

NATO STRATEGIC LIFT



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OUTLINE

- NATO Strategic Lift Policy
- Strategic Lift Coordination
- Strategic Lift Capabilities
- Questions

NATO STRATEGIC LIFT POLICY

- **Robust Policy and Doctrine Framework.**
 - **MC 0336/3 (NATO Principles and Policies for M&T).**
- **Nations responsible for deploying and sustaining their forces.**
- **Cooperative and shared use of Strategic Lift is encouraged.**
- **MN Coordination is critical to success.**
- **Collective Responsibility for developing policy, doctrine and the provision of Strategic Lift.**
- **Formal NATO M&T Meetings with Nations.**
- **Arrangements for Transit and Overflight important.**

STRATEGIC LIFT COORDINATION

Multinational Centres:

- **Allied Movement Coordination Centre (AMCC) NATO, Mons, Belgium**
- **Movement Coordination Centre Europe (MCCE) Nations, Eindhoven, NL**
- **Athens Multinational Strategic Lift Coordination Centre (AMSCC), Greece**

New initiative:

- **European Air Transport Command**
 - **European Air Transport Fleet**

MOVEMENT COORDINATION CENTRE EUROPE (MCCE)

- **23 nations members as at November 2010 + nations interested**
- **Multinational coordinated use of existing multi-modal assets offered to both NATO and EU nations**
- **Cooperation in the area of Air Space Management w/ EUROCONTROL**



NATO STRATEGIC LIFT CAPABILITY

- AIRLIFT
 - National Procurement
 - Movement of NATO-owned Equipment/Personnel (Assured Access)
 - A400-M
 - SAC
 - SALIS
 - EATF
- Sealift
 - MSSC



STRATEGIC AIRLIFT CAPABILITY (SAC)

- In 2006 thirteen NATO nations came together to investigate the possibility of establishing a C-17 Strategic Airlift Capability (SAC) to meet their national airlift requirements. It evolved into the current SAC consortium.
- 12 nations have signed the SAC MOU which entered into effect on 23 Sept 2008:
 - NATO nations: Bulgaria, Estonia, Hungary, Lithuania, the Netherlands, Norway, Poland, Romania, Slovenia, the United States.
 - Partner nations: Finland, Sweden
- Three C-17 aircraft were acquired to the SAC Program
 - SAC-01 received 14 July (US provided)
 - SAC-02 received 17 Sept (FMS)
 - SAC-03 received 7 Oct 09 (FMS)
- National cost share, including FMS acquisition costs, dependent on nations' committed flight hours
 - Flight hour commitment reflected in SAC MOU
 - SAC MOU presently based on a total of 3500 flight hours at FOC



Mission Highlights

HEAVY AIRLIFT WING



ISAF

80% of HAW Missions



OIF/Iraq

3 Missions December 2009



Haiti Earthquake Relief
3 Missions Jan-Feb 2010

Afghanistan Troop Surge
March 2010

Polish Victim Repatriation
April 2010

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NAMSA

- **Charter with Civilian Commercial Entity**
- **As requested by nations for ex:**
 - **Austria chartered more than 60 flights through NAMSА in 2008 in support of EU Operation in Chad**
 - **Manages the SALIS contract**
 - **Provides support to NAMA**

STRATEGIC AIR LIFT INTERIM SOLUTION (SALIS)

- 18 nations: BEL, CAN, CZE, DEU, DNK, FIN, FRA, GBR, GRC, HUN, LUX, NLD, NOR, POL, PRT, SVK, SVN, SWE
- 5 year contract
 - 2 Antonov AN-124 on full-time charter
 - Assured access to 4 additional a/c within 9 days
- Outsize capability
 - (80 tons at 6,500 km)



STRATEGIC AIR LIFT INTERIM SOLUTION (SALIS)

- **Contract renewed until Dec 2010**
- **Way ahead: working on national decision to extend contract until end 2012**
- **Current MOU ends end 2012 also**



STRATEGIC SEALIFT

- The lack of strategic sealift to meet NATO long term planning targets was first identified at the Washington Summit in 1999.
- A decade of work in this area has produced many national, MN, EU and Alliance initiatives.
- The last NATO Defence Requirement Review (DRR) in 2007 identified a shortfall (next DRR is in 2012).
- There remains a shortfall in sealift; although, long term planning is not an exact science.
- Establishment of the Multinational Sealift Steering Committee (MSSC) has greatly assisted NATO.

MULTINATIONAL SEALIFT STEERING COMMITTEE (MSSC)

- 10 Nations: CAN, DEU, DNK, GBR, HUN, LIT, NLD, NOR, POR, SVN, Plus more nations interested in joining
- Sealift Capability Package (SCP), in place since Dec 03
- Mix of nationally owned ocean-going Ro/Ro ships and multinationally paid Full-Time Charter (FTC) and Assured Access Contracts (AAC)
- Way ahead: increase multinational AAC; expand membership



Summary

- NATO has in place a robust framework for policy and doctrine on Strategic Lift.
- Steady improvement since 2001; Strategic airlift shortfalls persist but these are manageable if all initiatives progress to completion
- Multinational assured access to capabilities and coordination are led by nations
- The 2 key multinational coordination centres are responsive to NATO and the EU
- Multinational capability development, cooperation and training remain important to NATO
- Strategic Sealift shortfall remains a concern.

QUESTIONS



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