

# **STANDARDS RELATED DOCUMENT**

## **NATIONAL SRD Strategic Airlift Capability (SAC)**

**August 2018**

**Published by NATO Airlift Management Programme, NAMP IPT**

<b>NATIONAL SRD – Strategic Airlift Capability</b>
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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)

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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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<p><b>APPENDIX B2 – ANNEX B TO NATIONAL SRD – Country</b></p> <p><b>COUNTRY RECEIVERS TO FOREIGN MILITARY AND NON MILITARY TANKERS CLEARANCE AND TECHNICAL COMPATIBILITY</b></p>
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**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**

COUNTRY UPDATE DATE: May 2018	AIRCRAFT	SAC C-17A	N/A	N/A
<b>NLD</b>	KDC-10	BOOM	C3	
<b>USA</b>	KC-135R	BOOM	Y *	
	KC-10	BOOM	Y *	
<b>AUS</b>	KC-30	BOOM	C2	

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  
RECEIVER SPECIFIC AAR INFORMATION**

**Information.**

C-17A Globemaster III

**a. Pictures**

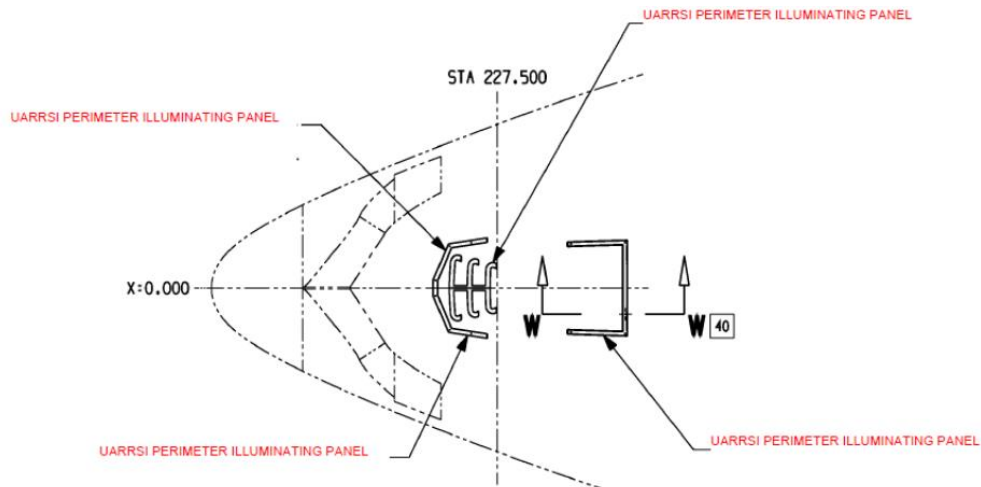


**b. AAR Procedures**

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  $275 \pm 10$  KCAS  $\leq$  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.

**LIST OF EFFECTIVE PAGES TO ANNEX B – NATIONAL SRD COUNTRY**

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