

Armée de l'Air in 2300AD



Introduction

The Armée de l'Air (ALA) provides France with the bulk of her strategic and tactical airpower. A world leader since the Twilight War at the end of the 20th Century, the ALA strives to retain its position and expand its capabilities into the 24th Century.

Narrative

The pair of wedged shaped Samiels raced low across Kimanjano's darkened surface, bucking hard with the low level turbulence and hard ride settings of the autopilot. It was a lonely pair of aircraft penetrating deep towards the latest Capu landing zone to the south of Fromme, reported teaming with freshly landed alien soldiers.

The crew from EB 3/94 were handpicked volunteers from the Armée de l'Air's 3e Force Aérien Tactique. They were all veterans of the wars against Manchuria and Germany and with over 15 years flying time on the Samiel. The strike planes rarely rose more than 30 meters off the deck, and the crews were nearly exhausted with the effort of constant hard corrections despite their high tech G suits.

In a matter of seconds they were through the outer layer of defences too slow to pick them up. Snapfire missiles were loosed after them but had no chance in a tail chase, against the Samiel's defence suite.

The lead plane lobbed up a radar drone to get a glimpse of the LZ a hundred kms distant. It lasted several seconds before being knocked out but it was enough. They each launched a quartet of cruise missiles and broke for home. They were back through the Capu air defence zone before the eight hedgehopping missiles scattered rapidly accelerating hypervelocity missiles towards the grounded, hulking Kafer landers. The Capu would pay dearly for their assault on this French colony.

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History

France was a pioneer in aviation and established an air arm under the control of the French Army as early as 1909. During the Great War France was a world leader in aircraft design and played a major role with Britain in countering Germany over the Western Front, but it was 1933 before the Armée de l'Air (ALA) became a fully independent service. Due to a combination of outdated tactics and a lack of investment in modern aircraft and

equipment, the ALA could do little to stem the German advance during the Battle of France in 1940 which led to German occupation. Nevertheless many French airmen and air units fought alongside Allied forces until France was liberated in 1944. The ALA soon re-established itself as a major air power in the mid 20th Century, and led the way in the use of helicopters in transport and guns ship roles during the protracted retreat from the second French colonial empire. Prior to the Twilight War France declared its neutrality from the looming conflict between NATO and the Warsaw Pact, and avoided much of the later destruction that came to Europe and the world.

The creation of the French Union in the early stages of the Twilight War led to incorporation of Belgium and some African states into an enlarged French political sphere. Following the global nuclear exchanges in 1997 the French government ordered French forces to secure the borders of France and Belgium from hordes of refugees. By 1998 French forces had successfully occupied the western Rhineland region of Germany and the Netherlands, clearing the area of marauding military forces and enforcing a free fire zone up to 50 km east of the Rhine. ALA aircraft were heavily involved in operations, moving troops and providing air cover and air strikes where necessary. Despite superior resources the occupation came at great cost to the ALA who came into direct combat with veteran NATO air forces for the first time, and northern France came under direct air attack from vengeful German and Dutch forces. In the same year France deployed elements of the ALA to the Arabian Peninsula to secure the remaining oil resources, which inevitably led to some conflict with NATO and Soviet air forces across the Middle East. Once again French resources played a decisive part in ensuring that France retained a dominant position in the Middle East, although the withdrawal of American and Soviet forces helped France's position.

By 2002 the Twilight War had reached its conclusion and few surviving military units were willing to continue fighting for their governments. France found itself as the preeminent power in the world and the ALA was the only air force at near pre-Twilight War levels. ALA aircraft were frequently used across Europe to enforce the emerging French Peace, ranging as far east as Russia and Turkey and across the African continent. From 2005 the ALA was reduced to less than half size as French commanders concluded that France would not face a major threat requiring large standing forces for another generation. The ALA focused on transport, attack, reconnaissance and ELINT roles, while other capabilities were kept at smaller but regenerative levels. The Saudi War of 2010-13 demonstrated the credibility of this policy, although some air-to-air combat capability was required to overcome Iranian resistance which ultimately led to the opening up of the Saudi oilfields to help the worldwide recovery. As Europe and the world recovered from the devastation of nuclear warfare French air power became the ultimate guarantor of the French Peace. French strategic bombers, largely based on old Airbus designs, ranged high above the world's trouble spots escorted by a new generation of Mirage fighter jets, allowing France to project its military forces with an army far smaller than any of the destroyed superpowers of the Cold War era. In the Indochina Action of 2030 French air superiority quickly ended the conflict, and during the Russo-Ukrainian War of 2065-72 ALA intervention on the side of the Ukraine to counter Japanese support for Russia quickly led to a swift end to the war. French air power remained unchallenged across the world well into the 22nd Century, with the ALA incorporating the best manpower of the expanding French Union and was frequently used in combination with French diplomacy to avert conflicts across the globe.

The first challenge to French ascendancy occurred during the Alpha Centauri War when the ALA was held at bay due to a lack of bases and suitable aircraft to engage the Fuerza Aérea Argentina in Latin America, the south Atlantic or Tirane. For the first time the ALA was unable to dominate another military power, and conceded its reliance on French naval forces and British facilities in the South Atlantic. Despite never engaging Argentine air defences, the ALA heavily petitioned the French government to fund the development of longer ranged escort fighters and to deploy ALA interceptors to off-world colonies. Despite the re-emergence of other powers the ALA retained its mantle as the world's premier air force, but the outbreak of the Central Asian War in 2282 and the almost unrestrained aerial warfare of that conflict severely tested French air power and resolve. French forces were at least matches for their Manchurian opponents on a one for one basis, but Manchurian tactics which maximised the manoeuvrability of their now legendary *Type-38 Felix* fighters which severely disrupted French operations. The ALA suffered unprecedented casualty rates and found some of its equipment and tactics severely lacking. The ALA was forced to rely on less effective stand-off attack modes, and was forced to refine its tactics and training and wait for more effective aircraft and weapon systems to reach the front line. From being the unchallenged sharp instrument of French diplomacy, the ALA found itself enmeshed in a fierce and deadly war of attrition with the Manchurians. Despite maintaining positive kill ratios over the Manchurians, it was not unknown for whole French escadrilles to be lost in a single action. In the final year of the war the Manchurians deliberately targeted ALA bases and launched almost suicidal air strikes against French escadres. The systematic assault on French airpower played a significant role in Manchurian successes such as during the Battle of Omsk. Only the arrival of Japanese and French reinforcements from French Africa and Nouvelle

Provence swayed the balance against the overstretched Manchurians. Although the war ended narrowly in favour of France and her allies, it took a major toll on the ALA. In addition to fighting on Earth, the ALA was also called upon to help defend French colonies from Manchurian privateers through ASAT equipped interceptor aircraft, and help suppress insurrection on French colonies such as during in the Elysian Revolt on Joi. The ALA provided a full range of air support and troop lift capabilities to French forces in the ultimately unsuccessful action on Joi, yet despite the loss of Joi and the casualties of the CAW the ALA emerged stronger and more experienced in the war's aftermath.

Such experience proved instrumental when France once again went to war with the newly federated German states a mere five years later. If the French government had fully used French air power in the early stages of the War of German Reunification (WoGR), French aerial superiority may have ended the war quickly in France's favour. Yet French political lethargy allowed German commanders to focus air defence networks along border regions with France as neighbouring countries imposed restrictions in the air corridors surrounding Germany's borders, which severely restricted the scope of French aerial strikes against Germany. Although the ALA successfully contained Luftwaffe strikes against French forces, it found it difficult to penetrate German airspace. With both sides unable to deploy manned air support fighters over the battlefield for more than seconds, unmanned combat drones came to the fore as never before as both sides attempted to reduce the carnage above the skies. As the German offensive into France gathered momentum, Luftwaffe aircraft became increasingly exposed to ALA interception and German air casualties reached alarmingly high levels over northern France. But despite ALA successes in the air, the German ground offensive forced the French *Junta* to press for a ceasefire. The fall of the military *Junta* and rise of the Third French Empire brought about relatively little organisational change to the ALA, whose major reforms from the Central Asian War had already been enacted. It may also have helped that the ALA had little overall influence in a *Junta*, dominated by highly decorated army officers. Since the end of the WoGR the threat of the alien Kafers has loomed large in French defence planning, in addition to the twin threats of Germany and Manchuria on Earth and in human space. Beyond the core the ALA has a fairly small presence, and during the Kafer invasion of Aurora the ALA's small contingent of ageing *Fantôme II* fighters and airlift assets could do little against the initial Kafer onslaught. Yet the ability of the ALA to conduct even rudimentary air support operations on Aurora gave France an edge that the Ukrainians and Tansaaflians didn't have. When human forces broke through to relieve Aurore a composite ALA force was amongst the reinforcements and gave French forces great advantage in their clearance operations. At the beginning of the 24th Century the ALA remains focused on operations in the Core, shoring up what remains of the *Paix Française* against opponents who match it technologically and in some cases in numbers. However the ALA remains arguably the most powerful single air force among the nations of humanity, rivalled but not eclipsed by any other air force on Earth or in colonial space.

Organisation

The ALA is part of the *Armées françaises* and is under the authority of the government of the Third French Empire. Despite global and interstellar deployment the ALA has remained under a unified command structure, unlike comparable powers such as Britain's RAF and the German Luftwaffe. The ALA is commanded from by staff at the French Ministry of Defence in Paris but administered through Paris Air Base. A joint forces command centre exists on *Marianne Station* in geosynchronous Earth orbit which controls all French military deployments, but Paris Air Base coordinates staffing, maintenance and procurement which keeps all wings, squadrons and air bases armed and supplied. However the impracticality of administering the entire force from Paris has allowed for the creation of secondary administration centres with their own arsenals and supply chains in Libreville for French Africa, and Nouvelle Provence and Beta Canum.

Organisationally the ALA has undergone some radical changes since the CAW. Prior to the conflict ALA air defence and tactical forces were dispersed but centrally commanded, which led to operational disruption and severe supply and support problems during that conflict. In the aftermath of the CAW former commands such as the Commandement 'Air' des Forces de Défense Aérienne and Forces Aérienne Tactique were scrapped and their component wings amalgamated into new tactical air forces, which have a far more multi-functional role and organisation than their predecessors. This restructuring was ongoing when the WoGR broke out in the early 2290's, but ALA supply and coordination performed notably smoother during operations than it did during the CAW.

Formations

Operationally the ALA is organised into eleven separate commands or forces.

1. **Force de Frappe** (Strike Force)
2. **Force du Transport Aérien Militaire** (FTAM) (Military Air Transport Force)
3. **1e Force Aérien Tactique** (1e FATAc) (1st Tactical Air Force)
4. **2e Force Aérien Tactique** (2e FATAc) (2nd Tactical Air Force)
5. **3e Force Aérien Tactique** (3e FATAc) (3rd Tactical Air Force)
6. **4e Force Aérien Tactique** (4e FATAc) (4th Tactical Air Force)
7. **5e Force Aérien Tactique** (5e FATAc) (5th Tactical Air Force)
8. **Force Aérienne Coloniale** (FAC) (Colonial Air Force)
9. **Force Aérienne d'Aurore** (FAA) (Aurore Air Force)
10. **Force Aérien d'Entraînement** (FAE) (Training Air Force)
11. **Groupe des Fusiliers Commandos de l'Air** (Air Force Infantry Commando Group)

1. Force de Frappe

France's Earth based strategic air force. It is the sharp instrument of French foreign policy and has the capability to project its considerable force across the globe. In hostilities its function would be to target key strategic installations and swamp defences. The Force de Frappe learned many valuable lessons in the CAW and the WoGR when it was forced from its European air bases due to the threat of German attack, but played a full tactical role from Algerian airstrips. The Force has a mixture of long range strategic bombers and strike aircraft which can deploy a myriad of air-to-ground ordnance from nuclear weapons to anti-radar missiles, and is fully backed up by a fleet of strategic reconnaissance and air-to-air refuelling aircraft. The force also has tactical ground assault, anti-satellite and marine anti-ship capabilities, and is widely considered to be the most powerful force of its type in the world.

2. Force du Transport Aérien Militaire (FTAM)

The FTAM is responsible for ALA's aerial lift capability on the core worlds of Earth and Tirane, and the French colonies. In 2287 all French military interface units were transferred to the newly formed Escadre d'Interface (EdI), which freed FTAM from interface duties and allowed it to focus on purely planet based transport roles. Although far from being a glamorous role it remains a vital one to the French military machine. FTAM operates three levels of transports, strategic, operational and tactical. This enables it to range across whole global areas with heavy lift capability as well as provide appropriate support to ground troops. At the tactical level the FTAM reinforces the Army's integral ALAT capability, as well as providing low level REDCO search and rescue capability. FTAM is also responsible for supporting special-forces operations. At present FTAM is heavily committed to the support ground forces in Central Asia and southern Africa.

3. 1e Force Aérien Tactique (1e FATAc)

1e FATAc is the tactical air force for the Hexagone of European France. It comprises some of the most advanced aircraft in the ALA's inventory and currently operates wings of *Simoom*, *Samiel* and *Faucon III* fighters, in addition to a strong wing of UCAVs. The effectiveness and efficiency of 1e FATAc is a priority for the ALA, who wishes to avoid any repeat of its inability to decisively influence the outcome of the WoGR. 1e FATAc is very focused on tactical operations in the intensive environment of the European combat theatre where Germany is still considered a major threat to national security, and many of the ALA's best trained and most experienced pilots are assigned to it.

4. 2e Force Aérien Tactique (2e FATAc)

2e FATAc is the tactical air force for France's African departments. It functions as a reserve force for the ALA on Earth, being able to support 1e, 4e or 5e FATAc as required. The 2e FATAc has two primary missions, to protect the Beanstalk in Zaire and to provide 'depth' to 1e FATAc from Algeria. It would also have the responsibility for supporting Brazil if France intervenes in a 4th Rio Plato War. 2e FATAc is a common first posting for new tactical pilots. The force is organised identically to 1e FATAc except for the addition of an additional drone wing, one of which is stationed in Algeria and the other in Congo.

5. 3e Force Aérien Tactique (3e FATAc)

3e FATAc is the largest of all the tactical air forces, based in Nouvelle Provence on Tirane. It controls all of Nouvelle Provence's air power except for transport assets controlled by the FTAM. 3e FATAc is also the only tactical air force with its own strategic bombers. 3e FATAc has a mixture of aircraft including a wing of the rugged *Crecerelle* attack jets. 3e FATAc is manned by pilots from across the French Empire, and many Néo-Provençal pilots distinguished themselves during the CAW and WoGR.

6. 4e Force Aérien Tactique (4e FATAc)

4e FATAc is the heir of the original Force Aérien Tactique d'Asie Centrale (FATAc-AC), the ALA tactical air force assigned to the Central Asian Republic as part of France's continuing commitment. Its wings are permanently assigned to the region with pilots and ground crews being rotated in. The 4e FATAc is a sought after operational posting in the ALA and its units frequently clash with neighbouring Manchurian and Iranian forces, and there is much rivalry between those assigned to 1e and 4e FATAcs.

7. 5e Force Aérien Tactique (5e FATAc)

5e FATAc is the smallest of the tactical air forces and is an administrative rather than an operational air force. It was formed following the WoGR to free up 1e FATAc of the responsibility for looking after a variety of smaller units scattered around Earth. 5e FATAc has aircraft assigned to it in the South America and Indian and Pacific Ocean territories, the majority being unmanned drones.

8. Force Aérienne Coloniale (FAC)

The FAC is based on Beta Canum and is the controlling headquarters for all ALA forces located on the French Arm, excluding those on Aurore. Each world has an air command or Commandement answerable to the FAC and cooperating with the local colonial RALC air units. Each command is organised depending on local conditions and threats. The largest of these is based on Beta Canum which is responsible for the security of the Beanstalk and has the major defence concern of tension with the German colony. The colony of Nouvelle Europe also has a significant force, partly as a response to tensions with the British colony of Alicia. Kimanjano has two wings whilst Nous Voila and Saint Benoit have a single wing each.

9. Force Aérienne d'Aurore (FAA)

The FAA is a new ALA force controlling French air operations on Aurore. It is actually a multinational force, although one which is dominated by France who provides two wings of aircraft. The FAA includes a contingent of Ukrainian, Tanstaaflian, and US Marine Corp aircraft operating from Tanstaaf. The French element is the reinforced Commandement Aérienne Tactique d'Aurore, which was initially composed of a single mixed wing. The CATA and the French HQ element still answer to the FAC on Beta Canum.

10. Force Aérien d'Entraînement (FAE)

The FAE is responsible for training ALA's personnel. It has an important function within the ALA ensuring that all pilots and aircrew receive an understanding of the aircraft they are operating, and that pilots progressively transfer to new aircraft types. The FAE has a fairly standard system of universal basic training lasting for an eight week period, which covers the initial entry standards into the ALA. Members are then streamed into aircrew, maintenance, support, air defence or ground defence specialities which are instructed at a variety of institutions across Earth, Tirane and the French colonies.

Aircrew training is conducted at a number of basic flying schools located within France, French Africa, Nouvelle Provence and Beta Canum, which roughly correspond to each FATAc area. Such flying schools take the aircrew through simulator, basic and advanced flight training. However most of the advanced training establishments remain within European France, and the elementary flight training school at Salon de Provence and the basic flight school at Cognac remain the largest within the FAE. Notable training academies include the Officer Academy at Salon de Provence and the NCO School at

Rochefort-Saint-Agnan, with major technical schools located at Mont de Marsan, Saint-Dizier and Toulouse. Conversion to fast jets is taken at Tours, transport aircraft at Avord, and helicopters and tilt-totor aircraft at Metz. Operational conversion and weapons training is undertaken at Cazeaux before pilots are sent to their respective squadrons to complete active training. The FAE also has training detachments in Libreville and Kinshasa for the French African forces. Trainee pilots from Europe, French Africa and elsewhere are frequently rotated between schools and occasionally sent for training to the volatile 4e FATAAC in the Central Asian Republic.

Most off-world training is undertaken at Nouvelle Provence and Beta Canum where the majority of ALA forces are located, but the École Marcel Lefèvrede Combat Aérien at Nouvelle Europe on Beowulf is the principle combat fighting training school off Earth. Simulated combat and live fire exercises are undertaken in the unsettled north of Nouvelle Europe. Veteran and trainee pilots from across the French Empire are sent to Europe Nouvelle to hone their combat skills, and pilots from friendly countries such as Brazil, Italy, Japan, Poland, Spain, Russia and the Ukraine frequently participate in the training exercises. On Earth the ALA also conducts training with allied states as often as possible. FAE academies host a large number of overseas students on its training courses to build up bilateral links, and the ALA has close links with major air forces such as the USAF, the RAF and the Russian PVO. It is common for French pilots to be assigned to air force units of these countries for training and dissimilar combat experience.

11. Groupement des Fusiliers Commandos de l'Air

The Fusiliers Commandos de l'Air is France's equivalent to Britain's RAF Regiment. They are essentially airmen trained as infantry who guard French air bases, but they are also tasked with air defence, damage and explosive ordinance reconnaissance and disposal, and securing forward base areas in hostilities. Fusiliers also participate in combat search and rescue missions, and can be used in air assault infantry roles.

The Fusiliers are a surprisingly large organisation as the ALA is deployed across eight worlds. The Fusiliers are HQ at Dijon-Longvic in France where most basic training is undertaken before troops are mustered out. Secondary training centres are located in Senegal for African based Fusiliers, and off-world Fusiliers are trained on Nouvelle Provence. The Fusiliers are organised into security and air defence squadrons of company size ranging between 50 and 500 troops per squadron, and four elite Commandos Parachutistes de l'Air (CPA). The CPA are equivalent to the navy's Fusiliers-Marins and is part of the Commandement de Troupes Spéciales. Three commandos comprise the *602e RCPA* which is attached to the Groupement des Troupes Spéciales Terrestres and one commando is attached to the GCC on Beta Canum. The CPA also works with the FTAM's *81e Escadre de Transport* and *90e Escadre d'Hélicoptères*. All Commandos Parachutistes and Fusiliers assigned to the security of Force de Frappe bases and key ALA facilities are required to undergo small arms and unarmed combat training with the Groupement des Troupes Spéciales Terrestres. Fusiliers assigned to similar duties on Tirane and the French Arm undergo training with the Groupement de Troupes Spéciales de Tirane. The Fusiliers liaise closely with the Gendarmerie de l'Air, who are under the dual supervision of the Gendarmerie and the ALA and fulfill police and security missions in air bases and investigate accidents of military aircraft.

Fusiliers assigned to air base security squadrons have access to the full spectrum of small arms, infantry support weapons and light wheeled vehicles available to the Armée de Terre, and *Moineau* short ranged air defence missile for point defence. Fusiliers assigned to the six Groupement de Defence Sol-Air are organised into batteries of three squadrons. Theatre air defence (EDSA) batteries use *Rapace* hypersonic air defence missiles with a range of 300km and are organised into squadrons of eight mobile launchers, while orbital defence (EDCO) batteries use *Tempête* missile and are organised into squadrons of four mobile launchers.

Wing Organisation

The ALA Wing or Escadre has a typical organisation of three squadrons or escadrilles of 15 planes each, although manned AWAC units have only 6 aircraft per squadron. In the core worlds these are usually composed of a single aircraft type in a single role. In the colonies wings of mixed roles and aircraft types are much more commonplace. The escadre usually has its own HQ, planners, controllers and support staff to keep the planes

flying and interfaced with the air combat networks. In addition to the aircraft the wing also has its own integral squadron of Fusiliers de l'Air to provide ground and short range air defence. In the core it is common for each escadre to be based at a single airstrip, although during hostilities they will normally have a number of dispersal airstrips to increase the survivability of the aircraft on the ground. During recent operations it was not uncommon to keep strategic aircraft in the air for several days and landing only to rearm.

Interceptor Wing

The ALA has 14 specialised interceptor wings in service with the bulk based in the two core worlds operating either *Simoom* or the older *Aquilon* aircraft. These are truly impressive high altitude fighters with a combat radius of over 8000km, a speed greater than Mach 3 and carrying a heavy weapon load. The interceptor wings are designed for air dominance operations and look-down/shoot-down engagements but can be very vulnerable if forced to slow and fight at low altitudes. Interceptor wings can also conduct very creditable ASAT missions.

Drone Wing

The ALA has 6 drone interceptor and VTOL attack wings with one in each FATAC with the exception of 2e FATAC which has two wings. The drone interceptor wings provide the first line air defence from bases and strips close to the frontier of FEMZ being protected. The drones are controlled from the ground are expected to sustain heavy casualties as was the case in the CAW and German Reunification wars. VTOL attack drone wings are also used effectively in attack and COIN operations. ALA use of these drones sees their tactical employment in concert with ALA SAM units and ground force local area defence as a first line of defence. Manned interceptors then operate in depth to support this front line. Drone wings are notable for their strength of 40 fighters per escadrille, and normally each FATAC has a significant reserve of drones that can be brought forward. The WoGR brought these units to prominence as French and German drones duelled for advantage over the frontline.

Multi-role Fighter Wings

Multi-role fighter wings are the mainstay of the FATAcs and French tactical air power in general. They are swing role forces capable of holding their own in air-to-air and air-to-ground operations. They use the agile *Faucon III* tactical fighter and the *Samiel*, *Crecerelle* and *Pelerin* fighter-bombers. The MR Strike role is perhaps the most demanding in the ALA as the pilots must face enemy air defences at close range to fulfil their roles. Doctrine developed during the CAW usually sees an entire wing deployed on a single tasking to ensure protection from interceptors and ground based SAMs and still ensure enough ordnance on target to achieve the mission. In the WoGR it was often necessary to mass several wings at once in order to have a successful major attack. During the Battle of Picardie for example 1e FATAC launched several force level operations to bring in airstrikes on the German spearheads. Tactical operations in less heavily defended areas and the colonies can see much lower force levels being deployed however.

Strategic Bomber Wings

The strategic bomber wings are the ALA's global reach with the massive *Vatour* and *Gypaete Barbu* bombers. There are four wings on Earth with the Force de Frappe and two on Tirane with 3e FATAc. These escadres can intervene anywhere in either world and can be routinely tasked with conventional air-to-ground, nuclear strike and anti-shipping operations. These units normally operate in the standoff mode with drone, conventional or nuclear weaponry. They are capable of immense devastation if not countered effectively.

Strike Bomber Wings

The strike bomber wing is a new introduction into the ALA with two wings recently converted in the Force de Frappe. These are equipping with the *Simoom-F* to operate in the penetrating bomber role, aiming to pass through an enemy's defences and deliver pinpoint strikes against key targets.

Strategic Reconnaissance Wing

There is only one strategic reconnaissance wing, 91 ER, which provides the Force de Frappe with much of its intelligence and pathfinder capability. It supplements orbital military spy satellites and other means of strategic ISTAR capability. It is bringing into service two squadrons of *Simoom-R* to replace the older *Aquillon* reconnaissance variant and also operates a squadron of ELINT modified *Gypaete Barbu*.

Aerial Refuelling Wings

The refuelling wings are assigned to the Force de Frappe to enable it to maximise its range, endurance and strategic flexibility. There are two wings under the Force de Frappe, one equipped with drone and the other with manned tankers.

Strategic Transport Wings

Strategic transport wings are designed to support the French armed forces wherever they are deployed. There are four wings equipped with the massive *Constellation* as part of the FTAM with one on Tirane and the others on Earth. These wings support French troops in Central Asia and can also lift a substantial part of the army's Force d'Action Rapide at short notice.

Operational Transport Wings

These wings are designed for in-theatre work and do much in support of the army's dispersed garrisons around Earth. These wings, equipped mostly with the robust *Bled*, give the ground troops and immense flexibility.

Tactical Transport Wings

These are mostly equipped with *Dragon* tilt-rotor aircraft and are used to supplement the ALAT within an operational area by quickly moving supplies or troops. Tactical control of these units is often given over to army Corps commanders.

SF Transport Wings

These two wings are the main strength of the ALA's commitment to France's first tier 'premiere cercle' special forces and operate in a dispersed manner. One wing concentrates on operational and the other on tactical airlift.

Reconnaissance Wing

There are four of these units attached to the frontline FATAcs to provide reconnaissance and precision penetration attacks on key targets. They are considered glamorous units within the ALA, usually open only to pilots who have already served a successful tour in another wing type. They have just finished transition from the *Faucon IIR* to the much more capable *Simoom-CR*.

Strategic Wing

Strategic wings are attached to FATAcs to provide them with the key strategic enablers of manned and drone AWACs and air to air refuelling.

Mixed fighter wings

These wings are usually found in remote areas on Earth or in the colonies. They usually have a mixture of aircraft whose composition varies greatly upon local circumstance.

Mixed Wing

These wings are usually found in smaller colonies and have a mixture of fighters and support aircraft deemed sufficient to give the colony protection from the threats it may face. These wings often work closely with Colonial RALC units and colonial office air assets.

Mixed Transport Wing

These wings are usually found in remote areas on Earth or in the colonies. They usually have a mixture of aircraft, normally strategic, operational or tactical transport aircraft. Their composition varies greatly upon local circumstance.

Training Wing

Training wings are organised in an ad-hoc fashion, ranging from two to eight squadrons per wing with various numbers and mixtures of training aircraft.

Order of Battle

Force de Frappe

Controlling the bulk of France's strategic bomber forces, Force de Frappe commands six bomber wings, a strategic reconnaissance wing and two air refuelling wings. HQ in Taverny with squadrons based across European France and Algeria, the Force de Frappe is capable of deployment across the globe but is focused on operations in the European theatre of operations.

4e Escadre de Bombardement 'Dauphin' (Avord, France)

EB 1/4 'Charognard' (15 Vautour-A)

EB 2/4 'Lévrier' (15 Vautour-A)

EB 3/4 'Lion de Belfort' (15 Vautour-A)

15e Escadre de Bombardement 'Lafayette' (Luxeuil, France)

EB 1/15 'Sioux' (15 Simoom-F)

EB 2/15 'Cigognes' (15 Simoom-F)

EB 3/15 'Diable Rouge' (15 Gypaete Barbu-C)

22e Escadre de Bombardement 'Limousin' (Laghouat, Algeria)

EB 1/22 'Aigle' (15 Vautour-A)

EB 2/22 'Sarigue' (15 Vautour-A)

EB 3/22 'Le Gaulois' (15 Vautour-A)

25e Escadre de Bombardement 'Senegal' (Bou Sfer, Algeria)

EB 1/25 'Saint-Louis' (15 Vautour-A)

EB 2/25 'Dakar' (15 Vautour-A)

EB 3/25 'Tambacounda' (15 Vautour-A)

44e Escadre de Bombardement 'Mistral' (Dakar, Senegal)

EB 1/44 'Aajej' (15 Vautour-A)

EB 2/44 'Beshabar' (15 Vautour-A)

EB 3/44 'Harmatan' (15 Vautour-A)

92e Escadre de Bombardement 'Bourgogne' (Laghouat, Algeria)

EB 1/92 'Bourgogne' (15 Gypaete Barbu-C)

EB 2/92 'Aquitaine' (15 Gypaete Barbu-C)

91e Escadre de Reconnaissance Stratégique 'Gascogne' (Bou Sfer, Algeria)

ER 1/91 'Gascogne' (15 Simoom-R)

ER 2/91 'Bretagne' (15 Simoom-R)

ER 4/91 'Landes' (15 Gypaete Barbu-E)

20e Escadre de Ravitaillement en vol 'Bretagne' (Avord, France)

ERV 1/20 (15 Caravelle AAR)

ERV 2/20 (15 Caravelle AAR)

ERV 3/20 (15 Caravelle AAR)

66e Escadre de Ravitaillement en vol 'Bourbonnais' (Laghouat, Algeria)

ERV 1/66 (15 Artemis AAR)

ERV 2/66 (15 Artemis AAR)

ERV 3/66 (15 Artemis AAR)

Force du Transport Aérien Militaire (FTAM)

Controlling all of the ALA's military transport assets, the FTAM is a large organisation of four strategic transport wings, eight operational transport wings, six tactical transport wings, three mixed transport wings, and two special operations transport support wings stretched across the French Empire.

50e Escadre de Transport 'Reunion' (Toulouse, France)

ET 1/50 (15 Bled)

ET 2/50 (15 Bled)

ET 3/50 (15 Bled)

52e Escadre de Transport 'Tontouta' (Villacoublay, France)

ET 1/52 (15 Bled)

ET 2/52 (15 Bled)

ET 3/52 (15 Bled)

55e Escadre de Transport 'Quessant' (Bierset, Wallonia)

ET 1/55 (15 Bled)

ET 2/55 (15 Bled)

ET 3/55 (15 Bled)

56e Escadre de Transport 'Vaucluse' (Évreux, France)

ET 1/56 (15 Constellation)

ET 2/56 (15 Constellation)

ET 3/56 (15 Constellation)

58e Escadre de Transport 'Antilles' (Laghouat, Algeria)

ET 1/58 (15 Bled)

ET 2/58 (15 Bled)

ET 3/58 (15 Bled) (Deployed to 5e FATAC)*

60e Escadre de Transport 'Esterel' (Kinshasa, Zaire)

ET 1/60 (15 Bled)

ET 2/60 (15 Bled)

ET 3/60 (15 Bled)

61e Escadre de Transport 'Touraine' (Ambouli, Djibouti)

ET 1/61 (15 Bled)

ET 2/61 (15 Bled) (N'Djamena, Chad)*

ET 3/61 (15 Bled) (Dakar, Senegal)*

62e Escadre de Transport 'Vercors' (Nouvelle Provence, Alpha Centauri)

ET 1/62 (15 Bled)

ET 2/62 (15 Bled)

ET 3/62 (15 Bled)

63e Escadre de Transport 'Rambouillet' (Nouvelle Provence, Alpha Centauri)

ET 1/63 (15 Bled)

ET 2/63 (15 Bled) (Deployed to Vogelheim)*

ET 3/63 (15 Bled) (Deployed to Nous Voila)*

64e Escadre de Transport 'Bearn' (Libreville, Gabon)

ET 1/64 (15 Constellation) (Laghouat, Algeria)*
ET 2/64 (15 Constellation)
ET 3/64 (15 Constellation)

65e Escadre de Transport 'Vendome' (Orléans, France)

ET 1/65 (15 Constellation)
ET 2/65 (15 Constellation)
ET 3/65 (15 Constellation)

72e Escadre de Transport 'Anjou' (Nouvelle Provence, Alpha Centauri)

ET 1/72 (15 Constellation)
ET 2/72 (15 Constellation)
ET 3/72 (15 Constellation)

81e Escadre de Transport 'France-Comte' (Orléans, France)

ET 1/81 (5 Constellation, 10 Bled)
ET 2/81 (5 Constellation, 10 Bled) (Detachment at Kinshasa, Zaire)*
ET 3/81 (5 Constellation, 10 Bled) (Nouvelle Provence)*

88e Escadre de Transport 'Larzac' (French Continent, Beta Canum)

ET 1/88 (15 Bled)
ET 2/88 (15 Bled)

192e Escadre de Transport (Aurora)

EH 1/192 (17 Dragon IIIA, 3 Dragon IIIR)
ET 2/192 (12 Bled)

67e Escadre d'hélicoptères 'Pyrennes' (Ambérieu, France)

EH 1/67 (15 Dragon IIIA)
EH 2/67 (15 Dragon IIIA)
EH 3/67 (15 Dragon IIIA)

68e Escadre d'hélicoptères 'Guyanne' (Metz, France)

EH 1/68 (15 Dragon IIIA)
EH 2/68 (15 Dragon IIIA)
EH 3/68 (12 Dragon IIIA, 3 Dragon IIIR) (Bierset, Wallonia)*

71e Escadre d'hélicoptères 'Poitu' (Kinshasa, Zaire)

EH 1/71 (15 Dragon IIIA)
EH 2/71 (12 Dragon IIIA, 3 Dragon IIIR) (Laghouat, Algeria)*
EH 3/71 (15 Dragon IIIA) (Deployed to 5e FATAC)*

74e Escadre de Transport 'Kabylie' (Nouvelle Europe, Beowulf)

ET 1/74 (15 Bled)
ET 2/74 (15 Bled)
ET 3/74 (15 Constellation)

80e Escadre d'hélicoptères 'Valmy' (Nouvelle Provence, Alpha Centauri)

EH 1/80 (15 Dragon IIIA)
EH 2/80 (15 Dragon IIIA) (Deployed to Vogelheim)*
EH 3/80 (15 Dragon IIIA) (Deployed to Nous Voila)*

86e Escadre d'hélicoptères 'Durance' (French Continent, Beta Canum)

EH 1/86 (15 Dragon IIIA)
EH 2/86 (15 Dragon IIIA)
EH 3/86 (15 Dragon IIIA)

90e Escadre d'Hélicoptères 'Alpilles' (Orléans, France)

EH 1/90 (5 Dragon IIIMD, 1 Loup-Garou-AS, 2 Loup-Garou-S, 6 Loup-Garou-MS)
(Kinshasa, Zaire)*

EH 2/90 (5 Dragon IIIMD, 4 Loup-Garou-AS, 3 Loup-Garou-S, 6 Loup-Garou-MS)
EH 3/90 (5 Dragon IIIMD, 1 Loup-Garou-AS, 1 Loup-Garou-S, 6 Loup-Garou-MS)
(* Nouvelle Provence)

131e Escadre d'hélicoptères 'Concordat d'Elysia' (Nouvelle Europe, Beowulf)

EH 1/131 (15 Dragon IIIA)
EH 2/131 (15 Dragon IIIA)
EH 3/131 (12 Dragon IIIA, 3 Dragon IIIR)

193e Escadre Mixte (Kimanjano)

ET 1/193 (15 Bled)
EH 2/193 (15 Dragon IIIA)
EDA 3/193 (6 Caravelle AAR)

1e Force Aérien Tactique (1e FATAAC)

1e FATAAC covers ALA tactical combat operations in Europe, and would be the front line of defence against any German attack of France. HQ in Paris Air Base, it is considered the premier tactical force of the ALA. 1e FATAAC controls two fighter-bomber wings, two multi-role fighter wings, four interceptor wings, one drone wing, one reconnaissance wing and a strategic wing. One Interceptor wing is deployed to the French Arm.

2e Escadre de Chasse 'Cignognes' (Dijon, France)

EC 1/2 'Cigogne de Guynemer' (15 Simoom-C5)
EC 2/2 'Cigogne de Fonck' (15 Simoom-C5)
EC 3/2 'Cigogne dite Saint Galmier' (15 Simoom-C5)

3e Escadre de Chasse 'Navarre' (Nancy Ochey, France)

EC 1/3 'Gypaete' (15 Samiel-A)
EC 2/3 'Coq de Combat' (15 Samiel-A)
EC 3/3 'Cigogne de Navarre' (15 Samiel-A)

6e Escadre de Chasse 'Cote d'Or' (Orange, France)

EC 1/6 'Chimère d'argent' (15 Simoom-C5)
EC 2/6 'la Mouette' (15 Simoom-C5)
EC 3/6 'la mort qui fauche' (15 Simoom-C5)

7e Escadre de Chasse 'Provence' (Saint Dizier-Robinson, France)

EC 1/7 'Casque de Bayard' (15 Samiel-A)
EC 2/7 'Croix de Jerusalem' (15 Samiel-A)
EC 3/7 'Aigle empiétant une tête de mort' (15 Samiel-A)

9e Escadre de Chasse 'Ile de France' (Orange, France)

EC 1/9 'Paris' (15 Simoom-C5)
EC 2/9 'Versailles' (15 Simoom-C5)
EC 3/9 'Vincennes' (15 Simoom-C5)

30e Escadre de Chasse 'Normandie-Nieman' (Reims, France)

EC 1/30 'Valois' (15 Simoom-C5) (Deployed to French Continent, Beta Canum)*
EC 2/30 'Normandie Niemen' (15 Simoom-C5) (Deployed to Aurore)*
EC 3/30 'Lorraine' (15 Simoom-C5) (Deployed to Nouvelle Europe, Beowulf)*

73e Escadre de Chasse 'Algerie' (Tours, France)

EC 1/73 'Algiers' (15 Faucon IIIC)
EC 2/73 'Oran' (15 Faucon IIIC)
EC 3/73 'Constantine' (15 Faucon IIIC)

100e Escadre de Chasse 'Ile de Tirane' (Florennes, Wallonia)

EC 1/100 'Lomé' (15 Faucon IIIC)

EC 2/100 'Doula' (15 Faucon IIIC)
EC 3/100 'Sassandra' (15 Faucon IIIC)

16e Escadre de Reconnaissance 'Savoie' (Reims, France)

ER 1/16 'Cocotte de gueule' (15 Simoom-CR)
ER 2/16 'C53' (15 Simoom-CR)
ER 3/16 'Mouette Rhénane' (15 Simoom-CR)

13e Escadre de Chasse 'Alsace' (Colmar, France)

EC 1/13 'Colmar' (40 Vortex)
EC 2/13 'Strasbourg' (40 Vortex)
EC 3/13 'Mulhouse' (40 Vortex)

54e Escadre de Chasse 'Dunkerque' (Metz, France)

EB 1/54 (6 Artemis AWAC)
EB 2/54 (15 Poignard III AWAC)
EB 3/54 (15 Caravelle AAR)

2e Force Aérien Tactique (2e FATAAC)

2e FATAAC is responsible for the defence of French Africa, and is also used as a reserve force to support other ALA forces on Earth. HQ in Libreville, 2e FATAAC controls two fighter-bomber wings, one multi-role fighter wing, two interceptor wings, two drone wings, one reconnaissance wing and one strategic wing.

29e Escadre de Chasse 'Zaire' (Kinshasa, Zaire)

EC 1/29 'Kinshasa' (15 Simoom-C5)
EC 2/29 'Kisangani' (15 Simoom-C5) (Bou Sfer, Algeria)*
EC 3/29 'Mbandaka' (15 Simoom-C5)

38e Escadre de Chasse 'Djibouti' (Ambouli, Djibouti)

EC 1/38 'Ale Sabieh' (15 Crecerelle-C)
EC 2/38 'Tadjourah' (15 Grand Duc)
EC 3/38 'Yoboki' (15 Crecerelle-C)

94e Escadre de Chasse 'Côte d'Ivoire' (Kinshasa, Zaire)

EC 1/94 'Abidjan' (15 Samiel-A) (Abidjan, Ivory Coast)*
EC 2/94 'Yamoussoukro' (15 Samiel-A)
EC 3/94 'Bouake' (15 Grand Duc) (Libreville, Gabon)*

96e Escadre de Chasse 'Tchad' (N'Djamena, Chad)

EC 1/96 'N'Djamena' (15 Simoom-C5)
EC 2/96 'Mbaïbokoum' (15 Simoom-C5)
EC 3/96 'Faya-Largeau' (15 Simoom-C5) (Dakar, Senegal)*

75e Escadre de Chasse 'Cameroun' (Doula, Cameroon)

EC 1/75 'Doula' (15 Faucon IIIA)
EC 2/75 'Yaoundé' (15 Faucon IIIA) (Libreville, Gabon)*
EC 3/75 'Ngaoundéré' (15 Faucon IIIA) (Dakar, Senegal)*

98e Escadre de Reconnaissance 'Katanga' (Kolwezi, Katanga)

ER 1/98 'Kolwezi' (15 Simoom-CR)
ER 2/98 'Likasi' (15 Simoom-CR) (Bou Sfer, Algeria)*
ER 3/98 'Lubumbashi' (15 Simoom-CR) (N'Djamena, Chad)*

41e Escadre de Chasse 'Verdun' (Libreville, Gabon)

EC 1/41 'Douaumont' (40 Vortex)
EC 2/41 'Vaux' (40 Petit Duc)
EC 3/41 'Souville' (40 Petit Duc)

69e Escadre de Chasse 'Burkina Faso' (Laghouat, Algeria)
EC 1/69 'Ouagadougou' (40 Vortex)
EC 2/69 'Kaya' (40 Petit Duc) (Ouagadougou, Burkino Faso)*
EC 3/69 'Banfora' (40 Vortex)

87e Escadre Stratégique 'Côte de Guinée' (Libreville, Gabon)
ES 1/87 (6 Artemis AWACs)
EDA 2/87 (15 Poignard II AWACs)
ERV 3/87 (15 Caravelle AAR) (Laghouat, Algeria)*

3e Force Aérien Tactique (3e FATAAC)

3e FATAAC is responsible for the defence of Nouvelle Provence, and is a large force which includes a strategic bombing element as part of its organisation. 3e FATAAC includes three fighter-bomber wings, two multi-role fighter wings, three interceptor wings, one drone wing, one reconnaissance wing, two strategic wings and two strategic bomber wings. One fighter-bomber squadron is currently deployed to Aurore, and the ALA plans to rapidly deploy more 3e FATAAC wings to the French Arm if needed in the war against the Kafers.

1e Escadron de Chasse 'Corse' (Nouvelle Provence, Alpha Centauri)
EC 1/1 'Serpent' (15 Samiel-A)
EC 2/1 'Chat' (15 Samiel-A)
EC 3/1 'Masque de Tragédie' (15 Samiel-A)

12e Escadron de Chasse 'Cambresis' (Nouvelle Provence, Alpha Centauri)
EC 1/12 'Aigle Noir' (15 Aquilon-C)
EC 2/12 'Tigre' (15 Aquilon-C)
EC 3/12 'Guépe' (15 Aquilon-C)

14e Escadron de Chasse 'Jura' (Nouvelle Provence, Alpha Centauri)
EC 1/14 'Serpentaire' (15 Faucon IIIA)
EC 2/14 'Sphinx' (15 Faucon IIIA)
EC 3/14 'Masque de Comédie' (15 Faucon IIIA)

102e Escadron 'Pays du Lac' (Nouvelle Provence, Alpha Centauri)
EC 1/102 'Visage' (15 Samiel-A)
EC 2/102 'Lac de l'Oeil' (15 Samiel-A) (Deployed to Aurore)*
EC 3/102 'Chari' (15 Samiel-A)

104e Escadron de Chasse 'Calanques' (Nouvelle Provence, Alpha Centauri)
EC 1/104 'Charles de Gaulle' (15 Crecerelle-C)
EC 2/104 'Kernascleden' (15 Crecerelle-C)
EC 3/104 'Brue Auriac' (15 Crecerelle-C)

106e Escadron de Chasse 'La Croix' (Nouvelle Provence, Alpha Centauri)
EC 1/106 'Bamenda' (15 Faucon IIIC)
EC 2/106 'Aix-en-Nouvelle Provence' (15 Faucon IIIA)
EC 3/106 'Ouidah' (15 Faucon IIIA)

107e Escadron de Chasse 'Tatouine' (Nouvelle Provence, Alpha Centauri)
EC 1/107 'Djibouti-el-Jedid' (15 Simoom-C5)
EC 2/107 'Basse Terre' (15 Simoom-C5)
EC 3/107 'Tatouine d'Or' (15 Simoom-C5)

109e Escadron de Chasse 'Vars' (Nouvelle Provence, Alpha Centauri)
EC 1/109 'Bordella' (15 Aquilon-C)
EC 2/109 'Porto Novo' (15 Aquilon-C)
EC 3/109 'Haut Vars' (15 Aquilon-C)

34e Escadre de Reconnaissance 'Lorraine' (Nouvelle Provence, Alpha Centauri)

ER 1/34 'Metz' (15 Simoom-CR)

ER 2/34 'Nancy' (15 Simoom-CR)

ER 3/34 'Thionville' (15 Simoom-CR)

93e Escadre de Bombardement 'Guyenne' (Nouvelle Provence, Alpha Centauri)

EB 1/93 'Guyenne' (15 Gypaete Barbu-C)

EB 2/93 'Cévennes' (15 Gypaete Barbu-C)

EB 3/93 'Sambres' (15 Gypaete Barbu-C)

105e Escadre de Bombardement 'Mirambeau' (Nouvelle Provence, Alpha Centauri)

EB 1/105 'Île de la Cité' (15 Gypaete Barbu-C)

EB 2/105 'Villeneuve' (15 Gypaete Barbu-C)

EB 3/105 'Mourdiah' (15 Gypaete Barbu-C)

108e Escadron de Chasse 'Pays Verdoyant' (Nouvelle Provence, Alpha Centauri)

EC 1/108 'Mataró' (40 Vortex)

EC 2/108 'Escalier des Etoiles' (40 Vortex)

EC 3/108 'Congeuve' (40 Vortex)

110e Escadre Stratégique 'Bijagos' (Nouvelle Provence, Alpha Centauri)

ES 1/110 (6 Artemis AWACs)

EDA 2/110 (15 Poignard II AWACs)

ERV 3/110 (15 Caravelle AAR)

111e Escadre Stratégique 'Tasili' (Nouvelle Provence, Alpha Centauri)

ES 1/111 (6 Artemis AWACs)

EDA 2/111 (15 Poignard II AWACs)

ERV 3/111 (15 Caravelle AAR)

4e Force Aérien Tactique (4e FATAAC)

4e FATAAC is the French air component of the multi-national task force deployed to the CAR. HQ in Taraz, 4e FATAAC is on the frontline against any Manchurian incursion into the vast Central Asian Republic. It controls one fighter-bomber wing, one multi-role fighter wing, three interceptor wings, one drone wing, one reconnaissance wing and one strategic wing.

5e Escadre de Chasse 'Vendee' (Karshi-Khanabad, Uzbekistan, CAR)

EC 1/5 'Trident' (15 Samiel-A)

EC 2/5 'Jeanne d'Arc' (15 Samiel-A)

EC 3/5 'Cigogne dite de Saint-Galmier' (15 Grand Duc)

24e Escadre de Chasse 'Picardie' (Taraz, Kazakhstan, CAR)

EC 1/24 'Perroquet' (15 Simoom-C5)

EC 2/24 'Oiseau du Paradis' (15 Simoom-C5)

EC 3/24 'L'oiseau Bleu' (15 Simoom-C5)

47e Escadre de Chasse 'Gabon' (Semey, Kazakhstan, CAR)

EC 1/47 'Libreville' (15 Faucon IIIC)

EC 2/47 'Mayumba' (15 Faucon IIIC)

EC 3/47 'Makoukou' (15 Faucon IIIC)

101e Escadre de Chasse 'Karoise' (Taraz, Kazakhstan, CAR)

EC 1/101 'Vieux Dakar' (15 Simoom-C5)

EC 2/101 'Lancon-Nouvelle-Provence' (15 Simoom-C5)

EC 3/101 'Nouveau Dakar' (15 Simoom-C5)

103e Escadre de Chasse 'Cou Plat' (Taraz, Kazakhstan, CAR)

EC 1/103 'Ougadougou Nouveau' (15 Simoom-C5)
EC 2/103 'Bartica' (15 Simoom-C5)
EC 3/103 'Kalemie' (15 Simoom-C5)

33e Escadre de Reconnaissance 'Belfort' (Taraz, Kazakhstan, CAR)

ER 1/33 'La Hache' (15 Simoom-CR)
ER 2/33 'Petit Prince' (15 Simoom-CR)
ER 3/33 'Le Léopard' (15 Simoom-CR)

18e Escadre de Chasse 'Comtat Venaissin' (Karshi-Khanabad, Uzbekistan, CAR)

EC 1/18 'Coq de Combat' (40 Petit Duc)
EC 2/18 'Renard' (40 Petit Duc)
EC 3/18 'Dragon' (40 Vortex) (Semey, Kazakhstan, CAR)*

43e Escadre Stratégique 'Médoc' (Taraz, Kazakhstan, CAR)

ES 1/43 (6 Artemis AWACs)
EDA 2/43 (15 Poignard III AWAC's) (Karshi-Khanabad, Uzbekistan, CAR)*
EDA 3/43 (15 Caravelle AAR)

5e Force Aérien Tactique (5e FATAC)

A small organisation of two mixed fighter wings and a drone wing head quartered from Cayenne French Guiana, it defends French interests in Latin America and the Pacific.

10e Escadre de Chasse 'Vexin' (Cayenne, French Guiana)

EC 1/10 'Mousquetaire bleu' (15 Faucon IIIC)
EC 2/10 'Mousquetaire verte' (15 Pelerin)
EC 3/10 'Mousquetaire noire' (15 Pelerin)

35e Escadre de Chasse 'Guyana' (Cayenne, French Guiana)

EC 1/35 'Karou' (30 Vortex)
EC 2/35 'Cayenne' (30 Petit Duc)

48e Escadre Mixte 'Pacifique' (Papeet, Tahiti)

EC 1/48 'Nouvelle Calédonie' (15 Faucon IIIA)
EC 2/48 'Papeete' (15 Crecerelle-C)
ET 3/58 (15 Bled) (Detached from FTAM with detachment at Cayenne, French Guiana)*
EH 3/71 (15 Dragon IIIA) (Detached from FTAM with detachment at Cayenne, French Guiana)*

Force Aérienne Coloniale (FAC)

Commandement Aérienne de Beta Canum

FAC is the ALA tactical force for the French Arm. Head quartered at Beta Canum, with subordinate commands at Kimanjano, Nous Voila, Nouvelle Europe and Saint Benoit, it is a large organisation of two fighter-bomber wings, one multi-role fighter wings, one interceptor wing, three mixed fighter wing, one reconnaissance wing, one strategic and a mixed strategic support wing.

11e Escadre de Chasse 'Ardennes' (French Continent, Beta Canum)

EC 1/11 'Hure sur barre bleue' (15 Samiel-A)
EC 2/11 'Hure sur barre rouge' (15 Faucon IIIA)
EC 3/11 'Sanglier assis' (15 Faucon IIIA)

19e Escadre de Chasse 'Argonne' (French Continent, Beta Canum)

EC 1/19 'Archer Romain' (15 Pelerin)
EC 2/19 'Tête de Coq' (15 Pelerin)

EC 3/19 'Grue' (15 Pelerin)

105e Escadre de Chasse 'Continent Francaise' (French Continent, Beta Canum)

EC 1/105 'Premiere' (15 Aquilon-C)

EC 2/105 'Soissons' (15 Aquilon-C)

EC 3/105 'Nauseville' (15 Aquilon-C)

EC 1/30 'Valois' (15 Simoom-C5) (Detached from 1e FATAC)*

39e Escadre Stratégique 'Marne' (French Continent, Beta Canum)

EB 1/39 (15 Gypaete Barbu-C)

EDA 2/39 (4 Artemis AWACs, 8 Poignard III AWACs)

ERV 3/39 (15 Caravelle AAR)

Commandement Aérienne de Kimanjano

120e Escadre de Chasse 'Kimanjano' (Kimanjano)

EC 1/120 'Fromme' (15 Faucon IIIA)

EC 2/120 'La Trove' (15 Pelerin)

EC 3/120 'Nouvelle Vendee' (15 Pelerin)

Commandement Aérienne de Nous Voila

142e Escadre Mixte 'Nous Voila' (Nous Voila)

EC 1/142 'Nouveau Nice' (15 Crecerelle-C)

ET 3/63 (15 Bled) (Detached from FTAM)*

EH 3/80 (15 Dragon IIIA) (Detached from FTAM)*

Commandement Aérienne de la Nouvelle Europe

8e Escadre de Chasse 'Champagne' (Nouvelle Europe, Beowulf)

EC 1/8 'Soliel de Rhodes' (15 Samiel-A)

EC 2/8 'Cigogne sur fanion' (15 Crecerelle-C)

EC 3/8 'Charognard sable et or' (15 Crecerelle-C)

115e Escadre de Chasse 'Nouvelle Europe' (Nouvelle Europe, Beowulf)

EC 1/115 'Devereaux' (15 Aquilon-C)

EC 2/115 'L'Horizon' (15 Faucon IIIC)

EC 3/115 'Téméraire' (15 Faucon IIIA)

EC 3/30 'Lorraine' (15 Simoom-C5) (Detached from 1e FATAC)*

190e Escadre Stratégique (Nouvelle Europe, Beowulf)

ER 1/190 (12 Faucon II-R)

EDA 2/190 (2 Artemis AWACs, 4 Poignard II AWACs)

ERV 3/190 (6 Caravelle AAR)

Commandement Aérienne de Saint Benoit

127e Escadre Mixte 'Saint Benoit' (Vogelheim)

EC 1/127 'Pterodeimos' (15 Faucon IIIA)

ET 2/63 (15 Bled) (Detached from FTAM)*

EH 2/80 (15 Dragon IIIA) (Detached from FTAM)*

Force Aérienne d'Aurore

The FAA is subordinate to the FAC on Beta Canum, although it has a lot of autonomy in local operations on Aurore. It comprises one fighter-bomber wing and a mixed strategic wing, with units detached from Earth and Tirane. There is also an attached force of Ukrainian, Tanstaafl and American air units.

135e Escadre de Chasse 'Aurore' (Aurora)
EC 1/135 'Aurore Français' (15 Pelerin)
EC 2/135 'Calanques' (15 Pelerin)
EC 2/102 'Lac de l'Oeil' (15 Samiel-A) (Detached from 3e FATAC)*
EC 2/30 'Normandie Niemen' (15 Simoom-C5) (Detached from 1e FATAC)*

191e Escadre Stratégique (Aurora)
EB 1/191 (15 Vautour-A)
EDA 2/191 (2 Artemis AWACs, 4 Poignard III AWACs)
ERV 3/191 (6 Caravelle AAR)

61 NKAR (Novoa Kiyev, Aurora)
40th Tactical Aviation Brigade (24 Crecerelle-C)
25th Transport Aviation Brigade (4 Bled, 12 Dragon IIIA)

Tanstaaf Air Group (Tanstaaf, Aurora)
1 Air Squadron (7 Fantôme II)
VFMA-231 (12 F-64) (US Marine Corps)*

Force Aérien d'Entraînement (FAE)

FAE is a large establishment commanding a total of nine training wings across Earth, Tirane and the French Arm.

1 Escadre de transition opérationnelle 'Saintonge' (Cazaux, France)
ETO 1/1 'Trident Ailé' (6 Faucon IIIB, 4 Faucon IIID)
ETO 2/1 'Lion bondissant' (6 Simoom-C6)

2 Escadre de transition opérationnelle 'Nice' (Cazaux, France)
ETO 1/2 'Cigogne dite japonaise' (6 Crecerelle-B, 5 Samiel-B)
ETO 2/2 'Panthère noire' (2 Gypaete Barbu-D, 2 Vautour-B)

40 Escadre de transport et entraînement 'Moselle' (Nouvelle Provence, Alpha Centauri)
ETE 1/40 (6 Dragon IIIA)
ETE 2/40 (1 Loup-Garou, 3 Furet)
ETE 3/40 (3 Dragon, 2 Furet) (French Continent, Beta Canum)*

312 Escadre école (Salon de Provence, France)
GE 1/312 (15 Hirondelle)
GE 2/312 (15 Hirondelle)
GE 3/312 (15 Hirondelle)
GE 4/312 (15 Hirondelle) (Libreville, Gabon)*

313 Escadre école (Nouvelle Provence, Alpha Centauri)
GE 1/313 (15 Hirondelle)
GE 2/313 (15 Hirondelle)
GE 3/313 (15 Hirondelle) (French Continent, Beta Canum)*

314 Escadre de Chasse 'Christian Martel' (Tours, France)
EAC 1/314 'Jean Lenglet' (3 Aquilon-D, 5 Faucon IIIB, 6 Simoom-C6)
EAC 2/314 'Henri Jeandet' (6 Crecerelle-B, 2 Gypaete Barbu-D, 6 Samiel-B, 1 Vautour-B)
EAC 3/314 'Henry Arnaud' (15 Esprit) (Nouvelle Provence, Alpha Centauri)
EAC 4/314 'Marin le Meslée' (15 Esprit)
EAC 5/314 'Marcel Lefèvre' (4 Faucon IIIB, 4 Samiel-B, 4 Simoom-C6) (Nouvelle Europe, Beowulf)
EAC 6/314 'Jean Maridor' (15 Esprit)

315 Escadre de entraînement 'Asp Jacques Casaneuve' (Cognac, France)

EPAA 1/315 (15 Oiseau)

EPAA 2/315 (15 Oiseau)

EPAA 3/315 (15 Oiseau)

EPAA 4/315 (15 Oiseau) (Libreville, Gabon)*

EPAA 5/315 (15 Oiseau) (Nouvelle Provence, Alpha Centauri)*

EPAA 6/315 (15 Oiseau) (Nouvelle Provence, Alpha Centauri)*

EPAA 7/315 (15 Oiseau) (Nouvelle Provence, Alpha Centauri)*

EPAA 8/315 (15 Oiseau) (French Continent, Beta Canum)*

319 Escadre de transport et entraînement 'Capitaine Dartigues' (Avord, France)

ETE 1/319 (2 Artemis-T, 2 Constellation)

ETE 2/319 (6 Bled)

341 Escadre de transport et entraînement 'Maurienne' (Metz, France)

ETE 1/341 (15 Dragon IIIA)

ETE 2/341 (3 Loup-Garou-T, 8 Furet)

ETE 3/341 (2 Loup-Garou-T, 3 Furet) (Kinshasa, Zaire)*

Fusiliers Commandos de l'Air

1e Groupement de Sécurité

1G.701 (Taverny, France)

1G.702 (Avord, France)

1G.703 (Luxeuil, France)

1G.704 (Orléans, France) (Detachment at Toulouse)*

1G.705 (Florennes, Wallonia) (Detachment at Bierset)*

1G.706 (Metz, France) (Detachment at Évreux and Villacoublay)*

1G.707 (Tours, France) (Detachment at Criel)*

1G.708 (Saint Dizier, France) (Detachments at Ambérieu, Nancy, and Dijon)*

1G.709 (Reims, France) (Detachments at Orage and Colmar)*

1G.710 (Salon de Provence, France)

1G.711 (Cognac, France) (Detachment at Mont de Marsin)*

1G.712 (Cayenne, French Guiana)

1G.713 (Papeet, Tahiti)

1G.714 (Taraz, CAR) (Detachments at Karshi-Khanabad and Semey)*

2e Groupement de Sécurité

2G.701 (Laghouat, Algeria) (Detachments at Bou Sfer and Tindouf)*

2G.702 (Dakar, Senegal)

2G.703 (Kinshasa, Zaire) (Detachment at Kolwezi)*

2G.704 (Libreville, Gabon)

2G.705 (Ambouli, Djibouti) (Detachments at N'Djamena and Doula)*

2G.706 (Abidjan, Ivory Coast) (Detachment at Ouagadougou, Conakry and Monrovia)*

3e Groupement de Sécurité

3G.701 (Nouvelle Provence, Alpha Centauri)

3G.702 (Nouvelle Provence, Alpha Centauri)

3G.703 (Nouvelle Provence, Alpha Centauri)

3G.704 (French Continent, Beta Canum)

3G.705 (French Continent, Beta Canum)

3G.706 (Nouvelle Europe, Beowulf)

3G.707 (Kimanjano)

3G.708 (Nous Voila)

3G.709 (Vogelheim)

3G.710 (Aurora)

950e Groupement de Defence Sol-Air

EDSA 1/950 (Monte de Marsan, France)
EDSA 2/950 (Avord, France)
EDSA 3/950 (Luxeuil, France)
EDSA 4/950 (St Dizier, France)
EDSA 5/950 (Colmar, France)
EDSA 6/950 (Strasbourg, France)
EDSA 7/950 (Dijon, France)
EDSA 8/950 (Cambrai, France)
EDSA 9/950 (Laghouat, Algeria)
EDSA 10/950 (Dakar, Senegal) (* Detachment at Ambouli, Djibouti)
EDSA 11/950 (Libreville, Gabon)
EDSA 12/950 (Kinshasa, Zaire)
EDSA 13/950 (Cayenne, French Guiana)
EDSA 14/950 (Taraz, CAR) (* Detachments at Karshi-Khanabad & Semey)

951e Groupement de Defence Sol-Air

EDCO 1/951 (Nouvelle Provence, Alpha Centauri)
EDCO 2/951 (Nouvelle Provence, Alpha Centauri)
EDCO 3/951 (Aurore)
EDCO 4/951 (Nouvelle Europe, Beowulf)

952e Groupement de Defence Sol-Air

EDSA 1/952 (French Continent, Beta Canum)
EDSA 2/952 (Aurore)
EDSA 3/952 (French Continent, Beta Canum)
EDSA 4/952 (French Continent, Beta Canum)
EDSA 5/952 (Nouvelle Europe, Beowulf)
EDSA 6/952 (Aurore)
EDSA 7/952 (Aurore)

954e Groupement de Defence Sol-Air

EDCO 1/954 (Taverny, France)
EDCO 2/954 (Luxeuil, France)
EDCO 3/954 (Avord, France)
EDCO 4/954 (Libreville, Gabon)
EDCO 5/954 (Cayenne, French Guiana)
EDCO 6/954 (Taraz, CAR)

955e Groupement de Defence Sol-Air

EDCO 1/955 (Aurore)
EDCO 2/955 (French Continent, Beta Canum)
EDCO 3/955 (French Continent, Beta Canum)
EDCO 4/955 (Tanstaaf, Aurore)

956e Groupement de Defence Sol-Air

EDSA 1/956 (Nouvelle Provence, Alpha Centauri)
EDSA 2/956 (Nouvelle Provence, Alpha Centauri)
EDSA 3/956 (Nouvelle Provence, Alpha Centauri)
EDSA 4/956 (Nouvelle Provence, Alpha Centauri)

Commandos Parachutistes de l'Air

602e Régiment de Commandos Parachutistes de l'Air (602e RCPA) (Orléans, France)

Commando Parachutistes de l'Air 10 (Orléans, France)
Commando Parachutistes de l'Air 20 (Villacoublay, France)
Commando Parachutistes de l'Air 30 (Dakar, Senegal)

Groupement de Commandos Coloniale (French Continent, Beta Canum)

Commando Parachutistes de l'Air 40

Recruitment

France considers all citizens to be eligible to join the French armed forces and the ALA recruits from all segments of the French population. With a combined population of 700 million throughout the core worlds and the colonies, the ALA is able to apply very high standards to its recruits. The ALA will accept recruits with only a Baccalaureate but most members have bachelor degrees as a minimum, and it is normal for it to recruit only from the top 30th percentile of volunteers. The ALA has many different trades from interceptor pilot to base security police, and it has a competitive testing programme and rigorous training regime to ensure the right people fill the right jobs. The ALA is a volunteer professional force, although many ground defence troops are formed from Armee de Terre conscripts who have transferred to the ALA. Service length is normally an initial three year contract followed by extensions as required. ADA Flight crew do not normally serve more than twenty years, however those who can pass the required medical standards are often retained. Recruits for the ALA come from across the Third French Empire and its breakdown of recruitment areas is almost entirely aligned to population. As a result Nouvelle Provence provides the greatest proportion of its members, followed by French Central Africa. Perhaps more than any other part of the French military the ALA is very representative of the whole of the French Empire and this plays a central role in its recruitment strategy.

Breakdown

The table below shows the late 2299 breakdown of ALA airmen by place of birth within the French Empire.

Origin	%	Number
<i>French (European)</i>	18.1	28225
<i>French (Walloon)</i>	1.0	1559
<i>French (North African)</i>	7.0	10916
<i>French (West African)</i>	3.5	5458
<i>French (Central African)</i>	26.2	40857
<i>French (Guyanan)</i>	0.5	780
<i>French (Pacific Islands)</i>	0.1	156
<i>French (Terran Other)</i>	0.5	779
<i>French (Néo-Provençal)</i>	34.6	53956
<i>French (Colonial Other)</i>	8.5	13255
	100.0	155940

Ranks

The ALA has the following rank structure:

Enlisted Ranks

Aviateur 2ème Classe
Aviateur 1er Classe

Caporal
Caporal-chef
Sergent
Sergent-chef
Adjudant
Adjudant-chef
Major

Officer Ranks

Sous-lieutenant
Lieutenant
Capitaine
Commandant
Lieutenant-Colonel
Colonel
Général de Brigade Aérienne
Général de Division Aérienne
Général de Corps d'Armée Aérienne
Général d'Armée Aérienne
Maréchal

Notable Units

2e Escadre de Chasse 'Cignognes'

2e Escadre de Chasse 'Cignognes' is the ALA's most decorated combat wing. It inherits much of its traditions from *Escadrille SPA 3* of the famous ace Georges Guynemer, and *Escadrille SPA 103* of René Fonck from the First World War, and the wing pre-dates the foundation of the *Armée de l'Air* by 21 years as it was formed in 1912. The *Cignognes* wing fought in all three world wars of the 20th Century, and all wars involving France since including the CAW and WoGR. During the recent air war against Germany *Cignognes* racked up an impressive air-to-kill ration against Luftwaffe opponents across the Rhineland and over French airspace. The downing of *Cignognes* pilots attracted special attention from the German media, and elite Luftwaffe formations were used to track and destroy its aircraft. Membership of *2e Escadre* carries great prestige in French military circles and only veteran pilots from other ALA combat wings are allowed join its three squadrons. The few rookie pilots who are sent from operational conversion units to complete their training with *Cignognes* have exceptionally high scores and skill assessments. Based at Dijon in north-eastern France, *2e Escadre* is equipped with the latest model of the *Simoom* interceptor.

5e Escadre de Chasse 'Vendée'

5e Escadre de Chasse 'Vendée' is assigned to the 4e FATAc in the Central Asian Republic. The history of wing dates to its formation as a strike squadron operating in Indochina following the Second World War. It has specialized in this role since and has often been assigned to the support army units during the French Peace. *5e Escadre de Chasse* saw heavy action in Central Asia serving no fewer than seven tours during the war ,and suffering over 500% casualties flying the *Faucon II*. Since 2293 the wing has been permanently assigned to 4e FATAc flying the new *Samiel* in support of French and allied ground forces in Central Asia. The wing is preoccupied with providing close air support against insurgents and training for interdiction missions in case of a renewed conflict with Manchuria. *5e Escadre de Chasse* is manned exclusively with crews on at least their second tour, and it maintains a high operational and training tempo in cooperation with other French, Russian and CAR squadrons. As such it is regarded as the most highly qualified and ready strike wings within the ALA.

25e Escadre de Bombardement 'Sénégal'

25e Escadre de Bombardement is one of the Force de Frappe's leading strategic bomber wings and has served in both the recent CAW and WoGR. The wing was formed in the aftermath of the Twilight War to support French forces operating in Senegal and other French West African territories. Initially flying low tech support aircraft, it later transitioned to the close air support role before finally transitioning to the operating strategic bombers with the Force de Frappe by the later 23rd Century. The *25e Escadre de Bombardement* completed numerous tours during the CAW flying the *Gypaete Barbu* bomber aircraft. In 2287 the unit was tasked with disrupting Manchurian breakthroughs by flying missions from Algerian bases. One aircraft successfully penetrated stretched Manchurian air defences and savaged a spearhead division inside a couple of minutes before being shot down, which was seen as a key moment in slowing the momentum of the attack. The *25e Escadre de Bombardement* also saw heavy action in the WoGR, where it suffered considerable loss against Luftwaffe interceptors over northern Europe. The *25e Escadre de Bombardement* retains its record of excellent performance in action and on exercises, and is often chosen to bring new equipment into service including being the first Force de Frappe's wing to operate the new *Vautour* bomber.

30e Escadre de Chasse 'Normandie-Nieman'

Originally formed as a Free-French contribution to the Russian Front during the Second World War, *Normandie-Nieman* is one of the most famous French fighter wings of recent years. Heavily involved in the fighting in the CAR and WoGR and against the Kafer's in the French Arm. The pilots of *Normandie-Nieman* have amassed one of the most impressive combat records of any air unit in the world. Despite using inferior aircraft during the CAR, *Normandie-Nieman* pilots established the best kill ration against Manchurian opponents of any ALA unit. During the later WoGR *Normandie-Nieman* equipped *Aquilon*'s successfully blunted the much vaunted Luftwaffe *Fafnir* and *Falke* high altitude interceptions of French bombers and surveillance aircraft above Europe and North Africa. Currently equipped with the latest model of the *Simoom* interceptor fighter, all three squadrons of *Normandie-Nieman* are deployed along the French Arm at Beta Canum, Nouvelle Europe and Aurore fighting the Kafer's.

47e Escadre de Chasse 'Gabon'

47e Escadre 'Gabon' foundation dates from the early 22nd Century when it was raised along with other local African units to defend the French African departments. Up until the CAW the wing had a very anonymous career as it was never deployed outside of French Central Africa. In the CAW it was sent to Central Asia to reinforce ALA units where *47e Escadre* performed much better than most French commanders expected from such a relatively green unit. *47e Escadre* pilots were sent to train with elite ALA units and Russian squadrons in Siberia. After redeployment to the front *47e Escadre* was one of the few French air units to build up an impressive kill ratio against Manchurian opponents, even against the *Type-38 Felix* which was superior to *47e Escadre* own *Fantôme II* fighters. After the war *47e Escadre* remained in Central Asia at the request of the commanders of 4e FATAAC and has reequipped with the far superior *Faucon III* multi-role fighter. The core of the wing remains African although some European pilots have undergone training and remain with the unit. *47e Escadre* has also built up a lively but healthy rivalry with some of the more prestigious combat wings of 1e FATAAC.

131e Escadre d'Helicoptres 'Concordat d'Elysia'

131e Escadre d'Helicoptres is a tilt rotor wing stationed at Nouvelle Europe on Beowulf. It was formed in 2282 in response to the increasing crisis on Elysia. The wing provided the bulk of the tactical airlift capability for the French forces fighting against the revolt. At least half of its crews were drawn from the loyalist community with the remainder drawn from across the ALA. Following the final withdrawal of French forces the wing was initially disbanded, but following loyalist lobbying it was reformed on Beowulf. The wing today provides tactical airlift with *Dragon III*s to French forces on Beowulf, often operating in the Rhadamanthine Archipelago. The wing has lost many of its original Elysian pilots and ground crew but there are still a few veterans left in its ranks.

Aircraft of the Armée de l'Air

List of current aircraft

Aérobrique Caravelle

Caravelle Airborne Refuelling Drone (155)

Aérobrique Dragon III

Dragon-III A Tilt-Rotor Transport Aircraft (332)

Dragon-III R Tilt-Rotor Special Combat Search and Rescue Aircraft (12)

Aérobrique Furet

Furet Light Utility Helicopter (15)

Aérospatiale d'Afrique Poignard

Poignard II AWAC Drone (58)

Poignard III AWAC Drone (42)

Avions Al-Jabar Bled

Bled Operational Transport Aircraft (490)

Avions Al-Jabar Samiel

Samiel-A Ground Attack Jet (275)

Samiel-B Training Jet (24)

Avions Al-Jabar Simoom

Simoom-C5 Interceptor Fighter (465)

Simoom-C6 Training Jet (23)

Simoom-F Strike Bomber (30)

Simoom-CR Reconnaissance Jet (170)

Simoom-R Strategic Reconnaissance Jet (30)

Avions des Alpes Crecerelle

Crecerelle-C Ground Attack Jet (170)

Crecerelle-B Training Jet (20)

Avions des Alpes Grand Duc

Grand Duc VTOL Attack Jet (45)

Avions des Alpes Gypaete Barbu

Gypaete Barbu-C Strategic Jet Bomber (135)

Gypaete Barbu-D Training Jet (4)

Gypaete Barbu-E Strategic Reconnaissance Jet (15)

Gypaete Barbu-M ASW & SAR Jet

Avions des Alpes Pelerin

Pelerin Ground Attack Jet (135)

Avions des Alpes Petit Duc

Petit Duc VTOL Attack Drone (230)

Avions des Alpes Vautour

Vautour A Strategic Jet Bomber (195)

Vautour B Training Jet Bomber (3)

Equipe Nord Aquilon

Aquilon-C Interceptor Fighter (180)

Aquilon-D Training Jet (6)

Dassault Vortex

Vortex Combat Drone (530)

Dinant-Aérospatiale Faucon II

Faucon IIR Reconnaissance Jet (15)

Dinant-Aérospatiale Faucon III

Faucon IIIA Multi-role Fighter Jet (216)

Faucon IIIB Training Jet (18)

Faucon IIIC Multi-role Fighter Jet (190)

Faucon IIID Training Jet (9)

Dinant-Aérospatiale Oiseau

Oiseau Basic Training Aircraft (102)

Der Auslander Gesellschaft Loup-Garou

Loup-Garou-AS Special Operations Aircraft (7)

Loup-Garou-MS Special Operations Aircraft (6)

Loup-Garou-S Special Operations Aircraft (20)

Loup-Garou-T Training Aircraft (5)

Fraschini Hirondelle

Hirondelle Elementary Training Aircraft (110)

Lafarge Aéronautique Esprit

Esprit Advanced Training Jet (56)

SLA Artemis

Artemis AAR Airborne Refuelling Jet (45)

Artemis AWAC Airborne Early Warning Jet (40)

Artemis-T Training Jet (2)

SLA Constellation

Constellation Strategic Transport Jet (212)

Major Aircraft Types

Aerofabrique Caravelle

The Aerofabrique *Caravelle* is a trans-sonic utility drone used by the ALA for airborne refuelling duties. The *Caravelle* can carry large amounts of fuel internally and on attached wing mounted drop tanks. The *Caravelle* is produced by Aerofabrique in its factories in Brussels and on Friehaven.

Caravelle

Nationality: France

Manufacturer: Aérofabrique

Type: Air Refuelling Drone

Year in Service: 2291

In Service: France, Friehaven, Italy, Spain, Ukraine

Crew: N/A

Weight: 12 Tonnes

Armour: All faces 3

Armament: N/A

Hardpoints: 2x 500kg

Evasion: 14

Sensor Range: 750km

Signature: -1

Cargo: N/A

Max Speed: 900kph

Cruising Speed: 500kph

Combat Movement: 3,800m

Endurance: 4 hours (6 hours with 2x 500L drop tanks)

Price: Lv2,090,000

Aérofabrique Dragon III

The *Dragon III* is France's most widely deployed tilt-rotor transport, with versions in service with all branches of the French armed forces. Aérofabrique designed the *Dragon-III* to the same sound base as the more traditional arrangement of the earlier *Dragon-II*, but went with four shrouded props to reduce forward signature and aid agility and stability, and also fitted larger wings to the rear and smaller wings to the front of the airframe. The ALA use the basic utility transport *Dragon IIIA* model and the *Dragon IIIIR* specialist combat search and rescue (REDCO) model, and the *Dragon-III* has been widely exported to many military and commercial customers on Earth and the colonies.

Dragon III

Nationality: France

Manufacturer: Aérofabrique (License built by Brazil, Friehaven, Italy)

Type: Tilt-Rotor Utility Light Transport

Year in Service: 2291

In Service: France, Brazil, Friehaven, Italy, Japan, Poland, Punjab, Romania, Spain, Tanstaffl, Tanzania, Ukraine

Crew: Pilot (+2), 20 combat loaded troops or up to 40 passengers depending on layout

Weight: 8 Tonnes

Armour: All faces 1

Armament: Various

Evasion: 14
Sensor Range: 100km
Signature: +1
Cargo: 3000kg
Max Speed: 600 kph
Cruising Speed: 500 kph
Combat Movement: 1,200m
Endurance: 3 Hours
Price: Lv325,000

Aerospatial d'Afrique Poignard II

The *Poignard II* is a utility drone used by the ALA for airborne early warning duties. The *Poignard II* has an austere internal sensor package and relies on two small off board sensor drones (*Main Gauche*) which are carried on the *Poignard* for target acquisition. The upgraded *Poignard III* drone with improved internal sensors has been introduced as an emergency replacement for the ALA.

Poignard II
Nationality: France
Manufacturer: Aerospatiale d'Afrique
Type: AWAC Drone
Year in Service: 2291
In Service: France, Friehaven
Crew: N/A
Weight: 12 Tonnes
Armour: All faces 3
Armament: N/A
Hardpoints: 2x 500kg
Evasion: 14
Sensor Range: 750km
Signature: -1
Cargo: N/A
Max Speed: 900kph
Cruising Speed: 500kph
Combat Movement: 3,800m
Endurance: 4 hours (6 hours with 2x 500L drop tanks)
Price: Lv2,090,000

Avions Al-Jabar Bled

The *Bled* is a French twin engine turbo-propeller driven transport aircraft. Designed as a sturdy all-weather operational transport aircraft to support French ground forces across the Third French Empire, the *Bled* can transport a company of troops and their equipment or a few light vehicles over distances of 3,000km. Ideally suited for transport duties between France and her African departments, and also between Europe and Central Asia, the *Bled* has successfully attracted many military customers despite the near saturation of the tactical transport market by over a dozen competitors from Europe, North and South America and Asia, and is also produced under license by Dassault in France as well as in Italy and Mexico.

Bled
Nationality: France
Manufacturer: Avions Al-Jabar (License built by Dassault, Industrias Aeroespaciales Pacificas, Società Aeronautiche Allessandro)
Type: Medium-Lift STOL Transport Aircraft
Year in Service: 2287
In Service: France, Arabia, Bengal, Bolivia, Friehaven, Heildescheimat, Italy, Madras, Mexico, Morocco, Mozambique, Poland, Portugal, Punjab, Spain, Syria, UAR
Crew: Pilot (+2), 120 combat loaded troops
Weight: 59 Tonnes (Empty)
Armour: All faces 1

Armament: N/A
Evasion: 14
Sensor Range: 100km
Signature: +2
Cargo: 39 Tonnes
Max Speed: 600kph
Cruising Speed: 400kph
Combat Movement: 2,400m
Endurance: 4 hours
Price: Lv1,650,000

Avions Al-Jabar Samiel

The *Samiel* was designed in the aftermath of the WoGR, incorporating operational lessons learned from the use of the *Crecerelle* in attack missions during that conflict. From the outset the design the *Samiel* was focused on low-to-medium altitude penetration, and live fire testing of prototypes in the Algerian desert led to the incorporation of more powerful engines and a sturdier airframe. This has resulted in the *Samiel* being a less agile aircraft than the *Crecerelle*, but with greater weapons load and speed at low altitudes. So far the *Samiel* has seen little combat experience although operational reports from ALA squadrons have been favourable, and it has largely replaced the *Crecerelle* in key locations such as European France and Central Asia.

Samiel
Nationality: France
Manufacturer: Avions Al-Jabar
Type: Ground Attack Aircraft
Year in Service: 2294
In Service: France
Crew: Pilot
Weight: 9 Tonnes
Armour: All faces 5
Armament: 25mm AC
Hardpoints: 4x 500kg
Evasion: 14
Sensor Range: 100km
Signature: +2
Cargo: N/A
Max Speed: 1,650kph
Cruising Speed: 500kph
Combat Movement: 1,000m
Endurance: 3 hours (4 hours with 2x 500L drop tanks)
Price: Lv3,250,000

Avions Al-Jabar Simoom

The Algerian designed *Simoom* is a new combat aircraft which has recently entered ALA service. The *Simoom* is a source of immense pride to France's Algerian department as Al-Jabar's impressive design beat the much touted Dassault *Mantra* to replace the ALA's fleet of older *Aquilon* interceptor. Incorporating lessons learned from the CAW the *Simoom* was designed to be a significantly more agile platform than its predecessor, adding attitude control jets and vortex generators to give a velocity-vector-independent nose-pointing ability enabling the *Simoom* to carry out directed-energy engagements against moving targets without slowing from high supersonic speeds. The *Simoom* is considered to be one of the best high-end, high altitude interceptors in human service. The *Simoom* is produced in a number of variants including a less capable export model. Early versions of the *Simoom* have been converted to reconnaissance aircraft and the latest C-5 variant equips ALA front-line interceptor squadrons. The *Simoom C-5* is also rated to deploy the Aero-26 Orbital Interdiction Weapon and *Simoom* squadrons are considered part of France's orbital defence network. The *Simoom-F* Strike Bomber and *Simoom-R* strategic reconnaissance are heavily modified versions of the original *Simoom* design. The *Simoom-F* is a two seater penetration bomber rebuilt with a lower-fuselage weapons bay in place of the troublesome upper-fuselage bay of the fighter version and more powerful

engines, and is built under license by Dassault and Equipe Nord in European France and is slowly replacing the *Gypaete Barbu* bomber in front-line ALA service. The *Simoom-F* has a similar performance to the prototype Dassault *Mantra* aircraft which has led to speculation that the *Simoom-F* is more a product of Dassault origin than that of Al-Jabar.

Simoom A (C-5)

Nationality: France

Manufacturer: Avions Al-Jabar (License built by Equipe Nord and Dassault)

Type: High Altitude Interceptor (C-5)

Year in Service: 2295

In Service: France (export variants with Friehaven, Iraq, Poland, Punjab, Ukraine)

Crew: Pilot

Weight: 15 Tonnes

Armour: All faces 5

Armament: (1x Air-to-Air Laser, Point Defence System)

Evasion: 18

Sensor Range: 750km

Signature: +1 (-4)

Cargo: 5000kg

Max Speed: 5,500 kph

Cruising Speed: 3,000 kph

Combat Movement: 11,000m

Endurance: 4 Hours (5 Hours with 2x 500L drop tanks)

Price: Lv6,750,000

Avions des Alpes Crecerelle

The *Crecerelle* is a lightweight multi-role fighter of CAW vintage primarily designed for export and now used in second-line duty by the French. Although largely used in attack roles the *Crecerelle* is quite agile and has a credible air-to-air fighting capability. During the CAW France heavily utilised the *Crecerelle* in air operations against Manchurian targets and losses were severe. On occasions almost entire squadrons of the *Crecerelle* succumbed to intense Manchurian fighter cover and air defences, although the lack of French escorts capable of engaging the Manchurian *F-28 Felix* fighter intensified loss rates. The *Crecerelle* was among the first ALA losses in the early stages of the WoGR, and the restrictive and intense air defences across the primary warzones of the conflict led to the widespread use of air combat drones across the battlefield by both France and Germany. The *Crecerelle* is being replaced by the *Pelerin*, a second-generation of the *Crecerelle* design, and the new *Samiel* fighter-bomber in the attack role although many aircraft remain in French service and continue to be used by many other air forces.

Crecerelle

Nationality: France

Manufacturer: Avions des Alpes (Licensed produced in Friehaven and the Ukraine)

Type: Strike-Bomber

Year in Service: 2279

In Service: France, Arabia, Bengal, Friehaven, Nigeria, Poland, Romania, Spain, Tanzania, UAR, Ukraine

Crew: Pilot

Weight: 9 Tonnes

Armour: All faces 4

Armament: 25mm AC

Hardpoints: 4x 2,500kg/8x 200kg, 2x 125kg

Evasion: 13

Sensor Range: 250km

Signature: -2

Cargo: N/A

Max Speed: 2,150kph

Cruising Speed: 1,000kph

Combat Movement: 3,500m

Endurance: 4 hours

Price: Lv2,800,000

Avions des Alpes Grand Duc

The *Grand Duc* is a large ducted-fan VTOL attack aircraft used only by the French ALA. Considered something of an anomaly, the *Grand Duc* corresponds to normal attack VTOLs as the *CC-21* MBT corresponds to a hovertank. The *Grand Duc* has been produced in relatively small numbers, but has proved effective in COIN operations in Central Africa, operating as control ships for groups of up to four *Petit Duc* attack drones.

Grand Duc

Nationality: France

Manufacturer: Avions des Alpes

Type: VTOL Attack Jet

Year in Service: 2290

In Service: France

Crew: N/A

Weight: 10 Tonnes

Armour: All faces 4

Armament: 25mm AC

Hardpoints: 2x 500kg, 8x 200, 2x 125kg

Evasion: 13

Sensor Range: 150km

Signature: -2

Cargo: N/A

Max Speed: 1,900kph

Cruising Speed: 800kph

Combat Movement: 2,500m

Endurance: 3 hours (4 hours with 2x 500L drop tanks)

Price: Lv3,300,000

Avions des Alpes Gypaete Barbu

The *Gypaete Barbu* bomber, named for the Lammergeier Vulture of the Haut-Alpes, was the primary French strategic bomber for a quarter of a century and was heavily used by the Force de Frappe in the CAW and WoGR. *Gypaete Barbu* bomber squadrons were used in high altitude stand-off strikes on Manchurian targets throughout the CAW, successfully destroying infrastructure and important communication and surveillance facilities across Manchurian territory, and damaging Manchuria's orbital catapult complex near Shenyang. Despite post-CAW refits the *Gypaete Barbu* proved incapable of penetrating intense German air defences during the WoGR, and its relative limitations in restrictive combat environments led directly to the hastened introduction of the *Vautour* and the development of the *Simoom-F*. The *Gypaete Barbu* is being replaced by the *Vautour* as the primary strategic bomber of the Force de Frappe, but remains in French service for operations outside of Europe and off-world. The *Gypaete Barbu-M* model is also used by the Aviation Navale in SAR and ASW roles, being highly effective delivering stand-off weapons from high altitude and long ranged when networked with anti-submarine assets.

Gypaete Barbu

Nationality: France

Manufacturer: Avions des Alpes

Type: Strategic-Bomber

Year in Service: 2274

In Service: France, Friehaven

Crew: Pilot (+1)

Weight: 23 Tonnes

Armour: All faces 4

Armament: (1x Air-to-Air Laser, Point Defence System)
Hardpoints: : 6x 2,500kg/ 12x 200kg, 4x 150kg
Evasion: 10
Sensor Range: 750km
Signature: -1
Cargo: N/A
Max Speed: 3,200kph
Cruising Speed: 1,600kph
Combat Movement: 11,000m
Endurance: 4 hours (5 hours with 2x 500L drop tanks)
Price: Lv6,800,000

Avions des Alpes Pelerin

The *Pelerin* is a second-generation upgrade of the *Crececelle* multi-role fighter which has largely replaced the earlier *Crececelle* in front-line French service. Although visually similar and using many of the same components as the earlier *Crececelle*, the *Pelerin* has more powerful engines and a more robust air frame which gives higher performance and better protection from ground based air-defences. Due to the Kafer War the robust but comparatively simple *Pelerin* has suddenly become an important part of the ADA procurement budget.

Pelerin
Nationality: France
Manufacturer: Avions des Alpes
Type: Strike-Bomber
Year in Service: 2296
In Service: France
Crew: Pilot
Weight: 9 Tonnes
Armour: All faces 4
Armament: 25mm AC
Hardpoints: 4x 2,500kg/8x 200kg, 2x 125kg
Evasion: 15
Sensor Range: 250km
Signature: -2
Cargo: N/A
Max Speed: 2,450kph
Cruising Speed: 1,000kph
Combat Movement: 3,500m
Endurance: 4 hours
Price: Lv3,900,000

Avions des Alpes Petit Duc

The *Petit Duc* is a ducted-fan VTOL attack drone with similar capabilities to the French Army's Aerofabrique *Zephyr* X-wing gunship. The *Petit Duc* is frequently matched with the manned *Grand Duc* attack VTOL and can be used in ground attack and COIN operations, and has been effectively deployed by the ALA in operations in Africa, Central Asia and along the French Arm.

Petit Duc
Nationality: France
Manufacturer: Avions des Alpes
Type: VTOL Combat Drone
Year in Service: 2290
In Service: France, Friehaven
Crew: N/A
Weight: 6 Tonnes
Armour: All faces 3
Armament: 25mm AC
Hardpoints: 2x 500kg, 4x 150kg , or 4x 250kg, 4x 150kg

Evasion: 15
Sensor Range: 150km
Signature: -2
Cargo: N/A
Max Speed: 1,600kph
Cruising Speed: 500kph
Combat Movement: 1,500m
Endurance: 2 hours (3 hours with 2x 500L drop tanks)
Price: Lv280,000

Avions des Alpes Vautour

The *Vautour* is France's primary strategic bomber and is rapidly replacing the earlier *Gypaete Barbu* bomber with the Force de Frappe. The development of the *Vautour* incorporated operational lessons learned from use in bombing missions during the WoGR, where *Gypaete Barbu*'s were ineffective against intense German air defences and interceptor sweeps in northern Europe. Designed to swamp enemy targets as fast as possible, the *Vautour* is exceptionally fast for an aircraft of this size range and features the latest in French stealth technology. It carries a ferocious array of nuclear and conventional ordinance in its internal bays with the ability to operate in either stand-off or penetration roles. The *Vautour* is the embodiment of French air power in the 24th Century, and information about the deployments of ALA *Vautour* squadrons is a priority for the German and Manchurian intelligence community.

Vautour
Nationality: France
Manufacturer: Avions des Alpes
Type: Strategic-Bomber
Year in Service: 2293
In Service: France
Crew: Pilot (+1)
Weight: 38 Tonnes
Armour: All faces 5
Armament: (1x Air-to-Air Laser, Point Defence System)
Hardpoints: N/A
Evasion: 12
Sensor Range: 750km
Signature: -2
Cargo: N/A
Max Speed: 4,250kph
Cruising Speed: 2,000kph
Combat Movement: 13,000m
Endurance: 4 hours (5 hours with 2x 500L drop tanks)
Price: Lv12,200,000

Dassault Vortex

The Dassault *Vortex* is a French air combat UCAV that has entirely replaced a series of obsolete drones which served up until the WoGR. The *Vortex* was designed to counter the agile German *Wirbelsturm* drone which outmatched most French drones during the WoGR over low to medium altitudes. Like the *Wirbelsturm* the *Vortex* can rapidly engage fast moving targets and avoid pursuit at low altitudes, although it can be converted to ground attack functions when necessary. The *Vortex* is a crucial component of the ALA's front line air defence network and is particularly suited for operations in Europe. *Vortex* squadrons are usually matched with *Caravelle AAR* drones and are kept continuously airborne over the very tense Franco-German frontier.

Vortex
Nationality: France
Manufacturer: Dassault
Type: Fighter Drone
Year in Service: 2292

In Service: France, Friehaven, Italy, Spain, Ukraine
Crew: N/A
Weight: 5 Tonnes
Armour: All faces 2
Armament: 25mm AC/Integral laser system
Hardpoints: 2x 500kg, 4x 150kg , or 4x 250kg, 4x 150kg
Evasion: 18
Sensor Range: 150km
Signature: -2
Cargo: N/A
Max Speed: 2,700kph
Cruising Speed: 700kph
Combat Movement: 1,500m
Endurance: 2 hours (3 hours with 2x 500L drop tanks)
Price: Lv300,000

Dinant-Aerospatiale Faucon III

The Dinant *Faucon III* is the primary ALA multi-role fighter aircraft. Designed in the aftermath of the CAW to provide the ALA with a true dog-fighting capability, it has totally replaced the earlier and inferior *Fantôme II* fighter in French service. Early models of the *Faucon III* performed well in the WoGR, and the aircraft's agility impressed Luftwaffe units equipped with the highly rated *Sabel* fighter. Although primarily a fighter the *Faucon III* is quite capable of being used in the strike roles, and the versatility of the aircraft has attracted the interest of many foreign buyers including Japan who is license producing the aircraft for the JASDF. French fighter squadrons assigned to 1e FATAC and other frontline units are equipped with the latest model *Faucon IIIC*, which has improved engines and upgraded sensor capabilities.

Faucon III
Nationality: France (Licence built in Friehaven and Japan)
Manufacturer: Dinant-Aerospatiale
Type: Multi-Role Fighter
Year in Service: 2290
In Service: France, Friehaven, Japan, Spain
Crew: Pilot
Weight: 8 Tonnes
Armour: All faces 5
Armament: Integral laser system or 25mm AC
Hardpoints: 6x 150kg
Evasion: 21
Sensor Range: 500km
Signature: -5
Cargo: N/A
Max Speed: 2,400kph
Cruising Speed: 1,550kph
Combat Movement: 4,000m
Endurance: 3 hours (4 hours with 2x 500L drop tanks)
Price: Lv5,500,000

Der Auslander Gesellschaft Loup-Garou

The DAG *Loup-Garou* is France's first line covert special operations transport, and is visually disguised as a generic *Mercure* VTOL business jet. The *Loup-Garou* comes in three operational modes; *Loup-Garou-AS* (assault), *Loup-Garou-MS* (special mission) and *Loup-Garou-S* (covert surveillance). The *Loup-Garou-S* model has a range of state-of-the-art surveillance sensors and packages fitted to both the interior and exterior of the aircraft. All versions carry concealed air-to-air missiles and chaff launchers, and can attach mini-gun pods disguised as drop tanks on their wings. The *Loup-Garou-AS*

assault version has a modified fuselage with armoured insertions, an assortment of air-to-ground missiles and ordinance and a disguised laser in its nose section.

Loup-Garou

Nationality: France

Manufacturer: Der Auslander Gesellschaft (DAG)

Type: VTOL Special Forces Aircraft

Year in Service: 2297

In Service: France

Crew: Pilot (+2) (WSO (+2) (12 Combat Troops)

Weight: 10 Tonnes (Empty)

Armour: All faces 3 (4 *Loup-Garou-AS*)

Armament: N/A

Hardpoints: 2x 500kg

Evasion: 17

Sensor Range: (500km in surveillance mode)

Signature: +2 (-2)

Cargo: 20 Tonnes

Max Speed: 1,300kph

Cruising Speed: 550kph

Combat Movement: 2,400m

Endurance: 4 hours (6 hours with 4x 500L drop tanks)

Price: Lv3,500,000-5,000,000

Equipe Nord Aquilon

The *Aquilon* is a continental ranged high-altitude interceptor which served as the principle French interceptor fighter during the recent CAW and WoGR. Although now being rapidly replaced by the new *Simoom* in ALA service, the *Aquilon* was a generally superior aircraft to the contemporary Manchurian *Type-25 Feline* in the CAW. However Manchurian tactics often disrupted the effectiveness of *Aquilon* sweeps over Central Asia as the aircraft's agility diminished over 1,000km/h which blunted its overall superiority. In the more recent WoGR the limitations of the *Aquilon* were ruthlessly exposed by Luftwaffe tactics, which deliberately engaged *Aquilon*'s near restricted air corridors with more agile German *Falke* interceptors. Such tactics disrupted many ALA bombing operations against Germany and led to the temporary suspension of unescorted surveillance and intelligence gathering flights over the European theatre. Since the end of the WoGR the *Aquilon* has been rapidly phased out by the far more capable *Simoom* interceptor, although many *Aquilon*'s remain in service with French tactical air forces on Tirane and the French colonies, and with the air forces of other countries.

Aquilon

Nationality: France

Manufacturer: Equipe Nord

Type: High Altitude Interceptor

Year in Service: 2278

In Service: France, Friehaven, Poland, Spain, UAR, Ukraine

Crew: Pilot

Weight: 13 Tonnes

Armour: All faces 3

Armament: (1x Air-to-Air Laser, Point Defence System)

Evasion: 15

Sensor Range: 500km

Signature: +2 (-1)

Cargo: 4500kg

Max Speed: 5,100 kph

Cruising Speed: 2,700 kph

Combat Movement: 9,000m

Endurance: 4 Hours (5 Hours with 2x 500L drop tanks)

Price: Lv3,450,000

SLA Artemis

The SLA *Artemis* is an adaptation of the Anglo-French commercial jet airliner of the same name for military use. The *Artemis* was chosen by the French and British forces for its reliability and swift range without attached wing mounted fuel tanks. In ALA service it is used in the air-refuelling and airborne-early warning roles, although Britain's RAF also uses the *Artemis* for maritime protection and intelligence gathering purposes. In air refuelling mode the major changes to the *Artemis* are conversion of the internal compartments to fuel storage and the addition of air-replenishment equipment. Airborne early-warning aircraft have *Baum BDX-150 Comète* (French) or *McAlister M-220 Starlight* (British) rotating radar dome attached to the roof of the fuselage, and surveillance and communications sensor consoles fitted to the aircrafts interior compartments linking the *Artemis* to the orbital command and intelligence networks of both countries armed forces.

Artemis

Nationality: Britain/France

Manufacturer: SLA

Type: Commercial Passenger Aircraft/Multi Purpose Aircraft

Year in Service: 2286

In Service: Britain, France, Brazil, Friehaven, Scandinavian Union, Wellon

Crew: Pilot (+2), WSO (+2)

Weight: 34 Tonnes (Empty)

Armour: All faces 4

Armament: N/A

Hardpoints: 4x 500kg

Evasion: 14

Sensor Range: 250km (1,000km in AEW mode)

Signature: +2

Cargo: 22 Tonnes

Max Speed: 1,200kph

Cruising Speed: 450kph

Combat Movement: 2,300m

Endurance: 4 hours (6 hours with 4x 500L drop tanks)

Price: Lv3,800,000-6,500,000

SLA Constellation

The *Constellation* is a very large transport jet aircraft built by the Anglo-French aerospace and industrial consortium SLA which fulfils the heavy cargo needs of the ALA and Britain's RAF. The *Constellation* can transport very large quantities of military cargo over continental ranges at trans-sonic speeds, and is also used by a number of air freight companies. The *Constellation* is rated to transport every type of vehicle in both the French and British Army's inventory, and *Constellations* equip 13 FTAM squadrons.

Constellation

Nationality: Britain/France

Manufacturer: SLA

Type: Heavy-Lift Transport Aircraft

Year in Service: 2288

In Service: Britain, France, Friehaven, Wellon

Crew: Pilot (+3), 360 combat loaded troops

Weight: 138 Tonnes (Empty)

Armour: All faces 1

Armament: None

Evasion: 14

Sensor Range: 100km

Signature: +3

Cargo: 120 Tonnes

Max Speed: 680kph

Cruising Speed: 400kph

Combat Movement: 3,200m
Endurance: 5 hours
Price: Lv4,200,000

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