



European Parliament
Subcommittee on Security and Defence

EATC an example for Pooling and Sharing

Major General Jochen Both
Commander European Air Transport Command

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EATC – Sustain a Politico-Military Vision



1999 Defence and Security Council November Helsinki 1999

- *DEU-FRA Initiative to establish an European Air Transport Command*

2004 HLG 2010

Approved by General Affairs and External Relations Council on 17 May 2004 endorsed by the European Council of 17 and 18 June 2004

- « *The EATC European entity responds to the political will of the EU Member States to develop a military capacity air transport within the European Security Strategy.* »

2010 Foreign Affairs (Defence) Council of the European Union

EATC is mentioned as an example for P&S concept development:

- *“... the need to develop pooling and sharing options, building on successful multilateral examples such as the European Air Transport Command launched in September 2010.”*

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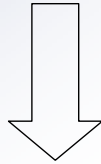
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Overall Objective

To create synergies in order to be more efficient and effective

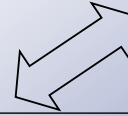
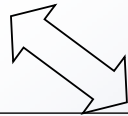
Pooling & Sharing



Nationally Defined areas & levels of Operational interdependence



Nationally Accepted Operational dependence



Giving up of Sovereignty

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EATC Concept, 5/2007

- 1. Gradually Transfer and Integrate** all relevant national responsibilities with respect to **fixed wing military Air Transport (AT)**
- 2. Direct the force generation and the mission execution of the combined air transport capabilities**

IN ORDER TO

- 1. Improve effectiveness and efficiency of the Participants' military AT efforts**
- 2. Improve harmonisation and minimize footprint on deployment**
- 3. Optimise use of existing resources and minimize overall spending**

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- Innovative concept provides basis for a successful EATC
- Pooling & Sharing with conditioned giving up 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 / responsibility for functional domains, areas and sub-areas

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Assigned Aircraft



as of: 23 NOV 2011

		ToA	RTtoA	Non ToA	
BEL	A330	1	0	Falcon 900/20	3
	C-130	10	1	ERJ 145/135	4
NLD	KDC-10	2	0		
	G-4	1	0		
	C-130	2	0		
	F-50	2	0		
FRA	A340	2	0	KC-135	14
	A310	3	0	A330	1
	C-130	10	4	Falcon	6
	C-160	32	16		
	CN-235	9	10		
DEU	A310	5	0	A340	2
	C-160	38	1	A310 VIP	1
	C-160 ESS	16	8	A319	2
				Global 5000	3
Total		133	40		
Ready to Task		60			



Between 50 to 70 missions per day
but declining numbers of tactical a/c

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- **Initial Operational Capability (IOC) 11 May 2011**
- **Common Military Planning Tool and Common Diplomatic Clearance**
- **Crew Duty Regulations Harmonisation**
- **Combined and contingency planning (Afghanistan, Ivory Coast and Libya)**
- **EATC Logistic Studies and 3rd Party Transfer**
- **Aero medical Evacuation Expertise**
- **Major stakeholder for EATF / EDA (Air Transport European Training Projects, Diplomatic Clearances WG.....)**



Air Transport and Air to Air Refueling Missions

01-01-2011 to 31-10-2011

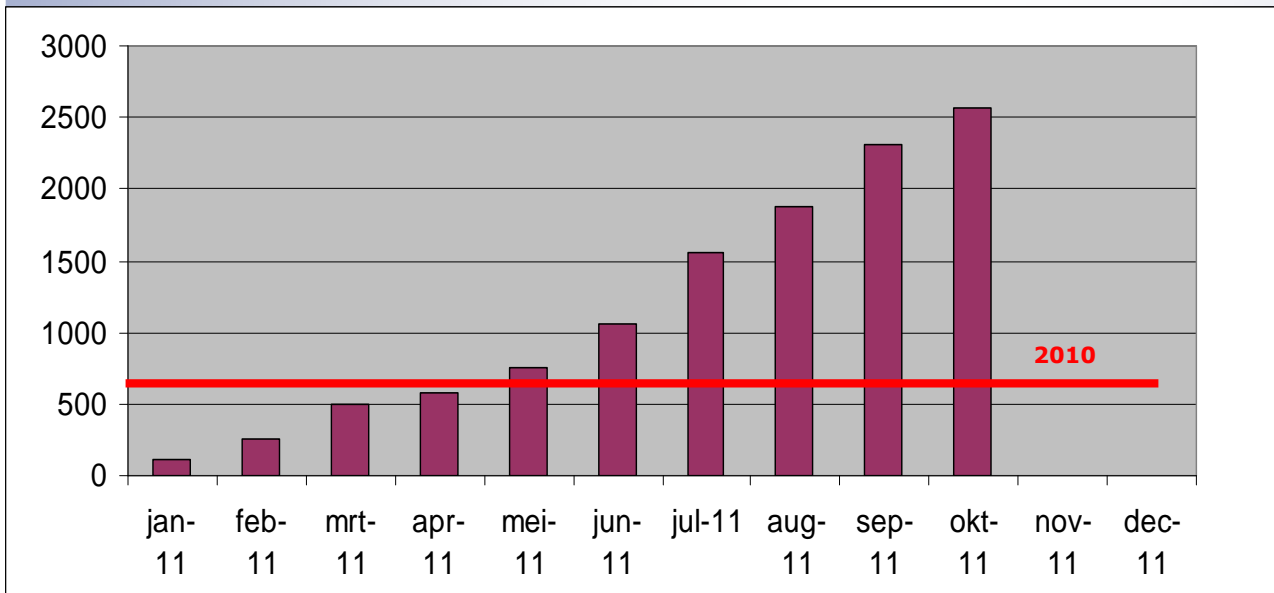
Nation	Missions	Flying Hours	MEDEVAC (Patients)	AAR
BEL	477	3.760	28	0
DEU	3.112	14.276	236	64
FRA	2.639	19.986	383	32
NLD	344	2.537	3	42
Total	6.572	40.559	650	138

267.000 passengers and 18.600 tons of cargo



Exchange of flying hours:

Increase of cross-national transport



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EATC in support of Operations

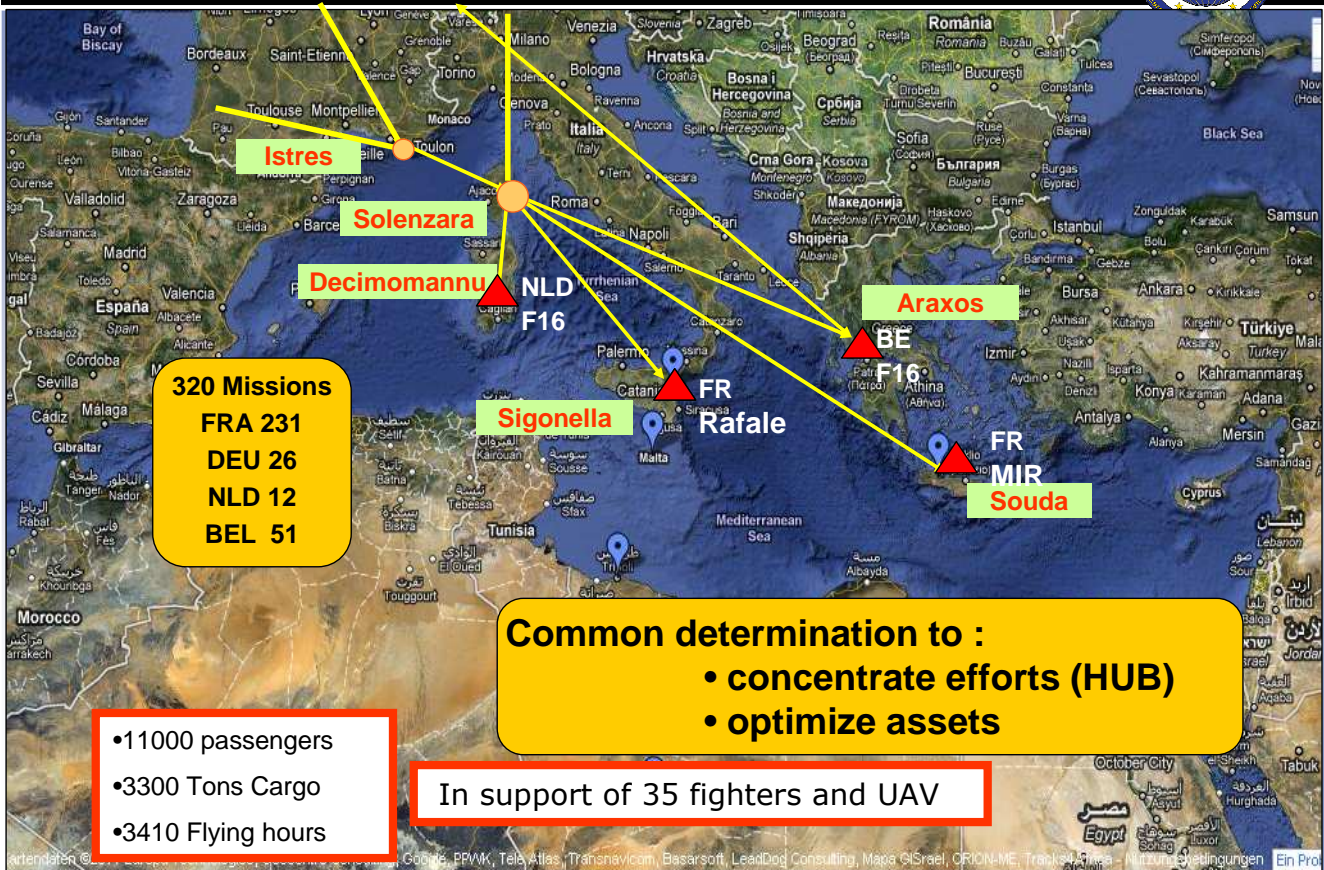


- **JAPAN earthquake: evacuation of EU citizens**
- **LIBYAN crisis: NEO operations (Feb/Mar 2011)**
 - 1100 passengers and 15 tons of cargo transported
 - 17 missions with over 200 flying hours
- **LIBYAN crisis: Operation HARMATTAN initial air bridge (18-21 Mar 2011)**
 - 700 passengers and 200 tons of cargo transported
 - 31 missions with over 170 flying hours
- **LIBYAN crisis: Operation UNIFIED PROTECTOR**
 - 11000 passengers and 3300 tons of cargo
 - 3410 flying hours

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EATC & Unified Protector Support



Benefits of the EATC



- EATC as a lighthouse example of European Common Security and Defence Policy
- Synergy and optimisation benefits reinvested
 - More air transport and aircrew training achieved
- Reduction of overhead and operating costs
 - Human resources (e.g. disbanding LTKdo, common Diplomatic Clearance)
 - Less outsourcing to commercial carriers (e.g. Aeromedical Evacuation)
 - Common procurement (e.g. Military Planning Tool)
- Reduction of logistical and technical footprint



- **EATC as integral part of the 4 nations' military structures**
- **Mutual trust and confidence**
- **Mindset and language**
- **IT - Network**
- **Social aspects (integration, schooling...)**



- **2012 FOC (est.)**
- **2012 / 13 Accession of LUX**
- **2013 / 14 Treaty**
- **2013 / 14 Permanent Infrastructure**



- No kinetics
- 90 % of AT missions are sustainment and training
- History and 3rd dimension / TTP
- No command but control authority
- Assured availability

EATC is unique, however

EATC is a lighthouse project for the military initiatives under the CSDP

- One or Two Nations have to take the lead (and give up “something”)
- Military “Added Value”, i.e. in effect(iveness) in Peace Time
- Limit National Agendas (Infrastructure etc.)
- Intelligent concept / mandate / mission oriented concept
- Culture and Language
- Sustain the vision