
PART 5 – NATIONAL ANNEX

ANNEX ZF - USA

**COMMERCIALLY AND FOREIGN MILITARY OPERATED
TANKERS TECHNICALLY COMPATIBLE WITH USAF
AAR RECEIVERS**

| <u>Subject</u> | <u>Paragraph</u> |
|---|------------------|
| Requirement for an AAR Compatibility Review | 1ZF |
| AAR Compatibility Criteria | 2ZF |
| Request for AAR Compatibility Review – Foreign Tankers | 3ZF |
| Publication of Information Resulting from an AAR Compatibility Review | 4ZF |
| Receiver Crew – AAR Currency | 5ZF |

1ZF Requirement for an AAR Compatibility Review. Before participating in AAR activity with a commercial or foreign military tanker, both the tanker and receiver platforms must be reviewed by a competent technical authority to ensure that they are technically compatible with the other participant. Importantly, commercial and foreign military tankers that are derivatives of in-use US tankers still require a technical compatibility review by the USAF receiver's technical authority and the subsequent publication by the latter of a certifying letter. The absence of such a letter indicates that an AAR technical compatibility review has not been conducted and therefore AAR between the USAF receiver and the commercial or foreign military tanker should not be undertaken.

2ZF AAR Compatibility Criteria. Compatibility reviews include, but are not limited to: an assessment of the impact that the tanker has on the receiver's fuel system (fuel flow rates, backpressures, safety features etc) as well as other features that impact AAR (eg tanker lighting/markings and the addition or removal of aircraft aerials (antennas)).

3ZF Request for AAR Compatibility Review – Commercial and Foreign Military Tankers. USAF receivers requiring an AAR compatibility review for AAR with a commercial or foreign military tanker should comply with the instructions in ATP-56, Part 5, Annex Z, Appendix 2, para 10Z-2.

4ZF Publication of Information Resulting from an AAR Compatibility Review. Confirmation that a technical compatibility assessment has been conducted and found to be satisfactory by the appropriate USAF receiver technical authority is published in Figures ZF-1 (USAF boom receivers) and Figure ZF-2 (USAF and USA probe and drogue receivers). Through this, the technical authority confirms that the combination of commercial or foreign military tanker and USAF receiver has been reviewed and deemed compatible, this includes any tanker modification significant to AAR. Where necessary, recommended procedural or technique changes necessary to ensure safe AAR are included in the tables. Additionally, information is provided on the date of the review and the technical authority that conducted the review.

5ZF Receiver Crew – AAR Currency. Prior to undertaking AAR with a commercial or foreign military tanker, USAF crews must be qualified and current in accordance with the most restrictive of either the USAF requirements or the requirements of the tanker operator. Normally, tanker operators publish their receiver currency requirements in the appropriate National Annex to ATP-56. When this information is not published, receiver crews are responsible to liaising with the tanker crews to ascertain the tanker operator's requirements.

Figure ZF-1 Commercial and Foreign Military Tankers Technically Compatible with USAF AAR Receivers - Boom

| AAR COMPATIBLE COMMERCIAL AND FOREIGN MILITARY BOOM TANKERS | | | | | | | | | | |
|---|-----------|-----------|----------------------|--------|--------|-----------------------------------|--------------|-----------------------|--------|-------|
| <p>NOTE: AAR compatibility for a non-US tanker listed in this table ONLY confirms that that the tanker and receiver are TECHNICALLY capable of pairing up and transferring fuel. See Annex Z, para 5Z-2 for information about the AUTHORITY to conduct AAR.</p> | | | | | | | | | | |
| <p>KEY: NONE = Compatibility Assessment Has Not Been Undertaken UNSAT = Compatibility Assessment Deems Pairing is Hazardous or Impossible</p> | | | | | | | | | | |
| CORRECT AS AT: JUL 09 | COUNTRY | AUSTRALIA | FRANCE | ITALY | JAPAN | NETHERLANDS | SAUDI ARABIA | SINGAPORE | TURKEY | UAE |
| | AIRCRAFT | KC-30 | C-135R | KC-767 | KC-767 | KDC-10 | KC-30 | KC-135 ① | KC-135 | KC-30 |
| MOBILITY AIR FORCE | C-5 | NONE | NONE | NONE | NONE | NONE | NONE | ASC/ENFA 4 Feb 09 | NONE | NONE |
| | C-17 | NONE | NONE | NONE | NONE | NONE | NONE | ASC/ENFA 4 Feb 09 | NONE | NONE |
| | KC-10 | NONE | NONE | NONE | NONE | ASC/ENFA 16 Apr 02 OEF ONLY | NONE | ASC/ENFA 4 Feb 09 | NONE | NONE |
| | KC-45 | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE |
| | KC-135 | NONE | NONE | NONE | NONE | NONE | NONE | ASC/ENFA 4 Feb 09 | NONE | NONE |
| | VC-25 | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE |
| COMBAT AIR FORCE | A-10 | NONE | ASC/ENFA 8 Jun 05 | NONE | NONE | NONE | NONE | ASC/ENFA 22 Jun 09 | NONE | NONE |
| | B-1B | NONE | NONE | NONE | NONE | NONE | NONE | ASC/ENFA 22 Jun 09 | NONE | NONE |
| | B-2A | NONE | NONE | NONE | NONE | NONE | NONE | ASC/ENFA 22 Jun 09 | NONE | NONE |
| | B-52 | NONE | NONE | NONE | NONE | NONE | NONE | ASC/ENFA 22 Jun 09 | NONE | NONE |
| | E-3/ E-8 | NONE | NONE | NONE | NONE | NONE | NONE | ASC/ENFA 22 Jun 09 | NONE | NONE |
| | F-15 | NONE | NONE | NONE | NONE | NONE | NONE | ASC/ENFA 16 Mar 09 | NONE | NONE |
| | F-16 | NONE | NONE | NONE | NONE | NONE | NONE | ASC/ENFA 16 Mar 09 | NONE | NONE |
| | F-22 | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE |
| | HC-130 | NONE | NONE | NONE | NONE | NONE | NONE | ASC/ENFA 16 Mar 09 | NONE | NONE |
| AFSOC | AC-130H/U | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE |
| | MC-130 | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE |

NOTES:
① Equipped only with IFF Mode 1,2, 3/A, C, and S capability.

Figure ZF-2 Commercial and Foreign Military Tankers Technically Compatible with US AAR Receivers - Probe and Drogue

| AAR COMPATIBLE COMMERCIAL AND FOREIGN MILITARY DROGUE TANKERS | | | | | | | | | | | |
|--|----------|-----------|----------------|----------------|------------------|---------|--------|--------|-----------------|----------------|----------------|
| NOTE: An AAR clearance for a non-US tanker listed in this table ONLY confirms that that the tanker and receiver are TECHNICALLY capable of pairing up and transferring fuel. See Annex Z, para 5Z-2 for information about the AUTHORITY to conduct AAR. | | | | | | | | | | | |
| KEY: NONE = Compatibility Assessment Has Not Been Undertaken UNSAT = Compatibility Assessment Deems Pairing is Hazardous or Impossible | | | | | | | | | | | |
| CORRECT AS AT: OCT 08 | COUNTRY | AUSTRALIA | CANADA | FRANCE | GERMANY | ITALY | ITALY | SPAIN | SWEDEN | UNITED KINGDOM | UNITED KINGDOM |
| | AIRCRAFT | KC-30B | CC-150 POLARIS | C-160 TRANSALL | AIRBUS A310 MRTT | KC-767A | C-130J | KC130H | TP 84T (C-130E) | TRISTAR | VC-10K3 & K4 |
| COMBAT AIR FORCE | MH-60G | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE |
| AFSOC | CV-22 | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE |
| US ARMY | MH-60K | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE |
| | MH-60L | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE | NONE |
| IMPORTANT Ensure that the Foreign Tanker is still cleared to deliver fuel to the US receiver by consulting the appropriate tanker National Annex (see http://www.raf.mod.uk/downloads/atp56bpart5.cfm) | | | | | | | | | | | |

INTENTIONALLY BLANK

**LIST OF EFFECTIVE PAGES TO PART 5, ANNEX ZF,
ATP-56(B)**

| PAGE NUMBERS | EFFECTIVE PAGES |
|--------------|-----------------|
| ZF-1 | Nov 08 |
| ZF-2 | Jul 09 |
| ZF-3 to ZF-4 | Nov 08 |
| LEP-5-ZF-1 | Jul 09 |
| LEP-5-ZF-2 | Nov 08 |

INTENTIONALLY BLANK