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Flying Operations

**AIR REFUELING MANAGEMENT (KC-10 AND
KC-135)**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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(Maj Bob Stowe)
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(Col Norton A. Schwartz)
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AFI 11-221 implements AFD 11-2, *Flight Rules and Procedures*. This instruction provides procedures for prioritizing and obtaining KC-10 and KC-135 air refueling support for peacetime training, exercises, operational readiness inspections (ORI), rotations, contingency operations, and HQ Air Combat Command, Air Operations Squadron, Aircraft Delivery Flight (ACC AOS/AOD) aircraft movements. This instruction applies to all major commands (MAJCOM), numbered air forces (NAF), and field operating agencies (FOA) conducting air refueling operations with KC-10 and KC-135 aircraft. It applies to the Air National Guard (ANG) when published in the NGR (AF) 0-2 and to the US Air Force Reserve (USAFR) when published in AFRESR 0-2, Vol 2. It applies to the Department of the Navy and Marine Corps as outlined in the current Memorandum of Understanding and Interservice Support Agreements. MAJCOMs and FOAs may supplement this instruction, but must obtain prior approval from HQ AMC/DOO, 402 Scott Drive Unit 3A1, Scott AFB IL 62225-5302. All receiver and tanker units will comply with the procedures in this AFI to enable efficient and equal support for Department of Defense (DoD) receivers. **NOTE:** References in this AFI to HQ AMC apply to Headquarters Air Mobility Command, Operations Management Division (HQ AMC/DOO), DSN 576-2089. Direct any policy issues about the air refueling scheduling process to HQ AMC. References in this AFI to the TACC apply to Headquarters Air Mobility Command, Tanker Airlift Control Center, Tanker Operations (HQ AMC TACC/XOOT), DSN 576-1940. Direct any procedural questions about the air refueling scheduling process to the TACC. The TACC is responsible for managing the air refueling scheduling process as directed by the procedures in this instruction.

SUMMARY OF REVISIONS

This revision updates functional addresses; expands receiver unit forecasting requirements to include the next fiscal year (FY) plus the following 5 FYs; changes priorities 2A3, 2B3, 2C2, and 3A; and deletes Priority 1A4.

Section A—Objectives

1. Single Manager. HQ Air Mobility Command (AMC) is the single manager for all KC-10 and KC-135 air refueling operations. The Office of the Secretary of Defense established the single management approach to centralize air refueling support for DoD and other agencies. HQ AMC and HQ USAF/XOF use procedures in this instruction to determine projected receiver air refueling requirements and task tanker units to fill those requirements.

Section B—Forecasting Requirements

2. Air Refueling Historical Data, RCS: HAF-XOF (Q) 8101 and Air Refueling Forecast Requirement RCS: HAF-XOF (A&AR) 8102. These reports carry emergency status code of C-2. Continue reporting during emergency conditions, normal precedence. Submit data requirements in this category as prescribed, or as soon as possible after submission of priority reports. Continue reporting during MINIMIZE.

2.1. Air Refueling Historical Data, RCS: HAF-XOF (Q) 8101. This report will be maintained by all receiver units. It establishes and maintains a data base used for managing and forecasting air refueling requirements. The data is useful in developing receiver-to-tanker ratios and attrition rates for future forecasts.

2.2. Air Refueling Forecast Requirement, RCS: HAF-XOF (A&AR) 8102. This report will be provided by all receiver units. It provides a means of reviewing, validating, and consolidating air refueling requirements. It is used to allocate tanker sorties to users.

3. Responsibilities. Receiver agencies, MAJCOMs, NAFs, FOAs, and wings must designate an air refueling manager (central agency or office) for coordinating air refueling support. In addition, the following responsibilities and authorities apply:

3.1. Receiver unit scheduling offices have primary responsibility for detailed scheduling. Unit scheduling will:

- Maintain a record of scheduled receivers, canceled receivers, reasons for cancellation, and whether your unit was charged for the tanker sortie.
- Forecast air refueling requirements for the next FY plus the following 5 FYs, as described in paragraph 4. Break down the first 2 years by priority and quarter. Break down the remaining years by priority only. Review forecasted requirements quarterly and submit to intermediate headquarters and MAJCOM for review and coordination. Include tanker staging sorties in forecasts for deployments, dual roles (air refueling and airlift), etc. Associate and unit-equipped ANG and USAFR units make next FY forecasts directly to the gaining MAJCOM.
- Submit the above information within 10 calendar days after the end of each quarter in a message to intermediate headquarters and MAJCOM for review and inclusion into their data base.

3.2. Intermediate headquarters will:

- Establish and maintain an air refueling historical data base.
- Validate unit requirements based on the historical data base and significant changes that may affect the unit.

- Review each unit's forecasted air refueling requirements, consolidate them, and submit to MAJCOM headquarters.

3.3. MAJCOMs and FOAs will:

- Establish and maintain an air refueling historical data base.
- Review, validate, and consolidate all forecasted air refueling requirements into a MAJCOM or FOA air refueling requirement. This forecast will include projected additions or reductions in requirements based on future force structure. For example, if a command projects phase-in of an aircraft that requires air refueling support, the MAJCOM forecast will show gradual training requirement increases.
- Forward the consolidated air refueling sortie requirement to the TACC and HQ USAF/XOAFM by 30 June. This request must include requirements for the next FY, plus the following 5 FYs. Break down the first 2 years by priority and quarter. Break down the remaining years by priority only.
- Review requirements quarterly and, if necessary, provide an updated forecast by message to the TACC at least 90 calendar days before the desired quarter (see paragraph 9.3.).

3.4. The TACC will:

- Identify to HQ USAF/XOF the total flying hour requirement placed on the air refueling tanker force for each FY. Include all user-stated requirements and send the information to arrive at HQ USAF/XOAFM no later than 30 October.
- Review air refueling requests for compatibility with the proper 51-series training, formal course training, and programmed exercise requirements. If HQ AMC/DO questions the accuracy of MAJCOM projections and the issue cannot be resolved, the dispute will be addressed to HQ USAF/XOF.

3.5. HQ USAF/XOF will resolve disputes over MAJCOM projections by:

- Verifying MAJCOM forecasts for air refueling in excess of training requirements.
- Determining if MAJCOMs have accurately adjusted the Priority 4 request (see paragraph 5.).
- Evaluating the appropriateness of receiver-to-tanker ratios used in the forecasting process.
- Adjusting the forecast based on this review, if necessary, and providing recommendations to HQ USAF/XOAFM.
- Advising HQ AMC of any changes from the stated requirement.
- Preparing and submitting an adjusted KC-10 and KC-135 flying hour program for inclusion in the Air Force program.

4. Unit Forecasts. Each unit forecasts its air refueling requirements based on an analysis of two factors:

- The number of air refueling events each pilot or air crew needs to satisfy training requirements in MAJCOM training publications.
- The number of pilots or air crews requiring receiver air refueling proficiency training. Units should make allowances for attrition, maximum receiver-to-tanker ratio that a specific unit and location can employ, and the number of staging sorties required.

4.1. Attrition considerations will include receiver aborts, weather delays, air traffic control delays, failure to meet air refueling training requirements, and air refueling system failure (receiver or tanker). Do not include cancellations before tanker launch in attrition factor calculations, and do not charge them to the unit.

4.2. Plan the maximum receiver-to-tanker ratio consistent with receiver unit requirements, operational capabilities, and tanker offload capabilities. Each receiver unit must be able to verify that the receiver-to-tanker ratio used in its forecast is consistent with training requirements and operational capability.

4.3. Base unit sorties in excess of training requirements on a valid need. If included in the forecast, identify these sorties as Priority 4A1 sorties (see **Attachment 1**) and identify them on the request.

5. Air Refueling Support Priorities. Identify air refueling requirements by priority (see **Attachment 1**). The following rules apply when determining air refueling priorities:

- To preclude duplication, adjust Priority 4 requirements by the number of Priority 2 and 3 sorties that will satisfy Priority 4 requirements. Each MAJCOM will base the reduction factor on air refueling forecasts and historical data. The adjustment also applies to air refuelings required by the MAJCOM before deployment and will be shown in the air refueling request to HQ AMC TACC and HQ USAF/XOF.
- In the event of a regional tanker asset shortfall, MAJCOM validated Priority 2 and 3 sorties take priority over

Priority 4 sorties for scheduling.

- Priority 4 sortie requests must show the number of tanker sorties needed to support training requirements.
- In order to qualify as a Priority 1, 2, or 3, air refueling must be necessary to complete the mission or deployment. Otherwise assign priority based on aircrew training requirements.
- MAJCOM and FOA users must identify Priority 2 and 3 mission requirements by exercise designation, mission nickname, or activity. MAJCOMs must ensure that all units are aware of expected Priority 2 and 3 mission participation in time for inclusion in quarterly scheduling inputs (see paragraph **9**).

NOTE:

KC-10 and KC-135 airlift missions will use the priority system described in Joint Publication 4-01.

Section C—Allocating Tankers

6. HQ AMC, HQ USAFE, HQ PACAF, HQ AFRES, NGB, HQ AETC, HQ ACC Forces Support, RCS: HAF-XOF (A) 8103. This report carries emergency status code C-2. Continue reporting during emergency conditions, normal precedence. Submit data requirements in this category as prescribed, or as soon as possible after submission of priority reports. Continue reporting during MINIMIZE.

6.1. The 8103 report identifies the amount of air refueling support AMC, USAFE, PACAF, AFRES, NGB, and ACC will provide to receiver aircraft.

6.2. USAFE, PACAF, AFRES, NGB, AETC, and ACC will provide AMC a forecast of KC-10 and KC-135 hours available for air refueling support by 30 June. These hours will be based on capability and historical data. They will be provided for each fiscal quarter of the current, budget, and program years. Annually, the TACC will compare these hours with the total receiver air refueling requirements submitted in the 8102 reports and provide the results to HQ USAF/XOF.

7. Shortfall and Adjudication Procedures. If a tanker shortfall exists, the TACC will attempt to evenly distribute tanker assets within the confines of tanker availability. If this approach is unacceptable to any MAJCOM or FOA, they may request a meeting of the Senior Tanker Committee (STC) for adjudication.

7.1. The United States Transportation Command (USTRANSCOM) J-3 will head the STC composed of the Director for Operations of each air refueling user, MAJCOM, FOA, or their designated representative. The committee will adjudicate program shortfalls in tanker support for the next FY and subsequent budget year. The MAJCOM requesting the STC be convened will host the meeting and prepare the agenda.

7.2. The STC will decide how to allocate available air refueling support. After the STC reaches a decision, all MAJCOM air refueling managers will determine the decision's impact on receiver training and mission capability. MAJCOMs will then prepare a mission impact statement and submit it to HQ USAF/XOF. HQ USAF/XOF will provide guidance according to Air Force priorities and has final adjudication authority for air refueling support allocations.

8. Final Allocation. MAJCOMS will comply with the final approved level of tanker support, or adjudicated as necessary, allocated by the TACC. Receiver aircraft may not use another MAJCOM or FOA's allocations unless transfer is coordinated between receiver MAJCOMs and submitted to the TACC.

Section D—Scheduling and Coordination

9. Scheduling of KC-10 and KC-135 Support, RCS: HAF-XOF (Q) 8104. This report is designated emergency status code C-2. Continue reporting during emergency conditions, normal precedence. Submit data requirements in this category as prescribed, or as soon as possible after submission of priority reports. Continue reporting during MINIMIZE.

9.1. The 8104 report is used to schedule air refueling missions. It consolidates air refueling support requirements by month, unit, air refueling track, exercise or other mission, and receiver details.

9.2. The TACC will schedule air refueling support based on KC-10 and KC-135 aircraft available and validated user requirements.

9.2.1. Specific air refueling scheduling procedures used in the worldwide quarterly scheduling process for receivers and tankers are described in "Instructions for Formatting and Transmitting Quarterly Air Refueling Data," distributed by the TACC. These instructions specify the acceptable format for computer data. They also outline procedures for scheduling precoordinated tankers, Business Effort tankers, ACC anchor tankers, tanker support for cross-country deployments, and use of KC-10s for Dual Role (air refueling and airlift) support. Reference paragraph 3.3.

9.3. No later than 90 calendar days before the beginning of each fiscal quarter, all receiver agencies (units, intermediate headquarters, MAJCOMs, and FOAs) must consolidate specific air refueling support requirements for the next fiscal quarter, as follows:

- Priority 1. N/A. User agencies do not forecast these missions (see **Attachment 1**).
- Priority 2 and 3. List known and anticipated requirements by mission name, dates, receiver departure base, staging base, recovery, and types and numbers of receivers including air spares (see **Attachment 1** for specific mission types).
- Priority 4. List the required training sorties by month, unit, and the refueling area or track to be used. Also list any additional sorties required for training that are above the minimum MAJCOM training requirements.

Designate requirements that differ from the previously submitted 8102 report. Identify trade-offs to offset any increases. Coordinate subsequent additions and changes to user requirements through the TACC.

9.4. The TACC will provide the approximate number of tanker support allocations to MAJCOMS, FOAs, lateral services, and other pertinent agencies at least 80 calendar days before each quarter. The TACC will provide final approved tanker support allocations at least 70 calendar days before each quarter.

9.5. Track managers will open air refueling tracks no later than 70 calendar days before each quarter.

9.6. KC-10 and KC-135 units will provide specific tanker availability for air refueling to arrive at the TACC no later than 60 calendar days before each quarter. Units must also send these requirements by separate message to their intermediate headquarters, MAJCOM, or FOA.

9.7. Receiver units will send details of approved air refueling requirements, in accordance with MAJCOM procedures, to arrive at the TACC at least 60 calendar days before each quarter. PACAF receiver units will submit requests to HQ PACAF AOS/AOK and USAFE receiver units will submit requests to USAFE AOS AOOR/TRC. PACAF AOS/AOK and USAFE AOS AOOR/TRC will consolidate these tanker requirements and forward them to the TACC. Include the following information:

- Unit and home station of receiver aircraft.
- Dates and ARCTs (in ZULU).
- Air refueling tracks or anchors required, desired track time, and status of track such as altitude reservation or location pending.
- Numbers and types of receivers.
- Drogue refueling, if required.
- Exercise name (if applicable).
- Off load requested. The amount of fuel the tanker carries is a direct result of the receiver off load request; therefore, receivers must request only the amount of fuel needed for training or mission completion. MAJCOMs must establish the minimum amount of fuel required to be unloaded by the receiver pilot to receive training credit. Consistent with training and mission requirements, MAJCOMs should use dry hookups to the maximum extent possible.
- Air refueling altitude.
- Air refueling support priority.

9.8. No later than 30 days prior to the quarter, the TACC will publish the quarterly air refueling schedule. All units must carefully compare the final quarterly air refueling schedule to scheduling data submitted (as directed in paragraph 9.7.) to the TACC.

10. Coordination of Changes. The TACC annotates all approved support on the receiver's request. Changes occurring after the quarterly conference will be supported from within the total tanker flying hours allocated to the user, DoD agency, MAJCOM, or FOA. The receiver unit and its intermediate headquarters must coordinate these changes with the proper tanker unit and the TACC or OCONUS scheduling agency (USAFE AOS AOOR/TRC or HQ PACAF AOS/AOK). The tanker units may buy, sell, or trade missions with other units via the electronic tanker quarterly scheduling document which resides on the AMC DEPLOYMENT ANALYSIS SYSTEM (ADANS) up to 14 days prior to the mission. The TACC will manage the ADANS quarterly tanker scheduling document. Either USAFE AOS AOOR/TRC, HQ PACAF AOS/AOK, or the TACC must coordinate with the transfer of allocated tanker sorties from one tanker scheduling agency to another. Tanker units may not cancel allocated tanker sorties without the TACC coordination.

11. Weekly Coordination Requirements. Tanker and receiver units must finalize coordination of the following week's air refueling schedule by Tuesday, 1200 local time. The receiver unit initiates this coordination. In addition to confirming information on the quarterly detailed request, coordination will include the following:

- Model designation and series.
- Home station, command, and squadron of receiver aircraft.
- Call signs.
- Off load (per aircraft and total).
- Communications plan, including frequencies.
- Receiver pilots scheduled to receive qualification or requalification training with "time-on-boom" requirements.

11.1. Any subsequent changes to this information must be coordinated as soon as possible. Both the receiver and tanker units will consider the air refueling scheduled once the weekly coordination is complete. Receiver units failing to coordinate the above requirements are no longer scheduled for air refueling support.

11.2. Changes to the published quarterly air refueling schedule which cannot be resolved to mutual satisfaction at the receiver or tanker unit must be rescheduled through the short-notice system, with appropriate MAJCOM validation and the TACC approval. Unit schedulers will make every effort to resolve these changes before entering the short-notice system (see paragraph 14.).

12. Rescheduling Procedures. Receiver units must return unused allocated air refueling sorties to their intermediate headquarters or central scheduling agency in time for command reallocation. The MAJCOM may use these sorties to satisfy formal short-notice requests or additional unit-to-unit coordinated air refuelings. Unit-to-unit coordinated air refuelings (termed soft air refuelings) are not assigned a priority. If the receiver command does not need returned allocations, make them available to the TACC for reallocation or for use in satisfying short-notice requests (paragraph 14.). All receivers should satisfy their air refueling requirements through the quarterly scheduling process. There is no guarantee of tanker

support through the short-notice system. Few, if any, uncommitted tanker flying hours are available after finalizing the quarterly air refueling schedule.

13. Air Refueling Delays and Cancellations. All receiver and tanker units scheduled for air refueling must coordinate delays or cancellations as soon as possible. If the tanker launches but is not used (e.g., due to receiver no-show), the receiver unit will be charged for the air refueling event (see AFI 11-222).

13.1. If the receiver experiences a delay before tanker launch, the tanker should make every effort to accommodate the receiver. However, the tanker does not have to delay more than 4 hours to accommodate CCTS or RTU training and 3 hours for all other training.

13.2. Tanker aircraft do not have to delay for receivers at the air refueling control point (ARCP) longer than 30 minutes after the scheduled ARCT. In all cases, tanker aircraft must leave the ARCP in time to meet the minimum refueling track sterile time, as prescribed in the Federal Aviation Administration Handbook 7610.4, *Special Military Operations*. When operating under an altitude reservation, the tanker aircraft must leave the air refueling track before the void time.

13.3. If either the tanker or receiver cancels before tanker launch, schedulers may attempt to reschedule that sortie using the same sortie sequence number.

14. Short-Notice Air Refueling Scheduling. Short-notice air refueling requirements are those the receiver cannot forecast far enough in advance to include in the quarterly air refueling schedule. Because these requirements can often be met only at the expense of carefully forecasted and planned long-range scheduling requirements, schedulers must minimize the use of the short-notice system. Tanker schedulers will fill short-notice requests at a level consistent with availability of tanker assets (aircraft, crews, and flying hours) and impact on non-air refueling tanker training and operations. Requests received without sufficient lead time (see paragraph 14.4.) cause significant impacts to tanker and receiver units.

14.1. The TACC, USAFE AOS AOOR/TRC for USAFE receivers, or HQ PACAF AOS/AOK for PACAF receivers are the approval authorities for all short-notice requests and will prioritize and schedule requests (see paragraph 14.4.). Filling short-notice user requests requires balancing and resolving competing user demands, priorities, and objectives to achieve optimum tanker utilization for all users. Detailed and carefully validated user inputs are imperative to make the system work.

14.2. When short-notice requests require cancelling previously scheduled missions, the TACC will use the priority system in **Attachment 1** to identify potential cancellations from lower or equal priority missions previously scheduled by the requesting command. The TACC will make every effort to protect the integrity of other MAJCOMs' planned air refueling support when meeting a specific user's short-notice request. Other MAJCOMs' scheduled refuelings are usually not canceled to support short-notice priority 2B, 2C, 3A, 3B, and 4 requests. Coordinate cancellation of Air Reserve Component missions with either NGB/XOOO or HQ AFRES/DOT, as appropriate.

14.3. MAJCOMs and services may use individual systems for processing and validating short-notice requests from subordinate levels; however, the TACC will only process detailed requests received via message and validated by the MAJCOM or service-designated air refueling validator. The earlier the validated request is received by the TACC the more likely tanker support can be sourced.

14.4. Criteria for scheduling short-notice tanker support:

14.4.1. Priority 1 and 2A requirements will receive tanker support upon receipt of MAJCOM validated requests.

14.4.2. Priority 2B and 2C requirements. For missions requiring deployment of two or more tanker aircraft or temporary duty personnel, the TACC must receive the MAJCOM validated request at least 30 calendar days prior to mission date or longer depending on area clearance requirements. For missions not requiring deployment of two or more tanker aircraft or temporary duty personnel, the TACC must receive the MAJCOM validated request at least 14 calendar days prior to mission date. Short-notice air refuelings usually require cancelling lower priority air refuelings; therefore, MAJCOMs must make every effort to plan these missions in the quarterly schedule.

14.4.3. Priority 3 and 4 requirements. Normally, the TACC will not support short-notice priority 3 and 4 requirements.

14.5. No-notice ORI scheduling procedures. The Inspector General (IG) trusted agent must provide the TACC trusted agent with the information required for tanker air refueling support at least 60 days prior to the fiscal quarter. The information must include the date of the mission, mission nickname, number of receivers, type of refueling (drogue or boom), air refueling track and ARCTs, number of cells, interval, and offload required. The IG and TACC trusted agents negotiate special requirements on a case-by-case basis. If the ORI exceeds the quarterly flying hour allocation, then MAJCOMs must make adjustments to stay within their annual air refueling flying hour allocation.

14.5.1. CONUS procedures:

- The MAJCOM IG notifies the TACC trusted agent of the air refueling requirement.
- The TACC trusted agent will allocate the air refueling commitment to specific tanker units and notify the MAJCOM IG trusted agents of the tasked tanker unit and unit trusted agent.
- Upon receipt of the tasked unit, the MAJCOM IG must provide copies of ORI data sheets and profiles to the unit and the TACC trusted agents. The MAJCOM IG will send this information to the supporting tanker unit no later than 10 calendar days before the mission.
- The receiver unit must coordinate with the supporting tanker unit immediately after receipt of an execution order referring to the mission nickname. The receiver unit will complete all air refueling coordination within 4 hours after receipt of the execution order but no later than 15 hours before the first ARCT.
- The tasked tanker unit should schedule refueling support for each ORI to provide for a 24-hour weather delay. MAJCOMs may reschedule ORIs if a delay of more than 24 hours is necessary. MAJCOMS may not reschedule sooner than 30 calendar days after the 24-hour delay without coordinating with the TACC.

14.5.2. PACAF and USAFE procedures:

- The MAJCOM IG will notify the appropriate MAJCOM scheduling agency trusted agent (HQ PACAF AOS/AOK or USAFE AOS AOR/TRC).
- The MAJCOM scheduling agency will task the supporting tanker unit within 5 working days after receipt of the data from the MAJCOM IG. The scheduling agency trusted agent will send support requirements to the supporting unit trusted agent without designating the unit to be supported.

- The MAJCOM scheduling agency will notify the MAJCOM IG of the tasked tanker unit and the unit trusted agent. Forward all changes to ORI mission data through the MAJCOM scheduling agency trusted agent.
- The supporting tanker unit will schedule refueling support for each ORI in 24-hour increments to provide for weather delays of up to 3 calendar days. If the ORI encounters more than three consecutive 24-hour weather delays, the MAJCOM IG must reschedule the requirements through the MAJCOM scheduling agency.
- The receiver unit must coordinate with the supporting tanker unit immediately after receipt of an execution order referring to the mission nickname. The receiver unit will complete all air refueling coordination within 4 hours after receipt of the execution order but no later than 15 hours before the first ARCT.

15. Scheduling Tanker Support for Overwater Fighter Movements. The TACC shares scheduling responsibility with ACC AOS/AOD for the overwater and aircraft delivery mission. After MAJCOM air refueling validation, units requiring air refueling support or escort service for overwater missions will process requests through ACC AOS/AOD. ACC AOS/AOD is the single manager for the aircraft delivery mission. NGB/XOOO will coordinate with the TACC and ACC AOS/AOD when ANG tankers are scheduled to support ANG fighter deployments. HQ AFRES/DOT will coordinate with the TACC and ACC AOS/AOD when AFRES tankers are programmed to support AFRES fighter deployments.

15.1. For scheduled fighter movements, ACC AOS/AOD will provide the TACC with a 90-day forecast of all overwater fighter movements via electronic transmission or hard copy message (the TACC connects via computer modem with ACC AOS/AOD Aircraft Delivery Data System software). ACC AOS/AOD also informs the appropriate overseas scheduling agency (USAFE AOS AOOR/TRC or HQ PACAF AOS/AOK) on all known and anticipated aircraft movements. Include proposed routes, profiles, and preferred dates of movement. The TACC will task the supporting tanker units and the appropriate overseas scheduling agency no later than 21 workdays before the lead time required for submitting altitude reservations and diplomatic clearance requests. In no case will tasking be later than 15 calendar days prior to tanker launch date.

15.2. For short-notice nonscheduled fighter movements, ACC AOS/AOD will inform the TACC verbally as soon as requirements are known. The ACC AOS/AOD must specify the preferred date of the launch, the number and types of receivers, the nickname, and identifying number for the move. The ACC AOS/AOD will follow the verbal request with a detailed message to the TACC and the applicable overseas scheduling agency (USAFE AOS AOOR/TRC or HQ PACAF AOS/AOK). The TACC will task the supporting tanker unit and the appropriate overseas scheduling agency no later than 3 workdays before the lead time required for submitting altitude reservations and diplomatic clearance requests. In no case will tasking be later than 15 calendar days prior to tanker launch date.

15.3. One 24-hour delay is authorized for missions that do not launch on the scheduled day, provided tanker assets are available at the supporting base and all receivers prepare in time for the new launch. A second delay requires rescheduling the mission to a mutually agreeable date. Tanker units are released from ACC AOS/AOD fighter movement responsibilities upon expiration of the 24-hour delay time and coordination with the TACC.

15.4. Tasked tanker units will coordinate with ACC AOS/AOD, provide tanker flight planning based on the profile provided by ACC AOS/AOD, and ensure an appropriate level of ground and flight supervision is provided for the mission. The TACC will designate a lead planning agency when more

than one tanker unit is involved in the movement. The lead planning agency is responsible for coordinating the entire mission with ACC AOS/AOD and other tanker planning agencies. The lead planning agency will designate the mission commander, who will normally be the lead aircraft commander for the entire mission.

16. Scheduling ANG and AFRES Tanker Support. If other than combat or contingency support operations require ANG or AFRES tankers:

- The TACC will send requests for ANG tanker support to NGB/XOOO with a copy to NGB/XOO/XOXE for coordination.
- The TACC will send requests for AFRES tanker support to 4 AF/DO and 22 AF/DO with a copy to HQ AFRES/DO for coordination.
- ANGR/DOX will coordinate with the TACC when providing validated tanker support to theater commanders.
- HQ AFRES/DO will coordinate with the TACC when providing validated tanker support to theater commanders.

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Attachment 1

AIR REFUELING SUPPORT PRIORITIES

A1.1. Priority 1A.

- Priority 1A1--Presidential-directed missions and operational National Emergency Airborne Command Post (NEACP) support.
- Priority 1A2--Wartime or contingency combat support designated by the Joint Chiefs of Staff (JCS).
- Priority 1A3--Special operations support and other programs approved by the President for top national priority.

A1.2. Priority 1B.

- Priority 1B1--Deployments to conduct contingency operations and special missions directed by the Secretary of Defense or the JCS.
- Priority 1B2--Missions in support of counterdrug operations and operational reconnaissance.

NOTE:

Although you may credit activity accomplished on Priority 1 missions toward training requirements, you cannot program these missions within the forecasting process. Therefore, units and MAJCOMs should identify tradeoff sorties when possible. These missions are eligible for tanker spare aircraft or 24-hour slip capability, when available.

A1.3. Priority 2A.

- Priority 2A1--Nonscheduled JCS-directed operational deployments. (Does not include scheduled aircraft swap-outs.)
- Priority 2A2--JCS-directed exercise missions which require air refueling to meet JCS objectives.
- Priority 2A3--Extended over water deployments (aircraft range will not allow a fuel stop en route) or deployments of aircraft tasked for Priority 1 missions for which an en route fuel stop is not practical.

A1.4. Priority 2B.

- Priority 2B1--Foreign Military Sales (FMS) case support. (Unless mission qualifies for a higher priority).

Priority 2B2--Aircraft test operations.

- Priority 2B3--Extended over water redeployments (aircraft range will not allow a fuel stop en route). Redeployments of aircraft tasked for Priority 1 missions for which an en route fuel stop is not practical. Deployments of scheduled aircraft swap outs (aircraft range will allow en route fuel stops).

A1.5. Priority 2C.

- Priority 2C1--JCS exercise missions which require air refueling to meet MAJCOM, NAF, or wing objectives.
- Priority 2C2--Employment missions in support of MAJCOM-directed exercises or operations or MAJCOM-, NAF-, or wing-directed over water deployments.

NOTES:

MAJCOM equivalent for the Navy is CINCPACFLT or CINCLANTFLT. MAJCOM equivalent for the Marines is FMFPAC or FMFLANT.

- Priority 2C3-Predeployment qualification training.

A1.6. Priority 3A.

- Priority 3A1--MAJCOM-, NAF-, or wing-directed redeployments or NAF-directed exercises and ORIs.

NOTE:

NAF equivalent for the Navy is AIRPAC or AIRLANT. NAF equivalent for the Marines is Marine Expeditionary Force (MEF).

- Priority 3A2--Intratheater deployments and redeployments.

A1.7. Priority 3B.

- Priority 3B1--Combat Crew Training School (CCTS), Replacement Training Unit (RTU), and requalification training and upgrade training, when air refueling training is accomplished during the mission.
- Priority 3B2--Wing-directed exercises and evaluations.

NOTE:

Wing equivalent for the Navy is Carrier Air Wing. Wing equivalent for the Marines is Marine Expeditionary Brigade (MEB).

A1.8. Priority 4A.

- Priority 4A1--Missions launched to satisfy US Air Force, Navy, and other DoD agency training requirements.

NOTE:

Priority 4 sortie requests must show the number of tanker sorties needed to support training requirements specified by the appropriate training publication.

A1.9. Priority 5A1.

- Priority 5A1-- Unit to unit scheduled non-allocated air refueling (soft air refueling).