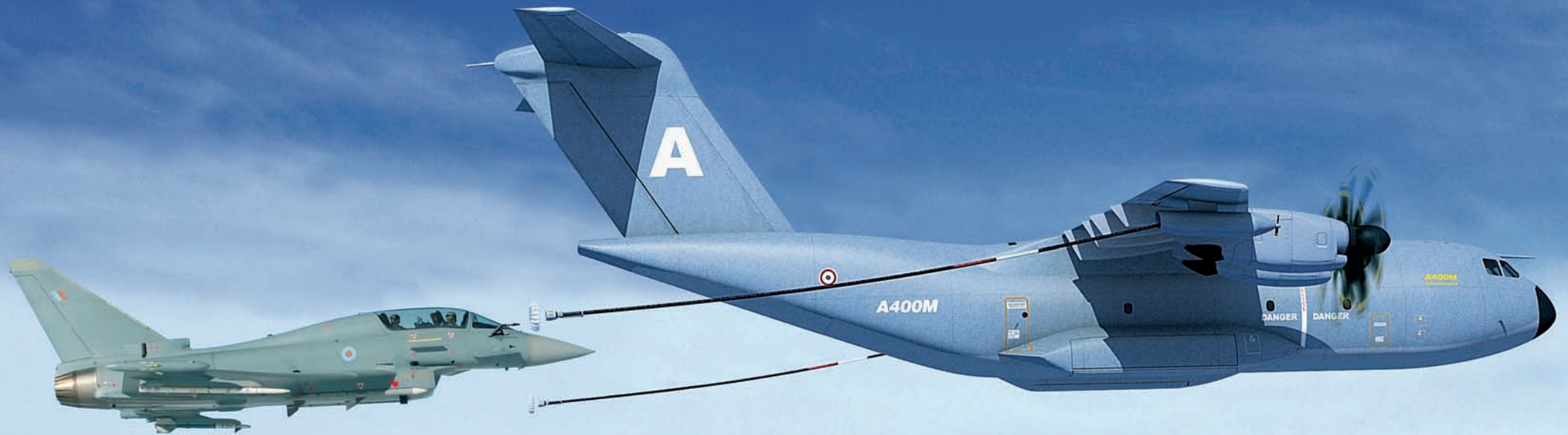


# **A400M** *as a tanker*



# A400M - In a Class of its Own

## A400M Aerial-Refuelling Options

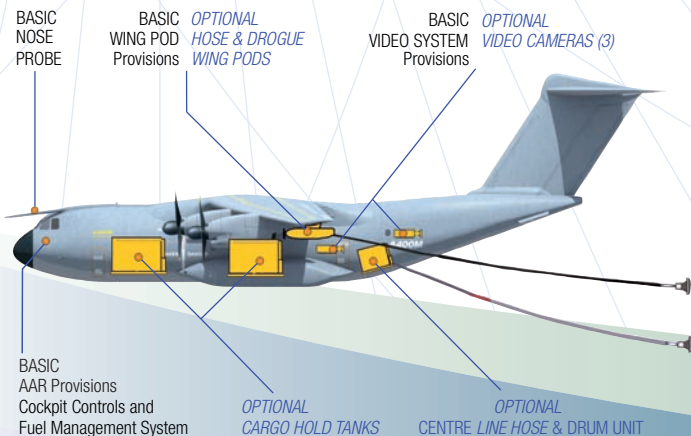
Designed from the outset to be a dual-role transport and tanker aircraft, the A400M provides air forces with a cost-effective aerial-refuelling (AR) capability in addition to logistic and tactical airlift.

The basic A400M has much of the equipment for AR operations already installed as standard, including the hard points, fuel lines and electric connections for two wing-mounted fuel dispensing pods.

To enable AR, the standard A400M aircraft can be quickly fitted with the following optional equipment:

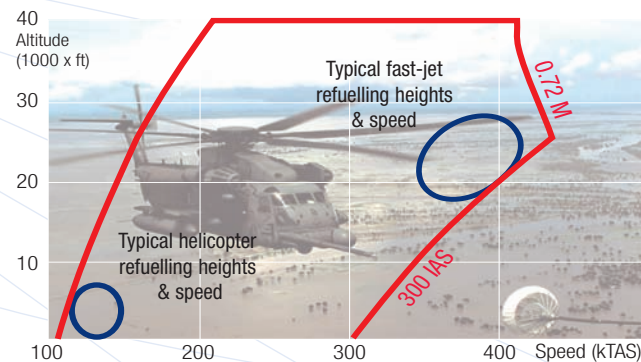
- Two hose-and-drogue dispensing pods can be installed within 2 hours on the hard points in the wings. Each pod provides a fuel flow of up to 1200 kg/min.
- A pallet-mounted centre-line Hose and Drum Unit (HDU) providing a fuel flow of 1800 kg/min and enabling large aircraft to be refuelled.
- Three video cameras for monitoring refuelling from the wing pods and the centre-line HDU.
- One or two Cargo Hold Tanks (CHT).

The CHT are mounted on standard pallets for ease of installation and provide 5.7 tonnes of extra fuel each. In order to cater to the needs of different types of receiver aircraft, fuel carried in the CHT could be of a different type to the fuel in the main wing tanks.



## Speed / Altitude Operating Envelope

The A400M's strength as a tanker lies in its ability to undertake AR at both high and low speeds and at high and low altitudes. Thus it is able to refuel fast jets at their preferred speeds and altitudes (280 to 300 knots IAS at altitudes around 25,000 feet) as well as being able to refuel helicopters at slow speeds (105 to 115 knots IAS).



The A400M is easily role-convertible to refuel the entire range of military aircraft from helicopters to fighters

## A400M Receiver Capability

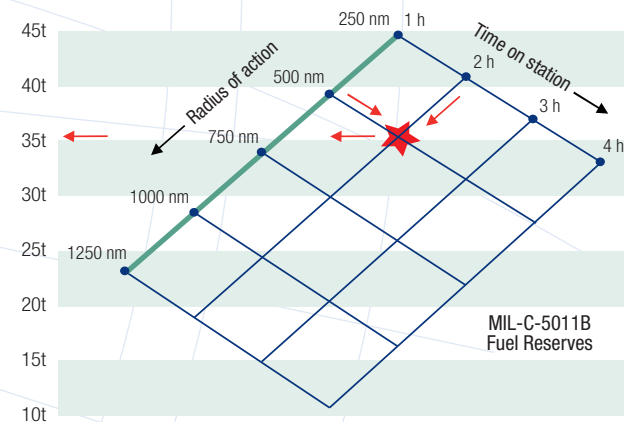
The A400M is equipped to receive fuel via a nose probe mounted above the cockpit thus providing a truly global reach for transport or tanking missions. The probe can be easily removed when it is not needed.

The A400M can also be equipped with a Universal Aerial Refuelling Receptacle Slipway (UARRS) installation for refuelling from boom-equipped tankers.



## A400M Tanking Capability

The fuel off-load capacities of the A400M compare favourably with those of tankers currently in service.



### Fuel Off-load Capability (tonnes)

On a typical tanking mission where it would loiter for 2 hours at a range of 500 nm from base, the A400M would have a potential 'fuel give-away' of more than 35 tonnes, leaving sufficient fuel for a return to base, with military reserves.

## A400M as a Tanker

With its capability of high cruise speeds and high cruise altitudes, the A400M is well-suited to undertaking fast-jet deployments or maintaining a AR towline in support of Combat Air Patrols.

The A400M is particularly effective in supporting in-theatre strike packages where the number of hoses available is more important than large volumes of fuel from fewer tankers. And, most importantly it gives the Air Commander greater role flexibility in the use of his aircraft.