decommissioned by end 2020.

AEROMEDICAL EVACUATION

EATC plans strategic aeromedical evacuations of injured or ill persons by air assets from anywhere in the world to the patients home country, or to a safe place where appropriate medical care is available. EATC also aims at developing standardised procedures and cross-national certifications.



FACTS & FIGURES

2010-2019

- nearly **2.8 million** passenger transported
- more than **2.900** AAR missions
- nearly **875.000** paratroopers dropped
- over **10.000** patients evacuated
- over **165.000** tons of cargo transported
- over **77.000** missions flown
- more than **450.000** flying hours

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TRAINING AND EXERCISES

EATC is a cornerstone to organise and lead multinational training and exercises, as well as to leverage opportunities to build strong relationships with and among partners. This continuous effort ultimately leads to interoperability and guarantees smooth common operations. All trainings, exercices and courses are unique, multinational and open to EATC member nations as well as to other interested parties.

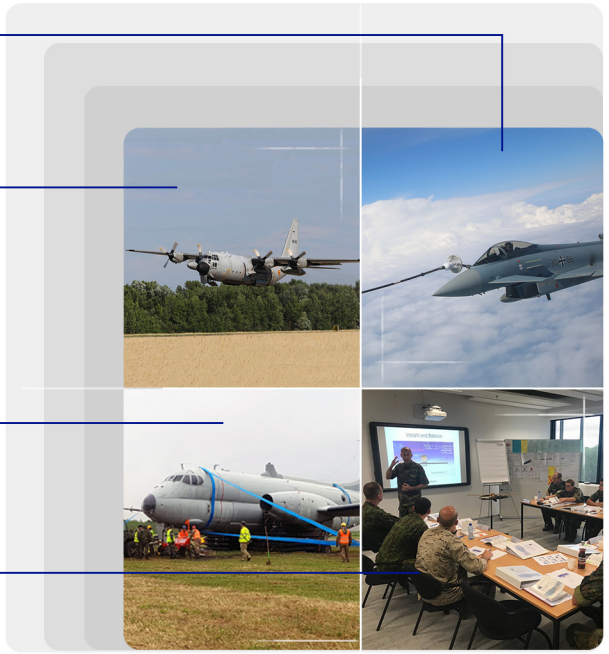
European Air Refuelling Training (EART)
training for air and maintenance crews

European Tactical Airlift Programme (ETAP)
- airlift training, tactical training courses for crews and courses for instructor pilots
- led by the European Tactical Airlift Centre and supported by EATC

Disabled Aircraft Recovery Training (DART)
training with decommissioned aircraft

Combined Air Terminal Training (CATT)
basic training for junior air movement personnel

Advanced Combined Air Terminal Training (ACATT)
- advanced training for handlers
- academics and on the job training



CONTRIBUTION TO INTEROPERABILTY

Effective and efficient air mobility in a multinational environment requires harmonisation and sharing of concepts, doctrines and procedures. This is why the operational and functional domains were consolidated into one structure. They work hand in hand to enhance interoperability among the partners, thus optimising the planning and execution of air mobility.
Here, a few examples of EATC's major output:

Operations Manual
governing flight operations managed by EATC

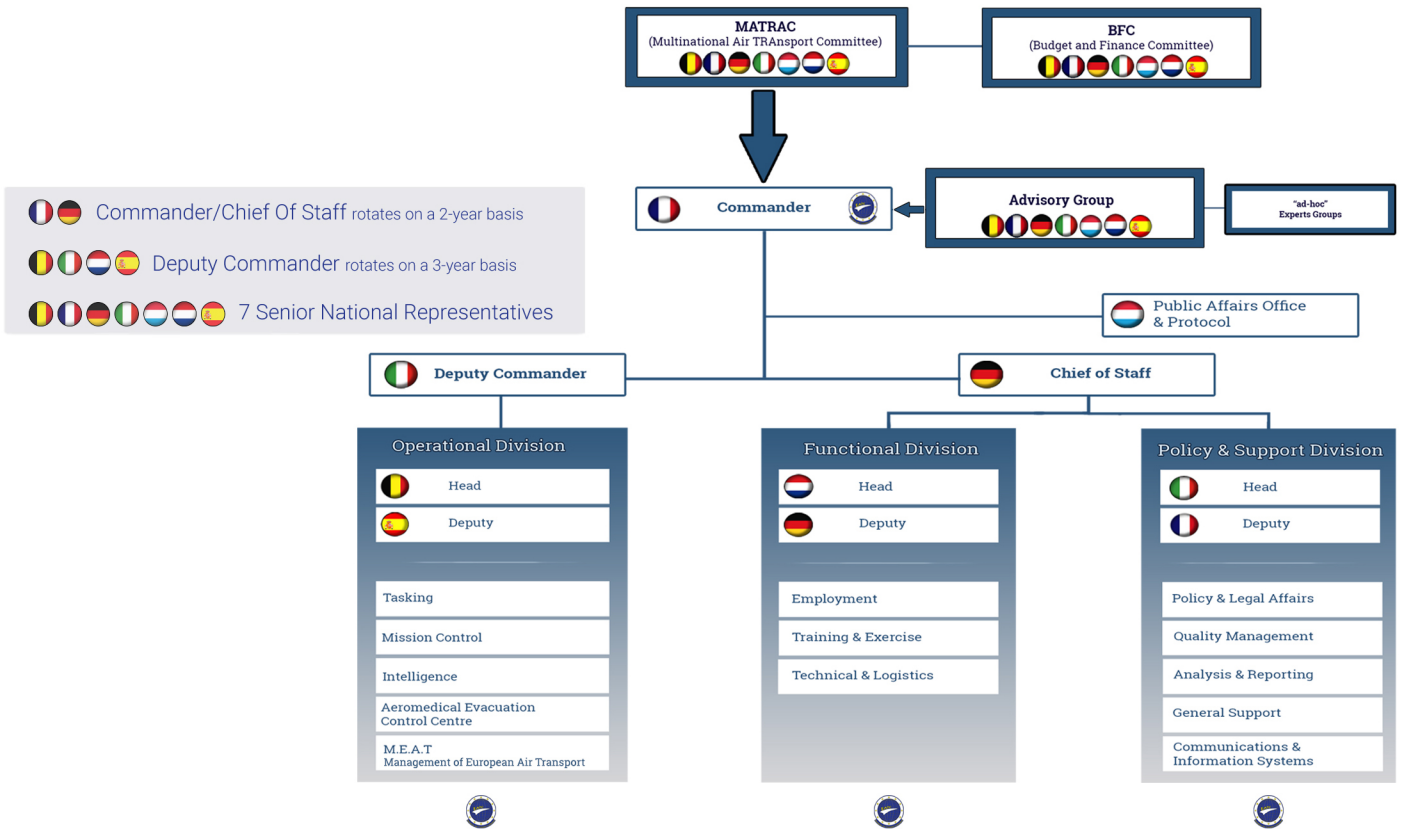
EATC Ground Operations Manual
milestone in cross-loading activities for multinational operations

Cross-Para booklet
milestone in cross-parachuting activities

A400M cross-exchange of technicians
framework to facilitate multinational maintenance teams

EATC GOVERNANCE AND STRUCTURE

EATC's steering committees decide by consent. The highest decision level (MATraC) meets at air chiefs level and gives direction to the Commander EATC. The Advisory Group advises the Commander EATC on commonly decided policy.



Commander/Chief Of Staff rotates on a 2-year basis

Deputy Commander rotates on a 3-year basis

7 Senior National Representatives

The Operational Division plans, tasks and controls air missions on behalf of the member nations both in peacetime and in times of crises.

The Functional Division acts as a key enabler to promote common values, organises multinational trainings and fosters the harmonisation of doctrines and procedures among nations.

The Policy & Support Division is a think tank for innovative air mobility, supports the activities of EATC headquarters and liaises with external actors.

MEAT - MANAGEMENT OF EUROPEAN AIR TRANSPORT

MEAT is a unique tool at the heart of EATC's air transport process, connecting the various actors. It was developed by EATC and is regularly re-tailored in house with new functionalities increasing the performance of the application. The EATC software designers and developers meet once a year with national representatives to coordinate the development and enhancement of MEAT with the needs of the member nations.

Today, MEAT is a unique, user-friendly and effective multi-user software with more than 3000 accounts.

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