

**FM 3-04.104**

# **Forward Arming and Refueling Point**

**Tactics, Techniques, and Procedures**

August 2006

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**HEADQUARTERS, DEPARTMENT OF THE ARMY**

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# Tactics, Techniques, and Procedures for Forward Arming and Refueling Point

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# Preface

This FM describes forward arming and refueling point (FARP) operations. It provides aviation commanders, staff elements, and Class III and V personnel with a comprehensive view of the purpose, organization, and operation of the FARP. It also describes planning considerations for setup of the FARP as well as transportation planning for Class III and V products.

This FM primarily applies to aviation unit commanders, their staffs, and Class III and V personnel operating a FARP. It applies to aviation units operating on the battlefield. The principles contained herein apply to all aviation units that may be involved in forward arming and refueling missions.

The Combined Arms Support Command is the proponent for operations and military occupational specialties (MOSSs) related to fueling and ammunition operations. This FM provides tactics, techniques, and procedures for arming and refueling of Army aircraft.

Units must refer to FM 10-67-1 for greater detail and applicable checklists. FM 10-67-1 consolidates and supersedes FMs 10-18, 10-20, 10-68, 10-69, 10-70-1, and 10-71. Units ensure that FARP personnel have the most current version of FM 10-67-1 available during FARP operations.

For ammunition operations, the user should refer to FM 4-30.1.

This publication applies to the Active Army, the Army National Guard/Army National Guard of the United States, and the United States Army Reserve unless otherwise stated.

The proponent of this publication is Headquarters, United States Army Training and Doctrine Command. Send comments and recommendations on Department of the Army (DA) Form 2028 (Recommended Changes to publications and Blank Forms) or automated link (<http://www.usapa.army.mil/da2028/daform2028.asp>) to Commander, United States Army Aviation Warfighting Center (USAAWC), ATTN: ATZQ-TD-D, Fort Rucker, Alabama 36362-5263. Comments may be e-mailed to the Directorate of Training and Doctrine (DOTD) at [av.doctrine@us.army.mil](mailto:av.doctrine@us.army.mil).

Unless this publication states otherwise, masculine nouns and pronouns do not refer exclusively to men.

This publication has been reviewed for operations security considerations.

# Chapter 1

## Introduction

The forward arming and refueling point (FARP) is vital to the success of the aviation combat mission. Attack, air assault, and support aviation units all depend on the FARP to provide fuel and ammunition where and when they are needed. This chapter defines the FARP and discusses its purpose. It also discusses organization, planning factors, personnel, tactical enablers, and the threat.

### DEFINITION

1-1. A FARP is a temporary facility—organized, equipped, and deployed by an aviation commander, and normally located in the main battle area closer to the area where operations are being conducted than the aviation unit's combat service area—to provide fuel and ammunition necessary for the employment of aviation maneuver units in combat. The forward arming and refueling point permits combat aircraft to rapidly refuel and rearm simultaneously.

### PURPOSE

1-2. The FARP increases the time on station and extends the range of aircraft for the commander by reducing the turnaround time associated with refueling and rearming. FARPs thereby give the commander more time to apply continuous pressure on the enemy. They are usually employed when the turnaround time at the unit trains is too long or when time on station must be optimized. FARPs also are employed in support of deep attacks or special operations when the distance covered exceeds the normal range of the aircraft. Additionally, FARPs are employed during rapid advances when field trains are unable to keep pace. The most efficient use of a FARP is simultaneous arming and refueling.

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### ORGANIZATION

1-3. Under the combat aviation brigade (CAB), aviation battalions have forward support companies (FSCs)/distribution (DISTRO) companies and maintenance personnel. The attack reconnaissance battalion (ARB) is assigned Class III/V (89B-ammunition specialists) assets under the FSC structure and armament personnel are assigned under the component repair platoon. The assault helicopter battalion (AHB) and the general support aviation battalion (GSAB) are assigned Class III and Class V (89B-ammunition specialists) assets under the FSC, armament personnel are not required. The aviation support battalion (ASB) is assigned Class III assets under the DISTRO and armament personnel are assigned under the component repair platoon. These structures allow commanders and platoon leaders the ability to task organize FARP operations. Task organizing Class III/V assets at the unit level may present some challenges, if proper coordination is not taken and necessary resources are not available.

### FORWARD SUPPORT COMPANY

1-4. The ARB, AHB, and GSAB FSC have a headquarters platoon, field feeding, DISTRO platoon, and ground maintenance platoon. The DISTRO section provides aircraft refuel capability, ammunition

specialists (89B), water, and transportation. Also, with proper coordination the ARB, AHB, and GSAB can be augmented by the ASB. (See figure 1-1 for general structure of a FSC.)

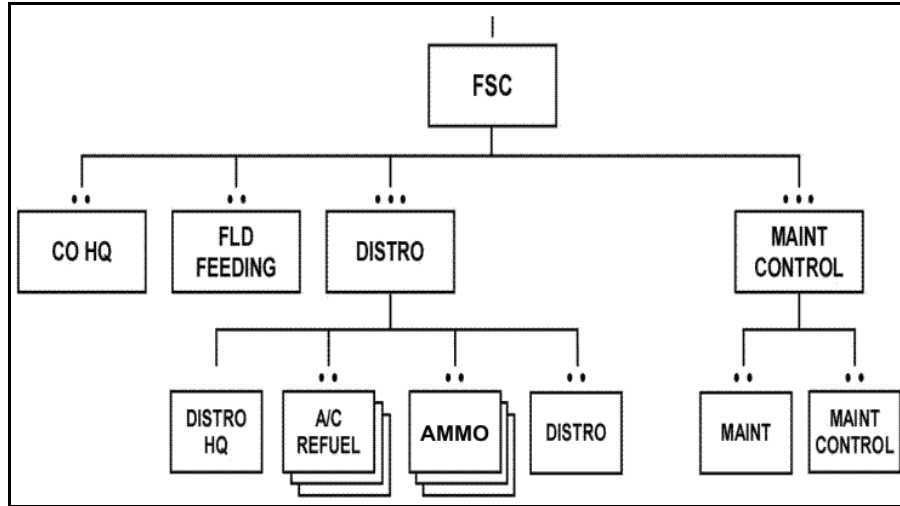


Figure 1-1. Sample structure of a forward support company

### AVIATION SUPPORT BATTALION ORGANIZATION

1-5. The ASB (figure 1-2) consists of four companies—the headquarters and support company (HSC), the DISTRO company, the network signal company and the aviation support company (ASC). The ASB provides aviation and ground field maintenance, network communications, resupply, and medical support. The HSC provides medical support and conducts field-ground maintenance and recovery. The DISTRO company functions as a supply support activity and distributes supplies to subordinate units of the CAB. The network signal company provides network and signal support to the CAB headquarters. The ASC provides intermediate maintenance and support for on-aircraft and critical off-aircraft field level maintenance and the maintenance of unmanned aerial systems. The ASC also conducts battle damage assessment (BDA) and repair and provides backup support to the aviation maintenance company (AMC).

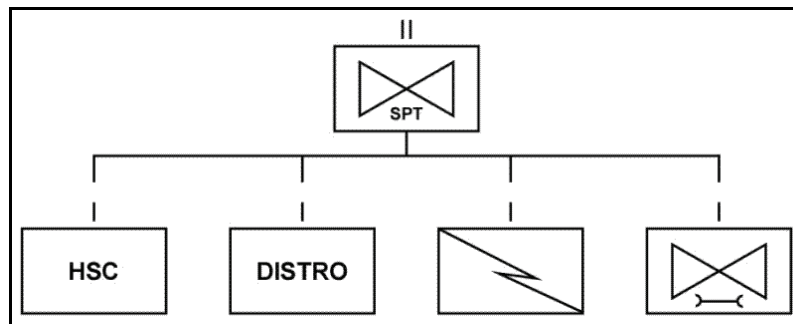


Figure 1-2. Aviation support battalion

1-6. The DISTRO company provides logistics support for the aviation brigade. The DISTRO company receives, temporarily stores, and issues bulk Class III. It also establishes and operates Class III (aviation fuel) transload sites in the brigade support area (BSA) to resupply brigade operations. Using the brigade/battalion rear FARP, the DISTRO company provides fuel to all brigade aircraft. Figure 1-3, page 1-3, shows the unit organization of the ASB in support of the aviation brigade.

1-7. The ASC provides armament personnel to FSCs upon request. The additional armament personnel will assist the FSCs with arming and dearming operations to fulfill mission requirements and provides the FSC advanced field maintenance support.

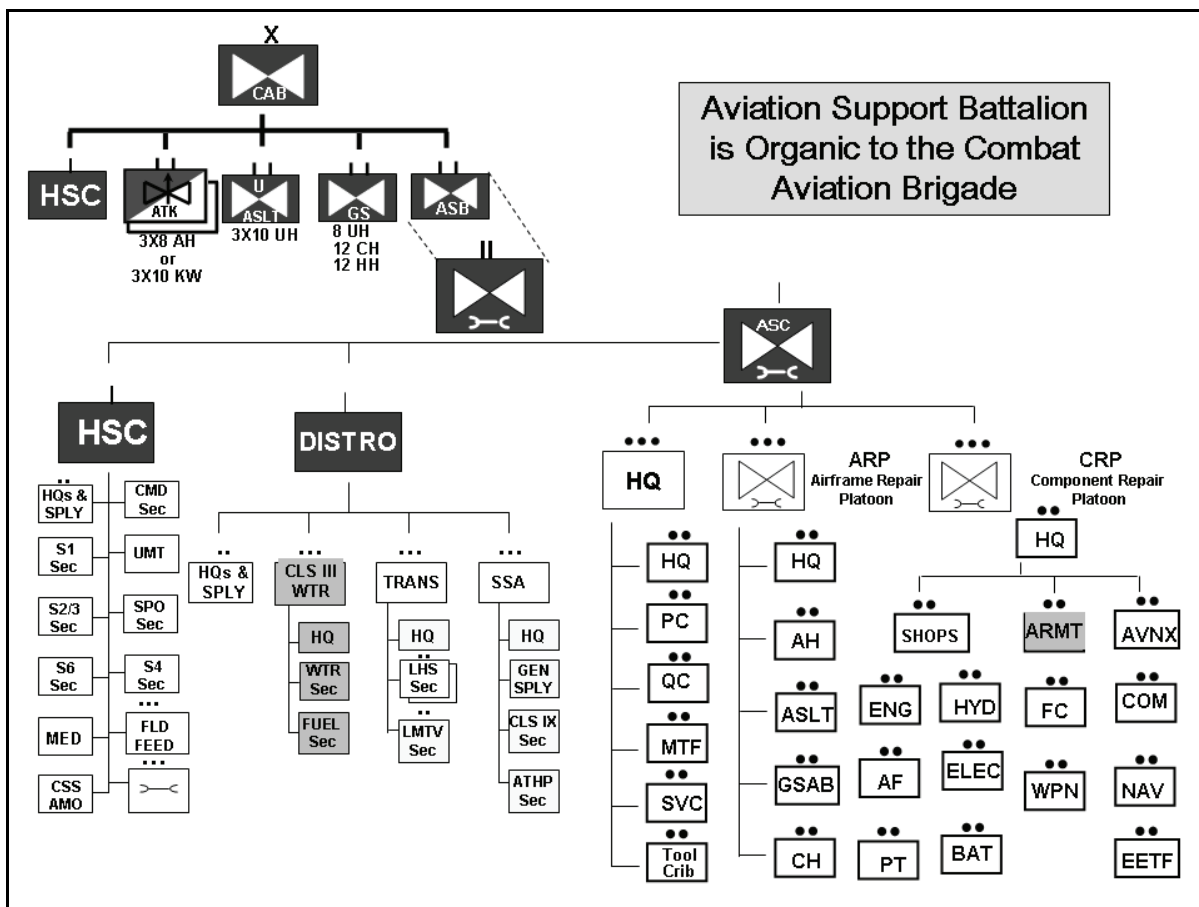


Figure 1-3. Aviation support battalion (support of combat aviation brigade)

## PLANNING FACTORS

- 1-8. The following basic principles should be satisfied when planning a FARP to support aviation units:
- The FARP should meet unit mission requirements.
  - The FARP should provide support throughout the battlefield under all conditions.
  - The FARP should avoid threat observation and engagement.

## PLANNING CONSIDERATIONS

1-9. The intensity of the battle will affect FARP activities. The commander should be aware of the following planning considerations:

- Command, control, and communication (C3).
- Terrain analysis (maps, overlays, databases, software).
- Weather analysis.
- Analysis of other characteristics of the battlefield.
- Wet or dry cross-country mobility
- Transportation systems (road and bridge information).
- Vegetation type and distribution.
- Surface drainage and configuration.
- Surface materials (soils).
- Ground water.