

EUROFIGHTER

PROGRAMME NEWS & FEATURES
MAY 2025

WORLD



■ INTEROPERABILITY IS
SHAPING AIR DEFENCE

■ LEONARDO: ADVANCED
SIMULATIONS

■ ECRS MK2:
REDEFINING RADAR



SPECIAL
EDITION



Pushing the Boundaries

Delivering Tomorrow's Typhoon, Today

 **Eurofighter
Typhoon**



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Eurofighter Jagdflugzeug GmbH
PR & Communications
Am Söldnermoos 17, 85399 Hallbergmoos
communications@eurofighter.com

Editorial Team
Tom Clarke
Tony Garner
Martina Schmidmeir

Contributors
Airbus Defence and Space
BAE Systems
Leonardo
Viva PR

Photography
Eurofighter Jagdflugzeug GmbH
Eurofighter Partner Companies
Antonio Jimenez Santana
Bjoern Trotzki
Giovanni Colla
Alessandro Maggia
Geoffrey Lee, Planefocus Ltd
Lucas Westphal

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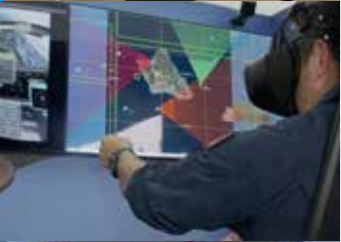
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It's Eurofighter's Time

DELIVERING FAST, THINKING BIG



New Eurofighter CEO **Jorge Tamarit-Degenhardt** stepped into the role at a time of rapid geopolitical change and a renewed focus on European defence sovereignty.

He joined the company in January 2025, bringing with him more than two decades of aerospace industry experience.

Jorge started his career at Airbus (then EADS), before progressing to hold several international executive roles at Airbus Defence & Space.

In this exclusive interview, he sets out his priorities for the programme, shares the lessons he's bringing from previous major industrial campaigns, and explains why now is the time for Eurofighter.

You take the helm at a crucial time for European defence. What are your top priorities as CEO in the near term?

We are living a unique moment in history, and Eurofighter has a clear role to play. In the current geopolitical context, the programme supports technological and industrial sovereignty for our partner nations. It provides them with priceless freedom of action and delivers essential air power capabilities.

That responsibility is huge. If we look at the intent behind initiatives like Readiness 2030 (to rearm Europe), we have a duty to support four key principles: closing technological and industrial capability gaps, reinforcing the European defence industry, simplifying regulations, and enhancing European readiness for worst-case scenarios. Translating that into our own reality, our top priorities are accelerating the production system, regaining control of the supply chain, speeding up obsolescence management, streamlining airworthiness processes, recovering momentum in development programmes — and being ready to capture future opportunities. This is what Europe needs and what Eurofighter will deliver.

Eurofighter has recently secured new orders from Spain and Italy. How do you see the platform continuing to attract interest and what's your view of the realistic market opportunities?

Geopolitics are driving a paradigm shift in Europe's approach to defence, and we see this fostering a return to sovereignty. That is the core value of Eurofighter. It's why we believe there is potential for the business volume to double, even triple, in the coming years. But it's not a given. We need to restore our competitiveness. We operate in a highly competitive space, and our focus is on ensuring Eurofighter stays ahead in capability, delivery and value.



If we tackle that properly, I believe we'll see further orders from our core nations — including Germany — as well as the continuation of key programmes like P4E and Long Term Evolution (LTE).

On the export side, there are real opportunities: with potential new markets such as Turkey, and large follow-on campaigns with trusted partners like Saudi Arabia. However, this is a very tough competitive environment and we need to rise to that challenge.

Given your experience leading major programmes like the Airbus C295 India initiative, what lessons do you bring to Eurofighter's strategy?

One key lesson is the ripple effect. Our actions today impact the broader defence ecosystem in Europe. That's why we must be focused on delivery performance. We are delivering not just aircraft; we are delivering security for the next generations. Another big takeaway is that we must be faster. Much faster. We need to do things differently if we want to increase speed and sustain high delivery performance. That means reindustrialising solutions instead of redeveloping everything from scratch. For example, we can rethink how we approach obsolescence. We can use digital technologies to modernise the production system. And we can significantly accelerate our qualification and certification processes. Put simply: Europe needs us to be faster — and we can be.

Are there any upcoming capability enhancements for the Eurofighter that you are particularly excited about?

The integration of ESCAN is a real milestone. It is a challenge, yes, but also a game-changer for air combat. Combined with new weapons, sensors and communications, it positions Eurofighter at the forefront of air power. For me, LTE is the true enabler as we head toward the sixth generation era. LTE must be seen as a mid-life upgrade that will ensure Eurofighter remains operationally relevant well into the future.

What is Eurofighter's contribution to sustaining European defence industrial capabilities?

Eurofighter is the leading example of European defence cooperation. It's the largest and most successful collaborative programme in this sector, and it remains the sovereign solution of choice.

We must ensure it continues to play that role for years to come, driving innovation, sustaining high-value jobs, and keeping Europe at the cutting edge of air power.

How do you see Eurofighter evolving to meet the needs of the future battlespace, particularly with emerging threats in electronic warfare and AI-driven systems?

The battlefield is changing at an unprecedented pace. Technologies that were once limited to a handful of nations are now in the hands of a wider range of potential adversaries. To keep pace, we need to integrate combat capabilities faster and take advantage of emerging technologies. The Eurofighter's flight performance, communications, sensors, survivability and weapons must continue to evolve, especially in terms of collaborative combat with other systems, including unmanned platforms. We're placing strong emphasis on combat functionality distribution across systems, interoperability, and connectivity, includ-



ing manned-unmanned teaming and the introduction of new tactical combat cloud capabilities.

What role do you see Eurofighter playing in the Future Combat Air System (FCAS) era?

Eurofighter is the backbone of Europe's air power and it will remain at the centre of FCAS operations until the arrival of the next-generation fighters. Those are not expected until 2035 or 2040, so Eurofighter is the natural bridge.

That means the platform must evolve, and LTE is essential to that evolution. It ensures continuity of capability and operational readiness during the transition to FCAS.

Having been CEO for a few months now, what has surprised you the most about leading Eurofighter?

For me, it is the depth of passion and commitment across the team. I expected technical excellence, but what stood out was the belief in the mission. There's real pride in what Eurofighter represents both as a capability and as a symbol of European cooperation. Harnessing that belief and making full use of the extraordinary experience built across the enterprise will be essential to our future success.

What leadership philosophy guides your approach to managing such a high-stakes defence programme?

It comes down to two things: collaboration and accountability. Of course, delivery performance is critical, but it must be built on a foundation of trust and shared responsibility.

There's a symbol I always come back to from Buddhist sculptures I saw in India. It shows a sceptre and a bell. The sceptre stands for method: structure, action, and accountability. The bell represents wisdom: listening, awareness, and collaboration. One without the other is incomplete.

As a leader, I try to balance both by creating an environment where teams are empowered to collaborate but also deliver with precision. What excites you most about the future of Eurofighter — and what message would you share with the teams across the consortium?

We are writing a new chapter in European aerospace and defence. We have a real opportunity to shape the future. These moments only come once in a lifetime. My

message is simple: let's bring out the very best in all of us — and take Eurofighter to even greater heights.

What's ahead for you this year, and where can we expect to see Eurofighter on the global stage?

"We'll be highly visible, flying the flag at major events like FEINDEF, the Paris Air Show and Dubai. These are key moments to engage with partners and showcase Eurofighter's evolving capability. And we'll hit a huge milestone: one million flying hours. That moment captures the maturity and credibility of the platform — and the strength of the partnership behind it." ■

Beauty Tames the Beast



Can you tell us about your current role and what it entails?

Right now, I have a dual role. I fly wide-body jets as a civilian airline pilot and also serve as a military flight instructor on various airframes for the Austrian Air Force. It's an interesting balance between two very different worlds. In the civilian world, flying is about efficiency and cost-effectiveness — getting from A to B as smoothly as possible. In the military world, flying is just the starting point; it's about tactics, precision, and adapting to the mission. The contrast keeps things exciting and challenging.

Let's rewind. What sparked your passion for aviation?

It all started when I was eight years old. My dad took me to Austria's national holiday celebration, at Vienna's Heroes' Square. I had the chance to talk to an Air Force helicopter pilot, and that was it — I told my dad that day: "Flying military jets is my goal." Fast forward 20 years, and I found myself flying the Eurofighter Typhoon for the Austrian Air Force.

What was your journey to becoming a Typhoon pilot like?

It was far from ordinary! I joined a military boarding school at 14, where wearing a uniform and military training was part of my life. The Air Force funded our glider and aerobatic licences, which was a huge incentive. After graduating, I joined the military academy and underwent a rigorous three-stage selection process to become a pilot. The odds are tough — only one in 400 applicants gets selected. In Austria, training to fly the Typhoon takes eight years, so patience and perseverance were key.

Do you remember your first flight in the Typhoon?

Absolutely. My first flight was in the front seat. We took off through heavy clouds and straight into an air-to-air refuelling demo. I remember sitting there, overwhelmed, thinking, "What do I do now?" It was surreal but thrilling.

Then came my first solo flight. I'll never forget the sheer power of the Typhoon during a full reheat take-off. There is nothing else quite like it — the engines produce such insane thrust. Every time I think about it, it puts a smile on my face.

Were there any mentors who inspired you along the way?

My dad was my first role model. He was always someone I could look up to. Then there was Sandman, a legendary Typhoon pilot in the Austrian Air Force. He was 200% into the fighter business, with stories that bordered on mythical. His passion and skill made me want to emulate him.

What makes the Typhoon such a special aircraft to fly?

The Typhoon is an extraordinary machine because of its airframe, engines, and human-machine interface. Whether you're in a dogfight or a beyond-visual-range engagement, the Typhoon's performance stands out. Its engines and agility give you an edge — if everything else is equal, you're likely to win.

Flying the Typhoon is like playing an instrument. Initially, there's a steep learning curve, but over time it becomes second nature. Once you get used to it the aircraft feels like an extension of your body — its radar becomes your eyes, its wings your shoulders, and its weapons your fists.

What skills are crucial to being a successful Typhoon pilot?

Discipline is vital. It's about sticking to your techniques and timelines, even when the temptation to improvise is strong. Another key skill is information management. The cockpit throws a constant stream of data at you — altitude, radar, formation details, and so on. You have to prioritise what's most critical for the mission at any one moment in time.

For any experienced pilot, the actual flying element of Typhoon isn't hard; the aircraft is designed to do the heavy lifting. The real challenge is processing all the information and making split-second decisions.

Can you share a memorable moment from your time in the cockpit?

One that stands out is an Alpha scramble. I was a wingman at the time, and we were tasked with intercepting two unauthorised aircraft in Austrian airspace. It was a clear day, and the speed and agility of the Typhoon made the mission exhilarating. At one point, I was overtaking the target at 500 knots and had to quickly adapt to ensure a safe and successful interception. Moments like that remind you of the sheer power and capability of the Typhoon.

How does Austria's landscape influence your flying?

Flying in Austria is unique because of its mountainous terrain. The valleys create a natural playground for manoeuvres, but they also demand respect. There's a rule that we must stay at least 500 feet above the valley floor, which adds an extra layer of complexity. On the flip side, the scenery is breathtaking, and there's nothing quite like flying inverted over a mountain summit with mountaineers waving up at you!

What's the biggest difference between the Austrian Air Force and other Typhoon operators?

Austria is a neutral country, so we don't have combat deployments like other nations. Our focus is on air policing and remaining up-to-date with NATO tactics, techniques, and procedures. We achieve this through regular participation in exercises like the NATO Tiger Meet. It's a different kind of challenge but equally important for maintaining European air security.

How do you balance life as a commercial pilot and as a military instructor?

It's all about compartmentalising. As a fighter pilot, you need to focus solely on the mission at hand — nothing else matters when you're in the air. As an instructor, the dynamic changes. You're not just flying; you're responsible for guiding the student and anticipating potential issues. It's a different mindset, but one that's incredibly rewarding. ■

Austrian Air Force pilot **Capt. Patrick 'Beauty' Woess** has carved out a unique career. He has a fascinating dual role as a civilian airline pilot and a military flight instructor. Here he talks about the challenges he faced in trying to achieve his dream and what it's like to fly one of the most advanced fighter jets in the world.



Common Picture,

Clear Advantage

HOW INTEROPERABILITY IS SHAPING MODERN DEFENCE

What is interoperability in the context of modern warfare?

Interoperability means ensuring that all systems, aircraft, and operators in a coalition can communicate, share data, and coordinate seamlessly. It's like having a universal language for technology and tactics, enabling different nations and forces to work together without miscommunication or delays.

Why is interoperability so important?

In essence, it is about people sharing the same picture. If you have the same data, you can make better decisions. In coalition warfare, multiple nations contribute various aircraft and resources — this is a complex situation. If these systems can't communicate or share data effectively, operations slow down, and errors can occur. Think of it as a team using different maps to navigate — they'll waste time aligning their plans or risk making poor decisions. You will either make bad decisions because people have different views of what's going on, or it will take you longer to figure out what's going on and agree on a plan. Working together with no friction makes a massive difference.

“People can't make good decisions unless they have that shared picture”

What happens if one aircraft lacks interoperability?

Without interoperability, the options are limited. Either the entire mission risks being compromised by unencrypted or unreliable communication, or the aircraft in question is excluded from the operation. This weakens overall effectiveness and could leave gaps in critical missions. If you're in an aircraft that isn't interoperable, there's a danger that you can't really contribute to the main mission.

The flip of that is interoperability allows you to truly exploit the full capabilities of your aircraft. It means you can contribute meaningfully as part of a coalition.

So, in part, this is about data, then?

Yes, data transfer is crucial. Interoperability often involves transferring data, which in the context of aircraft is done using radio waves in the electromagnetic spectrum

(the medium through which signals are transferred). Clearly, these systems need to operate securely and reliably without being disrupted by the enemy, even in contested environments. But if people are operating at different standards, there's a risk of weak links in the system. These could be exploited by adversaries or lead to disruptions in communication, compromising the mission. Ensuring secure, uninterrupted data →



Seasoned fast jet operator **Jen Richley** — the Operational Factors Manager in Front-End Development at Eurofighter — explores the cutting-edge capabilities of the Typhoon. Here Jen looks at the critical importance of interoperability in modern warfare.



transfer across all participants is critical to maintaining operational effectiveness in contested environments.

Can you give an example of interoperability in action?

In missions like Operation Shader over the Middle East, UK RAF Eurofighter Typhoon jets worked alongside other aircraft from other nations, as well as ground forces

and command centres. Here, the communication from lots of different intelligence gatherers in space, sky and on land needed to be shared at the time. This shared situational awareness was crucial in what was a very complex and congested airspace filled with civilian airliners, unmanned drones, and potential adversaries. It means that if things change, you need to be aware and update your plan accordingly.

How does Eurofighter Typhoon embody interoperability?

Typhoon was designed as a collaborative project among four nations — Germany, Spain, Italy, and the UK. This collaboration baked interoperability into its DNA, allowing it to seamlessly integrate with other coalition forces. Its advanced sensors and secure data-sharing capabilities contribute to the recognised air picture, ensuring all

partners share accurate, real-time information for faster, coordinated decisions. And, of course, Typhoon's multi-role capability (which means it can switch seamlessly between air superiority, precision strikes, and close air support within the same mission) is fabulous. But to make the best use of it, you also need the ability to collaborate with others.

For me, Typhoon isn't just interoperable — it's a vital enabler of coalition success.

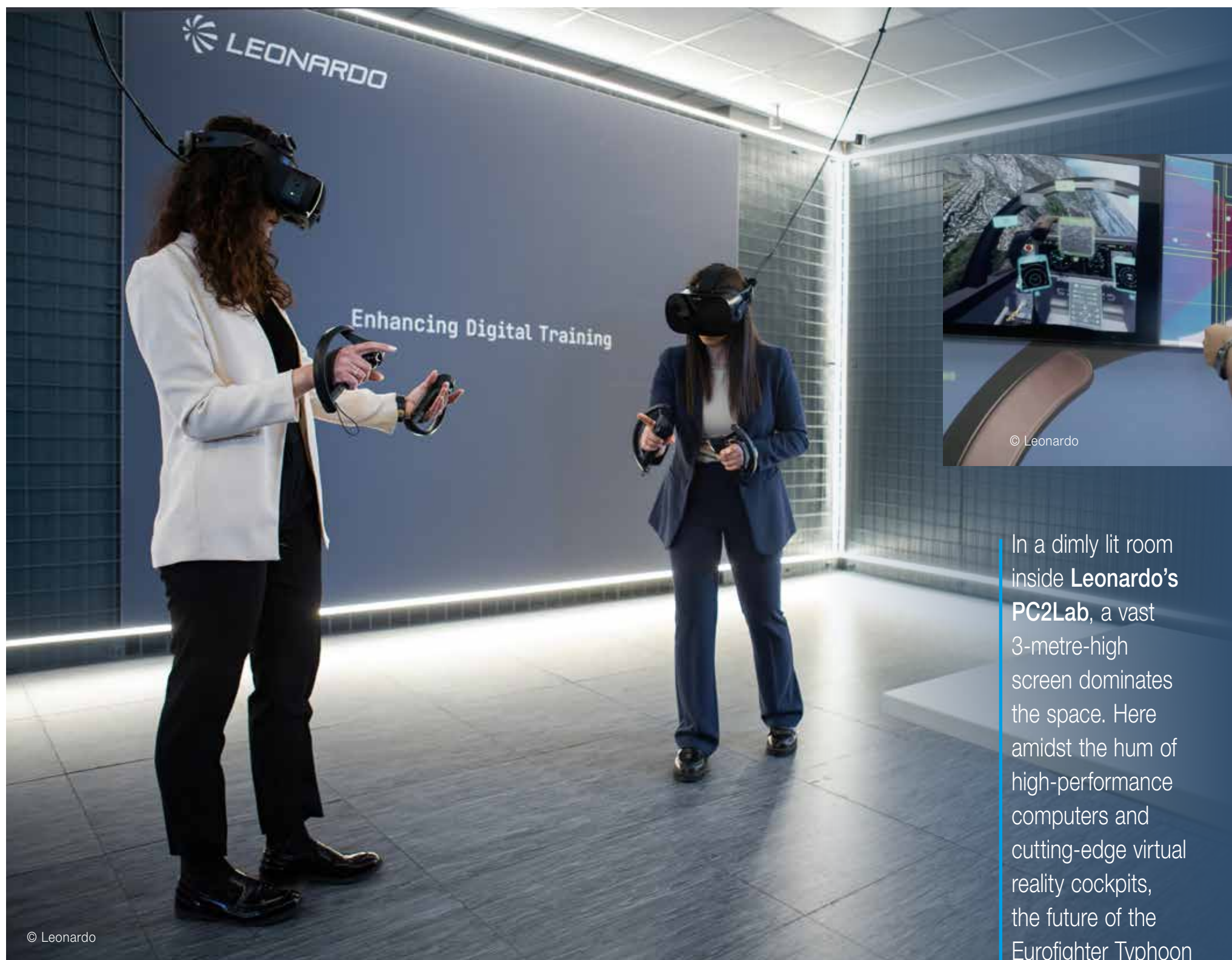
How does Eurofighter Typhoon demonstrate its interoperability in real-world operations?

Deployments like NATO's Baltic Air Policing — where, for example, air forces from Germany and UK have worked side by

side — showcase its ability effectively. Delivering combat air power these days is not something you can do alone. You need more than just your own sensors — you need everybody else's shared data and decision-making to deliver the right weapon at the right time. ■

Interoperability is baked into the Typhoon from the ground up, from the very point of design.





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Synthetic Warriors

HOW ADVANCED SIMULATION IS PREPARING EUROFIGHTER FOR FUTURE AIR COMBAT

In a dimly lit room inside Leonardo's PC2Lab, a vast 3-metre-high screen dominates the space. Here amidst the hum of high-performance computers and cutting-edge virtual reality cockpits, the future of the Eurofighter Typhoon is being written — not in the air, but in a digital battlespace.

Pilots and engineers take part in tactical simulations, testing future combat scenarios before they ever unfold in reality. Welcome to a place where the battle for air superiority is fought with data, algorithms, and artificial intelligence — all in a completely synthetic environment.



© Leonardo

A NEW ERA OF AIR COMBAT

Of course, air warfare is evolving — the days of standalone fighter aircraft duelling in the skies are giving way to a new reality. These involve networked battles, multi-domain operations, and increased use of AI. For Eurofighter, staying ahead of the curve requires innovation, not just in aircraft performance but in how pilots train, missions are planned, and future threats are anticipated.

"Five years ago, nobody imagined drones being used as missile carriers," explains Christian Amendolagine, Leonardo SVP Engineering. "Now, we have to build those scenarios before they happen in reality. That's where PC2Lab comes in."

Formerly known as the Battle Lab, PC2Lab is housed in a building on Leonardo's vast facility on the edge of Turin city centre. In the corridors of this former aircraft factory, there are blueprints of aircraft designs dating back from the early days of power flight. But this is not some museum to bygone days — innovation is in the mortar.

Short for "Product Capability and Concept Laboratory", the PC2Lab is a testbed that allows operators to simulate tactical scenarios, integrate new technologies, and refine future combat strategies — all within a high-fidelity synthetic environment. What makes it different is that it includes virtual and real components within simulated scenarios. The system can seamlessly blend real-world pilots and computer-generated adversaries into one cohesive battlespace. This ensures that Eurofighter Typhoon crews are not just training for today's threats but actively shaping their responses to tomorrow's challenges.

"We're not just simulating single-aircraft operations," says Marco Fracchia, Head of PC2Lab. "We're creating entire combat environments — where say Eurofighters might operate alongside unmanned aircraft (UAVs), AWACS, and even sixth-generation fighters. We can model the impact of electronic warfare, stealth, and emerging hypersonic threats all in real time."

As he speaks the scenario plays out on the giant screen bringing his words to life in glorious colour. Two Eurofighter jets have been scrambled to engage a hostile high-speed naval target. The digital grid comes to life detailing the pilots' radar coverage, sensor feeds, and electronic warfare overlays. Meanwhile, the enemy target moves erratically across the simulation, testing the Typhoon's response time and the effectiveness of its sensor suite.

"We don't just look at whether a missile will hit the target," Fracchia continues. "We analyse fuel consumption, mission timing, radar detection probabilities, everything. We even look at how different weather conditions affect infrared tracking. Every detail is tested before real-world deployment."

"Simulating these kinds of interactions shows us how Eurofighter needs to evolve in order to be completely interoperable with other platforms."

THE ROLE OF DIGITAL TWIN TECHNOLOGY

One of PC2Lab's most powerful tools is its use of Digital Twin technology — these are virtual replicas of real aircraft. Using this tech allows the team to carry out detailed performance analysis, maintenance predictions, and mission rehearsals.

"We can test software upgrades, radar enhancements, and flight control modifications within the Digital Twin before rolling them out to the real fleet," says Amendolagine. "This minimises risks, saves time, and ensures that Eurofighter remains at peak performance with every software iteration."

This approach is particularly critical as the Typhoon evolves, integrating next-generation radar systems, advanced pilot decision-making, and enhanced electronic warfare capabilities. Working in the PC2Lab, engineers can evaluate how these upgrades interact with existing systems, ensuring seamless integration before implementation.

"We can ask the customer where they might want to use their aircraft — north or south, hot or cold — and all about the different threats they might face."

By linking synthetic environments with the Eurofighter, pilots can experience realistic combat scenarios without leaving the ground.

"We have two fully functional virtual reality Typhoon cockpits within PC2Lab," explains Fracchia. "They can strap in, interact with threats, and execute complex →

missions, all within a 360-degree VR environment that mirrors real-world physics and aircraft behaviour."

Pilot training is not the end of the story. This capability also enables mission planners to evaluate new Tactics, Techniques, and Procedures (TTPs) before deploying them in live exercises.

"We can simulate a high-risk mission, analyse every decision the pilot makes, and refine strategies before actual deployment," Fracchia adds. "This reduces operational risk and maximises mission success rates."

AI, BIG DATA, AND THE FUTURE OF AIR COMBAT

The work of the PC2Lab is powered by Leonardo's high-performance computer davinci-1 — which is located in Genoa. Known within the company as the "superbrain," it is the digital powerhouse enabling the seamless

creation of Eurofighter's synthetic future. davinci-1 was built for performance — engineered to handle the heavy lifting behind Digital Twins, big data, and AI. In essence, it is the computing core behind Leonardo's digital future.



© Leonardo

"The pilot is receiving tons of data," says Amendolagine. "Our AI algorithms filter and prioritise that information, ensuring the pilot sees only the most critical tactical insights."

This level of AI-assisted warfare extends beyond the cockpit. The PC2Lab can simulate scenarios where Eurofighter leads a Manned-Unmanned Teaming (MUM-T) operation, coordinating drone swarms while engaging aerial and ground-based threats.

"Imagine a Eurofighter acting as a command-and-control node, directing UAVs to jam enemy radar, provide ISR (Intelligence, Surveillance, Reconnaissance), and even execute precision strikes," Amendolagine explains. "This isn't just theoretical — it's a future we're actively preparing for."

"That's one reason why we are putting a lot of investment into artificial intelligence."

In fact, it is almost impossible to talk about tech these days without discussing AI. And the work being done by Leonardo is no different.

WHAT'S NEXT? PREPARING FOR SIXTH-GENERATION WARFARE

The insights gained from PC2Lab are not just shaping Eurofighter Typhoon but are also laying the groundwork for the next evolution of air combat.

"Eurofighter is the bridge to the future," says Fracchia. "What we learn here feeds directly into the development of the GCAP (Global Combat Air Programme) and next-gen combat aircraft. We are ensuring that Eurofighter remains a formidable force for decades to come."

Back inside PC2Lab, the giant screen flickers with the next simulation scenario. A Eurofighter formation moves into position, AI-driven adversaries adapting their tactics in real time. At the virtual reality Typhoon cockpit, a pilot tightens his grip on the stick, immersed in a mission that could be fought years from now.

"We are building the future before it happens," Fracchia says with a smile. "And that gives Eurofighter an edge no opponent can match."

TRANSFORMING GROUND CREW TRAINING THANKS TO VR

Alongside Leonardo's PC2Lab, a revolution is taking shape — not in combat simulation, but in the way ground crew train to maintain military aircraft like the Eurofighter Typhoon.

The Virtual Maintenance Training Lab (VMT) develops cutting-edge technologies and systems that immerse technicians in a life-sized, interactive digital version of the aircraft, allowing them to practice essential tasks in a risk-free environment.

Wearing Virtual Reality (VR) headsets, trainees can walk through a fully interactive 'digital

hangar'. Here they can remove panels, inspect components, and even diagnose faults—without ever touching a real aircraft.

The system is really clever. It replicates hundreds of maintenance procedures, guiding users through complex tasks using real-time feedback and tactile interactions. Through haptic technology, users can even feel vibrations when handling virtual aircraft components, enhancing muscle memory and procedural accuracy.

By allowing crews to repeatedly practice essential tasks in a safe, controlled setting, the technologies of VMT Lab significantly reduce training costs, aircraft downtime, and the risk of human error. It ensures that by the time a technician works on a real Eurofighter, they have already mastered the procedure—leading to faster turnaround times and improved operational readiness.

This next-generation training approach aligns with the digital evolution of military aviation, where AI-driven systems, digital twins, and VR are becoming essential tools in both pilot and ground crew training. With the VMT, Leonardo is ensuring that Eurofighter Typhoon support crews are as advanced and mission-ready as the aircraft they maintain. ■

LEONARDO AND THE PC2LAB

- 500+ scenarios – Tactical simulations developed to test mission strategies.
- 100% Digital Twin – software updates and system tests are trialled in a virtual environment before real-world deployment.
- 4 meters – Height of the main screen that dominates the PC2Lab.
- 2 full-scale – Virtual Reality Eurofighter Typhoon cockpits.



The Eurofighter Impact

HOW THE PROGRAMME IS STRENGTHENING SPAIN AND EUROPE



As Spain embarks on the Halcon II initiative to bolster the number of Eurofighter aircraft in its air force, we talk to **Alfredo Garrote**, who works in Combat Air System Sales at Airbus Defence and Space. Alfredo shares his journey, the mentors who've shaped him, and the significance of the Eurofighter for Spain and Europe.

What attracted you to this work?

I've always been passionate about aviation. As a child, I dreamt of being a pilot. And ultimately, while I didn't end up pursuing that path, the fact that I am now working closely with pilots and seeing the Eurofighter every day feels like I fulfilled my dream. My current role in sales means I combine my technical background with business development, and allows me to contribute to a programme that embodies European collaboration.

How does it feel to be part of the Eurofighter programme?

It's incredibly rewarding. Seeing the Eurofighter in action and knowing I've played a small part to its success is very fulfilling. The programme represents the pinnacle of European cooperation, and being involved in it is a source of pride. Growing up, I remember seeing the Eurofighter and thinking it was a symbol of cutting-edge technology. At the time, I never imagined that one day I might actually be working on the programme.

Tell us about your career journey and how you arrived at your current role.

I began my studies in Aerospace Engineering at the Polytechnic University of Madrid and completed my final project at the Technical University of Munich. This experience opened my eyes to international teamwork. In 2007, I joined Airbus (EADS-CASA at that time), working on the A400M programme in Integrated Logistic Support. A year later, I transitioned to the Eurofighter programme, focusing on supply chain management and support integration. By 2013, I had moved into programme management, working closely with export customers like Saudi Arabia and Oman. In 2018, I worked on contract management and pricing within the Eurofighter Contract 1 and with the Spanish customer. Since 2022, I've been part of the sales team.

Who have been the key influences in your career, and what lessons have they imparted?

I've been fortunate to work with inspiring colleagues and managers. My first manager's assistant, Miss Yolanda Sanchez Rivera, emphasised the importance of politeness, advising me to always include "please" and "thank you" in my →

communication — whether that's face-to-face or email. Richard Burke from BAE Systems taught me to "enjoy the conflict," highlighting the growth that comes from challenges. Daniel Suarez from Airbus always told me that "everybody has something to contribute," which highlighted to me the value of diverse perspectives.

What does a typical day look like for you?

The beauty of my role is that no two days are the same. I might be meeting with customers to discuss contracts one day, visiting airbases, or collaborating with engineers and pilots. For me, the different aspects of the job keeps it engaging and fulfilling.



What skills are essential for your role?

Language proficiency is crucial, but when I think of languages, I mean more than speaking and writing. For me it's about understanding cultural nuances and body language. My time in Germany taught me the importance of adapting to different perspectives. In my role now strong communication and negotiation skills are vital, especially in a programme as complex as Eurofighter. The nature of the programme means you often need to balance diverse viewpoints — from design to support, supply chain to customer relations. It also requires empathy and the ability to find common ground.

What challenges do you face in your role, and how do you address them?

My role is all about different challenges. For example, it involves ensuring operational readiness for customers like the Spanish Air Force demands meticulous planning and coordination. Then there's the task of aligning the interests of multiple stakeholders across different nations. This element requires patience, diplomacy, and a focus on shared objectives. Finally, there's the job of communicating the long-term value of the programme to all stakeholders is also essential.

Why is the Halcon II programme significant for Spain?

Halcon II is crucial as it replaces the ageing F-18 fleet with 25 new Eurofighters, enhancing Spain's defence capabilities. Beyond operational benefits, it reinforces Spain's role in a successful European defence collaboration, promoting sovereignty and interoperability. Exercises like Pacific Skies in 2024 also demonstrated the close cooperation between Spanish and German air forces, and in doing so reflected the programme's collaborative spirit.

The Eurofighter is more than an aircraft; it's about European collaboration and technological excellence. It ensures operational independence and supports thousands of high-skilled jobs across Europe. The programme exemplifies what Europe can achieve when nations work together towards a common goal.

How do you maintain a work-life balance in such a demanding role?

Balancing work with family life is essential. My wife works in a demanding sector, we have a nine-year-old son and we both try to balance and enjoy career and family. Flexible working arrangements have been vital, allowing me to fulfil professional responsibilities while being present for my family and support my wife's career. ■



Redefining Radar

The first flight of the Typhoon fitted with the powerful **ECRS Mk2** radar signaled more than a technological leap — it's a testament to the strength of the Eurofighter partnership. We explore how BAE Systems and Leonardo engineers have redefined radar capabilities, ensuring Typhoon pilots stay ahead well into the 2060s.



Andy Holden, Radar Delivery Director at BAE Systems

It was a September afternoon, and in a small corner of BAE Systems' Warton base, a hum of anticipation filled the air. Then, at around 2 pm on the 27th, a Typhoon roared into the skies. The familiar noise at Warton gave little away about the significance of this moment, but for one team, it marked the culmination of years of effort.

This Typhoon was the first ever to be equipped with the cutting-edge ECRS Mk 2 radar, taking off on its maiden flight.

This milestone represented years of relentless work, intricate problem-solving, and collaboration among some of the most brilliant aerospace engineering minds.

Andy Holden, Radar Delivery Director at BAE Systems, does not count himself among the 'brilliant' ones, but he is undoubtedly a key figure behind the radar's development. That day, he wasn't on-site to witness the historic moment. Instead, he was at home in his office, refreshing his phone and anxiously waiting for news from the test flight.

"It's one of those moments you don't forget," says Andy. "Knowing that years of effort culminated in that first flight is indescribable. It's a privilege to be part of a programme delivering game-changing capabilities for the Typhoon."

The radar, which Andy describes as a "game-changer," brings revolutionary electronic warfare capabilities to Typhoon, enabling it to detect and neutralise threats while maintaining dominance in contested airspaces. →



Developed for the UK's Royal Air Force, ECRS Mk2 is a perfect representation of the strength of the Eurofighter partnership combining expertise in radar development of Leonardo's team in Edinburgh with BAE Systems' pedigree in integrating complex technologies on to an aircraft.

Andy says: "The expertise in UK industry which supports this programme is immense and the proof is in the pudding, a capability which is truly world-leading which will protect generations of Typhoon pilots for decades to come."

BUILDING THE FUTURE

For Andy, the Typhoon is more than just an aircraft — it's a symbol of innovation and resilience. The ECRS Mk 2 radar is a testament to this, blending decades of engineering expertise from across the Eurofighter partnership with forward-thinking technology. The radar's development has followed an "incremental gains" philosophy, delivering smaller, regular improvements rather than large, infrequent leaps.

"It's about building capability step by step," Andy says. "That's how you achieve something as complex as this."

His role has been to ensure the programme stays on track. Despite the technical challenges, Andy remains focused on the end goal. "Our work today ensures the aircraft will remain relevant well into the 2060s."

"This radar is about more than detection — it's about electronic attack and dominance. Put simply, that means allowing the Typhoon to punch through enemy air defences and operate with unrivalled confidence."

Creating the ECRS Mk 2 radar has been no small feat. Andy describes the technical challenges as "enormous," particularly the integration of the radar's advanced hardware into existing systems. "The physics alone is a major hurdle. It's about managing Radio Frequency energy, signal processing, and ensuring compatibility with the aircraft's power and cooling systems."

The transition from the mechanical (M-scan) radar currently on jets operated by the core nations of Eurofighter to an electronically scanned (E-scan) one demands intricate testing and refinement.

"It's not just about making the radar work — it has to work seamlessly with the Typhoon's entire weapon system. Every new capability we add requires months of iteration and validation to ensure it performs reliably under extreme conditions."

"By focusing on regular, smaller improvements, we've been able to steadily refine the system while demonstrating consistent progress to our stakeholders."



A CAREER FORGED IN AEROSPACE

That first flight was just one chapter in a career spanning three decades, with Andy at the heart of some of the Eurofighter Typhoon programme's most pivotal moments.

He joined BAE Systems as a Commercial Apprentice in 1993. "I wasn't sure about going to university, and the apprenticeship seemed like the perfect way to earn while I learned," he explains. His first placement was in the technical library at Samlesbury, a repository for drawings and technical documentation on aircraft like the Hawk, Harrier, and Tornado.

"It was a fascinating way to start. It gave me an appreciation for the scale of work that goes into these projects." Over time, he moved into manufacturing, working on different Tornado programmes and discovering an interest in project management.

By the 2000s, Andy had transitioned to managing complex programmes, working on a key contract for Saudi Arabia involving the Typhoon. The role required not only technical expertise but also relationship-building skills. "Working with the customer taught me a lot about collaboration and managing expectations."

THE TYPHOON LEGACY

Andy's connection to the Eurofighter Typhoon runs deep. His first major role on the programme was as the Head of Tranche 2 Delivery, overseeing the delivery of 236 aircraft.

"It was a huge responsibility, ensuring aircraft were delivered on time to customers across the UK, Germany, Spain, and Italy," he says. "Working across four partner nations requires a unique skill set. You have to navigate language and cultural barriers while staying focused on shared goals. It's a phenomenal example of international collaboration."

Andy has witnessed the aircraft evolve over decades, from its early days to the cutting-edge platform it is today. Looking back on his career, Andy is proud of his contributions to the Typhoon programme. "It's incredible to see these jets take off, knowing you've played a part — even if it is a small part — in their story."

For Andy, moments like the first flight of the new radar remind him why he's dedicated his life to aerospace. "It's not just about the technology — it's about what it represents," he says. "The Typhoon is a testament to what we can achieve when we work together, and I'm proud to be a part of that."

As the Typhoon soars into its next chapter, it is worth remembering the contributions of people like Andy and his team, and their relentless pursuit of excellence. ■

What Happens in Vegas!



This year, the UK RAF deployed eight Typhoons and over 330 personnel to Nellis Air Force Base, led by Group Captain Le-froy. Usually, what happens in Vegas stays there, but here, the commander answers our questions about the rigorous training regime, how multinational cooperation really works, and how state-of-the-art tactics come together in the skies of Nevada.

What exactly is Exercise Red Flag Nellis, and why is it significant for RAF Typhoons?

Exercise Red Flag is one of the world's most challenging air combat training events. It was established by the United States Air Force in the 1970s to simulate the initial, high-risk combat missions of a modern air campaign. →

Set against the backdrop of the Las Vegas skyline, Exercise Red Flag is where modern air combat training meets real-world intensity. It's one of the combat air world's toughest training events.



For the RAF, participating in Red Flag is a unique opportunity to hone our skills in a realistic, high-intensity environment. It's also a chance to foster interoperability with aircrews from the United States, Canada, and Australia. That's why we've been coming for 48 of the last 50 years!"

How does the RAF contribute to the exercise, particularly with the Typhoon fleet?

The RAF has eight Typhoons, supported by a Voyager refueller and a detachment of over 330 personnel. This presence underscores our commitment to Red Flag.

What are the key training benefits for RAF pilots?

Red Flag is unique. It offers unparalleled training because you fly with such large groups of aircraft. Individual pilots gain

critical experience which enhances their tactical decision-making, coordination, and overall combat readiness. Whether they are junior pilots or mission commanders in the making, every participant will get so much better at that aspect of their job by virtue of having been here.

What's your role during the exercise?

Our leadership team is focused on ensuring that every squadron receives the support necessary for success. This involves coordinating logistics and operational support, enabling pilots to concentrate fully on their training.

How is the overall exercise structured from an RAF perspective?

The RAF's commitment at Nellis spans roughly four weeks. This period includes two dedicated weeks at Red Flag, followed

by participation in the separate Bamboo Eagle Exercise, along with additional time allocated for setup and debrief. This timeline ensures that every mission contributes effectively to the cumulative combat readiness and experience of the pilots.

In what ways does multinational participation enhance the training experience?

The presence of aircrews from the United States, Canada, and Australia introduces a valuable mix of tactics and operational doctrines. This diverse collaboration enriches training by challenging RAF pilots to integrate different strategies and technologies, ultimately preparing them for the complexities of modern, multi-domain warfare. ■





ALESSANDRO MAGGIA

Photographer



Life Through the Lens

From capturing pictures of Eurofighter Typhoons as a boy near Turin's Caselle Airport to earning his wings as a Ryanair pilot, Alessandro Maggia's journey is one of passion and flair. It is also a lesson following your dreams. Alessandro has turned his childhood hobby into reality — proving that with dedication, the sky truly is the limit.

How did your passion for aviation photography begin, and when did it turn professional?

My journey into aviation photography started when I was just a child. At around four years old, my family moved close to Turin Airport, right next to the hub of what is now Leonardo. Growing up, I was surrounded by the roar of military jets, including Eurofighters, which fuelled my passion for aviation.

I went to the airport with my father and always carried a small compact camera, capturing take-offs and landings. In 2016, my parents gifted me my first professional camera, and that's when things changed. Thanks to guidance from some experienced plane spotters, my technique improved bit by bit, and by 2020, at just 18, I began getting photography jobs from Leonardo.

What were those early photos like, and how did you develop your style?

In the beginning, my photos were quite basic — mostly civil aircraft from the lateral view. But as my skills grew, so did my ambition. I focused on military jets, especially Eurofighters, which became my favourite subject.

I worked hard to think about and then capture unique perspectives, like dynamic panning shots and dramatic take-offs. I really like showcasing the power of afterburners.

As I got better at it, my goal was to take photos that stood out, not just repeat what everyone else was doing.

Today, I plan each shot meticulously and that's key, especially when working with pilots to ensure safety while achieving creative angles.

What is it about the Eurofighter that makes it such a compelling subject?

The Eurofighter is incredibly fast and agile, making it perfect for a wide range of photography styles, whether on the ground or in flight.

I love capturing its sharp turns, steep climbs, and afterburner take-offs. My dream is to one day participate in an air-to-air shoot, capturing Eurofighters from a transport aircraft like the A400 M.

Have you had any standout moments in your career so far?

One of my proudest achievements was seeing my work featured in the Eurofighter calendar. Another highlight was a photo I took of a Eurofighter with Mount Monviso in the background, which has been widely used online. Each shot tells its own story, and I'm always chasing the next one.

What's next for you? Will you continue photography alongside your pilot career?

Absolutely. Becoming a pilot with Ryanair is a dream come true, but photography remains a passion.

The two go hand in hand, and being a pilot enhances my understanding of aircraft dynamics, which in turn makes me a better photographer. I'll continue capturing incredible moments during my time off, combining both careers. ■



© Alessandro Maggia





Since its launch in 2023, The Fighter Show has carved out a unique space in the world of military aviation storytelling.

Produced by the Eurofighter team and hosted by Flo Taitsch, the series blends access-all-areas exclusivity with compelling storytelling.

Each episode is box office. A front-row ticket to the high-intensity world of Eurofighter, providing unparalleled access to bases, pilots, engineers, and exercises across Europe and beyond.

Fast-forward to 2025, and the show is well into its third season. With over 3 million views and counting, it continues to grow in both ambition and audience reach.

This year alone, the series has covered remarkable ground. From a sub-zero dawn in the Lake District to capture the perfect low-level Typhoon shot to the heat and intensity of Red Flag in Las Vegas.

"The beauty of the show is how it pulls back the curtain," says Flo. "We've been lucky enough to share stories from the pilots, engineers, ground crews, and support teams who make it all happen. What you see is not just the power of the aircraft, but the people and teamwork driving it."

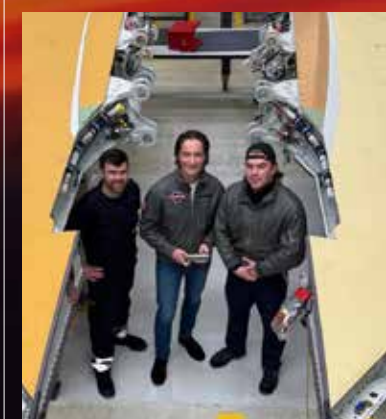
Naturally, Flo has never shied away from immersing himself in the thick of the action — all in the line of duty, of course. That's included enduring a gruelling three-day survival course with the German Air Force in Bremerhaven, culminating in a chilling stint in the icy waters of the North Sea.

The series has earned a loyal following within the military community itself. Sqn Ldr Nathan Shawyer, 2025 Typhoon display pilot, said: "The RAF Typhoon Display team has been part of two episodes of the Fighter Show (so far) and have loved every minute. The show has become a 'must-watch' for our team as it captures the professionalism, dedication, and challenges we face daily. Also, the stories are told in a way that resonates really well, not just with the public, but with our own personnel."

The Fighter Show is also a hit with the military jet spotter community. Mark Wright, a UK-based Military Aviation Photographer, said: "Working with the Fighter Show was a blast! Trekking into the mountains in a remote part of the Lake District with heavy gear was never going to be easy. But the risk reward paid off and we got the best low level footage of Typhoon I've ever seen. By staying away from the popular spotter locations we also got unique footage and it's proved very popular online."

With more episodes in the pipeline and millions of views already clocked up, the show continues to build momentum — offering fresh insight into the world of the Eurofighter Typhoon and the people who keep it mission-ready. Make sure you subscribe today: youtube.com/eurofightergmbh ■

Check it out:



Pushing the Boundaries

Delivering Tomorrow's TYPHOON, TODAY

With over 1,000 Typhoon flying hours and extensive operational experience that takes in Libya, Iraq and Syria, **Chris Moon** now leads the charge in ensuring the Eurofighter Typhoon remains at the cutting edge of combat air power. The one-time RAF front-line pilot is now Delivery Director for UK Typhoon Capability at

BAE Systems. Based at Warton, his team is tasked with delivering game-changing capabilities to the aircraft. →



What inspired you to pursue a career in aviation?

I grew up close to Warton, so even as a schoolboy, I was fascinated by the jets overhead — Hawks, Harriers, Tornados, and even the Experimental Aircraft Programme (EAP) that paved the way for Typhoon. As a youngster, I joined the Air Cadets, then later at university, I studied aeronautical engineering and joined the University Air Squadron. This led to my RAF career flying Harriers, Hawks, and ultimately Typhoon. I remember vividly being a 19-year-old under-grad student, watching through the fence at Warton the first take-off of Eurofighter in the UK; I knew then that I wanted to get as close as I could to this amazing, powerful machine.

Tell us about how your RAF career got started.

After university I joined the RAF's fast-jet training programme, which was as challenging as it was rewarding. My first front-line tour was flying the Harrier. It was an incredible aircraft to operate, with its unique vertical take-off and landing capabilities. After my time on the Harrier, I became a fast-jet flying instructor on the Hawk at RAF Valley. That role was incredibly fulfilling because it wasn't just about teaching flying skills — it was about instilling confidence and resilience in the next generation of RAF pilots. Being part of their journey as they progressed into front-line roles was extremely rewarding.

When did you first encounter Typhoon?

After my initial glimpse through the fence my relationship with Typhoon really began when I got a role working as the RAF's Requirements Manager at Warton. Here I contributed to cockpit design, simulator systems, and helmet technologies. It gave me a real appreciation for the complex engineering and innovation that goes into making Typhoon one of the world's leading combat aircraft.

I was then fortunate to transition to flying Typhoon operationally when I joined 3 (Fighter) Squadron at RAF Coningsby as a flight commander. This was a real career highlight. Our main role was quick Reaction Alert (QRA) duties, ready to intercept potential threats to UK airspace at a moment's notice.

One of the most significant periods in my RAF career was Operation Ellamy, during the Libya conflict in 2011. Typhoon made its operational debut there, and it really proved its worth. We operated alongside Tornados, combining Typhoon's 'austere' air-surface capabilities and air-to-air dominance with advanced radar and Link 16 with Tornado's precision weapons. Typhoon



didn't miss a single sortie throughout the entire operation, which was a testament to its reliability and the teamwork behind it. It marked Typhoon's coming of age and answered any questions about its capability especially the constant upgrades that arrived throughout the deployment as well as its unmatched reliability.

How did your career progress?

In between all the flying tours I also attended staff college and served in Typhoon Force Headquarters at RAF Coningsby as well as a role in the Ministry of Defence in London. These roles were more strategic, focusing on ensuring the Typhoon fleet remained ready and capable for future missions. I returned once again to 3 (Fighter) Squadron as the Officer Commanding. During this time, we participated in high-end exercises worldwide, including deployments to Malaysia, Oman, the UAE and the United States for Exercise Red Flag — the biggest and best training exercise in the world. My final deployment was to Cyprus to take part in Operation SHADER over Iraq and Syria where the Typhoon was even more operationally capable than before, with a standard load-out of 4 x Paveway IV precision weapons and a Litening III Advanced Targeting Pod as well as being equipped with the Striker I advanced helmet system. Yet again, Typhoon proved its reliability with not one mission being lost throughout the entire 4-month deployment. The jet has continued to develop at pace since then with Meteor, Brimstone and Storm Shadow all being integrated through Project Centurion.

My career came full circle with my final RAF assignment when I became Station Commander at RAF Valley and Commandant of No. 4 Flying Training School. In this role, I was responsible for training fast-jet pilots for the RAF, Royal Navy, and our international partners.

What is the Delivery Director role at BAE Systems focused on?

It is about delivering advanced capabilities, mostly directly to the RAF but also many of which benefit all Typhoon operators, ensuring Typhoon remains a world-class combat aircraft. For me, the future of Typhoon is even more exciting than its past. Over the past few months, we've delivered advanced Synthetic Training simulators and

the latest National Delta Package (NDP) to the RAF. We've also completed the first SPEAR 3 missile firing and are developing Striker II at pace, a revolutionary digital helmet with integrated night vision with the first test flight successfully performed. There are many other capabilities that we are working on, many of which will be tested throughout 2025: the next NDP, more new weapons, new radios, more EW enhancements as well as a new mission planning system, all of which enhance Typhoon's capability against ever-increasing threat systems.



Looking further ahead, my colleagues are also progressing key capabilities at pace, including the ECRS Mk2 radar development, and cockpit enhancements including a large-area display. These projects are already well underway and will ensure Typhoon remains the backbone of combat air power for decades to come. While the work is complex, it's deeply rewarding. My priority is supporting the team—ensuring they have the resources, trust, and environment to innovate and deliver.

What makes the Typhoon such an exceptional aircraft?

Its adaptability and reliability. Typhoon is a proven multi-role platform capable of air-to-air and air-to-ground missions. With the capability advancements we are working on, it continues to evolve to meet modern threats.

How do you ensure urgency and front-line priorities resonate with your team?

I believe it's vital to connect our engineers and suppliers with the operators. We regularly bring in RAF personnel to share their experiences, which helps everyone understand the impact of their work. Whether it's developing new software or manufacturing hardware, we remind our teams that they're contributing to frontline operations. It's about fostering a sense of purpose and urgency across the entire enterprise including all Eurofighter Partner Companies as well

as the supply chain. The world is a dangerous place, never in my lifetime has it been more important for our customer air forces to be equipped with the best possible capabilities, they need more and need it faster than ever before.

What do you miss most about the RAF?

While I miss the thrill of flying Typhoon, what stands out most is the immense satisfaction of being part of a high-performing team. Whether it was a four-ship formation or a whole squadron deployment, the sense of purpose and unity was unmatched. I'm fortunate to experience that teamwork still in my current role, working alongside some brilliant people to deliver for the RAF and all Typhoon operators. From my RAF days to my role at BAE Systems, it's always been about the team. The challenges are immense, but what I have learned is that with the right people, anything is possible.

What does it mean to you to work on the Eurofighter programme today?

It's an immense privilege. Having flown Typhoon and now contributing to its evolution, I understand the difference it makes to the frontline. The aircraft is constantly pushing boundaries, and being part of that journey is both exciting and rewarding.

Finally, how do you relax?

I make it a priority to get out into the fresh air as much as possible. Walking and biking are great ways to clear my mind and stay active. Spending quality time with friends and family is also really important to me. And I like to support local businesses when I can— such as our nearby pub and vineyard! ■

Austrian Eurofighters Achieve 20,000 Flying Hours



The Austrian Air Force has reached a major milestone, achieving 20,000 flying hours on its Eurofighter Typhoons. The accomplishment was celebrated during a ceremony at Zeltweg Air Base in the state of Styria.

The event was attended by Klaudia Tanner, Austrian Minister of Defence; Major General Gerfried R. Promberger, Head of Directorate 2 & Commander of the Austrian Air Force & Air Chief of the Austrian Armed Forces (ÖBH); Colonel Roland Miedler, Commander of the Austrian Air Base; and Jorge Tamarit-Degenhardt, Eurofighter Chief Executive Officer.

As part of the ceremony Tamarit-Degenhardt presented a certificate commemorating the 20,000 flying hours to representatives of the Austrian Bundesheer.

He said: "On behalf of Eurofighter, I would like to extend my sincere congratulations to all who contributed to achieving this special milestone of 20,000 flying hours, maintaining the highest standards of professionalism and safety."

"The Eurofighter is proud to be Europe's leading swing-role fighter, fully prepared to serve the Austrian Air Force in the decades to come. We look forward to helping you reach many thousands more flying hours with this outstanding aircraft."

The partnership between Eurofighter and the Austrian Air Force spans nearly 18 years. It began on 12 July 2007, when the first Eurofighter, serial number AS001 landed in Zeltweg. Over time, 14 additional aircraft were delivered, assuming Austria's airspace surveillance duties on a full-time basis.

Beyond standard services, Eurofighter provides ongoing logistical and operational support at Zeltweg Air Base. This has proven highly effective in ensuring the continuous operability of the aircraft.

Additionally, a Full Mission Simulator operated by Eurofighter plays a crucial role in pilot training, with a second simulator planned for the near future. ■



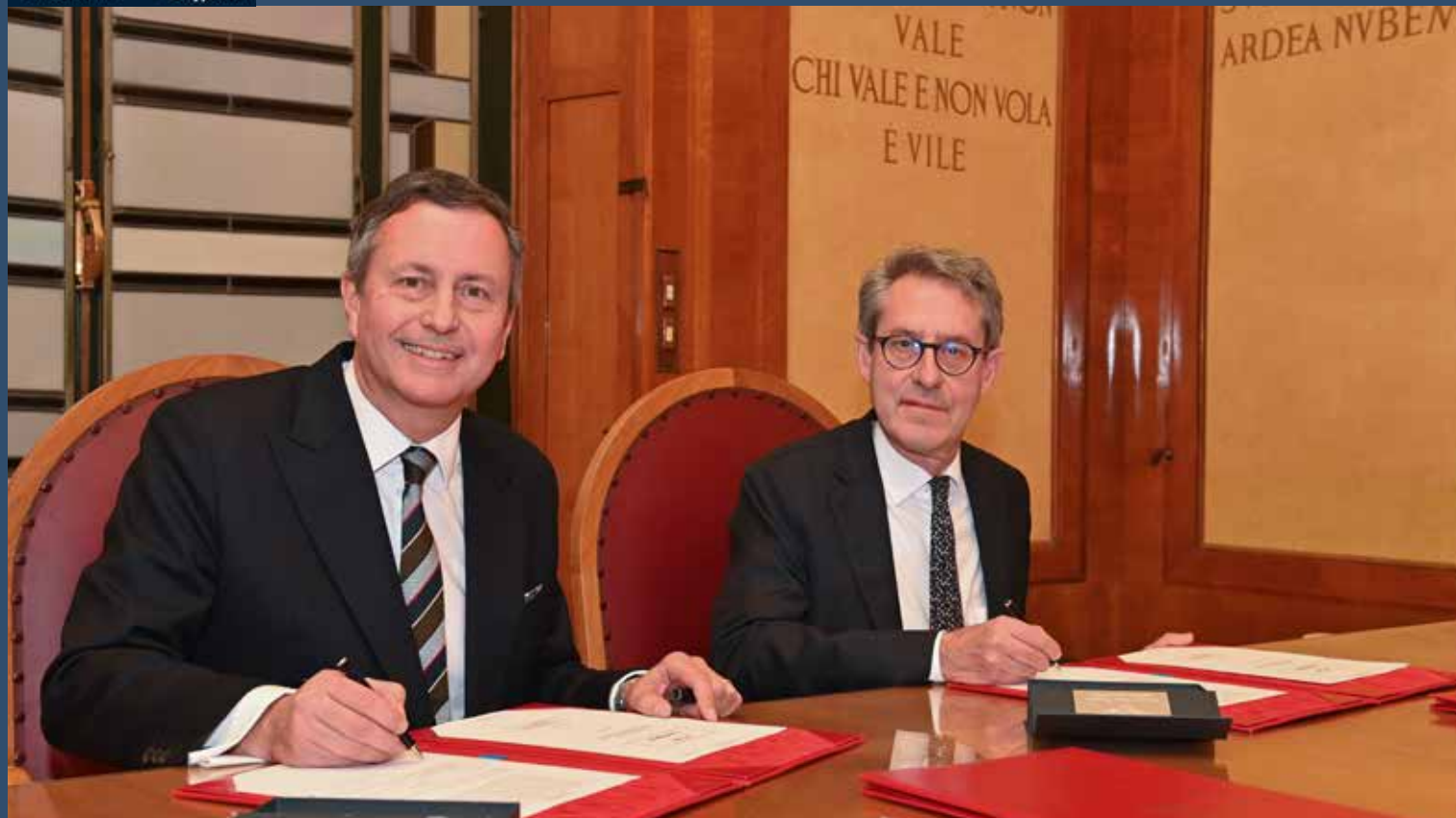
The Austrian Air Force reached a major milestone earlier this year - achieving 20,000 flying hours on its Eurofighter jets. The accomplishment was celebrated during a ceremony at Zeltweg Air Base. (Left to right) Major General Gerfried R. Promberger, Head of Directorate 2 & Commander of the Austrian Air Force & Air Chief of the Austrian Armed Forces (ÖBH); Jorge Tamarit-Degenhardt; Colonel Roland Miedler, Commander of the Zeltweg Air Base.



Back-to-back contracts



TWO NATIONS. ONE MESSAGE —
EUROPE IS BACKING EUROFIGHTER
FOR THE FUTURE



In the final days of 2024, Italy and Spain signed for a combined 49 new Eurofighter Typhoon jets — a powerful statement of commitment from two of the programme's founding nations.

On December 20, Spain launched the second phase of its Halcon programme, ordering 25 new Typhoons to modernise its air force and replace legacy F-18s. Just three days later, Italy followed suit with a deal for up to 24 aircraft, to replace its in-service Tranche 1 jets.

These announcements cement Eurofighter's place at the core of the continent's defence architecture.

The then Chief Executive of Eurofighter Giancarlo Mezzanatto said that two major contracts from two core nations was a clear sign that the programme is entering a new era. He said: "This is the Eurofighter renaissance in action."

The new jets — equipped with E-Scan radar, advanced weapons systems including Brimstone III and Meteor, and enhanced connectivity — are built to operate into the 2060s and integrate with Europe's future air combat systems.

AVM Simon Ellard, General Manager of NETMA, called the deals "a proud moment" for the programme and "evidence that Eurofighter continues to be the backbone of European air defence."

The economic impact of the Eurofighter programme is compelling. Eurofighter remains Europe's largest and most successful defence collaboration. The programmes supports over 100,000 jobs across more than 400 companies.

A PwC report showed that the programme will inject €90 billion into Europe's GDP over the next decade and create nearly 100,000 jobs annually. ■



EUROFIGHTER'S KEY ROLE IN NATO's Ramstein Flag Exercise



Eurofighter Typhoons from the UK and Germany played a central role in Exercise Ramstein Flag 2025, NATO's premier tactical-level air power training event.

Held from 31 March to 11 April and hosted by the Royal Netherlands Air Force at the Leeuwarden Air Force Base, the large-scale, multi-domain exercise involved more than 90 Allied aircraft operating from 12 air bases, with participation from over 15 NATO nations.

Eurofighter Typhoons from the UK's 1(F) Squadron, based at RAF Lossiemouth, and Germany's Taktisches Luftwaffengeschwader 71 'Richthofen', based in Wittmund, contributed to a wide range of high-intensity missions throughout the exercise. Designed to strengthen interoperability and resilience, Ramstein Flag focused on contested and complex airspace operations. Aircrew trained across key mission areas, including Counter Anti-Access/Area Denial (C-A2AD), Integrated Air and Missile Defence (IAMD) and Agile Combat Employment (ACE).

"Ramstein Flag is a great demonstration of the RAF's ability to integrate into NATO operations at range," said Wing Commander Morris, Officer Commanding 1(F) Squadron.

"The opportunity to learn from our NATO allies in a high-profile exercise is invaluable." Germany's 71 Tactical Air Wing 'Richthofen' also deployed its Typhoons to strengthen tactical integration with Allied air forces and demonstrate the aircraft's flexibility across both offensive and defensive missions. As one of NATO's largest and most ambitious air exercises, Ramstein Flag 2025 set a new benchmark for operational integration – once again highlighting the Eurofighter Typhoon's critical role in collective defence and rapid response operations. ■





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