



# European Defence Agency

## EDA Air transport Activities

DATE: (Berlin) 09 December  
2009

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# Manoeuvre - Main Work Strands

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## Main areas under development

- EUROPEAN AIR TRANSPORT FLEET (EATF)
- IN-THEATRE MOBILITY CAPABILITY EVALUATION
- INCREASING AVAILABILITY OF HELICOPTERS IN T.O.
- THIRD PARTY LOGISTIC SUPPORT (TPLS)



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# EUROPEAN AIR TRANSPORT FLEET (EATF)

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# EATF BACKGROUND

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- **Headline Goal**
- **Force Catalogue - Progress Catalogue process**
- **Meetings Heads of State**
- **Initiatives**
  - Strategic Airlift Interim Solution (SALIS)
  - Movement Coordination Centre Europe (MCCE)
  - Strategic Airlift Capability (SAC)
  - European Air Transport Command (EATC)
- **EDA Steering Board CAP**
  - Project Team EATF

# EATF EVOLUTION

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## ■ PT EATF

- Study viable models for a European air transport fleet
- A400M centric

## ■ DoI

- Nov 11<sup>th</sup> 08: twelve EU members
- Enlargement (A400M, C-130,...)
- Possible Participation

## ■ LoI

- Nov 17<sup>th</sup> 09: fourteen nations
- Partnership between air transport fleets and organisations
- Long term: networked fleet

# EATF MODEL

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- Vision

- Framework for enhanced cooperation in military air transport
- Aims at the efficient usage of all present and future air transport assets regardless of type or origin

- Scope

- Innovative concept to enhance the airlift provision within the EU
- Federates different projects identified, structures and types of assets in order to optimize cooperation and coordination

# EATF MODEL

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- Objectives
  - Improve the airlift provision within the European Union
  - Develop concrete solutions to better use existing and future military airlift assets to meet national, EU, NATO and other frameworks operational requirements
  - Develop means for optimisation of existing and future air transport organisations and structures
  
- Participation
  - Depending on national policies
  
- General principles
  - Modular participation
  - No duplication of effort
  - Adopt cost/effective solutions

# EATF studies

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## Landscaping study

- identify the strengths and weaknesses of the current and foreseen European military air transport environment.
- describe ways to optimize the current and foreseen structure and procedures.
- suggest new interaction models to increase the overall efficiency of the European military air transport capability.
- propose innovative ways to exchange services between pMS.
- develop concrete solutions to better use existing and future military airlift assets to meet national, EU, NATO and other frameworks operational requirements

## Diplomatic clearances study

- describe the existing European diplomatic clearances mechanisms
- identify the advantages and disadvantages of a unique European diplomatic clearance mechanism for all EU military transport aircraft
- legal aspects and implications
- develop a detailed roadmap to a better and more efficient mechanism



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# In-Theatre Mobility Capability Study

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# Requirement description

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## Headline Goal 2010

- “... Deployability may further be hindered by the capability shortfalls in intra-theatre lift, which could affect onward movement of own troops within the Area of Operations (AOO)”.
- “... The potential for re-rolling the rotary aircraft (particularly to contribute to the delivery of Medical Evacuation (MEDEVAC) capability) places further demands on the use of the Transport Helicopters”.
- “...The ability to extract and recover personnel, including Medical Evacuation (MEDEVAC), is severely affected by quantitative capability shortfalls reflecting the high demand on assets that provide a significant number of capabilities, the delivery of which may not be achieved simultaneously”.

# In-Theatre Mobility Capability Evaluation Study

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- Final Report delivery end 2010
- Follow on to the Strategic Transport Evaluation Study

## AIM:

- ascertain best possible combination of future and current tactical transport assets;
- examine their optimal features - the future technology trends - evolutions that may impact intra-theatre lift;
- evaluate the optimum use of current and future technologies
- propose innovative solutions to alleviate the existing and future deficits in the intra-theatre lift
- focus on near - medium and long term
- include infrastructure of APOD-SPOD and vertical lift assets (or, in the nearer term Heavy Transport Helicopters).



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# AVAILABILITY OF HELICOPTERS

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# Helicopters - Current Activity

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- Mi Tactical Training - based on CZ operational requirement.

Trial course took place in March (from 23 Mar. for 2 x 2 weeks) as part of EDA study

- Audit of EU training requirements and capability.

Define requirement - Identify shortfalls - Report delivered in Oct. '09, currently being analysed

- Multinational Flying Exercises.

Mar. 09 - FR, ES, CZ, HU, BE. Pers from UK, NL, AT, HE, SE (hosted by FR in Gap)

Jun. 09 - first edition of Ex. Azores in ES dedicated to hot & high environmental trn.g

Mar. 10 - second edition of Ex. Azores in ES

- Operational English Language Trg.

Course under design today, will deliver in January (1<sup>st</sup> session) and February '10 (2<sup>nd</sup> session)

- Upgrades.

Two WS dedicated to Mi Type upgrades, in coordination with NATO effort

# Helicopter - Future Activity

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- Use results of current activities to develop a Helicopter Training Programme.
- Launch Cat B for tactics tr.g course (initial exploratory meeting already took place under UK chair, participants CZ, LU, HU, SE)
- Investigate basic tr.g requirements and seek possible collaborative solutions.
- MEDEVAC/CASEVAC (newly assigned P.O. Medical now available to start activity within current year)
- Future Heavy Helicopter (many bilateral coordination meetings, initial programme meeting next month)
- Pooling effort to be tackled starting this year with special interest in NH90 (& other types) future op. deployments
- Training (to include the whole training pipeline)
- Collective deployed logistic support (as part of the pooling effort)



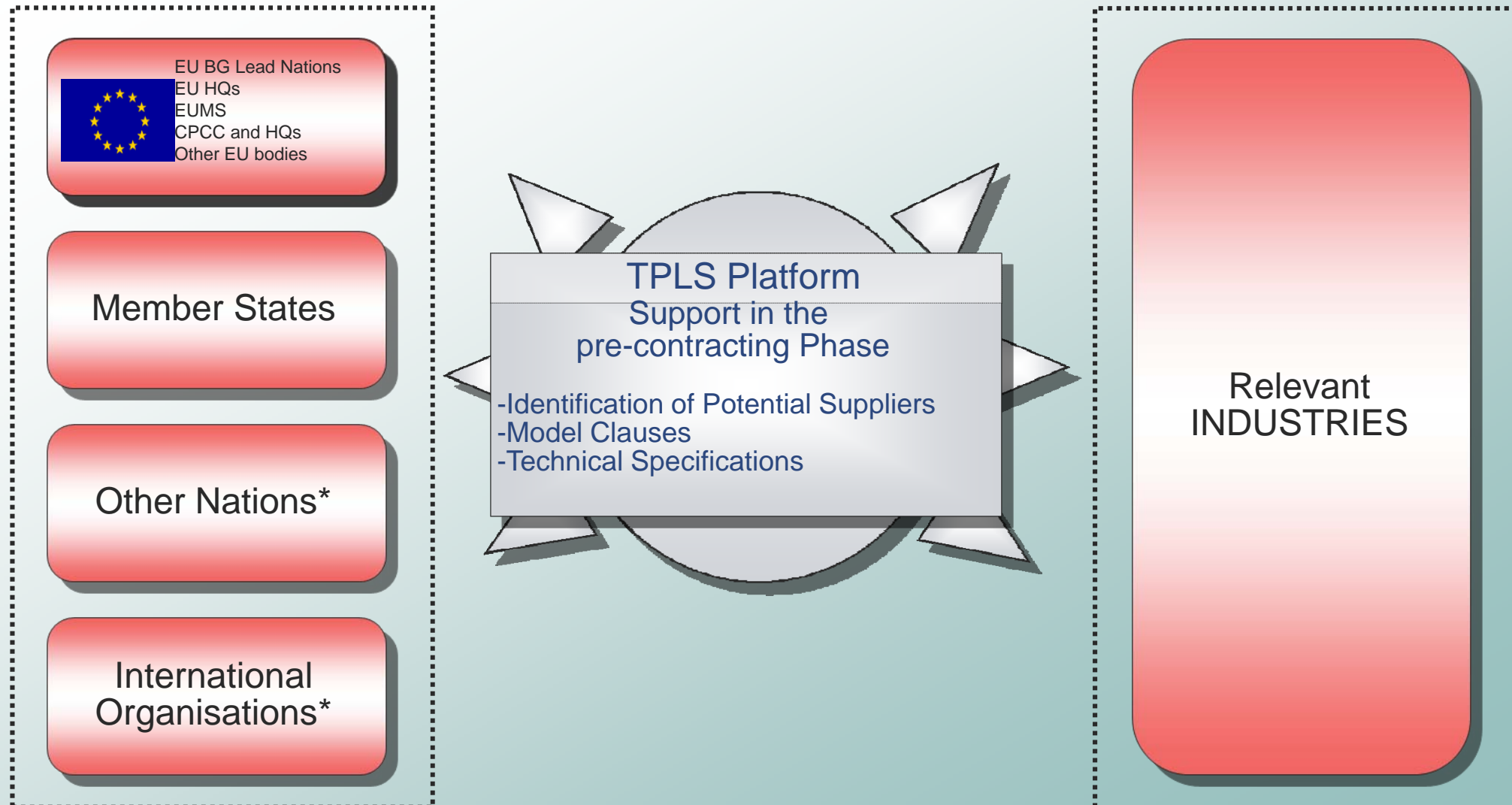
# EU TPLS PLATFORM

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# EU TPLS Platform – Illustrative view



\*Subject to specific arrangements



# EU TPLS Platform - General Principles

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- Provide for better visibility of Economic Operators through offering high quality databases
- Support the identification of contracting solutions
- Support Rapid and Organised response to unforeseen logistic requirements
- Facilitate Contracting Authorities contractual process
- EDA retains No Contracting authority (National)

## Action plan: 3 phases

(2008-2009) Phase 1: Establishment of a European TPLS Platform;



(2010-2012) Phase 2: Investigate to improve existing mechanisms for contracting TPLS services in support of EU CMOS.

Relevance to be discussed in expert WS (Nov. '09) and IDT Sustain (Dec. '09)

NO duplication with Council actions assured;

(2010-2012) Phase 3: Investigate the need for a centralised coordination and control solution to leverage logistic support, from a comprehensive approach, to EU CMOS – No new structures but new functions of the platform (e.g. Virtual On Site coordination Centre - VOSIC)



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