1. **Introduction.**

The Strategic Airlift Capability (SAC) Program does not own or operates any tanker assets. The SAC Program only operates a receiver, the C-17A Globemaster III. The operating unit is the Heavy Airlift Wing (HAW) stationed at Papa Air Base in Hungary. The three SAC C-17A aircraft are owned by the NATO Airlift Management Programme (NAMP).

The SAC C-17A is a US manufactured airplane. It is maintained with a US core configuration.

2. **Tanker Aircraft Type.**
   a. **Tanker type (Designation/Name).** – None

3. **National AAR Clearance Process.** None.

4. **AAR POCs.**
   a. **POC for National SRD.**
      
      NATO Airlift Management Programme (NAMP)
      NAMP – Integrated Project Team
      Robins Air Force base
      Building 660, 11th Street
      GA 31098, USA
      [Trevor.Burke.NA@C17VF.org](mailto:Trevor.Burke.NA@C17VF.org), [Gerardus.Graafmans.NA@C17VF.org](mailto:Gerardus.Graafmans.NA@C17VF.org)
      Tel: +1-478-327-7101, +1-478-472-0046

   b. **POC for Tanker/Receiver Clearances.**
      Same as POC for National SRD

   c. **POC for STAN/EVAL.**
      Same as POC for National SRD

5. **National SRD Last Updated.** August 2018

6. **Multinational Simultaneous AAR and AT Matrix Structure and Contents.**

   N/A
7. **SIMULTANEOUS EMPLOYMENT MATRIX FOR AAR PLATFORMS**

   N/A

8. **National Reservations.** There are no national reservations or amendments to the standard ATP-3.3.4.2 procedures.
# NATIONAL SRD – Strategic Airlift Capability

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APPENDIX B2 – ANNEX B TO NATIONAL SRD – Country

COUNTRY RECEIVERS TO FOREIGN MILITARY AND NON MILITARY TANKERS CLEARANCE AND TECHNICAL COMPATIBILITY

1. **Introduction.**

Figure B2-1 outlines the AAR clearances the SAC C-17A Globemaster III currently has with other nations tankers.

**Figure B2-1 COUNTRY Receivers/Foreign Military and Non Military Tankers Clearance and Technical Compatibility Matrix**

<table>
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<tr>
<th>COUNTRY UPDATE DATE: May 2018</th>
<th>AIRCRAFT</th>
<th>SAC C-17A</th>
<th>N/A</th>
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<td>KDC-10</td>
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<td>C3</td>
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<td>USA</td>
<td>KC-135R</td>
<td>BOOM</td>
<td>Y</td>
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<td>KC-10</td>
<td>BOOM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AUS</td>
<td>KC-30</td>
<td>BOOM</td>
<td>C2</td>
<td></td>
</tr>
</tbody>
</table>

Key:
- **X** - Receiver has technical compatibility, no clearance, with this equipment
- **Y** - Clearance exists, but is not yet categorized
- **C1** – Receiver has Category 1 Clearance with this equipment
- **C2** – Receiver has Category 2 Clearance with this equipment
- **C3** – Receiver has Category 3 Clearance with this equipment

* = The SAC C-17A aircraft are Technical Compatibility Assessment (TCA) Current with the USAF KC-10 and KC-135R tanker aircraft.
APPENDIX B5 – ANNEX B TO NATIONAL SRD – COUNTRY RECIPIENT SPECIFIC AAR INFORMATION

Information.

C-17A Globemaster III

a. Pictures

![C-17A Globemaster III](image)

b. AAR Procedures

As per ATP 3.3.4.2

c. General information

(1) The C-17 has a UARRSI receptacle, located 15 feet AFT of the nose, and 10 feet AFT of the center windows, on the fuselage centerline.

(2) The lead-in stripes are located in front of the receptacle at 1 foot intervals.

(3) The receptacle is illuminated by lead-in perimeter lights and slipway lighting.

(4) The lead-in lines and slipway have variable intensity illumination for AAR in degraded light.

(5) There is a 6 inch tall blade type antenna located approximately 6 feet aft of the UARRSI on the aircraft centerline.

(6) Except when mission requirements dictate, do not attempt contacts at night with the C-17A lead-in perimeter lights and the tanker TMF failed, or with the C-17A slipway lights and tanker boom nozzle light failed.
d. **AAR Data**

(1) Altitude is between FL150 and FL 280.
(2) Normal rendezvous airspeed is 310 KCAS.
(3) Normal air refueling speed with a tanker is around 275 ± 10 KCAS ≤ M0.8.
   a. Normal air refueling speed with a KC-10 tanker is about 285 KCAS
   b. Normal air refueling speed with a KC-135 tanker is about 265 KCAS
   c. Normal air refueling speed with a KC-30 tanker is about 265 KCAS

e. **Receiver restrictions**

(1) Reverse AAR with the SAC C-17 is prohibited.
(2) Except when mission requirements dictate, do not attempt contacts at night with the C-17A lead-in perimeter lights and the tanker TMF failed, or with the C-17A slipway lights and tanker boom nozzle light failed.
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