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# **STANDARDS RELATED DOCUMENT**

**AAR-SRD-3**

## **TANKER CAPABILITIES**

**Edition B Version 1**

**MAY 2018**



**NORTH ATLANTIC TREATY ORGANIZATION**

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**NATO STANDARDIZATION AGENCY (NSO)**

**NATO LETTER OF PROMULGATION**

16 May 2018

1. The enclosed Standards Related Document AAR-SRD-3, Edition B, Version 1, TANKER CAPABILITIES, which has been approved in conjunction with ATP-3.3.4.2 by the nations in the Military Committee Air Standardization Board (MCASB), is promulgated herewith.
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<b>CHAPTER 1 DEFINITIONS</b>
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1. **TANKER** – (Country, Date of SRD, Designation) – Defines the operating country, most recent date of data.
2. **AAR EQUIPMENT** – Primary tanker transfer method. If more than one method is available it will be listed separately.
3. **AAR: ALTITUDE/KIAS** – Approved AAR operating altitude and speed range.
4. **MAXIMUM TRANSFERABLE FUEL** – Normally the tanker's fuel capacity if all fuel could be transferred. If the tanker can only transfer from certain tanks then the quantity of transferable fuel. This does not subtract reserves or unusable fuel which will be accounted for in planning.
5. **AAR TRANSFER RATE** – Designed transfer system fuel rate and tolerances (if available). Listed in kilograms per minute and pounds per minute.
6. **AAR FUEL PRESSURE** – Designed transfer system fuel pressure and tolerances (if available).
7. **FUEL TYPE [PRIMARY (ALTERNATE)]** – NATO designated fuel type primarily used by the tanker, alternate fuels also listed. Reference STANAG 1135 Annex C for an equivalent designator.
8. **AAR LIGHTS** – Lighting available for AAR purposes.
9. **MARK FACILITY** – Capability of tanker to aid visual acquisition by receiver
10. **RV AIDS** – On-board radios, navigation aids, and other components with the capability to enable tanker/receiver rendezvous.

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**CHAPTER 2 HEAVY TANKER CAPABILITIES**

**NOTE: The data for this table comes directly from each National SRD and is accurate for planning and execution (Updated Apr 2017)<sup>1</sup>**

TANKER	AAR EQUIPMENT	AAR: ALTITUDE KIAS	MAXIMUM TRANSFER-ABLE FUEL	AAR TRANSFER RATE	AAR FUEL PRESSURE	FUEL TYPE PRIMARY (ALTERNATE)	AAR LIGHTS	MARK FACILITY	RV AIDS
<b>CAN</b> (May 2014) <b>CC-130T</b>	Hose (2 x pods)	010-FL250 200-250	30,390 kg (67,000 lb)	450-900 kg/min (1,000-2,000 lb/min)	3.5±0.35 bar (50±5 psi)	<b>F34 F35 F40 F44</b>	Floods Signal	Fuel dump	VHF UHF HF VOR DME ADF INS GPS UDF A/A TACAN
<b>CAN</b> (May 2014) <b>CC150T</b> (Airbus A310)	Hose (2 x pods)	050A- FL350 200-300 (M.80)	63,400 kg (139,770 lb)	1,270 kg/min (2,805 lb/min)	3.5±0.35 bar (50±5 psi)	<b>F34</b> (F35, JET A, F44, JET B)	Signal/IR Floods	Anti- collision light	VHF UHF HF SATCOM VOR DME ADF INS GPS UHF/VHF DF TCAS A/A TACAN
<b>DEU</b> (Oct 2016) <b>AIRBUS -310</b> <b>MRTT</b>	Hose (2 x pods)	050A- FL350 200-300 (M.80)	63,400 kg (139,770 lb)	1,270 kg/min (2,805 lb/min)	3.5±0.35 bar (50±5 psi)	<b>F34 F35</b> (JET A, F44, JET B)	Signal/IR Floods Drogue	Strobe, Anti- collision light	VHF UHF HF SATURN VOR DME ADF INS GPS UHF/VHF DF A/A TACAN
<b>DEU</b> (Oct 2016) <b>A400M</b>	Hose (2 x pods)	TBD FI180-300	TBD	1,200 kg/min	TBD	TBC	Flood, Signal/IR, Drogue	Strobe, Anti- collision light	VHF UHF VOR DME ADF INS GPS A/A TACAN
	Hose (1 x CL)			1,800 kg/min					

<sup>1</sup> Refer to <http://www.japcc.org/aar> for all national SRDs.

TANKER	AAR EQUIPMENT	AAR: ALTITUDE KIAS	MAXIMUM TRANSFER-ABLE FUEL	AAR TRANSFER RATE	AAR FUEL PRESSURE	FUEL TYPE PRIMARY (ALTERNATE)	AAR LIGHTS	MARK FACILITY	RV AIDS
<b>ESP</b> (Feb 2014) <b>KC130H</b> <b>(TK-10)</b>	Hose (2 x pods)	015-FL230 195-230	With Aux Tank 32,662 kg (72,000 lb) Without Aux Tank 26,817 kg (59,000 lb)	With Aux Tank 885 kg/min (1,950 lb/min) Without Aux Tank 422 kg/min (975 lb/min)	45±5 psi	<b>F34 F35</b>	Floods Signal	Nil	VHF UHF HF VOR ADF INS A/A TACAN TCAS
<b>FRA</b> (Dec 2016) <b>C135FR/</b> <b>KC-135RG</b>	Boom	SL-FL450 200-350	58,000 kg (130,000 lb)	2,725 kg/min (6,000 lb/min)	3.5±0.35 bar (50±5 psi)	<b>F34</b> (F35 F40 F44)	Floods PDL	Fuel dump	VHF UHF HF VOR TACAN ADF INS GPS UDF A/A TACAN
	BDA			1,275 kg/min (2,800 lb/min)					
	Hose (2 x pods) (C-135FR)	SL-FL350 240-325		1,350 kg/min (2,970 lb/min)			Signal Drogue Pod		
<b>FRA</b> (Dec 2016) <b>C160 NG</b> <b>TRANSALL</b>	Hose (1 x CL HDU)	SL-FL180 160-220	14,000 kg (30,870lb)	1200 kg/min (2,650 lb/min)	3.5±0.35 bar (50±5 psi)	<b>F34</b>	Floods Signal	Fuel dump	VHF UHF HF VOR TACAN ADF INS GPS A/A TACAN
<b>GBR</b> (Mar 2017) <b>VOYAGER</b> <b>KC Mark 2</b> <b>KC30B</b>	Hose (2 x pods)	2000A- FL250 260-300	100,000 kg (220,000 lb)	1250 kg/min (2,750 lb/min)	3.5±0.35 bar (50±5 psi)	<b>F34</b> (F35 F40 F44)	Signal/IR Floods	Fuel Dump	VHF UHF HF IMM SATCOM VOR TACAN ADF INS GPS UDF A/A TACAN ETCAS Link 16 IFF/TCAS
<b>GBR</b> (Mar 2017) <b>VOYAGER</b> <b>KC Mark 3</b>	Hose (2 x pods)	2000A- FL350 260- 325/0.86M	100,000 kg (220,000 lb)	1250kg/min (2,750 lb/min)	3.5±0.35 bar (50±5 psi)	<b>F34</b> (F35 F40 F44 F24)	Signal/IR Floods	Fuel Dump	VHF UHF HF IMM SATCOM VOR TACAN ADF INS GPS



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TANKER	AAR EQUIPMENT	AAR: ALTITUDE KIAS	MAXIMUM TRANSFER-ABLE FUEL	AAR TRANSFER RATE	AAR FUEL PRESSURE	FUEL TYPE PRIMARY (ALTERNATE)	AAR LIGHTS	MARK FACILITY	RV AIDS
<b>KC30C</b>	Hose (1x CL)	2000A- FL350 180- 325/0.86M		1800 kg/min(3,960 lb/min)					UDF A/A TACAN ETACS Link 16 IFF/TCAS
<b>ITA</b> (Jun 2012) <b>KC-767</b>	Boom	010-FL300 200-350 (M.83)	72,700 kg (160,532 lb)	300-900 Gallons/min	3.5 bar (50 psi)	Not Listed	Signal/NVG Floods/NVG PDL/NVG	-	UHF VHF HF SATCOM A/A TACAN TCAS FMS UHF/DF
	Hose (2 x pods)	010-FL355 200-325 (M.83)		600 Gallons/min					
	Hose (1 x CL)	010-FL355 180-325 (M.83)		400 Gallons/min					
<b>ITA</b> (Jun 2012) <b>KC-130J</b>	Hose (2 x pods)	High Speed 050-FL250 185-250 Low Speed 010-FL100 105-120	26,350 kg (58,000 lb)	With Fuselage Tank  Without Fuselage Tank	3.5 bar (50 psi)	<b>F34 F40 F44</b>	Floods Drogue lights Signal/NVG	-	VHF UHF HF VOR TACAN ADF GPS INS UHF/DF A/A TACAN IFF TCAS.
<b>NLD</b> (Jun 2014) <b>KDC-10</b>	Boom	SL-FL370 180-350	110,993 kg (244,700 lb)	2,270 kg/min (5,000 lb/min)	3.5±0.35 bar (50±5 psi)	<b>F34</b> (F35 F40 F44)	PDL Floods/IR	Fuel Dump HIL	VHF UHF HF SATCOM VOR TACAN ADF FMS GPS ETCAS A/A TACAN Link 16
<b>TUR</b> (Jul 2013) <b>KC-135</b>	Boom	100A- FL300 200-320	92,060 kg (203,000 lb)	2,720 kg/min (6,000 lb/min)	3.1-3.5 bar (45-50 psi)	<b>F34</b> (F35 F40 F44)	PDL Floods	Fuel dump	VHF UHF HF VOR INU A/A TACAN GPS SATCOM TCAS
	BDA			1,270 kg/min (2,800 lb/min)			Floods		
<b>USA</b> (Mar 2017) <b>KC-135</b>	Boom	SL-FL300 200-355 (M.90)	92,060 kg (203,000 lb)	2,722 kg/min (6,000 lb/min)	3.5±0.35 bar (50±5 psi)	<b>F34</b> (F35 F40 F44)	PDL Floods	Fuel dump	VHF UHF HF SATCOM VOR INS GPS A/A TACAN

TANKER	AAR EQUIPMENT	AAR: ALTITUDE KIAS	MAXIMUM TRANSFER-ABLE FUEL	AAR TRANSFER RATE	AAR FUEL PRESSURE	FUEL TYPE PRIMARY (ALTERNATE)	AAR LIGHTS	MARK FACILITY	RV AIDS	
	BDA	SL-FL300 200-320 (M.90)		1,270 kg/min (2,800 lb/min)					TCAS	
	Hose (2 x pods)	050-FL350 220-300		1,216 kg/min (2,680 lb/min)			Floods Signal			
USA (Mar 2017) KC-10	Boom	SL-FL370 180-350	154,240 kg (340,000 lb)	3,630 kg/min (8,000 lb/min)	3.5±0.35 bar (50±5 psi)	F34 (F35 F40 F44)	PDL Floods	Fuel dump HIL	VHF UHF HF VOR INS UDF A/A TACAN GPS TCAS	
	Hose (1 x CL)	SL-FL350 200-280		1,820 kg/min (4,000 lb/min)			Floods Signal			
	Hose (2 x pods)	SL-FL350 230-300		1,100 kg/min (2,400 lb/min)						
USA (Mar 2017) KC-46	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
USA (Mar 2017) HC-130P/N MC-130P	Hose (2 x pods)	LS Drogue: 105-120  HS Drogue: 185-250  VS Drogue: 110-180	26,350 kg (58,000 lb)	340-454 kg/min (750-1,000 lb/min)	3.5±0.35 bar (50±5 psi)	F34 (F40, F44, Jet- A, F35)	Signal/IR Floods/IR	Strobes/ IR Fuel dump	FM VHF UHF HF SATCOM VOR ADF GPS INS UDF A/A TACAN TCAS	
			With Internal Tanks 38,050 kg (84,000 lb)	120-160 gal/min						
			25,401 kg (56,000 lb)	879 kg/min (1,937 lb/min)						3.5±0.35 bar (50±5 psi)
			28,576 kg (63,000 lb)							
USA (Mar 2017) MC-130H	Hose (2 x pods)		27,727 kg (61,000) lb	308-925 kg/min (680-2,040)	3.5±0.35 bar (50±5 psi)					
USA (Mar 2017) MC-130W										
USA (Mar 2017) HC/MC-130J	Hose (2 x pods)									
USA (Mar 2017) KC-130T	Hose (2 x pods)	Above 005 HS Drogue 185-250 LS Drogue	26,350 kg (58,000 lb)	462-925 kg/min (1,020-2,040 lb/min)	3.5±0.35 bar (50±5 psi)	F44 (F34 F40)	Signal Floods	-	FM VHF UHF HF SATCOM VOR INS GPS A/A TACAN UDF TCAS	

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		105-120							
<b>USA</b> (Mar 2017) <b>KC-130J</b>	Hose (2 x pods)	Above 005 HS Drogue 185-250 LS Drogue 105-120	26,350 kg (58,000 lb)	TBC	3.5 bar (50 psi)	F44 F40 F34	Drogue lights Signal/ IR Floods/IR	-	VHF UHF HF VOR TACAN ADF GPS INS UHF/DF A/A TACAN IFF TCAS.
<b>AUSTRALIA</b> (Feb 2017) <b>KC-30A</b>	Boom	015A- FL350 180-325 (KCAS)	108,000 kg (240,000 lb)	3,700 kg/min (7,430 lb/min)	3.5±0.35 bar (50±5 psi)	<b>F34</b> (F35 F40 F44)	Signal/IR Floods PDL	Lights, Dump, L16/MIDS	VHF UHF HF, SATCOM VOR TACAN INS, GPS ETCAS A/A TACAN Link-16/MIDS
	Hose (2 x pods)	015A- FL350 180-325 (KCAS)	108,000 kg (240,000 lb)	1,250 kg/min (2,750 lb/min)	3.5±0.35 bar (50±5 psi)	<b>F34</b> (F35 F40 F44)	Signal/IR Floods Drogue lights	Lights, Dump, L16/MIDS	VHF UHF HF, SATCOM VOR TACAN INS, GPS ETCAS A/A TACAN Link-16/MIDS
<b>COLOMBIA</b> (Apr 2012) <b>KC-137</b>	Hose (2 x pods)	SL-FL350 200-325	72,121 kg (159,000 lb)	1,241 kg/min (2,736 lb/min)	50 psi	<b>F35</b> (F40 F44 F34)	Signal Floods	Nil	VHF UHF HF VOR ADF GPS TCAS
<b>COLOMBIA</b> (Apr 2012) <b>KC-767</b> <b>MMTT</b>	Hose (2 x pods)	SL-FL300 200-325	62,142 kg (137,000 lb)	1,241 kg/min (2,736 lb/min)	3.5±0.35 bar (50±5 psi)	<b>F35</b> (F40 F44 F34)	Signal Floods Drogue	Nil	VHF UHF SATCOM HF VOR ADF INS GPS TCAS
<b>JAPAN</b> (Mar 2013) <b>KC-767</b>	Boom	FL100- FL300 200-350	72,800 kg (160,000 lb)	2,735 kg/min (6,000 lb/min)	3.45 bar (50 psi)	<b>JP-4A</b> <b>F30 F35 F45</b> (F40 F44 F34)	Floods NVG PDL	Fuel Dump HIL	GPS IRU VOR, TACAN, TCAS UHF, VHF, HF, Inmarsat SATCOM, Military (Super-bird) SATCOM
<b>JAPAN</b> (Mar 2013) <b>KC-130H</b>	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC

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TANKER	AAR EQUIPMENT	AAR: ALTITUDE KIAS	MAXIMUM TRANSFER-ABLE FUEL	AAR TRANSFER RATE	AAR FUEL PRESSURE	FUEL TYPE PRIMARY (ALTERNATE)	AAR LIGHTS	MARK FACILITY	RV AIDS
<b>SINGAPORE</b> (Feb 2013) <b>KC-135R</b>	Boom/BDA	SL-FL300 200-320	92,060 kg (203,000 lb)	2,720 kg/min (6,000 lb/min)	3.5±0.35 bar (50±5 psi)	<b>F34</b> F35 F40 F44	PDL Floods	Fuel dump	UHF VHF HF VOR TACAN INS GPS A/A TACAN TCAS IFF
	Hose (2 x pods)	050-FL350 225-305		1,216 kg/min (2,680 lb/min)			Floods Signal		
<b>SINGAPORE</b> (Feb 2013) <b>KC-130B</b>	Hose (2 x pods)	Above 020 <250	With Fuselage Tank 22,226 kg (49,000 lb)	TBC	80 psi	<b>F40 F44</b> JP-1 JP-3 aviation gasoline	Floods		TACAN
<b>SWEDEN</b> (Oct 2016) <b>TP 84T</b> <b>(C-130E)</b>	Hose (2 x pods)	050-FL250 220-250	28,028 kg (61,662 lb)	TBC	45-55 psi	<b>F35</b> F34	Floods Signal Drogue	Fuel dump	VHF UHF HF VOR DME ADF INS GPS UDF/DF
<b>OMEGA</b> (Sep 2016) <b>KC-707A</b>	Hose (2 x CL)	5000A- FL300 200-325 FL300-350 250-0.8M	72,121 kg (159,000 lb)	1,215 kg/min (2,680 lb/min)	3.5±0.35 bar (50±5 psi)	<b>F35 F34 F40</b> <b>F44</b>	Signal Floods	Strobe lighting	VHF UHF HF GPS VOR DME ADF TACAN A/A TACAN TCAS
<b>OMEGA</b> (Sep 2016) <b>KC707B</b>	Hose (2 x pods)	050A- FL350 250-325	72,121 kg (159,000 lb)	1,215 kg/min (2,680 lb/min)	3.5±0.35 bar (50±5 psi)	<b>F40 F44 F34</b> <b>F35</b>	Signal Drogue Floods	Strobe	VHF UHF HF GPS VOR DME ADF TACAN A/A TACAN TCAS
<b>OMEGA</b> (Sep 2016) <b>KC707C</b>	Hose (2 x CL)	5000A- FL300 200-325 FL300-350 250-0.8M	72,121 kg (159,000 lb)	1,215 kg/min (2,680 lb/min)	3.5±0.35 bar (50±5 psi)	<b>F40 F44 F34</b> <b>F35</b>	Signal Drogue Floods	Strobe	VHF UHF HF GPS VOR DME ADF TACAN A/A TACAN TCAS
	Hose (2 x pods)	050A- FL350 250-325							

TANKER	AAR EQUIPMENT	AAR: ALTITUDE KIAS	MAXIMUM TRANSFER-ABLE FUEL	AAR TRANSFER RATE	AAR FUEL PRESSURE	FUEL TYPE PRIMARY (ALTERNATE)	AAR LIGHTS	MARK FACILITY	RV AIDS
OMEGA (Sep 2016) KDC-10/MPTT	Hose (2 x pods)	SL-FL350 200-300 KCAS	110,223 kg (243,000 lb)	1,215 kg/min (2,680 lb/min)	3.8±0.35 bar (55±5 psi)	F35 F34 F40 F44	Signal/IR Floods	Strobe lighting	VHF UHF HF satellite phone VOR DME ADF TACAN A/A TACAN TCAS

**CHAPTER 3 BUDDY TANKER CAPABILITIES**

**NOTE: The data for this table comes directly from each National SRD and is accurate for planning and execution (Updated April 2017)<sup>2</sup>**

TANKER	AAR EQUIPMENT	AAR: ALTITUDE KIAS	MAXIMUM TRANSFER-ABLE FUEL	AAR TRANSFER RATE	AAR FUEL PRESSURE	FUEL TYPE PRIMARY (ALTERNATE)	AAR LIGHTS	MARK FACILITY	RV AIDS
<b>DEU</b> (Oct 2016) <b>TORNADO</b>	Hose (1 x pod)	SL-FL280 230-320 (M.75)	5500 kg (12,000 lb)	300-600 kg/min (650-1,300 lb/min)	3.5±0.35 bar (50±5 psi)	<b>F34</b> (F35 F40)	Signal Floods	Fuel dump Strobe	VHF UHF HF TACAN INS A/A TACAN
<b>FRA</b> (Dec 2016) <b>RAFALE M</b>	Hose (1 x pod)	SL-FL300 250-300	4,500 kg (9,920 lb)	300-400 kg/min (660-880 lb/min)	3.2-3.5 bar (46-51 psi)	<b>F34 land- based F40/42 embarked</b>	Signal	Not Supplied	VHF UHF TACAN INS GPS A/A TACAN
<b>ITA</b> (Jun 2012) <b>TORNADO</b>	Hose (1 x pod)	SL-FL200 200-320 (M.75)	8,000kg (17,630lb)	600 kg/min (1,300 lb/min)	2.4-3.8 bar (35-55 psi)	<b>F34</b>	Floods Signal	Strobe	VHF UHF INS A/A TACAN
<b>USA</b> (Mar 2017) <b>F/A-18E/F</b>	Hose (1 x pod)	005-FL350 180-300 (M.80)	11,113 kg (24,500 lb)	620 kg/min (1,370 lb/min)	2.5-3.8 bar (35-60 psi)	<b>F44</b> (F34 F40)	Signal	Nil	UHF VHF INS Link 16 HF A/A TACAN
<b>AUSTRALIA</b> (Feb 2017) <b>F/A-18F</b>	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC

<sup>2</sup> Refer to <http://www.japcc.org/aar> for all national SRDs.

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<b>CHAPTER 4 TANKER PERFORMANCE PLANNING DATA FORM</b>
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**4.1 DEFINITIONS**

1. **SYSTEMS AVAILABLE FOR TASKING (SAFT)** – The number of aircraft allocated to the tasking agency.
2. **UTILISATION RATE (UTE)** – The number of possible sorties that can be flown in a 24 hour period (SAFT x Sortie Rate – rounded down).
3. **STANDARD TURN TIME** – The notional time allocated to conduct aircraft turn-round (Landing to Take-Off)
4. **AAR CONFIGURATION** – Normally defined by primary tanker transfer method iaw National SRD. If there are other configurations affecting the data, these should be listed, e.g. Boom Drogue Adaptor (BDA).
5. **MAXIMUM FUEL ON START** – This fuel load is a planning number based on anticipated MOB working worst case temperature and pressure conditions.
6. **AVERAGE TRANSIT FUEL BURN RATE** – A planning factor burn rate (in lb/hour) that is a good average across all gross weights for normal planning purpose – Where possible supply figures based on the low/medium/high operating altitudes.
7. **AVERAGE ON TASK FUEL BURN RATE** – A planning factor burn rate (in lb/hour) that is a good average across all gross weights for normal planning purpose – Where possible supply figures based on the low/medium/high AAR operating altitudes.
8. **NOMINAL AVERAGE RESERVE** – Rounded average reserve fuel based on ICAO destination reserve for instrument approach plus 30 minutes of holding fuel. This number will also include any unusable fuel (e.g. if fuel tanks are considered empty at 10,000lb and reserve requirement is normally 5,000lb, the number listed is 15,000lb).



**TANKER PERFORMANCE PLANNING DATA FORM**

(To be completed by all Tanker Unit LNOs at the commencement of Operation/Exercise)

	DETAIL	NOTES
Aircraft Type/Identifier/Nationality		LNO/POC Name & Contact details:
Operating Base (ICAO)		
Alternate Operating Base/Main Diversion Option (ICAO)		
Systems Available for Tasking (SAFT)		
Utilisation Rate (UTE)		
Standard Turn Time		
AAR Configuration (e.g. BDA)		
Maximum Fuel on Start		
Fuel spent conducting Start up, Taxi, Take Off & Climb to Height		

	DETAIL			NOTES
	HIGH	MED	LOW	
Average Transit Fuel Burn Rate (lbs per hour)				
Average Transit Cruise Speed (KIAS)				
Average On Task Fuel Burn (lbs per hour)				
Flight Level for AAR				
Time on Station (Max IAW any sortie time limitations)				
Min Recovery Fuel/Reserve - IFR (Nominal Average Reserve)				
Other pertinent Information (to include any operating restrictions/caveats etc.)				

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