NORTHROP GRUMMAN
DEFINING THE FUTURE™

Delivers the Force Faster

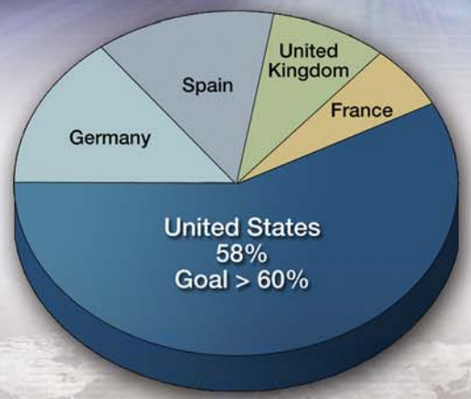
- Deploys fighter squadron personnel and equipment with ***49% fewer aircraft – 49% fewer sorties – 30% less fuel*** than with the current mobility force
- Closes an Army Infantry Brigade Combat Team or Regimental Combat Team ***28% faster*** with ***26% fewer sorties*** than with the current mobility 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	97	108	+11%

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

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

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

More booms in the air, not on the ramp.

www.northropgrumman.com/kc30

GRAPHIC MEDIA DESIGN
Approved for Public Release ISER-MLB-PR-07-139 49778_9/17/07

KC-30 TANKER

TOTAL AIR MOBILITY

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

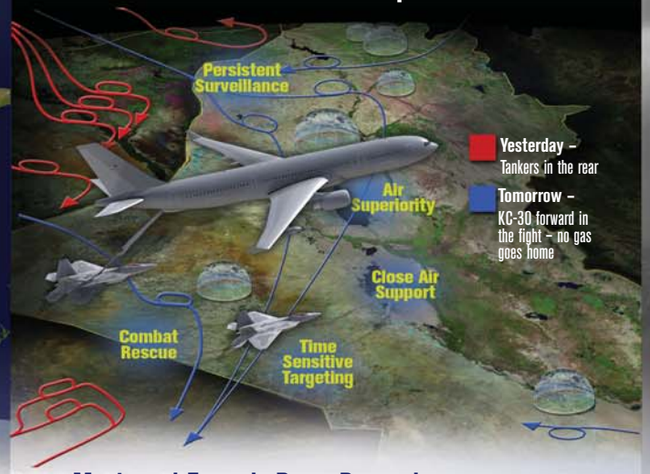
KC-30 provides options to commanders

- 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

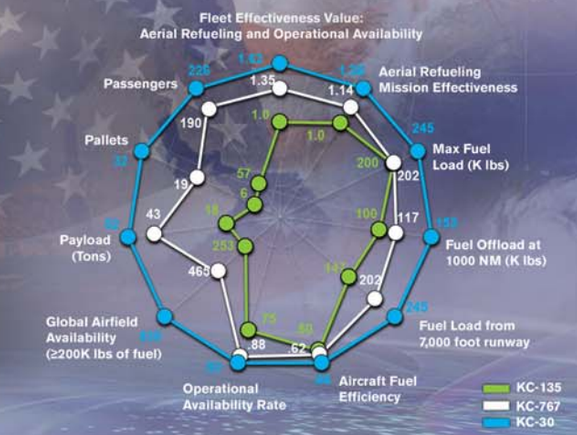
More Capable. The KC-30 has won the last three international tanker competitions against the KC-767 – Selected by the United Kingdom, Australia and United Arab Emirates

- 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.