

Operations Wing under new command

By Maureen Geraets-Head

On 24 June, the Operations Wing change of Command took place. Col. Manfred Arndt relinquished command to Col. John Backstrom in Hangar 2 at 1500 on a sunny Thursday afternoon. Component Commander Brig.Gen. Burghard Pototzky presided over the OW change of command ceremony. Col. John Backstrom assumed command, thus becoming the 10th Commander of Operations Wing since it was established in August 1981.

The General especially mentioned Col. Arndt's outstanding contributions as Commander of the Operations Wing "Today's ceremony truly marks the end of an era. This era, which spans the five years that Colonel Manfred Arndt has spent here at Geilenkirchen, covers a significant transformation, not only to the component, but to the organization and direction of NATO itself."

Since the fall of 2009, the Operation Wing has been actively engaged in Operation Active Endeavour, NATO's counter-terrorism operation in the Mediterranean Sea region.

OPERATIONS WING continues on page 4



Col. John Backstrom accepts command of the Operations Wing from Brig. Gen. Burghard Pototzky during the change of command ceremony on 24 June.

Photo MSgt. Chris Braun

Shopping at the tax-free facilities of the E-3A Component

In the recent weeks some uncertainty and confusion has arisen about the new shopping regime, rations and tax-free privileges here at the Component. This article is intended to answer questions and bring some clarity to this complex issue.

Who can shop?

Based on Host Nation Law and international agreements our new Component Order 8.1-11 effective 1 July authorizes the following people to use our exchange facilities:

- All E-3A Component Blue NATO ID-Card Holders.
- All NATO personnel, plus force members from the "sending six countries" and family members, assigned to a NATO headquarters installation inside Germany ("sending six countries" are Belgium, Canada, France, The Netherlands, United Kingdom and United States);
- All NATO personnel, plus force members from NATO member states, assigned to installations outside Germany who are on temporary duty orders (TDY) to Geilenkirchen NATO Air Base; and
- U.S. service and family members stationed in Europe or North Africa who are on pass or leave orders to Germany.

In order to observe that only entitled personnel use the tax-free facilities, we will see more customs checks on base and in the stores. Those checks will help us to

maintain all the tax privileges for those who are actually entitled.

What identification do you need?

As a rule, you need two forms of identification:
First, NATO or national military ID-Card and second, NATO or national ration card – the only exception being the blue E-3A Component ID-Card as sole identification for the purchase of unrationed items up to 75 Euro per item.

SHOPPING continues on page 3



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SHOPPING

Continued from front page

Personnel on TDY to GK need to present their TDY orders to the VAT office at building 80 and obtain a shopping permit to be stamped on their TDY order.

U.S. service and family members stationed in Europe or North Africa are strongly encouraged to carry their TDY, pass or leave orders with them.

What can you buy?

A blue E-3A Component ID-Card entitles the holder to purchase unrationed items up to an individual value per item of 75 Euro – no matter what his nationality or service is.

This replaces the old and difficult

to administer rule of "Items of daily use and consumption."

A blue E-3A Component ID Card and a blue ration card/shopping permit or a national ration card of the BEL, CAN, FRA, GBR, NLD or USA forces additionally allows the purchase of any non-rationed items without value limit and the rations as indicated on the card.

Rationed items are fuel, coffee, tobacco and alcohol.

The E-3A Component Fuel rations have not changed. As before a Privately Owned Vehicle (POV) (with more than 44 kw) will receive 400 litres per month, a recreational vehicle (motorcycles, quads, etc) 80 litres, however, there is a ceiling on the number of vehicles per household. Married members will receive a maximum of 3 POV and 2 recreational fuel rations; single staff

receive rations for a maximum of 2 POVs and 1 recreational vehicle.

Coffee rations are 2.5 kilogram per month.

Alcohol: the threshold for alcohol has been raised from 22 % to 38 %. Therefore, all alcohol under 38 % vol, may be purchased without a ration card. Alcohol above 38 % remains rationed, and as such personnel holding a ration card may purchase 6 liters per month.

Tobacco: entitled personnel may purchase two hundred cigarettes (or the tobacco/cigar equivalent) per week.

All aforementioned rationed items are granted for the described period, e.g. month/week only. No rations can be transferred, saved

or in any other form be taken into another period. The E-3A Component will introduce new ration cards with weekly tobacco rations.

Needless to say, all items purchased in the exchange facilities or purchased through our VAT relief program are for personal use and consumption of the entitled personnel and their recognized dependants only.

The customs authorities may claim customs and taxes for quantities that appear to exceed the typical quantities for personal use and consumption, also for unrationed goods.

Hopefully some questions are answered and those that are not addressed please feel free to e-mail them directly to OFC-LAO@e3a.nato.int

E-3A waiver request process review

By Leon Koolen

On 28-29 June, the Office of Transformation hosted a process review event aiming to fix structural flaws that were previously identified in the E-3A flight waiver request process. The waiver process is triggered whenever a technical problem with an E-3A aircraft arises which is outside the scope of the Technical Orders or the Minimum Equipment List (this is the list of onboard systems which have to be functioning before an aircraft can be released to fly a mission).

For example, an E-3A at a deployed location has a nose gear problem that would normally preclude it from flying a mission. The aircraft ideally needs to be back at Geilenkirchen so that the problem can be fixed. The waiver process looks at the technical nature of the problem, and addresses the question of whether the aircraft can be flown on a one-time basis under certain technical and operational restrictions, such as an altitude-restricted gear-down flight using only a specially certified crew.

Maj. Kurt Normand (DCOMT) gave an introduction on Lean process review methodology to kick off the event. The group then used this Lean methodology to map the current, ideal and future state processes,

conduct a benefits analysis and finally create an action plan with detailed tasks and suspense dates. Lt.Col. Kees Pauw from Ops Wing Operations Division (OWOD) was the team leader for the event and had the challenging task of channeling all the data, ideas, possibilities and options that would lead to a comprehensive improvement on the existing process.

Participants came from the OWOD, Log Wing Quality Assurance, Wing Standardization & Evaluation Division and Wing Safety. They provided valuable inputs to capture exactly what is done during the current process. Additionally, the team made proposals to reduce waste and delays, to formalize the new process and to ensure involvement of the right organizations in a timely manner. Although not physically present, Lt.Col. Leo Eisbach (Chief, Force Command Logistics Engineering) was also an important contributor; he provided excellent information from the Force Command perspective during several lengthy conference telephone calls. Observers from Log Wing and Logica Company were present as well and provided useful comments and feedback for the participants.

During the out-briefing, the Deputy Component Commander, Col. Ton Van Happen, asked some probing



Lt.Col. Kees Pauw (right) from Operations Wing Operations Division (OWOD), team leader for the waiver request procedure during the outbriefing.

Photo Maj. Kurt Normand

questions. The most important of these was "Was this worthwhile?" The unanimous answer was "yes".

The next step, without doubt the most important and most challenging step of the entire process, is to actually execute the action plan and implement the future state as defined by the team. Some steps, such as creating a usable archive system at the Component for storing all waiver documents from past occurrences, have already started. Additional coordination with Force

Command is also planned for the very near future to ensure the harmonization of Component and Force Command regulations and procedures relating to the aircraft waiver process.

During the event, several possible future spin-offs in the areas of information/knowledge management and administrative process automation were identified and will be discussed by subject matter experts over the coming weeks.



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OPERATIONS WING

Continued from front page

Several deployments have been conducted with great success and the Maritime Component Command Naples continues to request AWACS support for future tasks. From August 2005 until now, the Component participated in multiple real world operations and events. E-3A aircraft provided support to High Visibility Events on a regular basis, including several NATO and G8 summits. Using the TCA, the Component assisted in disaster relief operations like those after Hurricane Katrina, the Pakistan earthquake in 2005 and most recently the Haiti relief efforts.

Biography

Colonel John ("Jack") Backstrom joined the Canadian Air Force in December 1978 and has logged over 4,000 flying hours. His flying experience includes anti-submarine warfare and maritime surveillance operations, air navigation instruction, airborne test and evaluation instruction, as well as operational and developmental test and evaluation.

He is a graduate of the USAF Electronic Warfare Officer course and the Canadian Forces Command and Staff course, and he is an honour graduate of the RAF Aerosystems course.

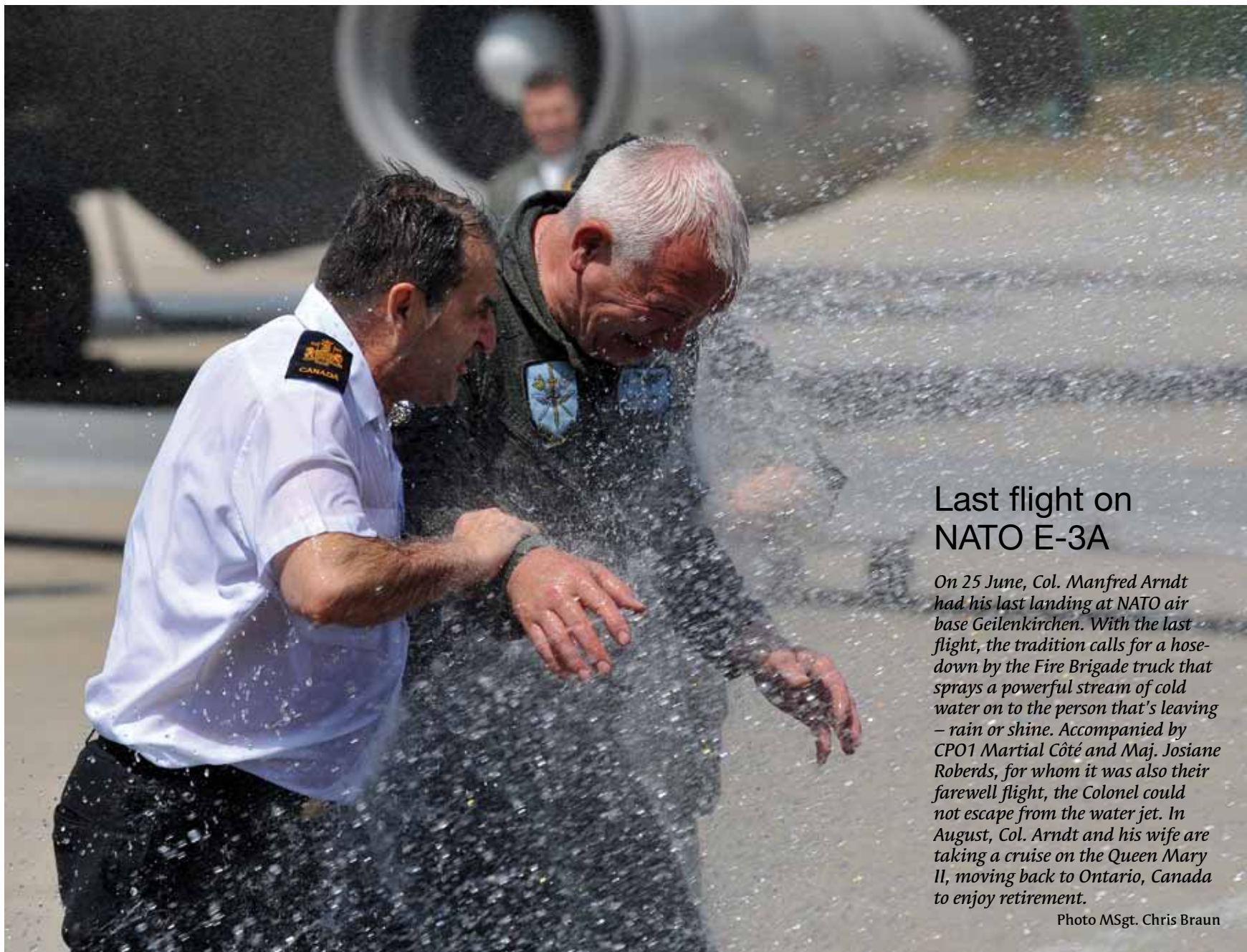
His command and staff experience

includes: an exchange tour at the Royal Air Force College Cranwell, as the Aerosystems Course Manager; Chief of Staff and Commanding Officer of Canadian Forces Northern Area Headquarters, Yellowknife, Northwest Territories; Program Coordinator for the Directorate of Aerospace Requirements within the Air Staff at National Defence Headquarters, Ottawa; Commanding Officer of 415 Maritime Patrol Squadron, Greenwood, Nova Scotia; Commanding Officer of Roto One of the Canadian Maritime Patrol deployment to the Arabian Gulf region, in support of Operation Enduring Freedom; Wing Operations Officer, 14 Wing Greenwood, Nova

Scotia; Current Operations and Air Operations Officer at Canada Command Headquarters, Ottawa; and, upon promotion to Colonel, Deputy Chief of Staff Plans and J5 at Canada Command Headquarters.

Col. Backstrom was posted the NAEW&C Force Command Headquarters in July 2009, as the Assistant Chief of Staff Plans and Performance. From February to April 2010, he was deployed to the Arabian Gulf region as the Force Element Commander for the planned NAEW&C Force deployment in support of ISAF operations.

Col. Backstrom and his wife Sharon have two adult children who live in Canada.



Last flight on NATO E-3A

On 25 June, Col. Manfred Arndt had his last landing at NATO air base Geilenkirchen. With the last flight, the tradition calls for a hose-down by the Fire Brigade truck that sprays a powerful stream of cold water on to the person that's leaving – rain or shine. Accompanied by CPO1 Martial Côté and Maj. Josiane Roberds, for whom it was also their farewell flight, the Colonel could not escape from the water jet. In August, Col. Arndt and his wife are taking a cruise on the Queen Mary II, moving back to Ontario, Canada to enjoy retirement.

Photo MSgt. Chris Braun

Things to do in the local area

Andre Rieu concerts

From 9-13 and 16-18 July at the Vrijthof, Maastricht, the Netherlands. www.andriemusic.com

CHIO Concours Hippique

World Equestrian Festival, from 9 to 18 July, at Aachen

Laurensberg Rennverein, Albert-Servais-Allee 50, Aachen. www.chioaachen.de

Passion Play in Tegelen, the Netherlands.

Every Sunday until 12 September, at 1430, and

every Saturday from 17 July until 7 August, at 1800. The play takes about three hours with a 30-minute break. Entrance tickets cost between 35-20 Euro.

Ticket sale at the VVV (Tourist Information) offices Heerlen, Landgraaf, Sittard and Valkenburg.

Steam train days

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Squadron 2 supports Anatolian Eagle

By Lt.Col. Torsten Hinrichsen

Exercise Anatolian Eagle is conducted three times per year, and Turkish aircrews have the chance to participate in two additional national exercises of similar magnitude. This year's second international Anatolian Eagle was supported by F-15C from USAFE, AMX from the Italian Air Force, F/A 18 from the Spanish Air Force, Mirage 2000-9 from the United Arab Emirates, various F-16 and one C-160, two KC-135 tankers from the Turkish Air Force and NATO AWACS Squadron 2.

After the mass in-briefing on 3 June, Squadron 2 began its flying operations and supported all nine missions and an Area Familiarization Flight as planned.

Air Tasking Orders were produced by Anatolian Eagle White Force Staff every day and provided a solid planning basis for each flight. Crews would then mission plan with all the Fighter Squadrons and offer their expertise and support to the units and the respective Mission Commanders (MC) throughout the day. At the end of the planning day the mission would be recapped in the final Coordination Meeting and documents like Commplan and Coordination cards were handed out.

After the Weather, AIS and Mission Commander's briefing in the morning, the crews took off 1.5 hours before the first fighters in order to get positioned in the orbit and set for the 'action'.

Weapons Controllers and Fighter

Allocators were tasked to manage two Large Force Packages (LFP) of up to 45 aircraft during each mission. They were controlled in two lanes (north and south) in simulated operational combat missions. Every day slow mover protection was provided for a C-160, and the AWACS crews were facing very complex threat systems with both, airborne and mobile ground threat emitters.

Passive Controllers (PCs) were tasked to detect, locate and triangulate the mobile ground threat emitters and pass the findings to the friendly Strike Package before they pushed into the 'enemy territory'.

Surveillance tracked most of the friendly strike packages and also the opposing Red Air forces throughout the day. They assisted in filling the Identification Matrix, thereby supporting the overall Battle Management conducted by the FAs and TDs.

After landing the crews then went straight into the face-to-face debriefs, where the telemetric data of the entire mission were reviewed minute by minute and every shot taken was evaluated in the ACMI (Air Combat Maneuvering Instrumentation) against the mission objectives and the Mission Commander's overall plan.

All our planned missions were flown and the exercise was supported 100%.

On Friday 11 June we celebrated the international party in the Millennium Hangar on the 3rd Main Jet Base side of Konya Airbase.

All participating nations brought and presented specialties of their respective countries and we enjoyed a fabulous evening with our Turkish hosts and the other international guests.

As is almost standard by now, we supported six military passengers on every mission and gave them the opportunity to see and experience NATO AWACS operations at first hand during their incentive flights.

On 15 June we had the pleasure to demonstrate our capabilities to the 3rd Main Jet Base Commander Brig. Gen. A.M. Irez during his incentive flight onboard NATO AWACS. Aircraft Commander Capt. Blair Barthel welcomed the general and accompanied him through the

airplane. After a safety briefing Gen. Irez experienced the E-3A take off from seat 5 in the cockpit. Later in the mission Gen. Irez had the opportunity to watch the conduct of surveillance, ESM and weapons control during an Anatolian Eagle LFE mission. Explanations of systems and procedures were provided by Capt. Jarl Koebsted, Capt. Olivier Dinh-Phung, Capt. Joshua Hayburn and the mission's Tactical Director Lt.Col. Torsten Hinrichsen. In the end, this mission and all the others proved to be a complete success.

Anatolian Eagle once again provided high value training right here on our doorstep, in a huge airspace with multinational participants and a very challenging tasking every day.



Brig. Gen. Irez (right) gets explanations about the mission, systems and procedures from Lt.Col. Torsten Hinrichsen (left).

Anatolian Eagle crew

Flying Squadron 2 deployed two crews and maintenance support personnel to Forward Operating Base Konya from 2 to 18 June to support Exercise Anatolian Eagle.



New commanders for Flying Squadron One and Two

Squadron One

On 21 June, Lt.Col. Marc Lynch, USA AF assumed command of Squadron One from Lt.Col. Timothy Brester. Lt.Col. Lynch is not new to the Component. He was assigned to NATO Air Base Geilenkirchen from 2003-2007 and served as an Instructor, Evaluator and the United States Senior Focal Point and Operations Officer for the Aircrew Training Squadron, Training Wing. In August 2007, Lt.Col. Lynch returned to

the U.S. and was assigned to the 609 Combat Operations Squadron, Shaw AFB, South Carolina, as the Chief of Offensive Operations. In December 2007 he was selected as the Division Chief of the USAFCENT Reconnaissance Operations Center. In 2009, Lt.Col. Lynch returned to the E-3A Component as the Chief of Standardization and Evaluation Division.

Photo MSgt. Chris Braun



Squadron Two

On 23 June, Lt.Col. Mark Chinner handed over command of Squadron Two to Lt.Col. Ryan Johnson. The Squadron Commander has always been a Canadian Lieutenant Colonel, which is why the Squadron has the nickname "Canadian Squadron", but Canadians are not the only members. About 160 soldiers from 15 NATO nations are filling the assigned posts.

Lt.Col. Johnson is a pilot with 5,000 flying hours and has operational experience as a commander and instructor in the CP-140 Aurora and NATO AWACS. Before becoming Squadron Two Commander he was Chief of Flight Branch at Squadron One and Deputy of the Canadian Operations Element.

Photo Andrea Hohenforst



Oktoberfest

The German NCO Association (DUK) would like to invite all Component members, their families and friends to the 28th annual Geilenkirchen Oktoberfest. It will take place in Hangar 2 on 25-26 September.



Doors will open at 1800 on Saturday, 25 September, for an evening of delicious food, special Festbier and live entertainment.

On Sunday, 26 September, the doors will open at 1030 with the traditional "Frühschoppen" at 1100. As the Sunday event is a family day, there will be a plenty of entertainment for the kids.

Tickets will be on sale at the German NCO Association (DUK) office, Building 46, ext. 3465, from 9 August until 22 September 2010. Ticket sale will be available between Monday and Friday from 1000-1400.

Please use Component Form 34.17 for your external guests because it will simplify your purchase of tickets.

Each NATO ID holder is entitled to purchase a maximum of five tickets.

If you sponsor non-NATO ID holders, you have to register their full name and national passport number when purchasing the tickets. If you have to change names on tickets afterwards, this change has to be made at the DUK office, Building 46.

Walk 4,000 meters barefoot

By Maureen Geraets-Head

Barefoot walking on a specially constructed path is a challenge. You get to know nature in a fun way. You walk across a variety of soils, mosses, pebbles, sand, mud and through water – your feet get a natural massage. There is also a Celtic wood with a labyrinth, triad and an endless circle. And a "fantasy pond" where you can rest on the bank or just dip your feet in the water. New features are the Elf village, the Roman pebble path and the tree-ghosts path.



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For more information contact Wil Bekker at info@blotevoetenpark.nl, or +31 638 206303.

(Source: www.blotevoetenpark.nl)



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IYA Sports event

On 17 June, IYA Sports Director Stephanie Chalmers and Jörg Wellershhausen from Germania Teveren organized a "DFB" event for 30 children aged 5-11.

The children had to show their skills at five exercise stations, where they had to achieve as many points as possible. These stations involved passing, dribbling, heading, kicking penalty shots and kicking long shots. At the end

of the "skills test", every child received a certificate and a German Football Association (DFB) pin.

Although half the kids spoke only German, and the other half only English, they had no problem interacting with each other.

A huge "thank you" goes to all eight coaches and parents who made this a very successful event.

Photo courtesy IYA



Swimming pool

The Base swimming pool is open to all NATO ID Card holders and their families/guests. Opening hours: Monday-Friday: 1100-300, lap swimming only.

Tuesday-Friday: 1300-1900 public swimming. Saturday and Sunday: 1100-1900, public swimming.

Tickets from previous years are no longer valid. Entry tickets for this season are printed on white and green cards with the wording "Valid only for season 2010".

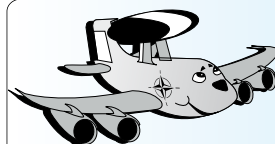
Should you wish to have a private pool party, please contact Mrs. Suhr, ext. 4948, for further information.

Entrance fees are as follows:

	Price	Price MWA Membership Card
Daily single:	€ 3.00	€ 2.50
10+ 1 Card:	€30.00	€22.50
One-Person Season Ticket:	€45.00	€35.00
Family Season Ticket:	€95.50	€75.00



photo PAO archive



PLANE SPOTTER

The Fokker 50 was designed after sales of the Fokker F27 Friendship, which had been in continual production since 1958, were beginning to decline in the 1980s. Fokker management, notably Frans Swartouw, decided that aircraft with aerodynamic and avionics updates, derived from both the Fokker F27 and the Fokker F28 (the short-range twin jet for 85 passengers), were sensible.

Production ended in 1996 after the Fokker Aircraft Company went into liquidation, with the last aircraft delivered the following year. By the end of the program, 213 Fokker 50s had been produced. As of August 2006 a total of 171 Fokker 50 aircraft remain in airline service. Major operators include Malaysia Airlines (10) (now operated by Maswings and Firefly), Denim Air (12), KLM Cityhopper (14), Skyways Express (18) and VLM Airlines (20). Some 27 other airlines also operate smaller numbers of the aircraft.

SKYWATCH CLASSIFIED

Skywatch Classifieds are free to all NATO personnel. Advertisements must be typed, including name, office symbol and duty extension. Advertisements for services that generate a regular income will not be accepted. Submissions are due to PAO, mail Stop 33, e-mail: pao@e3a.nato.int, by noon Thursday, 15 July.

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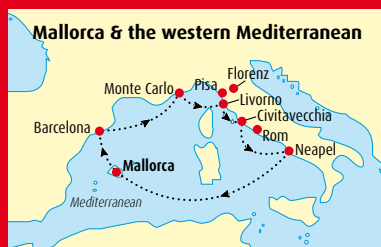
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