

**BULLET BACKGROUND PAPER**  
**ON**  
**KC-135 "PACKAGES" FOR BRAC MOTIONS AND FINAL DELIBERATIONS**

- KC-135 recommendations (combining DOD and BRAC staff inputs) direct or infer movement of aircraft at 26 bases within 10 recommendations (BRAC #s 68, 78, 82, 83, 87, 97, 101, 104, 108, and 116)
  - Active Duty: 2 increase, 2 decrease
  - Reserves: 3 increase, 3 decrease
  - Guard: 7 increase (4 convert E→R), 7 decrease (1 converts E→R), 1 E→R conversion only, 1 rejected closure
- There are 11 CONUS KC-135 bases not impacted by BRAC actions, though three actions specify or infer that three assigned tanker units remain unchanged (BRAC #s 78, 79 and 83)
- Five KC-135s are directed to Back-up Aircraft Inventory status in DOD recommendations
- BRAC staff recommendations as of 22 Aug reflect no changes from DOD recommendations for any Active or Reserve KC-135 recommendations
  - For Air National Guard KC-135s, BRAC staff recommends the following:
    - Full rejection: 1 base
    - Partial rejection: 1 base
    - Fewer aircraft than DOD: 5 bases
    - Same as DOD: 15 bases
- DOD recommendations are tightly woven and highly prescriptive regarding distribution
  - Direct how many aircraft realign, and from/to which specific installations
- "Pulling a thread" on any recommendation without amending the corresponding motion(s) to redirect aircraft (and fully and accurately account for its amended sourcing or receiving unit) may result in unexecutable BRAC Commission final recommendations
  - Ten tanker-related recommendation motions will need to be amended to account just for known differences between DOD and BRAC staff recommendations
  - Additionally, there is debate amongst legal counsel regarding legality of "retirement" language in recommendations, which could jeopardize final product
    - DOD recommendations cite or infer 56 KC-135E retirements at five bases
- Air Force officials desire the Commission's recommendations direct the base and quantity for sourced aircraft, with "tail-by-tail" linkage to specific end strength and receiver locations
  - Several Commissioners agree with specifying source bases and quantity, as well as receiver bases and end strength.
  - Several Commissioners do not want to directly link source bases to receiving locations
    - Becomes a "tail chase" exercise
      - Highly vulnerable to accounting errors which would lead to unexecutable final recommendations; especially if made "on the fly" during final deliberations

- A potential solution is to “package” KC-135 recommendations into a motion that would:
  - Specify sourcing base and quantity of aircraft
  - Specify final receiver bed down locations and end strength
  - *Not* specify linkage from source unit to receiver unit
  - Grant discretion to Secretary of Defense (SECDEF) to link sources and receivers
  - Modify “retirement” language to grant “disposition” discretion to SECDEF
  - Would *not* make recommendations regarding tanker bases not otherwise noted in DOD recommendations
- “Packaged” motion may require that language directing allocation of aircraft be extracted from individual recommendations that may include additional actions at the base
  - Actions regarding firefighters, Expeditionary Combat Support, or staff functions etc. not directly tied to Primary Aircraft Authorization (PAA) movement could either be “packaged” separately, or left in original recommendations
- Pro’s of “packaging”:
  - Simplifies complex force structure, PAA and end strength accounting
    - Less prone to error
      - Requires all PAA be *accounted for*, but not necessarily *counted*, tracked and “traded”
    - Easier to modify based upon unanticipated motions by Commissioners
  - Commissioners and Air Force desire specification regarding source and receiver units and end strength
    - Provides “top cover” to DOD when challenged by elected officials to modify (increase) their state’s/district’s PAA
  - Removes avenue for legal challenge/conflict of statutes regarding retirements
  - Preliminary discussion of overarching “package” theme by Commissioner Newton and BRAC AF Team Lead met with positive support from BRAC office of General Counsel
  - If some form of “packaging” is not adopted, all recommendations directing aircraft movement must be amended to ensure accurate PAA accounting
- Con’s of “packaging”:
  - Air Force desires direct linkage between source and receiver bases
  - COBRA data and final costs/savings data not available prior to Commission vote since source/receiver linkages at “discretion of SECDEF” might not be determined until after BRAC Commission has voted, and/or is disestablished
    - Ultimate responsibility for determining linkages that “save” is SECDEF’s
- A sample motion drafted by R&A is attached
  - Assumes BRAC #78, Birmingham International Airport Air Guard Station, AL (AF-5 ) is totally rejected as recommended by BRAC staff

- I move that the Commission strike the following language from the specified sections:
  - Chapter III, Section 82, Beale Air Force Base, CA, and Selfridge Air National Guard Base, MI (AF 10)
    - “Beale's KC-135R aircraft will be distributed to the Air National Guard at Selfridge ANGB, MI (four aircraft) and 134<sup>th</sup> Air Refueling Wing (ANG), McGhee-Tyson Airport Air Guard Station, TN (four aircraft).”
    - “The 927<sup>th</sup> Air Refueling Wing (AFR) at Selfridge will distribute its eight KC-135 aircraft to the 127<sup>th</sup> Wing (ANG) at Selfridge.”
  - Chapter III, Section 83, March Air Reserve Base, CA (AF 11)
    - “The 163<sup>d</sup> Air Refueling Wing (ANG) will distribute its nine KC-135R aircraft to the 452d Air Mobility Wing (AFR), March Air Reserve Base (four aircraft); the 157<sup>th</sup> Air Refueling Wing (ANG), Pease International Tradeport Air Guard Station, NH (three aircraft); the 134<sup>th</sup> Air Refueling Wing (ANG), McGhee-Tyson Airport Air Guard Station, TN (one aircraft); and the 22<sup>d</sup> Air Refueling Wing, McConnell Air Force Base, KS (one aircraft).”
  - Chapter III, Section 87, Robins Air Force Base, GA (AF 16)
    - The 19<sup>th</sup> Air Refueling Group's KC-135R aircraft will be distributed to the 22<sup>d</sup> Air Refueling Wing, McConnell Air Force Base, KS (nine aircraft), and to backup aircraft inventory (three aircraft).”
  - Chapter III, Section 97, Key Field Air Guard Station, MS (AF 28A)
    - “Distribute the 186<sup>th</sup> Air Refueling Wing's KC-135R aircraft to the 128<sup>th</sup> Air Refueling Wing (ANG), General Mitchell Air Guard Station, WI (three aircraft); the 134<sup>th</sup> Air Refueling Wing (ANG), McGhee-Tyson Airport Air Guard Station, TN (three aircraft); and 101st Air Refueling Wing (ANG), Bangor International Airport Air Guard Station, ME (two aircraft). One aircraft will revert to backup aircraft inventory.
  - Chapter III, Section 101, Niagara Falls Air Reserve Station, NY (AF 33)
    - “Also at Niagara, distribute the eight KC-135R aircraft of the 107th Air Refueling Wing (ANG) to the 101<sup>st</sup> Air Refueling Wing (ANG), Bangor International Airport Air Guard Station, ME. The 101<sup>st</sup> will subsequently retire its eight KC-135E aircraft .”
  - Chapter III, Section 104, Grand Forks Air Force Base, ND (AF 37)
    - “Distribute the 319<sup>th</sup> Air Refueling Wing's KC-135R aircraft to the 126<sup>th</sup> Air Refueling Wing (ANG), Scott AFB, IL (12 aircraft), which retires its eight KC-135E aircraft; the 916<sup>th</sup> Air Refueling Wing (AFR), Seymour-Johnson AFB, NC (eight aircraft), which will host an active duty associate unit; the 6<sup>th</sup> Air Mobility Wing, MacDill AFB, FL (four aircraft), which will host a Reserve association with 927<sup>th</sup> Air Refueling Wing (AFR) manpower realigned from Selfridge ANGB, MI; the 154<sup>th</sup> Wing (ANG),

Hickam AFB, HI (four aircraft), which will host an active duty associate unit; and the 22nd Air Refueling Wing, McConnell AFB, KS (eight aircraft), which currently associates with the 931<sup>st</sup> Air Refueling Group (AFR).”

- “Realign McConnell Air National Guard (ANG) Base by relocating the 184<sup>th</sup> Air Refueling Wing (ANG) nine KC-135R aircraft to the 190<sup>th</sup> Air Refueling Wing at Forbes Field AGS, KS, which will retire its eight assigned KC-135E aircraft.”

- Chapter III, Section 108, Portland International Airport Air Guard Station, OR (AF 41)

- Realign the 939<sup>th</sup> Air Refueling Wing (AFR) by distributing the wing’s KC-135R aircraft to the 507<sup>th</sup> Air Refueling Wing (AFR), Tinker Air Force Base, OK (four aircraft); the 190<sup>th</sup> Air Refueling Wing (ANG), Forbes Field Air Guard Station, KS (three aircraft); and by reverting one aircraft to backup inventory. Operations and maintenance manpower for four aircraft from the 939<sup>th</sup> Air Refueling Wing is realigned with the aircraft to Tinker Air Force Base.”

- Chapter III, Section 116, Fairchild Air Force Base, WA (AF 51)

- “The 141<sup>st</sup> Air Refueling Wing’s eight KC-135R aircraft are distributed to the 185th Air Refueling Wing (ANG), Sioux Gateway Airport Air Guard Station, IA.”

- And insert in its place

- “Distribute the specified Primary Aircraft Authorized (PAA) quantity of KC-135R/T aircraft from the following locations in a cost effective manner as determined by the Secretary of Defense:
  - 19<sup>th</sup> Air Refueling Group, Robins AFB, GA (12 KC-135R/T)
  - 107<sup>th</sup> Air Refueling Wing (ANG), Niagara Falls ARS, NY (8 KC-135R/T)
  - 141<sup>st</sup> Air Refueling Wing (ANG), Fairchild AFB, WA (8 KC-135R/T)
  - 157<sup>th</sup> Air Refueling Wing (ANG), Pease International Tradeport AGS, NH (1 KC-135R/T)
  - 163<sup>rd</sup> Air Refueling Wing (ANG), March ARB, CA (9 KC-135R/T)
  - 184<sup>th</sup> Air Refueling Wing (ANG), McConnell ANGB (9 KC-135R/T)
  - 186<sup>th</sup> Air Refueling Wing (ANG), Key Field AGS, MS (9 KC-135R/T)
  - 319<sup>th</sup> Air Refueling Wing, Grand Forks AFB, ND (36 KC-135R/T)
  - 927<sup>th</sup> Air Refueling Wing (AFR), Selfridge ANGB, MI (8 KC-135R/T)
  - 939<sup>th</sup> Air Refueling Wing (AFR), Portland International Airport AGS, OR (8 KC-135R/T)
    - Operations and maintenance manpower for four aircraft from the 939<sup>th</sup> Air Refueling Wing will be realigned as determined by the Secretary of Defense
  - 940<sup>th</sup> Air Refueling Wing (AFR), Beale AFB, CA (8 KC-135R/T)

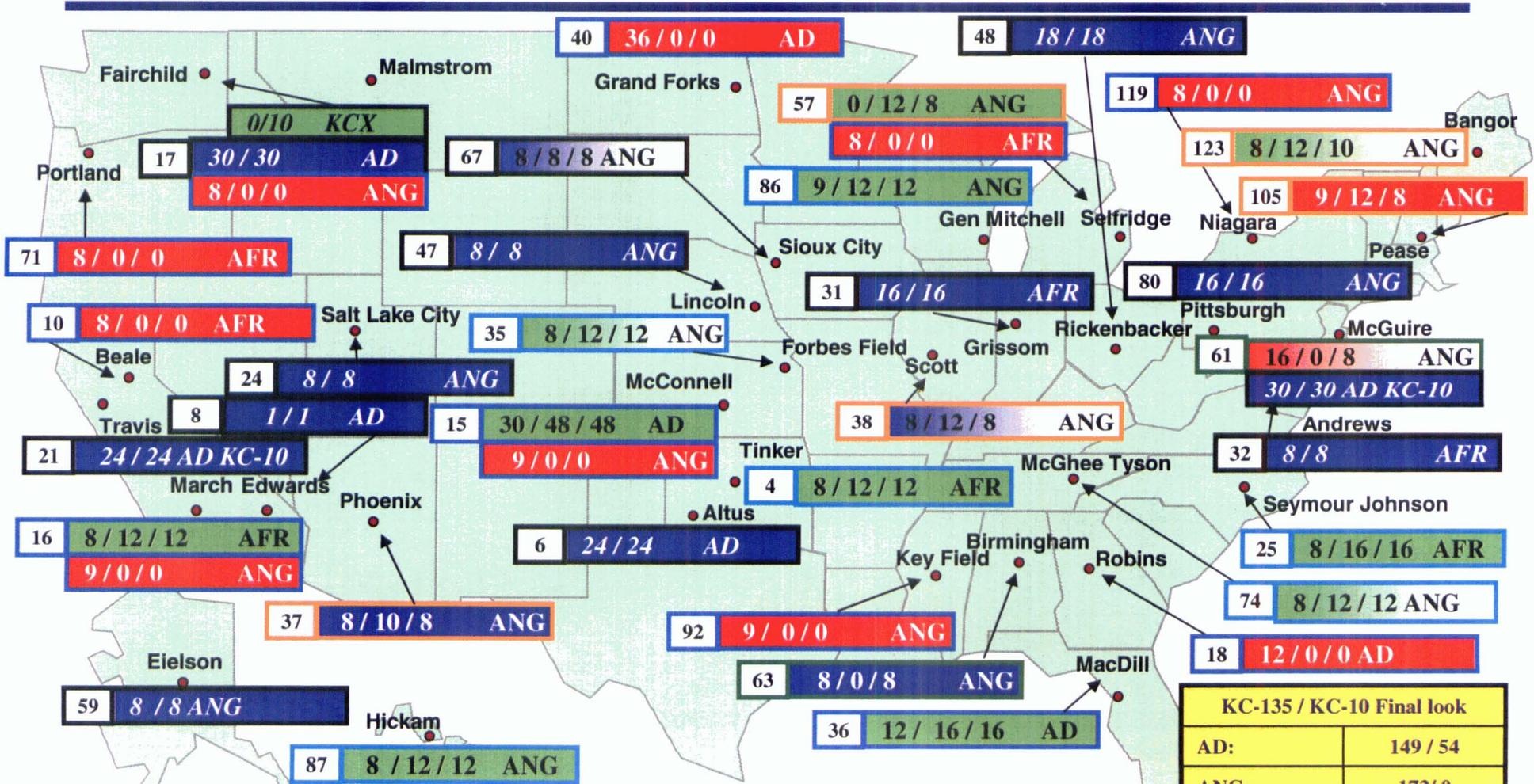
- in conjunction with additional KC-135R/T aircraft as determined by the Secretary of Defense to establish the following units and Primary Aircraft Authorizations (PAA):
  - 6<sup>th</sup> Air Mobility Wing, MacDill AFB, FL (16 KC-135R/T)
    - which will host a Reserve association with 927<sup>th</sup> Air Refueling Wing (AFR) manpower realigned from Selfridge ANGB, MI
  - 22<sup>d</sup> Air Refueling Wing, McConnell AFB, KS (48 KC-135R/T)
  - 54<sup>th</sup> Wing (ANG), Hickam AFB, HI (12 KC-135R/T)
    - which will host an active duty associate unit
  - 101st Air Refueling Wing (ANG), Bangor International Airport AGS, ME (10 KC-135R/T)
  - 108<sup>th</sup> Air Refueling Wing (ANG), McGuire AFB, NJ (8 KC-135R/T)
  - 126<sup>th</sup> Air Refueling Wing (ANG), Scott AFB, IL (8 KC-135R/T)
  - 127<sup>th</sup> Wing (ANG) at Selfridge ANGB, MI (8 KC-135R/T)
  - 128<sup>th</sup> Air Refueling Wing (ANG), General Mitchell AGS, WI (12 KC-135R/T)
  - 134<sup>th</sup> Air Refueling Wing (ANG), McGhee-Tyson Airport AGS, TN (12 KC-135R/T)
  - 157<sup>th</sup> Air Refueling Wing (ANG), Pease International Tradeport AGS, NH (8 KC-135R/T)
  - 185th Air Refueling Wing (ANG), Sioux Gateway Airport AGS, IA (8 KC-135R/T)
  - 190<sup>th</sup> Air Refueling Wing, Forbes Field AGS, KS (12 KC-135R/T)
  - 452d Air Mobility Wing (AFR), March ARB, CA (12 KC-135R/T)
  - 507<sup>th</sup> Air Refueling Wing (AFR), Tinker AFB, OK (12 KC-135R/T)
  - 916<sup>th</sup> Air Refueling Wing (AFR), Seymour-Johnson AFB, NC (16 KC-135R/T)
    - which will host an active duty associate unit
- Additionally, the following units will dispose of the specified PAA quantity of KC-135E aircraft as determined by the Secretary of Defense:
  - 101st Air Refueling Wing (ANG), Bangor International Airport AGS, ME (8 KC-135E)
  - 108<sup>th</sup> Air Refueling Wing, McGuire AFB, NJ (16 KC-135E)
  - 126<sup>th</sup> Air Refueling Wing (ANG), Scott AFB, IL (8 KC-135E)
  - 134<sup>th</sup> Air Refueling Wing (ANG), McGhee-Tyson Airport AGS, TN (8 KC-135E)
  - 190<sup>th</sup> Air Refueling Wing, Forbes Field AGS, KS (8 KC-135E).”
- that the Commission find this change and the recommendation as amended are consistent with the Final Selection Criteria and Force Structure Plan.

| COMPONENT                     | State | Installation    | Start | Model   | BRAC STAFF | Model   | Delta | 190 #                            |
|-------------------------------|-------|-----------------|-------|---------|------------|---------|-------|----------------------------------|
| <b>BRAC INCREASE</b>          |       |                 |       |         |            |         |       |                                  |
| AD                            | FL    | MacDill         | 12    | KC-135R | 16         | KC-135R | 4     | 104(4)                           |
| AD                            | KS    | McConnell       | 30    | KC-135R | 48         | KC-135R | 18    | 104(8), 83(1), 87(9), 83(1)      |
| AFR                           | CA    | March           | 8     | KC-135R | 12         | KC-135R | 4     | 83(4),                           |
| AFR                           | NC    | Seymour Johnson | 8     | KC-135R | 16         | KC-135R | 8     | 104(8)                           |
| AFR                           | OK    | Tinker          | 8     | KC-135R | 12         | KC-135R | 4     | 108(4)                           |
| ANG                           | ME    | Bangor          | 8     | KC-135E | 10         | KC-135R | 2     | 78(2), 97(2), 101(8/R8)          |
| ANG                           | KS    | Forbes          | 8     | KC-135E | 12         | KC-135R | 4     | 104(9/R8), 108(3)                |
| ANG                           | WI    | Gen Mitchell    | 9     | KC-135R | 12         | KC-135R | 3     | 97(3)                            |
| ANG                           | HI    | Hickam          | 8     | KC-135R | 12         | KC-135R | 4     | 104(4)                           |
| ANG                           | TN    | McGhee Tyson    | 8     | KC-135E | 12         | KC-135R | 4     | 78(4), 82(4), 83(1), 97(3), (R?) |
| ANG                           | IL    | Scott           | 8     | KC-135E | 8          | KC-135R | 0     | 104(12/R8)                       |
| ANG                           | MI    | Selfridge       | 0     | KC-135R | 8          | KC-135R | 8     | 82(4), 82(8)                     |
|                               |       |                 | 12    |         | 115        |         | 178   | 63                               |
| <b>BRAC DECREASE</b>          |       |                 |       |         |            |         |       |                                  |
| AD                            | ND    | Grand Forks     | 36    | KC-135R | 0          | KC-135R | -36   | 104(36)                          |
| AD                            | GA    | Robins          | 12    | KC-135R | 0          | KC-135R | -12   | 87(9)                            |
| AFR                           | CA    | Beale           | 8     | KC-135R | 0          | KC-135R | -8    | 82(8)                            |
| AFR                           | OR    | Portland        | 8     | KC-135R | 0          | KC-135R | -8    | 108(8)                           |
| AFR                           | MI    | Selfridge       | 8     | KC-135R | 0          | KC-135R | -8    | 82(8)                            |
| ANG                           | WA    | Fairchild       | 8     | KC-135R | 0          | KC-135R | -8    | 116(8)                           |
| ANG                           | MS    | Key Field       | 9     | KC-135R | 0          | KC-135R | -9    | 97(9)                            |
| ANG                           | CA    | March           | 9     | KC-135R | 0          | KC-135R | -9    | 83(9),                           |
| ANG                           | KS    | McConnell       | 9     | KC-135R | 0          | KC-135R | -9    | 104(9)                           |
| ANG                           | NJ    | McGuire         | 16    | KC-135E | 8          | KC-135R | -8    | 68(-R/16)                        |
| ANG                           | NY    | Niagara         | 8     | KC-135R | 0          | KC-135R | -8    | 101(8)                           |
| ANG                           | NH    | Pease           | 9     | KC-135R | 8          | KC-135R | -1    | 83(3),                           |
|                               |       |                 | 12    |         | 140        |         | 16    | -124                             |
| <b>BRAC UNCHANGED</b>         |       |                 |       |         |            |         |       |                                  |
| AD                            | OK    | Altus           | 24    | KC-135R | 24         | KC-135R |       | N/A                              |
| AD                            | CA    | Edwards         | 1     | KC-135R | 1          | KC-135R |       | N/A                              |
| AD                            | WA    | Fairchild       | 30    | KC-135R | 30         | KC-135R | 0     | N/A                              |
| AFR                           | MD    | Andrews         | 8     | KC-135R | 8          | KC-135R | 0     | N/A                              |
| AFR                           | IN    | Grissom         | 16    | KC-135R | 16         | KC-135R | 0     | N/A                              |
| ANG                           | AK    | Eielson         | 8     | KC-135R | 8          | KC-135R | 0     | 79(K/8)                          |
| ANG                           | NE    | Lincoln         | 8     | KC-135R | 8          | KC-135R | 0     | N/A                              |
| ANG                           | AZ    | Phoenix         | 8     | KC-135R | 8          | KC-135R | 0     | 78(2)                            |
| ANG                           | PA    | Pittsburgh      | 16    | KC-135R | 16         | KC-135R | 0     | 103(16)                          |
| ANG                           | OH    | Rickenbacker    | 18    | KC-135R | 18         | KC-135R | 0     | N/A                              |
| ANG                           | UT    | Salt Lake City  | 8     | KC-135R | 8          | KC-135R | 0     | N/A                              |
|                               |       |                 | 11    |         | 145        |         | 145   | 0                                |
| <b>BRAC UNCHANGED CONVERT</b> |       |                 |       |         |            |         |       |                                  |
| ANG                           | IA    | Sioux City      | 8     | KC-135E | 8          | KC-135R | 0     | 116(8/-R8)                       |
| <b>BRAC REJECT</b>            |       |                 |       |         |            |         |       |                                  |
| ANG                           | AL    | Birmingham      | 8     | KC-135R | 8          | KC-135R | 0     | 78(8)                            |
| <b>BAI</b>                    |       |                 |       |         |            |         |       |                                  |
|                               |       |                 |       |         |            |         |       | 87(3), 97(1), 108(1)             |



# BRAC Staff Recommendations

## Final Look - KC-135 and KC-10



MAP NOT TO SCALE

| KC-135 / KC-10 Final look |          |
|---------------------------|----------|
| AD:                       | 149 / 54 |
| ANG:                      | 172 / 0  |
| AFR:                      | 64 / 0   |
| BAI:                      | 32 / 5   |
| TAI:                      | 417 / 59 |

*Integrity - Service - Excellence*



# Tanker Scenario Group Legend

