

Altus KC-135 and C-17 AIR REFUELING STUDY GUIDE

Mission Planning. You will be introduced to air refueling procedures in the KC-135 by flying with other students here at Altus along with pilots in operation units. Both the tanker and the receiver must be thoroughly familiar with all aspects of air refueling in order to adequately plan the mission. Crew coordination during air refueling is crucial to a safe and successful mission. All crewmembers must be completely familiar with their required responsibilities. They must also be familiar with the weather forecast for the air refueling area so alternate plans can be prepared (General Planning and Area Planning).

Communications Rendezvous (CR) Plan:

In FLIP (AP/1B), the column headed "CR Plan" lists the communication frequencies to be used during the air refueling mission. (See [Figure 1.1.](#)) Item "a" is the primary interplane UHF frequency used for communications during the air refueling mission; item "b" is the secondary UHF frequency. To use a UHF with Roger Wilco, simply type rw.ansim.net/235.10. Items "c" and "d" refer to radar beacon codes and item "d" is the air-to-air TACAN which are not compatible with the KC-135 in Flight Simulator. In place of the TACAN, we will use a AI Radar (or TCAS) which will be the primary method of affecting the rendezvous. Eric Marciano's AI radar is required since it has DME and identification capabilities.

NUMBER	ARIP	ARCP	NAVIGATION CHECKPOINTS	EXIT	CR PLAN	REFUELING ALTITUDES	SCHEDULING UNIT	ASSIGNED ARTCC
ARTCC	KSAT PORTAL W5448 N35°03.00" W100°34.00"	KSAT YOKSAL T50°20 N36°02.00" W100°42.00"	KSAT PORTAL T50°20 N36°05.25 W100°45.50"	KSAT PORTAL T50°20 N36°05.50 W100°35.00"	a. 244.075 b. 312.525 c. 12.4 d. 271 e. 530796	FLY REFUEL 200	W 0700T0500 Area ARTCC DSN 604-73457683	Altus/Spokane ARTCC

REMARKS: Issued for exclusive use by 57 AFWS aircraft and support personnel only. Other aircraft permitted on route to/from base. The 57050/0500 altitude prohibits low altitude ops. It encompasses coordination and identification of missions may result in completion without going out of the ARTCC. Tanker and Receiver must check the time (3 hours up and down the track to ensure 3 hours of track time). Include these (3) hours of track time required in Remarks Section of DD Form 175, 500446 instructions and 60162.

Figure 1.1. Required Reporting Points for A/R Track 312H.

Air Refueling Track

The air refueling initiation point (ARIP) is where the receiver enters the air refueling track. It serves as the first of the two points that defines the tanker orbit pattern. The receiver must be established 1,000 feet below the tanker prior to crossing the ARIP. If 1,000 feet of separation is not confirmed prior to crossing the ARIP, the receiver will hold at the ARIP.

The air refueling control point (ARCP) is the primary reference for the rendezvous. It serves as the second point that defines the tanker orbit pattern.

Navigation checkpoints will be designated in the IFG if they are required reporting points on the air refueling track. (See [Figure 1.1.](#) for an excerpt from FLIP AP/1B.) Checkpoints are usually required on longer routes or if turn points are involved. The tanker would not normally report passing these points to ARTCC on an actual air refueling route unless the tanker is in a nonradar environment.

The air refueling track terminates at the exit point. This point is also called the end air refueling point and is identified on your chart with the symbol "E A/R."

Altus Kc 135 And C 17 Air Refueling Study Guide

U S Army, Luc Boudreaux



Altus Kc 135 And C 17 Air Refueling Study Guide:

Air Force Magazine, 1992-07 **System Study of the KC-135 Aerial Refueling System** Terry G. Campbell (CAPT, USAF.), 1989 **Fueling the Fight** Hiram C. Williamson, 2018 The KC 135 has been the backbone of the US Air Force's aerial refueling tanker fleet since 1957 and is projected to serve until the 2040s. The idea of fuel conservation was not at the forefront in its design process when the main concern was refueling strategic bombers that served as nuclear deterrents during the Cold War. The same idea under the scope of fiscal responsibility has come into sharper focus since that time. New technologies and operating procedures coupled with the KC 135's projected longevity warrant an examination of how it is currently employed with a goal of seeking more efficient and cost-effective methods of operation. The research for this project used a problem solution framework with adaptations from the quantitative analysis framework to investigate inefficiencies in KC 135 flying operations. It examined cost factors and employment methods specifically with a focus on time spent conducting various operations such as taxiing and flying at specified air refueling airspeeds. The employment steps and fuel usage during those times were scrutinized for any opportunity to find efficiencies that could be amplified through an economy of scale for the entire fleet. The findings showed potential for fuel savings. However, in the case of individual sorties, these savings were generally miniscule. For instance, 437lb of fuel saved by flying maximum endurance airspeed for a 15 minute rendezvous orbit versus the standard speed specified in the flight manual. It would only be by the adoption of new procedures throughout the KC 135 fleet that any significant fuel savings would be accrued. In conclusion, any advantages would be realized by a minimal cost of implementing changes in procedures coupled with the effect gained by fleet-wide adoption of those procedures causing even small savings to compound into meaningful values.

Abstract *Comparative Study of KC-135 Operations in Vietnam, Desert Storm, and Allied Force - Historical Perspective on the Development of Air Refueling, Tanker Issues* U. S. Air Force (USAF), U. S. Government, 2018-01-08 This paper examines the operational employment of the KC 135 in three major conflicts. Air refueling is central not only to the tactical operations of a campaign but the strategic goal of supporting two near simultaneous wars. The efficient management of the tanker fleet is required to ensure the nation's ability to achieve that goal. Examining the three major combat operations the KC 135 has participated in provides some insight into the issues and potential solutions faced by previous commanders and planners. Learning those lessons may benefit future commanders. An overall review of the development of air refueling in the United States reveals the influences that shaped the issues still surrounding the tanker force today. Justified under strategic support to the Single Integrated Operational Plan, the strategic implications of air refueling have put the KC 135 commanders at odds with the tactical commanders conducting the three air campaigns to one degree or another. An historical review of these three diverse air campaigns shows similarities in basing problems, the impact of weather, crew to aircraft ratios, and distance and air space limitations. It also reveals some differences in organizational design, supervision at the headquarters, and approaches to

planning In each case there was an initial effort to plan tankers against specific missions In the earlier two conflicts the planners adjusted this approach to treat the fuel available and required in the aggregate Finally very little information is collected to critically evaluate the efficiency of a tanker force and the paper recommends some alternatives I

INTRODUCTION General Issue Problem Statement Research Objectives Research Questions Research Limitations Methodology Implications II LITERATURE REVIEW Historical Perspective on the Development of Air Refueling Overview of KC 135 Operations in Vietnam Tanker Organization in the Vietnam War Vietnam Basing Issues Vietnam Air Refueling Policies and Restrictions Vietnam Planning Factors Track and Distance Information Overview of KC 135 Operations in Desert Storm KC 135 Basing Issues during Desert Shield Desert Storm The Organizational Structure for Desert Shield Storm Desert Shield Storm Planning Factors Airspace and Air Refueling Tracks Overview of KC 135 Operations in Allied Force The Impact of Weather on Operations KC 135 Organizational Structure for Allied Force Planning Factors Air Refueling Tracks and Distances III ORGANIZATION OF THE TANKER OPERATIONS IV SUPERVISION OF TANKER OPERATIONS V THE PLANNING PROCESS VI CONCLUSION

The U.S. Air Force's Air Refueling Tanker Requirements and Readiness United States. Congress. House. Committee on Armed Services. Projection Forces Subcommittee,2003 **Aerial Refuelling Initiative** United States. General Accounting Office,1993 *Dynamic Characteristics of the KC-135 Air Refueling System* Scott E. Parks (CAPT, USAF.),1980 *The Indispensables* ,1982* OPERATIONAL TEST AND EVALUATION AIR REFUELING F-100 D/F WITH KC-135 ,1962 Air to air refueling with the F 100 D F aircraft from a KC 135 tanker without the use of afterburner had not previously been explored with 335 gallon drop tanks The 31st Tactical Fighter Wing and the 407th Refueling Squadron from Homestead AFB Fla were tasked to fly 16 tactical fighter sorties and 4 tanker sorties respectively to gather data in order to determine the optimum altitude for refueling without the use of afterburners Pilots' Flight Crew Checklist United States. Air Force,1978 The Air Force KC-46A Aerial Refueling Tanker Julia D. Gibson,Jeremiah Gertler,2013 *Air Force KC-46A Aerial Refueling Tanker* Julia D. Gibson,2013 On 24 February 2011 the Department of Defense DOD announced the Boeing Company as the winner of a competition to build 179 new KC 46A aerial refuelling tankers for the Air Force a contract valued at roughly 35 billion Prior to the announcement the program had been known as KC X This book examines the KC 46A acquisition program which is a subject of intense interest because of the dollar value of the contract the number of jobs it would create the importance of tanker aircraft to U S military operations and because DOD s previous attempts to acquire a new tanker since 2001 had ultimately failed *Summary Analysis of the Material Condition of the KC-135 Aerial Refueling Fleet* Peter J. Francis,W. Brent Boning,Center for Naval Analyses,2004 Range Unlimited Bill Holder,William G. Holder,2000 Range Unlimited covers the developmental history of aerial refueling including the United States and other countries as well as modern advancements and technologies Also covered are the current aerial refueling model types and configurations used in the world today as well as a look at what refueling techniques may be applied in the

21st century and beyond **FM 4-20.137 Airdrop of Supplies and Equipment** U S Army, Luc Boudreaux, 2021-04-18 This manual tells and shows how to prepare and rig the following configurations of the Forward Area Refueling Equipment FARE Systems the 4 inch 350 GPM Wheel Mounted Pumping Assembly and the Advanced Aviation Forward Area Refueling System AAFARS for low velocity airdrop from a C 130 C 141 C 17 and C 5 aircraft **Tanker Force Structure** Juan C. Narvid, 2004 Aerial refueling is key to the nation s global reach in response to operations in all parts of the world As such aerial refueling provides the bridge for air joint and coalition forces to deploy anywhere anytime around the world It is important in this era of transformation that the tanker force and doctrine of aerial refueling also meet the challenges of the Air Force s task force concept of operations CONOPS The KC 135 aircraft has been an outstanding platform for aerial refueling and through some enhancements it has been able to leverage some of its capabilities in airlift and communication However the Air Force has the opportunity with its next class of tankers to field a tanker with capabilities that can serve all the services in the more demanding joint and coalition warfare of the future The author challenges air mobility warriors to develop a tanker force structure that overcomes the thinking of old to launch new concepts and capabilities for the future He argues that the future of warfare will require a tanker that is able to operate as a force enabler across the full spectrum of operations The Boeing 767 is being considered as a replacement for the older KC 135s which the author agrees with However he argues it will not fit the bill when it comes to meeting the challenges of the future instead a tanker designed from the ground up should recapitalize the KC 135 fleet The tanker of the future cannot resemble the single role tanker of the past The author outlines a conceptual tanker that combines airlift and aerial refueling capabilities is able to survive in a combat environment and is able to act as a platform to enhance network centric warfare He also examines the chronology of the tanker and the role it has played throughout military history **KC-46 Tanker Aircraft** Michael J. Sullivan, 2015-05-20 Aerial refueling when aircraft refuel while airborne allows the U S military to fly farther stay airborne longer and transport more weapons equipment and supplies Yet the mainstay of the U S tanker forces the KC 135 Stratotanker is over 50 years old It is increasingly costly to support and its age related problems could potentially ground the fleet As a result the Air Force initiated the 49 billion KC 46 program to replace the aerial refueling fleet with plans to produce 18 tankers by 2017 and 179 aircraft in total This report addresses progress made in 2014 towards 1 achieving cost and performance goals 2 meeting schedule targets and 3 gathering manufacturing knowledge prior to the low rate production decision Tables and figures This is a print on demand report *Investigation of Aerodynamic Alterations for Improving the KC-135 Boom Performance During Aerial Refueling* Debra A. Nawrocki, 1995 *Air Force Air Refueling: The KC-X Aircraft Acquisition Program*, 2008 KC X is the first of three planned programs intended to recapitalize the Air Force s air refueling fleet Eventually the KC X program is expected to acquire 179 new commercial off the shelf airliners modified to accomplish air refueling The program is expected to cost approximately 35 billion Both Boeing and a consortium consisting of Northrop Grumman and European Aeronautic Defense

and Space Company EADS the parent company of Airbus were in competition for KC X Boeing offered a variant of the 767 200 while Northrop Grumman submitted a version of the Airbus 330 200 On February 29 2008 the Air Force awarded the KC X contract to Northrop Grumman The initial 12.1 billion KC X contract provides for the purchase the first 68 KC 45s of the anticipated 179 aircraft On March 11 2008 Boeing protested the Air Force's decision to the Government Accountability Office GAO GAO has 100 days to evaluate the protest **Air Force Air Refueling** Library of Congress. Congressional Research Service, 2008 Summarizes AF refueling development needs capabilities and operational concepts Examines issues related to replacing current AF KC 135 fleet in context of KC X tanker aircraft acquisition program

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