

ALTUS AFB TRAINING OPTIMIZATION

Operational Energy is More Than Just Fuel



INNOVATION CREATES EXPANDED CAPABILITY

The 97 Air Mobility Wing (AMW) at Altus AFB revolutionized KC-135 and C-17 schoolhouse operations through an airspace and operations optimization initiative. Multiple scheduling and airspace initiatives were implemented to improve training operations resulting in more efficient training operations.



SUCCESSFUL INITIATIVES

- ✓ The 97 AMW redesigned Air Refueling (AR) track 197 from the conventional course reversal ground track to a “horseshoe-shaped” ground track. This update allows tanker/receiver formations to enter the track every 20 minutes rather than every 90 minutes. **Increases potential asset utilization by a factor of 5.**
- ✓ The 97 AMW also redesigned AR 400 by moving the rendezvous location closer to Altus AFB. **Improves transit time by 8 minutes.**
- ✓ The 58 Airlift Squadron (AS) revamped airdrop routing into a “racetrack” option to create a more realistic training scenario. The previous ingress to the drop zone required a 28-minute low-level. **Reduces flight time to 10 minutes.**
- ✓ The 54 ARS implemented a reduced flap approach standard. **Decreases sortie fuel use by 200 gallons.**
- ✓ The 54 ARS improved the formal training unit instructor-only sortie scheduling to “double track” with two C-17 receivers. **Saves approximately 2-3 unnecessary sorties per week.**
- ✓ 97 AMW switched to tailored fuel loads based on sortie duration and training requirements. **Diminishes average ramp fuel load by 13% and decreases fuel burn on each sortie.**

WHY IT MATTERS

Simple solutions such as adjustments to scheduling and airspace procedures and operations can result in optimized training.

In this example, Altus AFB successfully implemented innovative initiatives that resulted in significant time, cost, and fuel savings while emphasizing improved realistic student training and enhanced readiness.



The 97 AMW's Supervisor of Flying (SOF) realigns tanker and receiver pairs to facilitate contingency management and training flexibility. Paired with the ability to provide “on-call” low-level scheduling and de-confliction, the SOF is able to reduce aircraft holding times. Lastly the schoolhouse increased utilization of a local commercial airport, enabling more efficient departures and arrivals on base.

Deputy Assistant Secretary of
AIR FORCE OPERATIONAL ENERGY



OUR MISSION

To enhance combat capability and mitigate operational risk to the warfighter through energy-informed solutions.

OUR VISION

To create an energy optimized Air Force that maximizes combat capability for the warfighter.

OPTIMIZING OPERATIONAL ENERGY LEADS TO:



INCREASED
Combat Capability



INCREASED
Aircraft Lifespan



LOWER
Aircraft Maintenance Costs



MORE
Training Opportunities

\$5-7 BILLION

is spent on Air Force aviation fuel **ANNUALLY**

81% of the Air Force **ENERGY BUDGET** is spent on aviation fuel

2 BILLION

GALLONS of aviation fuel used by the Air Force **ANNUALLY**

8,000

additional sorties fueled from a **1% EFFICIENCY INCREASE**

#FUELMOREFIGHT



**AIR
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