

Delivers the Force Faster

- Deploys fighter squadron personnel and equipment with **49% fewer aircraft – 49% fewer sorties – 30% less fuel** than with the current mobility force
- Closes an Army Infantry Brigade Combat Team or Regimental Combat Team **28% faster** with **26% fewer sorties** than with the current mobility force
- Ability to carry cargo pallets allows the C-17/C-5 fleet to concentrate on oversized cargo

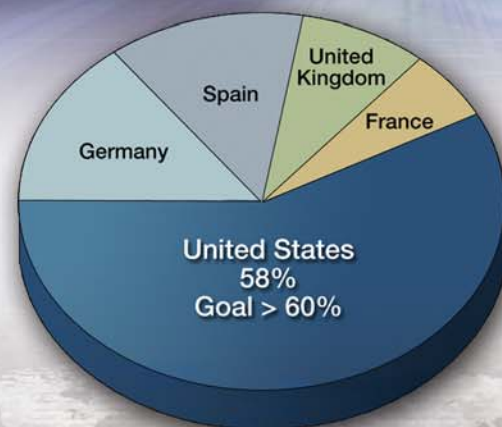
	KC-767	KC-30	Delta
Passengers	190	226	+19%
Pallets	19	32	+68%
Payload	43 tons	52 tons	+21%
Medical Litters	54	108	+100%



Best Value for America's Airmen

Compared to the KC-767, potential savings of \$20 billion more in Operations and Support (O&S) dollars over the next 40 years through early retirement of the legacy tanker fleet

From Final Assembly to Delivery



Made in America

- 58% of all parts/systems are American made
- 230 firms from coast-to-coast
- 25,000 U.S. jobs created or supported
- Assembled and militarized in Mobile, Alabama

Specifications

Main Airframe – A330

Overall Length 192 ft. 11 in.
 Height 57 ft. 1 in.



Wing

Overall span 197 ft. 10 in.

Cockpit

Crew Pilot, co-pilot, and boom operator

Flight Controls Fly-by-wire

Propulsion

Engines GE CF6-80E1
 72,000 lbs thrust

Flown 3 million flight hours to date

Similar GE engines power 80% of Air Force tankers



**KC-30
TANKER**
TOTAL AIR MOBILITY

**The Future Demands More.
 More Fuel.
 More Capability.
 More Versatility.
 More Value.**

**More booms in the air,
 not on the ramp.**

More Capable

179 KC-30s provide the same air refueling capability as 289 KC-135s or 215 KC-767s

- Meets/exceeds air refueling needs when & where needed
- Gets the mission done while placing fewer Airmen and aircraft at risk

Covers the World



“The soul of the Air Force is payload and range”

General T. Michael Mosley

KC-30 can launch with more fuel from more airfields than the KC-767

- KC-767 can take off from only 465 airfields worldwide launching with 202,000 lbs (maximum fuel)
- KC-30 can take off from **838 airfields** with 200,000 lbs or more of fuel

KC-30 provides options to commanders

- It can be based close to the theater of operations and take off fully loaded from a 7,000' runway
- It can be based farther away, allowing combat aircraft to remain closer to the fight

KC-30 gets the job done

- The KC-30 delivers 36,000 lbs more fuel than the KC-767 at 1,000 nm range
- With defensive systems and data link, the KC-30 operates forward and keeps fuel forward

Persistence for Theater Ops



Meets and Exceeds Boom Demand

Compared to the KC-767, the KC-30:

- Provides **20% more time on station** per sortie than the KC-767 in theater operations
- Refuels **more aircraft** per sortie
- Requires **17% fewer aircraft** in theater scenarios
- Delivers fuel **when** and **where** needed with **17% fewer aircraft**

	KC-767	KC-30	Delta
Fuel Load	202,000	245,000	+21%
7,000' runway	202,000	245,000	+21%
Fuel offload at 1,000 nm	117,000	153,000	+31%



Rich Heritage . . . More Capable Future



More Modern. Based on a market-leading commercial airframe - winning against the competition

- A330 has ten times more orders than the B767
- 99.8% launch reliability
- Digital in-flight maintenance, monitoring and reporting
- Fly-by-wire flight controls, advanced common cockpit
- Modern aerodynamic design with winglets and true wide-body fuselage

More Capable. The KC-30 has won the last three international tanker competitions against the KC-767 - Selected by the United Kingdom, Australia and United Arab Emirates

- No auxiliary fuel tanks to leak or maintain - all fuel is stored in the "wet wing"
- Composite design greatly reduces aircraft weight
- More fuel efficient than the KC-135R or KC-767

Ready for future growth

- LAIRCM, RF threat warning and data link provides state-of-the-art defensive suite
- Net-ready to expand for next-generation requirements... ISR, Command and Control, Cyberwarfare and other modules as needed

KC-X Tanker Capabilities



Each axis shows the relative capability of each tanker. The greater the value, the better the capability.

- **Fleet Effectiveness Value:** Number of KC-135Rs required to meet refueling demand divided by the number of KC-30s or KC-767s needed to do the same job.
- **Aerial Refueling Mission Effectiveness:** Total number of full mission capable KC-135Rs required to meet refueling demand divided by the number of KC-30s or KC-767s needed to do the same job.
- **Maximum Fuel Load:** Total pounds of fuel.
- **Fuel Offload at 1,000 nm:** Total pounds of fuel offload at 1,000 nm using the Air Force's performance evaluation.
- **Fuel Load from 7,000 foot runway:** Maximum fuel load each tanker can takeoff with from a 7,000 foot runway at sea level.
- **Aircraft fuel efficiency:** Measures tanker fuel efficiency at 1,000 nm radius.
- **Operational Availability Rate:** Percent of the fleet available to fly (factors in mission capable and depot rates).
- **Global Airfield Availability:** Number of airfields in the world that each tanker can launch from carrying ≥200K lbs of fuel. (factors in runway length, strength and elevation)
- **Payload (tons):** Maximum tons each aircraft carries.
- **Pallets:** Maximum number of military pallets each tanker carries.
- **Passengers:** Maximum number of passengers each tanker carries.