
PART 5 - ANNEX G
National Annex– France

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1G Introduction.

The French Air Force (FAF) has 2 main tanker types: the C135 and the C160 NG Transall. The French Navy (FN) operates Super Etendard (SEM) converted to the tanker role by fitting an externally carried AAR pod. The Mirage 2000 and the Rafale M are also convertible in tanker role, but for French use only. During operations and training missions, the FAF tanker group and squadrons usually use the RV Procedure ECHO as described in Chapter 2 Annex 1E. The tanker should aim to fly to the ARCP on the hour and every 15 minutes thereafter. The ARIP should be flown as close as possible in order to provide a straight flight to ease rendezvous for blind aircraft.

2G Tanker Aircraft Types.

- a K/C 135.** See Annex GA for full details of the K/C-135.
- b C160 NG TRANSALL.** See Annex GB for full details of the C160.
- c Super Etendard Modernisé (SEM).** See Annex GC for full details of the SEM.

3G. Receiver Qualification and Currency on FAF Tankers

a. Initial Qualification. Unless agreed otherwise, before attempting to qualify on French Air Force tankers, foreign national aircrew must be receiver qualified within their own air force or allied air force. Additionally, in order to qualify to receive fuel from FAF tankers, foreign national aircrew are to have tanked during the preceding 90 days.

The other specific training requirements are:

(1) **Boom.** Receiver pilots should be qualified on KC135 or KC10 before performing boom refuelling with FAF C135FR and KC135R. If not qualified, receiver pilots must perform a AAR using the Boom system in a dual control aircraft with a qualified instructor on board, or with qualified instructor in another aircraft if dual control aircraft doesn't exist.

(2) **BDA.** Receiver pilots are to have been briefed by a qualified instructor on BDA operations, procedures, particularities, possible difficulties and emergency actions. Two training flights are to be flown under the supervision of a qualified instructor (who may be in another aircraft). The flights are to include, as a minimum, a join and rejoin procedure and 2 contacts, one which must involve the transfer of fuel.

(3) **Wing-mounted AAR Pods.** (C135FR) Receiver pilots are to have been briefed by a qualified instructor on Wing-mounted AAR Pods operations, procedures, particularities, possible difficulties and emergency actions.

(4) **HDU.** (C160NG) Receiver pilots are to have been briefed by a qualified instructor on HDU operations, procedures, particularities, possible difficulties and emergency actions.

b. Maintaining AAR Currency. The periodicity required to maintain an AAR currency on FAF tankers is :

(1) **Boom.** One AAR sortie every 3 months using boom system.

(2) **BDA.** One AAR sortie every 2 months using the BDA system.

(3) **Wing-mounted AAR Pods** (C135FR). One AAR sortie every 4 months using wing pods or HDU.

(4) **HDU** (160NG). One AAR sortie every 4 months using HDU or wing pods

c. Requalifying if AAR Currency has Lapsed. If the receiver pilot has not respected currency time described above (b.), a requalifying flight must be flown:

(1) **Boom.** One AAR sortie using the Boom system in a dual control aircraft with a qualified instructor on board, or with qualified instructor in another aircraft if dual control aircraft doesn't exist.

(2) **BDA.** One AAR sortie using the BDA system in a dual control aircraft with the qualified instructor on board, or with qualified instructor in another aircraft if dual control aircraft doesn't exist.

(3) **Wing-mounted AAR Pods.** One AAR sortie using wing pods or HDU within their own air force tanker, or within the country that have delivered their qualification.

(4) **HDU.** One AAR sortie using HDU or wing pods within their own air force tanker, or within the country that have delivered their qualification.

4G Receiver Type Certified.

Details of receiver technical clearances are published at annex GD. The publishing of information in annex GD does not constitute an automatic authority to undertake refuelling. Such authority will be contained in general agreements, theatre spins, exercise OPOARDS or other official document that determine the context of employment.

NOTE

- Technical clearances published at annex GD are given for NATO and non-NATO aircrafts.
- For Nations that are not NATO members, or have not ratified STANAG 3971, aircrafts technically authorized to refuel on FAF and Navy Tanker imply that pilots will apply ATP-56(B) procedures.
- For non-NATO Air Forces, unless otherwise specified, specific briefing should be led before AAR with FAF Tankers in order to check tanker and receiver procedures in accordance with ATP-56(B) (face to face briefing with a qualified instructor or with the tanker crew). Special care should be taken for night and/or IMC AAR procedures.

5G. Source Documents.

- a. EMAA/CPE AIR H7 (C 135 & C 160 AAR Procedures).
- b. IP N°62 ALAVIA ENT/CHAS/DR « règlement de standardisation » TITRE 2 CHAP3
- c. B.D.N°C-135FR-1(Flight Manual C 135FR)
- d. T.O.1C-135(K)R-1(Flight Manual KC 135R)
- e. T.O.1-1C-1-3 (AAR Refuelling Procedures KC 135)
- f. MET C160 Tome 2.

6G. POC for National Annex.

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7G. POC for Tanker/Receiver Clearance

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ATP-56(B)

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8G. POC STANEVAL

(As for National Annex)

9G. National Annex Last Updated.

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10G. National Reservation.

Nil.

11G. List of Annex:

ANNEX GA : K/C 135.

ANNEX GB : C160 NG TRANSALL.

ANNEX GC : Super Etendard Modernisé (SEM).

ANNEX GD : Boom/BDA/Drogue Receiver Information