



Director's foreword



Dear readers and MCCE friends,

As the new Director of MCCE, taking over Group Captain Stuart Gregory last 7th of September, I would like to express my deepest, most sincere and warmest gratitude for being appointed and approved by all Nations during the last Steering Board meeting in Bristol in June 2022. I will do my best to meet the Nation's expectations and fulfill Member Nation's requirements in accordance with the strategic guidance of the MCCE Steering Board, the continuous, indefatigable work of the MCCE Working Board and MCCE Steering Advisor Working Group (SAWG).

For me, it is a happy return to the MCCE family which I had the honour to serve from 2009 to 2013 as AAR cell Chief. Many things have changed in the MCCE in these last nine years. I have realized from the very beginning that MCCE business has largely evolved and expanded, both in terms of quantity and quality, thanks to the constant guidance of our Nations, the acuity and competence of my predecessors, and, most importantly, the proactiveness of MCCE staff.

The MCCE vision, and mission, as stated in the TORs (Terms of Reference), is very clear:

OUR VISION:

The MCCE is to empower participants to maximize their military reach and to grow in confidence by fully exploiting multimodal military and commercial cooperation. The MCCE aspires to be recognized by Participants and third parties for its unique expertise, network, and efficient solutions.

OUR MISSION

The MCCE provides coordination and advice for Participants to access the network of mobility capability and Exchange of Services in order to increase their military reach and optimize Movement & Transport (M&T) solutions.

This MCCE core business and this is exactly what I'll strive to achieve, keeping always in mind MCCE Mission Directive as approved by the SB in June. MCCE is here for the Nations in order to provide flexible, feasible, achievable and "cheap" solutions to complex national demands and needs in the framework of multi-modal M&T.

In order to achieve these goals, I will continue to keep MCCE business model in the "proactive-mode", being this model based upon full involvement of MCCE in national and International Deployment Plans and full awareness of MCCE on Nations' needs, opportunities and, eventually, shortfalls.



Director's foreword cont'd

Moreover, my guidance will essentially focus on:

1. Keeping the optimal organizational climate in MCCE, based on mutual trust and internal proactive cooperation among the MCCE Branches and Cells;
2. Fostering trust, cooperation, collaboration and information sharing among MCCE member states and among MCCE and International Organizations;
3. Continuing to explore new and even more ambitious opportunities, especially with the imminent accession of new Nations such as Australia;
4. Progressing toward unexplored opportunities in order to provide or propose to the Nations the most flexible solutions in order to:
 - Reduce costs
 - increase interoperability
 - increase mutual trust confidence and expertise

Thank you for your continuing support of the MCCE Network.

Colonel Gioacchino Cassarà (ITA AF), Director MCCE

Directorate Update

MCCE Change of Command Ceremony 07 Sep 2022

On 7 September 2022, Col Gioacchino Cassarà (ITA AF) took command of the MCCE from Gp Capt Stuart Gregory (GBR AF). The Change of Command ceremony was presided over by the Steering Board Chair, BGen Paul Desair, and was witnessed by distinguished guests from the MCCE member nations, many multinational partners, friends, and family.

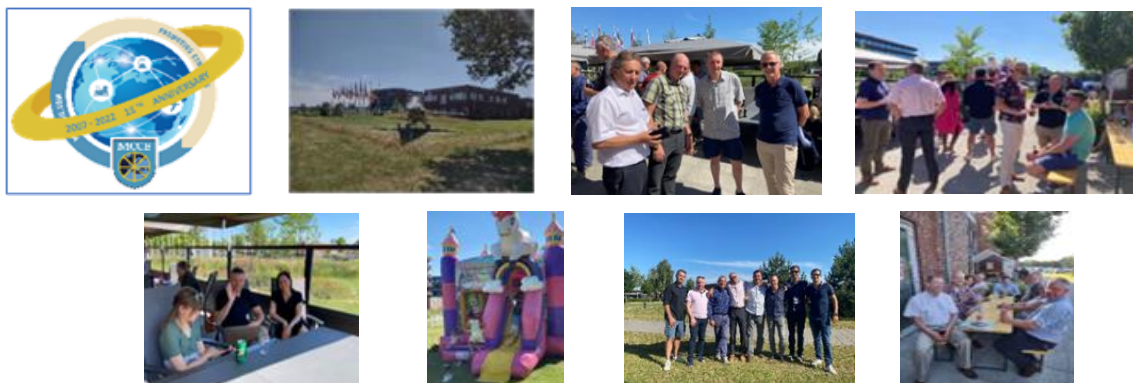


Col Cassarà returns to the MCCE family following a previous tour as AAR Cell Chief. He now begins his three-year term as Director MCCE. Gp Capt Gregory will return to the UK to assume a position as Assistant Head - RAF International Strategy.

MCCE 15th Anniversary Celebration

The 22nd of June 2022 marked a significant milestone, with the 15th anniversary of the formation of the MCCE, where the European Airlift Centre was combined with the Sealift Coordination Centre and expanded to include Inland Surface Transport and Air to Air Refuelling capabilities.

Ms. Ingrid Pero spent months in advance of the event 'stalking' ex-staff members through social media to obtain their contact details and send invitations. Many MCCE staff members and their families also contributed to the success of the MCCE planning.



Current and former MCCE staff, friends and family gathered in Eindhoven to recognize and celebrate the 15th anniversary of the founding of MCCE. The approximately 75 attendees shared camaraderie, stories, and memories from the past 15 years were shared. There were games, a bouncy castle, and a bbq for the families.

Many connections and friendships were renewed. Many former staff have continued to work in the M&T environment, with several now working within NMCCs. This event helped everyone to renew their links with the MCCE community and strengthen our multinational network.



ATARES & SEOS Update

Bilateral VTCs

The MCCE was originally established to use existing national capacities more efficiently and effectively. Regarding the number of requests and offers, the continuing question is to what extent this goal is being achieved. The MCCE IST and ST cells are constantly trying to improve the service provided to the member nations and to find ways to increase efficiency, enhance effectiveness, and identify synergies. Important tools are the regular IST Ops meetings and Sealift Coordination Conferences (SCCs), which take place three times per year. These meetings are primarily aimed at allowing the MCCE member nations to share information face-to-face. Also, the meetings allow the MCCE IST and ST cells to gain information on member nation activities and procedures, and to report on their initiatives and innovations.

However, the Covid-19 pandemic again forced the cancellation of several meetings earlier in the year. To compensate, the IST and ST cells organized VTCs with several MCCE member nations to keep in contact, improve mutual understanding between MCCE and the nations, and develop possible joint projects or initiatives together. Key discussion topics included questions regarding the nations' requirements towards MCCE and legal restrictions on working with MCCE. Member nation contributions to missions, exercises, and corresponding movements were also raised. Further, member nations were asked for their perspectives on how to improve future cooperation with the MCCE IST and ST cells.

With the obtained information for contributions to missions and exercises and corresponding movements, the IST and ST staff will focus on core business to find possible movement synergies between the member nations. Based on their findings, the staff will propose individualized advice to the nation, tailored to their needs. This might include the possible combination of specific movements, multinational and multimodal, and offers to host a movement coordination conference (for deployments and redeployments during exercises and missions). Furthermore, Especially. the benefit of applying a multimodal solution approach to transport requests is seen in the broader use of member nations offered shared transport options and therefore in the wider range of available shared transport options. Additionally, the gained information will also be used in part for the development of an interactive secure MCCE member website.

The IST and ST staff have found that jointly hosting these VTCs better informed the member nations of the MCCE's intention to source suitable shared transport options in a multimodal approach. Also, nations were reminded of the numerous opportunities to use the services provided by the MCCE, e. g. use of SEOS and the exchange of SEU / EFH. The VTCs held so far have been very positive and have significantly increased the understanding of the respective MCCE member nations.

We know that VTCs cannot replace face-to-face discussions and personal exchanges of information and perspectives. However, they will remain a helpful tool to increase sharing of information and contact with nations between physical meetings. We would like to take this opportunity to thank all participants for their cooperation and openness during the discussions.

2nd informal ATARES Coordination Board Meeting, September 2022

During the virtual ATARES informal Coordination Board (CB) meeting in Sep 2022, the representatives of the ATARES member nations were provided with information regarding the decisions to be taken at the next ATARES Coordination Board meeting in Jan 2023. The new ATARES CB Chairman took the opportunity to introduce himself to the community. Additionally, Australia (the soon-to-be newest ATARES member) took the chance to join the meeting as an observer.



ATARES & SEOS Update

In particular, the ATARES Secretary introduced the following proposal:

- to set a 2-month (60 days) deadline for mission(s)/Leg(s) for every mission status (not only for “final approval”).
- After every step forward the time of 2 months (60 days) starts again.
- Notifications will be sent to the responsible POCs. All status changes in ANAIS-2 will generate an email.
- Missions in Overdue status, Initial approval, and Final approval would be pushed forward (accepted) by the ATARES Secretary, based on the current existing figures after 60 days without a change in their status. “
- Adding this procedure to the Annexes of the ATARES TA (which must be approved at the next ATARES CB meeting)

The goal of this proposal is to speed up the approval process once again for the benefit of the ATARES member nations

The ATARES Secretary will prepare a Food for Thought paper to assist the nations with their decision-making before the next ATARES CB meeting. The location and dates for this meeting will be published NLT 31 October 2022.



Air Transport Update

MCCE visit to the Austrian NMCC



A delegation of Operations staff from the MCCE, including members from the Air Transport, Inland Surface Transport, and Sealift cells, paid a visit to the AUT NMCC between 14-16 Sep 2022. During the meetings, the solid network connection and good cooperation between AUT and the MCCE were highlighted. Also, the MCCE and AUT participants investigated further possibilities for better cooperation between AUT, the MCCE, and other member nations through the ATARES and SEOS agreements. Consequently, it will be investigated if AUT can assist in collecting and onward transport of cargo from their country towards the Balkans, a region that AUT is strongly engaged in. The Cell Chief ST highlighted sealift routes that can be used by AUT in the future to supply their troops.

The MCCE staff thanks AUT for the very warm welcome and an outstanding meeting.

JAWS conference



The 8th Joint Airlift Workshop (JAWS) meeting was conducted from 4-6 Oct 2022 in Eindhoven, NLD. Thirty participants and briefers attended the meeting, representing 12 nations and multinational organizations.

The JAWS is the sole course dedicated to developing participant knowledge across Multinational airlift enterprises, and how the various programs interact with each other. This operations-level workshop is intended to provide knowledge that the participants can immediately apply in the day-to-day coordination of airlift requirements.

The new Director MCCE, Col Jack Cassara, opened the meeting and thanked everyone for their attendance. Participants received briefings on the MCCE and its capabilities, and the ATARES program and exchange mechanism. Representatives from the Strategic Airlift Coordination Centre (SALCC), European Air Transport Command (EATC), and Heavy Airlift Wing (HAW) presented on their capabilities and how to access their assets.

US, British, and Dutch reps spoke about regulations that create restrictions on multinational cooperation, namely:

- Transport of Dangerous Goods (Dutch MOD advisor)
- The ATTILA certification Process (USA)
- The JADTEU certification process (GBR)

WO Steve Joy (GBR) also briefed on the IDCC and support to the current crisis in Ukraine.

The participants found the course highly informative. The intention is for nations to cycle 1 or 2 personnel through this training every year to expand the base of expertise within their NMCCs, to enable them to cooperate daily with the MCCE.



Inland Surface Transport Update

Effective & efficient cooperation between MCCE member nations

Example 1

Another example can be added to the already excellent cooperation between Belgium and the Netherlands.


The Dutch NMCC had planned deployment from the Netherlands to Romania. This transport was to be carried out by single rail transport. Belgium, in turn, was searching for a transport option for its redeployment from Romania to Belgium. Instead of empty return transport, an agreement was found so that the Belgian cargo will be transported on the return portion of the Dutch movement.

This is an excellent example of multinational cooperation, a win-win solution demonstrating efficiency and cost savings for both the Netherlands and Belgium.

Inland Surface Transport Cell

 BEL	REQUEST 22/03
Date:	July 2022 (2 trains 07.07. – 22.07.2022)
From:	Constanta ROU
To:	Marche-En-Famenne BEL
Load:	36 trucks, 16 trailers, 17 combat vehicle, 21 containers
Payment:	cash



OFFERS	
 offer from NLD	
	pre-coordinated

Scope of the Mission: BLACK EAGLE
MATCHED
NLD deployment to ROU via rail – use of the railcars for BEL redeployment

Effective and efficient use of the SEOS TA

Now that almost all MCCE member countries (with exception of the USA) are also members of the SEOS TA, we must try to make more use of these opportunities. The following example will show how nations may more actively participate and benefit from the SEOS program.





Among the benefits of using SEOS is the reduction of bureaucratic hurdles. This simple process expands multinational and multimodal possibilities, providing transport space for other nations. Another advantage is that support services can already be agreed upon between the nations in advance and the settlement can be made later with the help of the SEOS Secretariat. In addition, there is a wide range of possibilities in the area of general support services (HNS support, contracts, etc.) in addition to transportation. These benefits ultimately serve the goal of improving service to MCCE member countries and finding ways to increase efficiency, enhance effectiveness and identify synergies.




Inland Surface Transport Update


Example 2



Germany required a support service for the loading and unloading of containers at the railway transshipment point in Acht, Eindhoven. Instead of deploying German resources forward to the railhead, a query was made to the Dutch NMCC for possible support. This communication resulted in an agreement that NLD would provide material handling support for the German cargo. NLD and DEU agreed that compensation for the service using SEU credits under the SEOS TA.



Inland Surface Transport Cell

	DEU	REQUEST 22/ 02
Date:	31 Jan 2022– 11 Feb 2022	
From:	NLD, Eindhoven railway station “Acht”	
To:		
Load:	Crane support	
Payment:	5.65 SEU in SEOS programme	

OFFERS	
	The payment for the use of the Dutch crane support was agreed in advance between the parties.



Scope of the Mission	National activity
MATCHED	
Usage of Dutch crane support for unloading/loading TEU	

UNCLASSIFIED 1

This is a small example of cooperation demonstrating some simple ways that nations can use and benefit from the SEOS arrangement.

Sealift Update

Manager Maritime Transport Operations Course in Rotterdam in 2022

The Manager Maritime Transport Course (MMTOC) will take place in Rotterdam, NLD, from 24 Oct – 04 Nov 2022. This two-week course is conducted by the MCCE Sealift Cell in cooperation with STC International, a civilian training and consultancy organization. It is designed to develop skills for Sea movement planners from National Movements Coordination Centres. The MMTOC aims to create a common knowledge base among national sealift coordinators and the MCCE ST cell. The MMTOC course will provide information on the following topics: transport chains, customs, ship charter, transport of dangerous goods, and many other sealift-specific support topics.

A total of 10 students and staff are planned to attend the MMTOC training. Following the successful completion of the course, the students will be better informed on common sealift issues, and how to better cooperate with MCCE and multinational partners for sealift planning. The next course is planned to be held in 2024.



Sealift Update

MSSC

At the 2002 NATO Summit in Prague, a High-Level Group on Strategic Sealift was established to investigate how to overcome the Alliance shortfall in strategic sealift capabilities. NATO countries agreed to increase their multinational efforts to reduce the strategic sealift shortfalls for rapidly deployable forces by using a combination of full-time charter and multinational assured access contracts.

As a result, nine countries (Canada, Denmark, Hungary, Italy, the Netherlands, Norway, Portugal, Spain, and the United Kingdom) signed an agreement that resulted in the formation of the Multinational Sealift Steering Committee (MSSC) at the December 2003 meeting of NATO Defense Ministers.

The issue of a shortfall in Alliance strategic sealift capabilities is now more topical than ever. Due to the continuing disruption of global supply chains, there is a growing and strong demand for sea transport. The global fleet of RoRo vessels is increasingly employed at time charter rates and for longer durations. This has resulted in a rapid market change for the types of vessels preferred by militaries to transport cargo. Moreover, suitable vessels are not readily available.



Via the MSSC, NATO member nations have pooled their resources to assure access to specialist ships, giving the Alliance the capability to rapidly transport forces and equipment by sea. The MSSC now includes 11 NATO Allies (Croatia, Denmark, France, Germany, Hungary, the Netherlands, Norway, Portugal, Slovenia, Turkey, and the United Kingdom). It provides the Alliance with access to the *Sealift Capability Package (SCP)*, with a total capacity of about 37,800 lane metres. The SCP was coordinated by the Sealift Coordination Centre (SCC) following its establishment in September 2002. In July 2007, this role has been taken over by the Movement Coordination Centre Europe (MCCE).

There are two parts to the SCP. MSSC member nations contribute with their organic sealift assets, and full-time charter RoRo vessels, to the Sealift Capability Package (SCP).

Additional sealift capability of the Sealift Capability Package (SCP) is intended to be covered by an Assured Access Contract (AAC) through the NATO Support and Procurement Agency (NSPA). Financing is provided by the MSSC members that don't hold organic sealift assets.

The primary advantage of this approach is realized in the increased buying power that the group of nations will have in the market. Also, a coordinated procurement can distribute sealift capacity more efficiently, prevent competition between nations, and lower the overall cost to each of the participating nations.



Air-to-Air Refueling Update

27TH AAR Ops Meeting in Antalya, Turkiye

The 27th AAR Ops Meeting will take place from 18 - 19 Oct 2022 in Antalya (TUR). The participating Nations are expected to share their Points-of-Contact information and update the MCCE on any changes. The MCCE AAR Cell is planning to review statistics from 2022 and good examples of MCCE-coordinated missions. They also plan to present the European AR Track Map to the participating Nations, which was produced in good cooperation with EUROCONTROL.

EUROCONTROL Cooperation

After receiving a request from MCCE Member Nations, the MCCE AAR Cell sent a request to EUROCONTROL, to cooperate on the creation of a European AAR Track Map. The MCCE AAR Cell conducted a VTC on 12 May 2022 and a physical meeting on 12 July 2022. Finally, at the end of September 2022, the map was released by EUROCONTROL. This project has renewed the connection between MCCE & EUROCONTROL for AAR cooperation.

External Meetings

NATO AAR WG MEETINGS



Two MCCE AAR staff participated in the 27th NATO AAR WG meeting which was held on 25th of April 2022 in San Diego, California, USA. The Chairman (Lt Col Isaiah "CHAFF" OPPELAAR, JAPCC) discussed the time-consuming challenges to prepare the AAR clearance matrix when a new version of an SRD is published because of the different names for the same aircraft in different SRDs.

The 28th NATO AAR WG Meeting will take place on 16 November 2022 in Kalkar, Germany, hosted by the JAPCC.



ARSAG WORKING GROUPS AND CONFERENCE 2022



The Aerial Refueling Systems Advisory Group (ARSAG) is a unique international open forum and working group dedicated to aerial refueling innovations, developments, interoperability challenges, and lessons learned.

The ARSAG brings together the US Air Force, US Navy, US Marine Corps, and US Army with NATO and Allies from twenty nations to promote the common good and the safety of joint military operations and aerial refueling systems. These representatives of military and industry work through ARSAG, a not-for-profit professional organization, to improve all aspects of aerial refueling worldwide.



Air-to-Air Refueling Update

The ARSAG Fall 2022 Workshop / Joint Standardization Board (JSB) Meeting took place from 13-15 Sept in Dayton, Ohio, USA. Excellent attendance at the meeting in Dayton expedited progress on the Working Groups' aerial refueling recommendations and guidance documents. The MCCE AAR rep participated in working group 5 (Clearance Processes and Procedures) as an SME, to assist the group in updating and proposing standardized procedures, guidance, and documents. The main annual conference is planned to take place in Orlando, Florida in 2023

Military Airlift and Air-to-Air Refuelling 2022 (29/11-30/11)

The SAE Media Group (previously known as SMI) yearly brings together military experts, agencies, and organizations alongside leading aeronautical industry, companies, and service providers in Military Airlift and Air-to-Air Refueling. MCCE AAR Cell Chief LTC Laurent Cueille was a speaker during the last event in Lisbon and he was supposed to assist the director of MCCE Group Capt Stuart Gregory scheduled as the MCCE speaker for the last Military Airlift and Air-to-Air Refueling Conference on December 2021 in London/UK. Unfortunately, MCCE canceled his participation due to the Covid restrictions in London. The next event is planned on November 2022 in Florence Italy and MCCE will probably send some AT and AAR experts.

The main benefit of the MCCE is its maintenance of good visibility inside the Airlift and Air-to-Air Refueling network and sharing of its knowledge and expertise.

Participation in Exercises & Coming Events

EART 2022-2

The European Air Refueling Training (EART) is a multinational tanker training exercise in conjunction with a large fighter exercise. The training objectives are based on the requests from the receiver and provider nations. The training addresses basic and advanced crews. This year EART22 will take place between 17 – 29 October 2022. MCCE AAR Cell will participate in the exercise with one expert who will be helping during the planning phase from Gando Air Base in Gran Canaria.



Plans & Projects Update

Observations from MCCE cooperation relating to the Ukraine crisis

MCCE supporting Nations

When the Russian invasion started in Ukraine, many European countries began preparations to send military support (humanitarian aid and military equipment) via established Hubs close to the Ukrainian border. NATO JSEC and SJLSG also refined their plans to support member nations if required. This meant significant planning and detailed execution efforts from movement staff and personnel located far from the destination points. Based on its NATO/MCCE Mutual Cooperation Agreement (MCA), the MCCE reacted quickly to establish and respond to NATO - SJLSG and JSEC needs. MCCE contributed offer lists on land, air, and sea capabilities across all modalities for all 28 MCCE Member Nations. The EUMS continues to be very supportive of the service from the MCCE and has asked that all Member States direct their support requests through the MCCE rather than the EU for M&T support.

Increasing direct cooperation with NATO JSEC:



Following the start of the crisis, it was quickly agreed to establish an MCCE liaison officer position at JSEC/SJLSG (Ulm, GER). Indeed, the MCCE deployed on short notice to Ulm and established good communications and cooperation with the NATO entities. The LNO's main purposes were:

- To support MCCE nations in NATO / national movements regarding the UKR situation.
- To exchange information to facilitate NATO / national movements planning options, and learn and monitor NATO's changing involvement in the European crisis.
- To update MCCE knowledge of new "ad hoc" NATO structures in support of UKR, and reinforce the MCCE network. (All NATO entities were faced with significant internal coordination issues).

The MCCE sought to better understand these ad-hoc NATO processes & procedures to improve trust and increase mutual support among all parties. The LNOs quickly learned the JSEC and SJLSG battle rhythms and adjusted the MCCE internal battle rhythm to match this. The MCCE LNOs also quickly observed that NATO and nations would make only limited use of our M&T brokerage services. However, it remained important to be present and engaged with the NATO organizations, ready to respond when needed in a later stage of the crisis. As the crisis has evolved, MCCE has seen an increase in support requests from nations and organizations (ex. the IDCC) that has come from these early connections.

JSEC and other entities in Ulm were also interested to know more about our MCCE operational processes – the work we do for our member nations. Frequent meetings and knowledge exchanges allowed both organizations to better learn from each other.

Communications between the MCCE LNOs in Ulm and MCCE Ops were made possible through our NATO Unclass and NATO Secret level connections. This allowed the LNOs to remotely use their LOGFAS 7.0 accounts on the NSWAN network.

In conclusion, the MCCE has put its efforts toward supporting the Nations, NATO, and EU during these difficult times, in line with the Mission Directive task to define and deepen the required relationships with NATO and the EU during the escalation towards conflict. The recent approval of six non-MCCE nations (Albania, Iceland, Ireland, Malta, Montenegro, and North Macedonia) as Third Parties for future direct cooperation with MCCE, is anticipated to provide additional possibilities for support to NATO and the EU in the region.



Plans & Projects Update

Upcoming LOGFAS support

MCCE will support SWE for Exercise Aurora 2023 in early Nov 2022. Additionally, MCCE will support Exercise CONNECTED LOGISTICIAN 2022 in Prague, the Czech Republic in mid-Nov.

The following Workshops and training have been planned:

- | | |
|--|----------------------|
| • GBR LOGFAS WS, Bristol UK | 03 – 14 Oct 2022 |
| • BEL LOGFAS Fundamentals, Brussels BEL | 28 Nov – 7 Dec 2022 |
| • MCCE LOGFAS Fundamentals, Eindhoven NLD | 24 – 31 Jan 2023 |
| • MCCE LOGFAS EVE (Move Execution), Eindhoven NLD | 06 - 10 Feb 2023 |
| • MCCE LOGFAS WS, Eindhoven NLD | 13 – 24 Feb 2023 |
| • MCCE LOGFAS ADAMS (Strat Move Planning), Eindhoven NLD | 27 Feb – 10 Mar 2023 |
| • MCCE LOGFAS CORSUM (Op Move Planning), Eindhoven NLD | 13 - 17 Mar 2023 |

Strategic Military Mobility - 3rd National Movements Coordination Centre (NMCC) Commanders Conference

Following the unfortunate requirement to cancel the previous two NMCC Commanders Conferences due to COVID, the MCCE is planning to resume physical meetings for the 3rd NMCC Commanders Conference, which is anticipated to be held in Eindhoven in mid-Feb or early Mar 2023.

MCCE organizers hope to collaborate with USAFRICOM, other US Comds, EATC, SALCC, MMU, and other partners to execute this meeting. A Save the Date invitation will be sent in October, and formal invitations and agendas should be sent to participants in early Dec 2022.



Support Update

Completion of MCCE Facility improvements completed.

A program of maintenance and repairs to the MCCE building and grounds has now been completed with the help and support of our Host Nation sponsors. Over the past few years, the building interior has been improved with the renewal of the showers in the men's locker room, and the replacement of the floors in the entrance area and main hallway. The aging air-conditioning equipment was renewed and expanded, and old office furniture was replaced. In Quarter One of 2022, the kitchen and furniture in the crew room were renewed. Outside on the building grounds, the terrace in front of the MCCE building has been expanded, the garden area between the MCCE building and the EATC was reorganized and replanted, and a new flag plaza was created to display the Member Nation network. Lastly, a secure NATO Secret VTC / communications room was established in the Ops area during the summer of 2022.

All these works could not have been successfully established without the generous support and co-sponsorship of the Host Nation. The MCCE appreciates the efforts and support of everyone that contributed to the successful completion of these works.



MCCE Staff Rotations 2022

As a regular part of military life, there were several changes to the MCCE staff during the summer months. The following changes to MCCE staff will take place in 2022:

	<u>Departures</u>	<u>Arrivals</u>
(Director)	OF-5 Stuart Gregory, GBR	OF-5 Gioacchino Cassara, ITA
(Deputy Director)	OF-4 Anonio Passaro, ITA	OF-4 Luis Jimenez Noguerras (Acting)
(Chief Support)	OF-4 Marc Sleven, NLD	OF-4 Fokke-Jitse Hoogterp, NLD
(Plans & Projects Cell Chief)	OF-4 Jakob Valstad, NOR	OF-4 Eelco Van Beek, NLD
(Plans & Projects staff)	OF-4 Robert Kovacs, HUN	OF-4 Bela Kerekes, HUN
(Plans & Projects staff)	OF-4 Bengt Friberg, SWE	OF-3 Dominique Masquelin, BEL
(Air Transport staff)	OF-3 Nikolaj Krigslund, DNK	TBD
(Air Transport staff)	OF-3 Denise Caspers, USA	OF-3 Rachel Petri-Rose, USA
(Air to Air Refueling Cell Chief)	OF-4 Laurent Cuielle, FRA	OF-4 Gian Luca D'Angelo, ITA
(Air to Air Refueling staff)	(unfilled)	OF-3 Julien LeVen, FRA



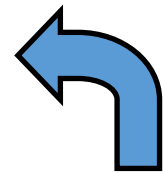
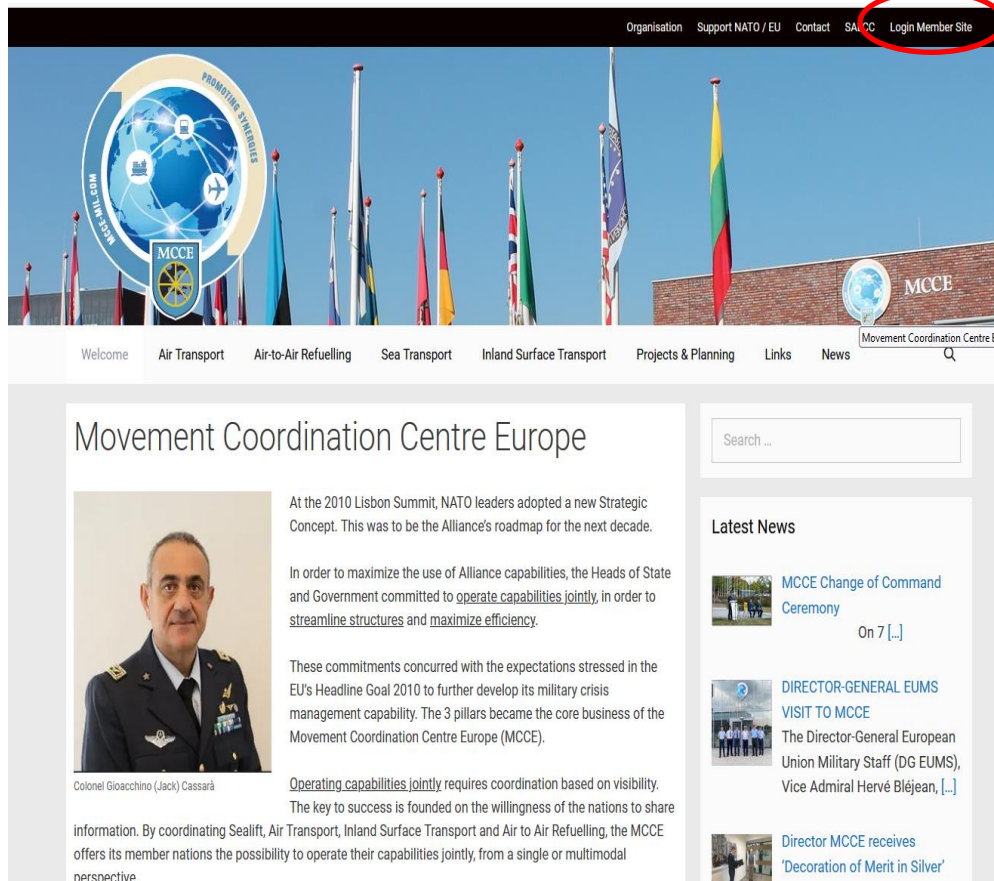
Support Update

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MCCE Information Hub

MCCE website address - [https:// www.mcce-mil.org](https://www.mcce-mil.org)



MCCE Members' Site:

Member Nations & supported agencies may request access to the MCCE Members' Site via email to:

cis-it@mcce-mil.com

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