



Operations

**AERIAL REFUELING**

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This instruction establishes policies and procedures, and assigns responsibilities for effective validation of air refueling (AR) requirements. This instruction provides guidance to United States Transportation Command (USTRANSCOM) and its Transportation Component Commands (TCC). Furthermore, this instruction documents the procedures for USTRANSCOM to validate aerial refueling requests that are supported by its TCCs and/or another Combatant Command (CCMD) assigned tanker assets. Portions of this instruction are derived from Air Force Doctrine Document 2-6.2, Department of Defense Directive (DODD) 5158.04, Joint Publication 3-17, Chairman Joint Chiefs of Staff instruction (CJCSI) 4120.02B, Air Force Instructions AFI 11-206, AFI 11-208, AFI 11-221 and Air Mobility Command AMCI 11-221. This guidance is not Service specific and is intended for all agencies requesting AR activity from USTRANSCOM. Refer recommended changes and questions about this publication to the Office of Primary Responsibility using AF Form 847, *Recommendation for Change of Publication*. Ensure all records created as a result of processes prescribed in this instruction are maintained IAW USTRANSCOM Instruction 33-32, *USTRANSCOM Records Management Program*.

**1. References and Supporting Information.** References, related publications, abbreviations, acronyms, and terms used in this instruction are listed in Attachment 1.

**2. General Information.**

**2.1. Overview and Purpose.** In an effort to maximize economy of force regarding global AR management, the USTRANSCOM Operations and Plans Directorate (TCJ3) has established an AR Branch (TCJ3-SR) to serve as the single focal point within USTRANSCOM for AR mission management. CJCSI 4120.02B, *Assignment of Movement and Mobility Priority*, establishes the AR priority codes that determine operational precedence of an AR mission, and serves as the basis for TCJ3-SR mission validation.

**2.2. Scope.** This instruction applies to USTRANSCOM for proper validation of AR. TCJ3-SR will coordinate with all applicable CCMDs and TCCs operating tanker aircraft to enable effective and efficient management of AR assets as detailed by mission type within this

instruction. TCJ3-SR will provide validation of priority 1 and priority 2 mission requirements and all Coronet missions under the guidance of CJCSI 4120.02B. TCJ3-SR will provide validation of lower priority missions upon request of a CCMD Barrel.

**2.3. Manning.** TCJ3-SR is manned to provide AR management detailed within this instruction and staffed to meet current operations for USTRANSCOM. TCJ3-SR will act as the key advisor to USTRANSCOM on all operational areas of AR support, including but not limited to: Coronets, New Requirements, Short Notice, and Homeland Defense missions. TCJ3-SR will serve as the key advisor to the USTRANSCOM staff for deliberate, time-sensitive concepts, operation plan (OPLAN), execution order (EXORD), and all Request for Forces (RFF) involving Department of Defense (DOD) tankers. Additionally, TCJ3-SR is the single point of contact (POC) for the DOD concerning International AR clearances and technical compatibility to include clearance documentation. TCJ3-SR will provide 24-hour on-call augmentation to meet global AR mission support.

### **3. Operations.**

**3.1. Coronet.** Coronet missions provide AR support for the delivery of fighter aircraft. Coronets entail complex coordination, planning, supervision, and execution of all functions required to provide AR support. Fighter units requesting movement as a Coronet should have extended over-water legs outside of communication/navigation range. Missions and/or legs that do not meet this criteria will be evaluated by TCJ3-SR on a case-by-case basis prior to validation.

**3.1.1. Validation of Coronet.** TCJ3-SR is responsible for adjudication of potentially invalid Coronet requests. If the validity of a request is in question, TCJ3-SR will make all efforts to contact the CCMD or Major Command (MAJCOM) validators and or Air Combat Command Air Operations Squadron (ACC/AOS) Plans and Navigation to resolve any discrepancies. In the event that the CCMD/MAJCOM validators or ACC/AOS Plans and Navigation offices are not available, and if necessary to expedite validation, TCJ3-SR may contact the requestor directly to resolve any validity issues. Missions determined invalid based on the CJCSI 4120.02B priority system will be non-supported by TCJ3-SR.

**3.1.2. Coronet Capacity Management.** Missions will be validated and sourced to the appropriate CCMD for support via Air Refueling Management System (ARMS) according to CCMD area of responsibility (AOR). In the event that requests must be shortfalled due to lack of tanker availability by a sourced CCMD, TCJ3-SR will coordinate with other CCMD Tanker Barrel to seek a global tanker solution. This solution may involve utilization of other CCMD tanker assets or a mission date adjustment. See note in paragraph 4.2. pertaining to shortfall of requirements during ARMS validation process. TCJ3-SR will track and monitor mission movement of Coronet assets to the DDOC Chief, as required, to facilitate mission movement or emergent mission tasking.

**3.1.3. Dual Role.** Dual Role missions are missions where both air refueling and airlift are provided to the user in a single mission event. Dual Role requests will be submitted and approved IAW (IAW) Air Mobility Command Instruction AMCI 11-208, *Tanker Airlift Operations*, and AMCI 11-206, *Mobility Force Management*. AMCI 11-208 requires Dual Role requestors have a MAJCOM-validated requirement and a cargo requirement of at least six pallets of cargo for KC-10 operations, or 2 pallets of cargo for KC-135 operations, not including the baggage pallet, to be classified as Dual Role and validated by TCJ3-SR. A validated

requirement must be received by 618 AOC, Current Operations, Tanker Division (618 AOC/XOOK) not later than 14 days prior to mission start date. Missions approved Dual Role status by USTRANSCOM will have an AF Form 1249, *SAAM or JCS Exercise – Airlift Request*, matched with the appropriate Coronet mission by 618 AOC/XOOK Coronet Branch (618 AOC/XOOKP) prior to mission validation. Considerable lead time is required for Coronet missions and it is imperative that requirements are identified by users as soon as practical to allow mission planning capabilities to be identified by 618 AOC/XOOKP. Long Range planners establish mission planning 30 days prior to mission execution date and require cargo requirements to effectively plan a Coronet mission. AMCI 11-208 states the Dual Role mission is primarily an air refueling mission, and the AR requirement must be met first without regard to protecting ancillary cargo capability.

**3.1.3.1. Dual Role Waiver.** Exceptions may be granted by TCJ3-SR with recommendation by 618 AOC/XOOKP for missions that do not meet regulatory criterion but reduce total fiscal cost, do not impact other tanker requirements, and are the most practical means available. A request for waiver may be approved by TCJ3-SR for missions that do not adhere to the Dual Role criteria and verified by the TCJ3-SR Branch Chief as an economy of force effective measure. An economy of force measure is one that enables the branch to ensure a minimum number of essential AR assets are allocated to satisfy requirements. Air Force Doctrine Document 2-6.2 AR, states “Air refueling, when properly employed, enhances, enables, and multiplies the strategic, operational, and tactical effects of any air operation.” This is especially important concerning Dual Role supported missions. TCJ3-SR acts as USTRANSCOM strategic consultants for management of air refueling that enable maximizing economy of the tanker force through effective and efficient requirements validation.

**3.1.3.2. Coronet En route Support of Transient Aircraft (ESTA) Requirements.** One ESTA aircraft may be provided per requested Coronet. Since the tanker AR mission and the airlift ESTA mission are largely incompatible, tankers will not normally be used as ESTAs. If there is no alternative, a lead tanker may act as an ESTA, provided the ESTA requirements in no way impede the primary mission, which is AR. Due to incompatibility issues with present mission software pertaining to AR and airlift, TCJ3-SR will incorporate ESTA coordination into its capacity management meetings and ensure USTRANSCOM and 618 AOC action officers are assured visibility on ESTA missions from planning through execution.

**3.1.4. Coronet Validation Line of Authority.** Requests for changes to any validated Coronet AR Management System (ARMS) requests will be directed to 618 AOC/XOOKP who, in turn, will notify TCJ3-SR of approval or disapproval actions (for visibility purposes only). ARMS will be updated to reflect the current mission requirements. For any change that affects the number of assigned assets or allocation dates for USAFE or PACAF tankers, 618 AOC/XOOK will coordinate with TCJ3-SR prior to approval or disapproval actions. Regardless of timeline associated with changes pertaining to all Dual Role missions, TCJ3-SR remains the approval authority.

**3.1.5. Coronet CCMD Coordination.** Cross CCMD notification and coordination of changes to existing missions will be to/from TCJ3-SR to/from respective Air Mobility Division’s (AMD) organizational e-mail. This process increases effective allocation by establishing a single line of communication that crosses CCMD. Adjustments made to missions without coordination through TCJ3-SR, as noted above, are in violation of this instruction and further hampers efforts of assigned CCMD to effectively allocate missions and may be non-supported.

**3.2. New/Short Notice AR.** New requirements are generated when units request AR in ARMS and validated by the MAJCOM function. Short-notice AR requirements are those the receiver cannot forecast far enough in advance to be included in scheduled forecasts. Because these requirements can often be met only at the expense of carefully forecasted and planned long-range scheduling requirements, schedulers will minimize the use of the short-notice system.

**3.2.1. New/Short Notice Validation.** TCJ3-SR is responsible for validation of CJCSI priority 1 and priority 2 requests and all priority Coronet Missions. TCJ3-SR will monitor ARMS for new requirements from MAJCOM/Service validators for all MAJCOM/Service AR requirements. ARMS requests that do not meet the timing outlined in AFI 11-221, *Air Refueling Management*, will be determined invalid and denied support. Provided AFI 11-221 timing is met, TCJ3-SR will analyze each request for specific requirements. TCJ3-SR will be responsible for adjudication of potentially invalid ARMS requests. If the validity of a request is in question, TCJ3-SR will make all efforts to contact the MAJCOM validators to resolve any discrepancies. In the event that the MAJCOM validators are not available, and if necessary to expedite validation, TCJ3-SR may contact the requestor directly to ascertain validity. However, if the request has not been resolved to the satisfaction of TCJ3-SR, the request shall be deemed invalid and non-supported. TCJ3-SR will ensure all prior coordination is accomplished to successfully validate AR requests and coordinate with the appropriate CCMD to determine a viable sourcing solution.

**3.2.2. New/Short Notice Capacity Management.** Validated missions will be sourced to the appropriate CCMD for support via ARMS according to that CCMDs AOR. In the event that requests must be shortfalled due to lack of tanker availability by a sourced CCMD, TCJ3-SR will coordinate with other CCMDs to seek a global tanker solution. This solution may involve utilization of other CCMD tanker assets or a mission date adjustment of the request with requesting unit that will enable a more supportable timeframe. CCMD or TCCs Barrel must non-support any requests that cannot be met due to capacity to ensure proper tracking of tanker metrics. TCJ3-SR will track and monitor mission movement of specific assets daily to provide in-transit visibility to the DDOC Chief, as required.

**3.2.3. New/Short Notice CCMD Coordination.** Cross CCMD notification and coordination of changes to existing missions will be to/from TCJ3-SR to/from respective AMD's organizational e-mail. This process increases effective allocation by establishing single line of communication across CCMDs. Adjustments made to missions without coordination through TCJ3-SR, as noted above, are in violation of this instruction and further hampers efforts to effectively allocate missions and may be non-supported by TCJ3-SR.

**3.3. Homeland Defense AR.** Homeland Defense AR is in support of Operation NORTHERN DENIAL (OND), Operation NOBLE EAGLE (ONE) security of the President/Vice-President, Special Events (Super Bowl, World Series, Summits, Conventions, Inaugurations, etc), Space Shuttle launches, and any other missions in direct support of Homeland Defense [Intelligence, Surveillance and Reconnaissance (ISR), National Disaster, National Security Exercises, etc..] OND/ONE missions will be processed IAW the ONE EXORD. Adjustments to tanker requirements in conjunction with the Aerospace Control Level will flow from United States Northern Command or North American Aerospace Defense Command to TCJ3-SR. TCJ3-SR will coordinate internally to ensure correct processing and validation of the requirements to assigned CCMD prior to any coordination with 618 AOC. TCJ3-SR will track and monitor mission movement of specific Homeland Defense assets daily to provide in-transit visibility to the DDOC Chief.

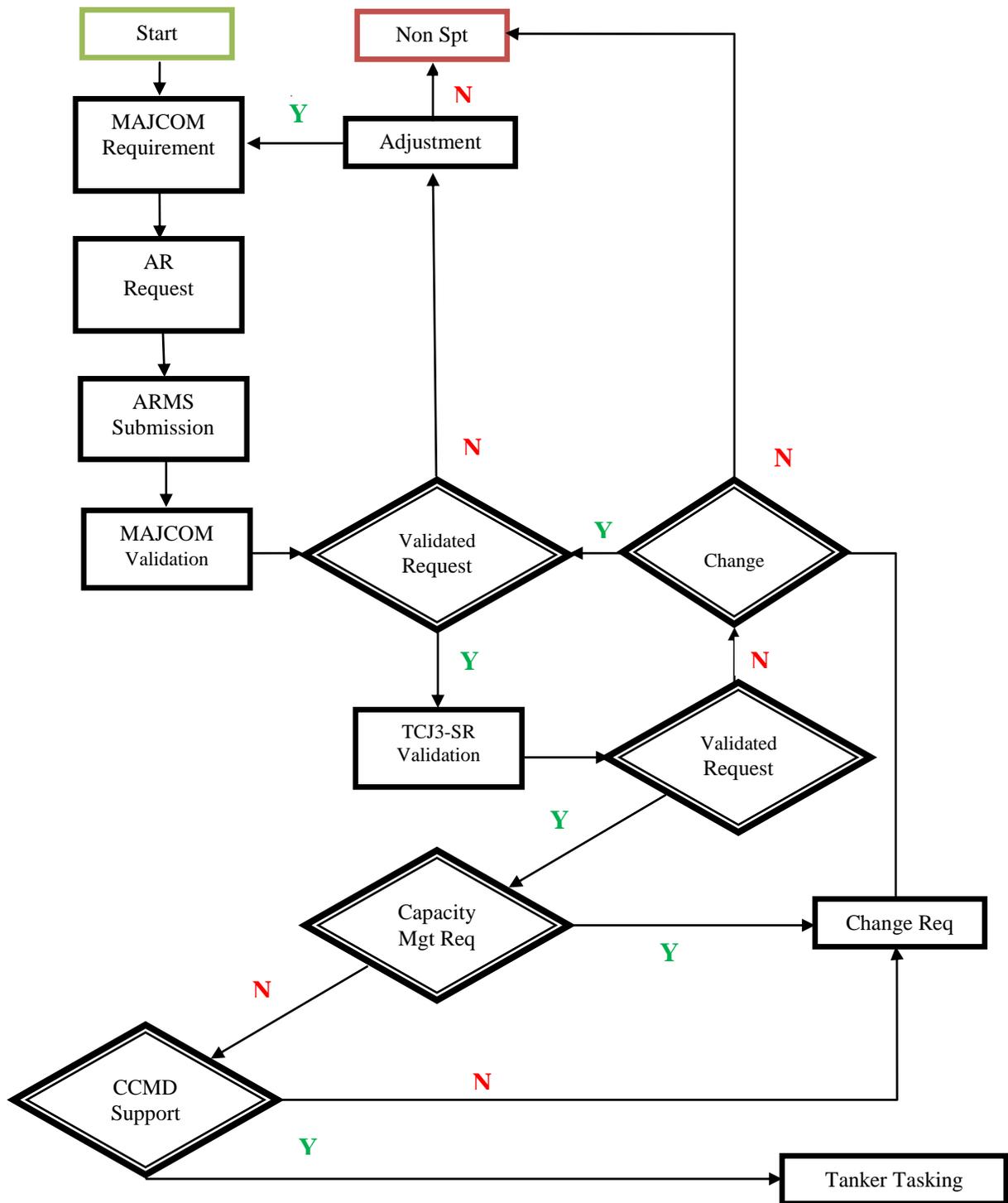
#### **4. Air Refueling Management System (ARMS).**

**4.1. ARMS as System of Record.** AR support is requested via ARMS. ARMS will be the sole vehicle for all receiver/tanker units to submit, change, or cancel priority 1 and 2, all Coronets, and International AR missions. ARMS should be used for all other requests to the maximum extent possible. TCJ3-SR will only validate AR requests that are properly loaded into the ARMS database. AR mission requests must comply with all submission timing outlined in AMCI 11-221. All units requiring AR support will establish individual user accounts within ARMS to submit and are required to monitor AR requests.

**4.2. ARMS Shortfall Procedures.** In the event that multiple valid ARMS requests exist for a particular date/time frame, USTRANSCOM will work closely with the affected barrel(s) to resolve which requests are supportable. Upon shortfall by a CCMD/MAJCOM other than AMC, USTRANSCOM will ascertain the possibility of AMC supporting the AR. If a tanker shortfall exists, the assigned CCMD in concert with 618 AOC and TCJ3-SR will attempt to evenly distribute tanker assets within the confines of tanker availability. This process will be conducted via video teleconference (VTC) whenever possible and will include all agencies requesting or providing tanker support to better smooth flow a global plan.

**4.3. ARMS Validation Process.** TCJ3-SR validation of AR will ensure requests are complete and accurate, and reflect the proper AR priority according to CJCSI 4120.02B, before validation in ARMS. This process requires balancing and resolving competing user demands and priorities to achieve maximum tanker optimization. Accurate and complete ARMS requests are essential to prevent delays in the validation process. The CJCSI priority system will be used to identify potential cancellations of previously scheduled missions. Validation of ARMS requests is detailed in the proceeding chart.

**Air Refueling Management System Validation Process**



**4.3.1. CCMDs Shortfall.** All requests previously tasked by a CCMD AMD that requires shortfall prior to 96 hours before scheduled air refueling control time requires AMD personnel

that are performing the shortfall procedure to notify TCJ3-SR prior to shortfall actions. This will allow TCJ3-SR to source potential support and to review shortfalled CCMD tasked mission and reason for action. All requests previously tasked by CCMD/AMD that require shortfall inside of 96 hours requires AMD personnel to contact 618 AOC Tanker Barrel (618 AOC/XOBK) directly and notify TCJ3-SR prior to shortfall action. Proper coordination with the requesting unit is required to allow recovery/reschedule of activity.

**4.4. AR Planning and Execution.** TCJ3-SR will play initial broad spectrum planning to facilitate final validation of CJCSI priority 1 and priority 2 and all Coronet AR missions. Detailed mission planning and mission execution will reside within 618 AOC for Coronet missions. Long and short range detail planning and mission execution for non-Coronet missions, will reside with the appropriately tasked CCMD/AMD/Air Operations Center (AOC) staff. TCJ3-SR will monitor and provide relevant mission change information during execution, as required or directed, to ensure successful mission accomplishment.

## **5. AR Capacity Management.**

**5.1. Global AR Capacity Management.** Filling validated AR requests (requirements) requires balancing and resolving competing user demands against CJCSI priorities to achieve optimum tanker utilization. These AR requirements are then consolidated and matched with available tankers from multiple CCMDs. USTRANSCOM will facilitate matching those competing requirements with available tanker(s) by establishing direct line communications with the tanker barrels according to their published allocation procedures.

**5.2. Capacity Management Coordination.** TCJ3-SR will collaborate with CCMD/MAJCOM as required to determine long, intermediate, and short range mission support capability. Mission adjustments may be necessary to facilitate support. Adjustments will be identified and passed through appropriate CCMD/MAJCOM validators or requesting unit POCs before final determination. Units that are unable to adjust requirements may be at risk of non-support. This process will be conducted via VTC whenever possible and will include all agencies requesting or providing tanker support to better smooth flow the global tanker support plan.

**5.3. Capacity Management Review.** TCJ3-SR will meet as needed with CCMD barrels to review requests outside 30/inside 90 calendar days in an effort to support smooth flow capacity management of assigned barrel. Allocation is a MAJCOM barrel function and, as such, TCJ3-SR will only facilitate long term capacity management and proper coordination of a global request to enable efficient validation. TCJ3-SR will review and provide detail of items directly associated with capacity in conjunction with CCMD barrel personnel when an active AMD refueling unit is resident, i.e., United States Pacific Command (USPACOM) and United States European Command (USEUCOM). TCJ3-SR will facilitate a meeting with CCMD Barrel personnel, when warranted or requested, to compare short-term requests inside 30 days, but outside 14 days (unless CJCSI priority allows submission). This mission review will include those missions that have not been allocated support or have been allocated support and need to be superseded by higher CJCSI priority missions due to limited tanker availability.

**5.4. Requests for Forces (RFF).** TCJ3-SR will coordinate tanker RFF and EXORD deployments with appropriate CCMD to determine a global tanker solution. RFF, Prepare to Deploy Orders (PTDO), Change of Operational Command of assets, and deployments in excess of 30 days will be coordinated by the USTRANSCOM Global Force Management Branch

(TCJ3-SM). TCJ3-SR will coordinate directly with the AMC staff to ensure operational and logistical planning factors are addressed. Specific Global Force Management Branch policy takes precedence for RFF and must follow that agency's policy.

**5.5. Fusion Center Operations and Agile Transportation for the 21st Century (AT21).** The missions and responsibilities identified in the 2008 Unified Command Plan (UCP), DODD 5158.04, *United States Transportation Command*, and DODD 5158.06, *Distribution Process Owner*, provide the authority to execute end-to-end (E2E) joint distribution operations. USTRANSCOM has the authority to develop and implement AT21 to achieve the ability to coordinate and synchronize Joint Distribution Operations (JDO) for the movement of forces and sustainment from point of origin to point of need through the joint distribution pipeline. Aligning processes for joint distribution operations with multiple stakeholders will be done through a future-fused operating environment. The AT21 purpose is to provide improved time-definite delivery and best-value transportation solutions to fully support CCMD movement requirements.

**5.6. Air Refueling and Fused Operations.** TCJ3-SR, as a function of fused operations, will identify global requirements and capacity early in the validation decision cycle, shortening the course of action-development-decision loop for AR tasking. Identifying requirements and capacity early will provide more time to consider emergent requirements and solutions. Working in concert with CCMD barrels, TCJ3-SR will facilitate timely and accurate decision-making, coordination and synchronization of the balance of global AR requirements and capacity to effectively and efficiently manage customer requests. AR provides an avenue for the transportation network to increase velocity globally by providing aerial refueling to cargo transport aircraft. Currently, AR is not linked with USTRANSCOM Fusion Center through checklist/processes; continual process improvements within TCJ3 will incorporate AR as an integral part of the AT21 initiative.

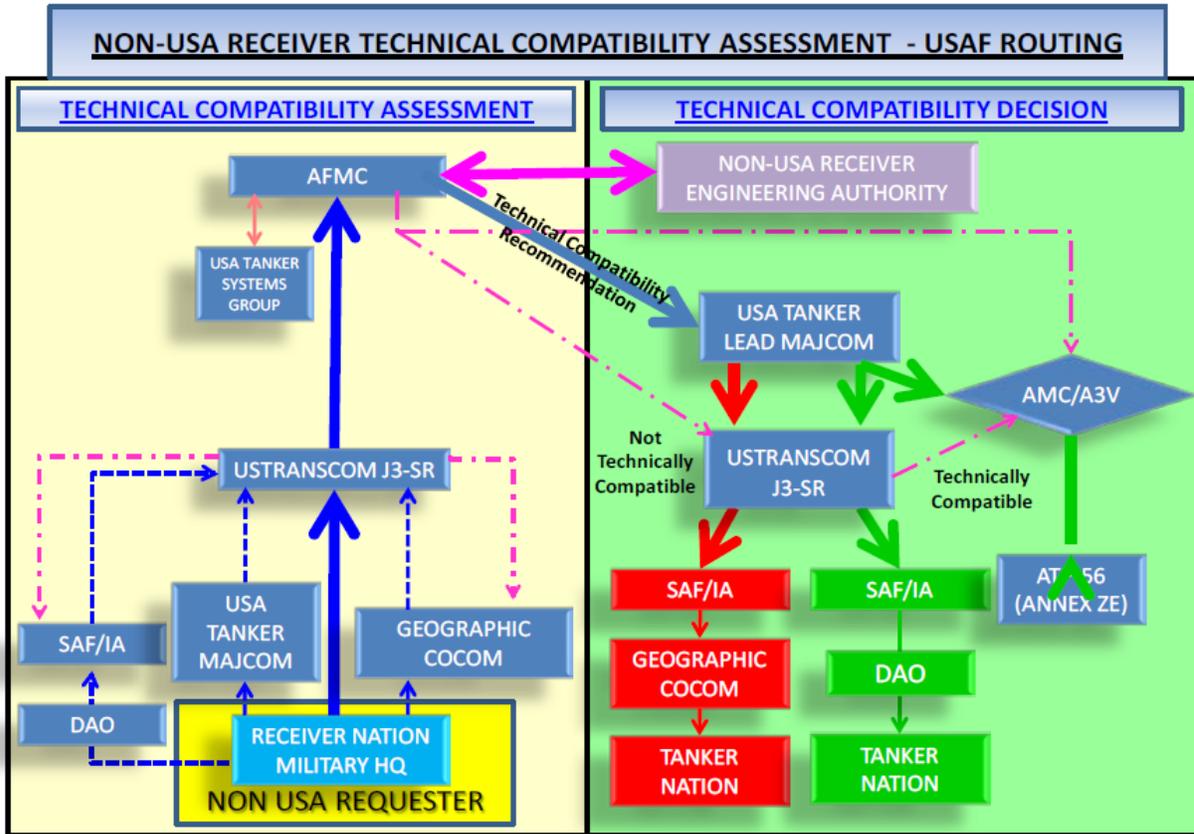
**6. International Air to Air Refueling (AAR).** (NOTE: For the purpose of the following paragraph AR will be referred to as AAR.)

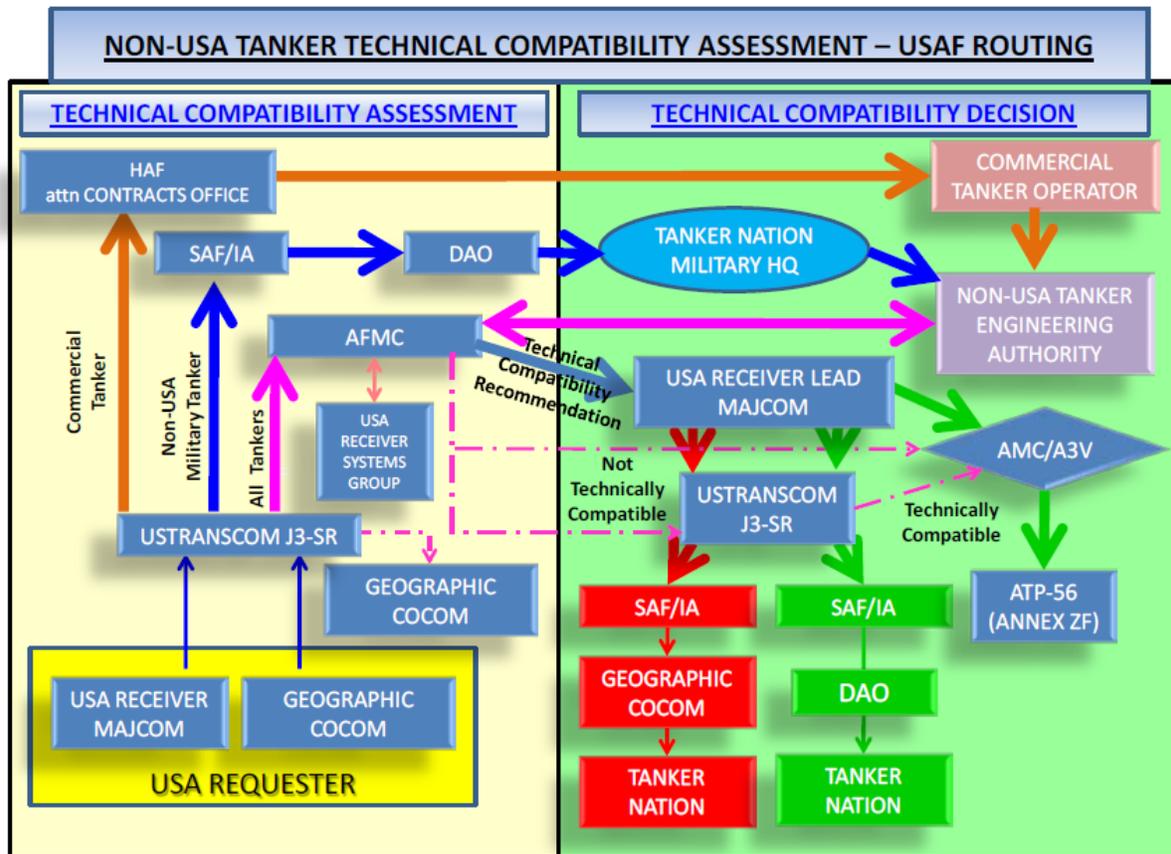
**6.1. International AAR Management.** TCJ3-SR will coordinate all allied/international organization requests for tanker support of USTRANSCOM.

**6.1.1. Tanker/Receiver Technical Compatibility.** Prior to participating in AAR, the tanker/receiver combination must be assessed by the appropriate engineering support offices for the technical compatibility of each platform. The procedures for requesting such assessments are published in North Atlantic Treaty Organization (NATO) Allied Tactical Publication (ATP) 56(B), US National Annex ZH. Certified non-US receivers and tankers are published in Annex ZE and ZF, respectively, for the USAF and Annex ZG for the United States Navy/United States Marine Corps as well as in the TCJ3-SR approval matrix. Before planned AAR may be validated, the non-US platform must be confirmed as technically compatible (certified) using one or both sources.

**6.1.2. AAR Validation.** The validation of international AAR is not based solely on the technical compatibility of the participants. Other pillars such as crew training and AAR currency, standardized AAR procedures, fiscal arrangements, and minimum maintenance standards must be confirmed by the requesting nation or office delegated/acting on behalf of the requesting nation. Among other items, TCJ3-SR will verify that a transaction under the relevant Acquisition and Cross Servicing Agreement (ACSA) has been approved, or that the Foreign Military Sales (FMS) case code is current and valid for the mission type and funded to support

AAR prior to validation. Depending on the type of request, this process can be lengthy in nature and warrants considerable lead time prior to the execution of an AAR event to ensure full coordination as depicted in the below chart.





**6.1.3. International Certification Standards – Receivers and Tankers.** The DOD Joint Standardization Board (JSB) for AAR Systems establishes DOD refueling technical compatibility standards (IAW DOD 4120.24-M, *Defense Standardization Program, Policies, and Procedures*) or Non-Government Standards as operationally applicable. (Attachment 2)

**6.1.4. TCJ3-SR and External Agencies.** TCJ3-SR will interface with industry, academia, and government agencies, as necessary, to keep pace with progressing technology. Furthermore, TCJ3-SR will provide and maintain a mechanism for exchange of technical information among military departments, industry, and allied organizations as related to interoperability and commonality of equipment, components, and operational requirements as the single point of contact within the DOD for these requirements.

**6.1.5. TCJ3-SR, Aerial Refueling Systems Advisory Group (ARSAG) International and the JSB.** TCJ3-SR will perform functions associated with the DOD JSB in conjunction with and under the charter of ARSAG International, by attending annual conferences and JSB workshops on a continuous basis. The JSB will meet a minimum of twice each fiscal year in open general sessions to perform the group’s mission or upon request by a voting principal member. The TCJ3-SR International AAR Validator shall act in the capacity as Co-Panel Chair to the JSB International AAR Clearance Working Group and will aid in the development of joint and coalition forces interoperability.

**6.2. Requests for AAR Support to/from an Ally or International Organization (IO).** Requests for allied/IO receiver and/or tanker AAR support requires that an ARMS request be submitted.

**6.2.1. Ally/IO Requests for AAR Support.**

**6.2.1.1. CCMD Actions.** All requests for AAR support must be placed through the respective theater CCMD staff agencies. These CCMD staff agencies will task the appropriate AMD Air Operations Center (AMD/AOC), to submit request into the ARMS system for mission validation if the mission priority is CJCSI priority 1 or priority 2. Lower priority requests will be disposed of by the CCMD.

**6.2.1.2. TCJ3-SR Will:**

**6.2.1.2.1.** Validate all CJCSI priority 1 and priority 2 requests based on the priority codes outlined in CJCSI 4120.02.

**6.2.1.2.2.** Confirm the certification of the tanker/receiver combination published in NATO Allied Tactical Publication-56, Annex ZE. (Annex ZE and all revisions to that document are coordinated through AMC/A3 prior to publication.)

**6.2.1.2.3.** Verify that a valid FMS case or approved ACSA transaction is in place authorizing the requested AAR support.

**6.2.1.2.4.** Track and monitor mission requests and compatibility of assets daily to ensure timely response is provided to requestors.

**6.2.2. USTRANSCOM Request for AAR Support from an Ally/IO.**

**6.2.2.1.** The acquisition of AAR support from an ally or IO will generally only be considered when it has been determined that DOD tanker assets are unavailable to meet the DOD AAR requirement. Exceptions:

**6.2.2.1.1.** When it is determined by TCJ3 to be more cost- or operationally-effective to use allied/IO AAR tanker assets than DOD tanker assets; or,

**6.2.2.1.2.** When USTRANSCOM or the supported CCMD requests the use of Allied/IO AAR support in lieu of that provided by DOD tanker assets for security cooperation, training, exercise, or enhanced interoperability purposes.

**6.2.2.2.** Allied/IO AAR support will only be acquired pursuant to the terms of an ACSA Implementing Arrangement specifically addressing AAR arrangements/agreements. The acquisition of Allied/IO AAR support on an individual ACSA transaction basis, in the absence of such an IA, is prohibited absent exceptional circumstances.

**6.2.2.3.** Unless otherwise stated in an AAR-specific ACSA IA negotiated by USTRANSCOM, TCJ3 is the approval authority for all requests under an ACSA for Allied/IO AAR support. TCJ3 will also determine when exceptional circumstances exist that warrant deviation from the policy expressed in paragraph 6.2.2.2.

**6.2.2.4.** Allied/IO AAR may be used to fulfill a USTRANSCOM AAR commitment to another DOD organization only when that organization has agreed to pay the costs of the AAR. Allied/IO AAR costs will not be funded by the Transportation Working Capital Fund.

**6.3. Quinquennial Clearance review.** In 2009, the US Air Force published a new requirement to periodically review the technical compatibility between US Air-to-Air Refueling (AAR) tankers and receivers operated by the US and its allies. The purpose is ensure that Air Force Material Command (AFMC) experts have the opportunity to study modifications added to the receiver platform in the period since it was previous reviewed, and determine if these adversely impact AAR compatibility. In the event that a modification affects the AAR envelope or other parameters, an updated receiver certification will be developed and published. Where it is determined that there is no impact to the AAR envelop, the current certification will be extended for an additional 5 years.

**7.1. Staff Integration.** TCJ3-SR will augment TCJ3 global cells, as required, to meet contingency, exercise, operational, and staff requirements inclusive of AR. TCJ3-SR provides 24-hour on-call coverage to the DDOC Chief to meet emergent requirements for USTRANSCOM. Detailed description of duties for TCJ3-SR is outlined in USTRANSCOM Pamphlet 38-1, Vol. 7, *Organization and Functions*.

8. Adopted Forms: AF Form 1249, *SAAM or JCS Exercise – Airlift Request*

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Director of Operations and Plans

**Attachment 1:**  
**REFERENCES, ABBREVIATIONS, ACRONYMS, AND TERMS**

**Section A - References**

Department of Defense Directive 5158.04, *United States Transportation Command*  
Department of Defense Directive 5158.06, *Distribution Process Owner*  
Department of Defense JP 1-02, *DOD Dictionary of Military and Associated Terms*  
Joint Publication 3-0, *Joint Operations*  
CJCS Instruction 4120.02B, *Assignment of Movement and Mobility Priority*  
Air Force Doctrine Document 2-6.2, *Air Mobility Operations*  
Air Force Instruction 11-221, *AR Management*  
USTRANSCOM Pamphlet 38-1, *Organization and Function*  
Air Mobility Command Instruction 11-206, *Mobility Force Management*  
Air Mobility Command Instruction 11-208, *Tanker/Airlift Operations*  
North Atlantic Treaty Organization Allied Joint Publication, ATP-56 (B)

**Section B - Abbreviations and Acronyms**

AAR – Air-to-Air Refueling  
ACC/AOS – Air Combat Command/Air Operations Squadron  
ACSA - Acquisition and Cross Servicing Agreement  
AFI – Air Force Instruction  
AMC - Air Mobility Command  
AMCI – Air Mobility Command Instruction  
AMD – Air Mobility Division  
AOC – Air and Space Operations Center  
AOR – Area of Responsibility  
AR – Air Refueling  
ARMS –Air Refueling Management System  
ARSAG – Aerial Refueling Systems Advisory Group  
AT21 – Advanced Technology for the 21st Century  
CCMD – Combatant Command  
CJCSI - Chairman of the Joint Chiefs of Staff Instruction  
DDOC – Deployment Distribution Operations Center  
DOD – Department of Defense  
DODD – Department of Defense Directive  
ESTA – En-route Support of Transient Aircraft  
EXORD – Execution Order  
IAW –IAW  
JSB – Joint Standardization Board  
MAJCOM – Major Command  
NATO – Northern Alliance Treaty Organization  
OND – Operation NORTHERN DENIAL  
OPLAN – Operational Plan  
POC – Point of Contact

RFF – Request for Forces

TCC - Transportation Component Command

USTRANSCOM - United States Transportation Command

TCJ3 - United States Transportation Command, Operations and Plans Directorate

TCJ3-SR - United States Transportation Command, Operations and Plans Directorate, Air Refueling Branch

VTC- Video Teleconference

618AOC –618 Air and Space Operations Center (Tanker Airlift Control Center)

618 AOC/XOO – 618 AOC Current Operations

618 AOC/XOOK – 618 AOC/XOO Tanker Division

618 AOC/XOOKP – 618 AOC/XOOK Coronet Branch

### **Section C – Terms**

*NOTE: Terms are defined according to the DOD Dictionary of Military Terms or sourced from specific regulations referenced above.*

**Acquisition and Cross-Servicing Agreement-** An international agreement negotiated on a bilateral basis with US allies or international organizations that allow US forces to exchange most forms of logistic support, supplies, and services on a reimbursable basis. Such agreements are usually negotiated by a geographic Combatant Commander with allies and international organizations located within the CCMDs' AOR.

**Air Refueling-** The refueling of an aircraft in-flight by another aircraft. Also referred to as AR.

**ARMS (Air Refueling Management System)-** ARMS integrates On-line Trader, Tanker Integrated Planning System (TIPS), Receiver Integrated Planning System (RIPS), Electronic Air Refueling Request System (EARRS), and the Air Refueling component of CAMPS into a web based application. It allows receiver and tanker units to work concurrently with HQ AMC's database via the World Wide Web.

**Allocation-** In a general sense, distribution for employment of limited forces and resources among competing requirements. One of the most important considerations during the planning phase is the availability of air refueling. This is the process of matching a tanker asset to a requested AR requirement within ARMS for mission execution. (JP 1-02)

**ARSAG-** Gathers representatives of the United States military services, U.S. Air Force, Navy, Marines, Army, Air Force Reserves and Air National Guard as well as Air Forces and Ministries of Defense of fourteen other nations to confer regarding aerial refueling. (arsag.org)

**CONOPS-** Concept of Operations is a verbal or graphic statement that clearly and concisely expresses what the joint force commander intends to accomplish and how it will be done using available tanker resources. The concept is designed to give an overall picture of the operation. (JP1-02)

**CORONET-** Is a peacetime movement of air forces in support of rotations, exercises, or aircraft movements for logistic purposes. (JP3-17) Fighter units requesting movement as Coronet must have extended over water legs outside of communication/navigation range. Missions and/or legs that do not meet this requirement will not be considered Coronets. (CJCSI 4120.02B)

**DDOC (Deployment Distribution Operations Center)-** C2 of lift forces and logistic infrastructure is accomplished through the TCJ3 Deployment Distribution Operations Center, USTRANSCOM.

**DEPORD-** A planning directive from the Secretary of Defense, issued by the Chairman of the Joint Chiefs of Staff, that authorizes and directs the transfer of forces between combatant commands by reassignment or attachment. A deployment order normally specifies the authority that the gaining combatant commander will exercise over the transferred forces. (JP 1-02)

**DPO (Distribution Process Owner)-** Responsible for the movement of materiel as it enters the defense transportation system (DTS), and maintains and updates the in-transit status of the shipments within the DTS using a single database.

**Dual-Role Tanker-** Dual Role tankers carry support personnel, supplies, and equipment for the deploying force while escorting and/or refueling combat aircraft to the area of responsibility. Dual Role tankers can minimize the total lift requirement while providing critical cargo and personnel at the combat aircraft's time of arrival. (JP 1-02)

**Economy of Force-** The employment of all combat power available in the most effective way possible; allocate minimum essential combat power to secondary effects. (JP 3-17)

**Efficient Sourcing Solutions-** Leveraging advanced sourcing and optimization technologies to drive attainment of enterprise-wide goals for cost reduction and value creation across the entire enterprise.

**Emergent Requirements-** All AR requests supporting time-sensitive deployments of Secretary of Defense-directed ISR Global Response Force and TITAN airborne reconnaissance missions. (CJCSI 4120.02B)

**En route Support of Transient Aircraft-** Lead and/or trail aircraft designated to carry en route maintenance support to mitigate risks and increase the likelihood of units arriving at their destinations with proper phasing to commence operations.

**EXORD-** 1) An order issued by the Chairman of the Joint Chiefs of Staff, at the direction of the Secretary of Defense, to implement a decision by the President to initiate military operations. 2) An order to initiate military operations, as directed. (JP 1-02)

**Foreign Military Sales-** That portion of United States security assistance authorized by the Foreign Assistance Act of 1961, as amended, and the Arms Export Control Act of 1976, as amended. This assistance differs from the Military Assistance Program and the International Military Education and Training Program in that the recipient provides reimbursement for defense articles and services transferred. (JP 1-02)

**Global Air Refueling Capacity Management-** Resolving competing user demands against CJCSI priorities to achieve optimum tanker utilization.

**Global Force Managers-** The global force management process provides global force visibility across OPLANS and ongoing operations. The global force management process enables the

military to be managed in a way that allows the President and Secretary of Defense to deploy the force where and when needed.

**Homeland Defense (HD)**- Protection of US sovereignty, territory, domestic population, and critical defense infrastructure against external threats and aggression, or other threats, as directed by the President. DOD is responsible for the HD mission and, therefore, leads the HD response, with other departments and agencies in support of DOD efforts. The United States Transportation Command provides airlift and tanker forces, as well as base opening and command and control capabilities to supported commanders. (JP 1-02)

**Implementation Arrangement**- An IA provides detailed information relating to the implementation of the Acquisition and Cross Servicing Agreement (ACSA), including the names and addresses of various points of contact, steps to be taken in processing a transaction, etc. The IA may be a stand-alone document subordinate to the ACSA, or incorporated into the body of the ACSA itself. If it is a stand-alone document, it is considered a separate international agreement and must be negotiated, concluded, and reported IAW the same rules and procedures applied to ACSAs. (TCI 20-5)

**Intermediate Range**- A frame of time defined as 30 days prior to the execution of a mission.

**Interoperability**- The technical ability for foreign receiver/tanker aircraft to operate with other nations' receiver/tanker aircraft during approved missions and operations. (TC) The ability to operate in synergy in the execution of assigned tasks. (JP 1-02)

**Intelligence, Surveillance, and Reconnaissance (ISR)**- The capability to graphically display the current and future locations of ISR sensors, their projected platform tracks, vulnerability to threat capabilities and meteorological and oceanographic phenomena, fields of regard, tasked collection targets, and products to provide a basis for dynamic re-tasking and time-sensitive decision making. (JP 1-02)

**Joint Deployment and Distribution Enterprise (JDDE)**- The complex of equipment, procedures, doctrine, leaders, technical connectivity, information, shared knowledge, organizations, facilities, training, and materiel necessary to conduct joint distribution operations. (DOD) The JDDE Competency Model was developed across USTRANSCOM, Components, Joint Staff, CCMDs, and Defense Logistics Agency (DLA). The model defines skills that lay the foundation to develop joint logisticians who understand supply chain interdependencies and are capable of operating in a variety of deployment and distribution areas.

**Joint Standardization Board (JSB)**- JSBs advance interoperability, logistic readiness, and cost efficiency within their areas of responsibility by providing standardization advocacy, guidance, and executive-level support. JSBs make acquisition, standardization, and sustainment decisions while supporting and facilitating multi-Service standardization programs. By providing a joint forum for high-level oversight and advocacy of strategic standardization initiatives, each JSB plays a key role within the Defense Standardization Program and is responsible for defining enterprise-wide standardization objectives and strategies for a designated commodity area. JSBs provide leadership to address commodity-related issues and needs, and they establish priorities to help the standardization community wisely allocate resources (DOD 4140.24-M)

**Long Range-** A frame of time usually defined as 30 or more days prior to execution of a mission.

**New Requirements-** 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. (AFI 11-221)

**OPLANS-** 1) any plan for the conduct of military operations prepared in response to actual and potential contingencies. 2) In the context of joint operation planning level 4 planning detail, a complete and detailed joint plan containing a full description of the concept of operations, all annexes applicable to the plan, and time-phased force deployment data. It identifies the specific forces, functional support, and resources required to execute the plan and provide closure estimates for their flow into the theater. (JP 5-0)

**OPORD-** A directive issued by a commander to subordinate commanders for the purpose of effecting the coordinated execution of an operation. (JP 1-02)

**Quinquennial-** Consisting of or lasting five years; occurring or being done every five years.

**RFF-** Process used to obtain additional requirements/forces not already authorized or approved.

**Shortfall-** The lack of forces, equipment, personnel, materiel, or capability reflected as the difference between the resources identified as a plan requirement and those apportioned to a combatant commander for planning that would adversely affect the command's ability to accomplish its mission. (JP 1-02)

**Short Range-** (Also referred to as New Request) Short-notice air refueling requirements are those the receiver cannot forecast far in advance. 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. (AFI 11-221)

**Smooth Flow-** Adjusting tanker requests to avoid tanker asset shortfalls.

**Tanker Barrel-** TACC or AMDR that allocates assigned tanker assets for air refueling support.

**Technical Compatibility Assessment-** An engineering analysis of a tanker/receiver combination conducted to determine the ability of two fuel transfer systems to safely mate, transfer fuel, and subsequently decouple. Those characteristics of equipment that pertain primarily to the engineering principles involved in producing equipment possessing desired military characteristics; e.g., for electronic equipment, technical characteristics include such items as circuitry as well as types and arrangement of components. (JP 1-02)

**Attachment 2: Joint Standardization Board Guidance**

**2.2**



OFFICE OF THE UNDER SECRETARY OF DEFENSE  
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WASHINGTON, DC 20301-3000

ACQUISITION  
TECHNOLOGY  
AND LOGISTICS

**MEMORANDUM FOR JOINT AERIAL REFUELING SYSTEMS ADVISORY GROUP**

**SUBJECT: Joint Standardization Board for Aerial Refueling Systems**

The attached charter establishing the Aerial Refueling Systems Advisory Group (ARSAG) as a Joint Standardization Board (JSB) for Aerial Refueling Systems under the Defense Standardization Program (DSP) is approved. The objective of the JSB is to achieve common, mutually satisfactory solutions to shared requirements and problems. The JSB will:

- Develop and improve processes and procedures to facilitate aerial refueling initiatives;
- Establish DOD standards (IAW DOD 4210.24-M, Defense Standardization Program (DSP) Policies & Procedures);
- Define joint doctrine, tactics, techniques and procedures, and recommend DOD policy for effective and efficient deployment of aerial refueling systems;
- Establish a comprehensive, integrated structure necessary to achieve interoperability, promote standardization, and conserve resources in support of Joint Service and Multinational Operations;
- Establish an effective, Department-wide forum for interoperability coordination, planning, and decision making.

Your participation in the DSP's efforts to achieve interoperability and standardization for aerial refueling systems is appreciated.

My focal point for JSBs is Mr. Mike Goy, Defense Standardization Program Office, (703) 767-6882, [Mike.Goy@dla.mil](mailto:Mike.Goy@dla.mil).

JAMES D. HALL  
Defense Standardization Executive

Attachment