

**DRAFT DELIBERATIVE DOCUMENT—NOT FOR RELEASE  
OUTSIDE OF BRAC COMMISSION**

**BULLET BACKGROUND PAPER**

ON

**BRAC TANKER ACTIONS**

- The following paper discusses current and post-BRAC tanker inventory and lay-down, KC-135E retirements and costs, and comparison of two ANG Southeast U.S. tanker bases, Birmingham, AL and Key Field, MS
- The current USAF tanker inventory includes 590 total tankers permanently based at 41 locations (including four instances of Active, Guard and/or Reserves sharing a runway) in 29 U.S. states and 2 allied nations
  - o 417 KC-135Rs, 114 KC-135Es and 59 KC-10s
    - Air National Guard operates 46% of KC-135s (243 aircraft)
    - Active Duty operates 38% (204 aircraft)
    - Air Force Reserves operate 16% (84 aircraft)
  - o KC-10s are flown by four active duty and four reserve associate squadrons, and are not included in any BRAC recommendations
- BRAC recommendations involve only KC-135 forces, functions and installations
  - o Air National Guard (22 KC-135 bases pre-BRAC→15 bases post-BRAC):
    - 7 bases lose all aircraft; 9 bases gain aircraft
  - o Active Duty (9 KC-135 bases pre-BRAC→7 bases post-BRAC (3 CONUS, 2 overseas, 1 training only, and 1 test and evaluation base which has only 1 aircraft)):
    - 2 bases lose all aircraft; 2 bases gain aircraft
  - o Reserves (8 KC-135 bases pre-BRAC→5 bases post-BRAC):
    - 3 bases lose all aircraft; 3 bases gain aircraft
- Air National Guard operates 100% of the KC-135E fleet (114 aircraft) at 6 bases
  - o 29 of 114 KC-135Es have been grounded since September, 2004 due to safety issues
    - The grounded aircraft are distributed amongst multiple KC-135E installations
  - o Air Force estimates approximately \$1.9B in maintenance and repair, and \$2.9B in operations and sustainment needed to fly KC-135Es through FY11
  - o The USAF intends to programmatically retire all KC-135Es by 2008
    - BRAC recommendations note programmatic retirement of 56 KC-135E Primary Authorized Aircraft from 6 bases
      - 5 of those bases convert to KC-135Rs
    - The remaining KC-135Es are retired in actions unrelated to BRAC
- Several tanker units and community delegations have voiced concerns to the Commission that DOD's BRAC tanker lay down disproportionately increases tanker presence in the Central United States while excessively decreasing tanker presence in the Northeast and Southeast
  - o Statistical analysis of the pre- and post-BRAC lay down shows the concern is unfounded

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the Northeast region in support of operations in Southwest Asia, North Africa, and Europe

- One BRAC Review and Analysis proposal has suggested that at least one of the Southeast sector ANG units slated to lose their aircraft be allowed to keep their KC-135s
  - Pre-BRAC, there were 3 ANG, 2 Active and 1 Reserve tanker bases in the Southeast, representing 57 total aircraft
  - Post-BRAC, two ANG bases and one Active base lose all their aircraft, while the remaining three bases increase total aircraft
    - Total post-BRAC Southeast tanker lay-down is 44 aircraft
    - As a percentage of the overall U.S. tanker fleet, the recommendations represent a decrease from 13% of the fleet to 11% in the Southeast
  - The following table compares the two Southeastern U.S. ANG bases, located 125 nm apart, that lose their aircraft: Birmingham AGS, AL and Key Field AGS, MS
    - If one base is selected to keep its aircraft (reject realignment), Birmingham would appear to be a stronger choice based upon:
      - Higher Tanker MCI, greater tanker mission capability due to 2,000' (20%) longer runway, collocation with KC-135 depot contractor, greater disparity in nearest in-state ANG mission-type
      - The importance of the 2,000' difference in runway lengths for large aircraft such as tankers is noted in the following two (uncertified data) scenarios. Generally speaking, longer runways equate to heavier gross weights (including fuel load) available at take-off.
        - Under a given set of climatological conditions, the maximum range to remain on station 4 hours and offload 85,000 lbs of fuel:
          - From Birmingham: 1,174 miles
          - From Meridian: 736 miles
        - Under a given set of climatological conditions, the max range to either carry 50,000 lbs of fuel for offload (or 50,000 lbs of cargo)
          - From Birmingham: 6,568 miles
          - From Meridian: 4,545 miles
- Realigning Key Field as recommended, will incur a slightly higher cost (if including costs to move Key Field's KC-135 simulator) than Birmingham, as well as higher economic impact on the Key Field MSA as a percentage

# Post-BRAC KC-135R Distribution+ KC-10

## Bottom Line % of Total:

POST

**35→39% Jets**

156→150

12

**29→28% Jets**

130→107

**24→23% Jets**

107→88

**37→41% Eqv**

183→182

12

**31→30% Eqv**

157→134

**21→20% Eqv**

105→88

**13→11% Jets**

57→44

**11→10% Eqv**

56→44

- ANG
- AFRC
- USAF

\* Fenced Trainers

TOTAL PRE→POST BRAC LAYDOWN

450 389 Jets

501 448 KC-135R Equivalents

# Post-BRAC KC-135R Distribution

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Fairbanks, AK 8

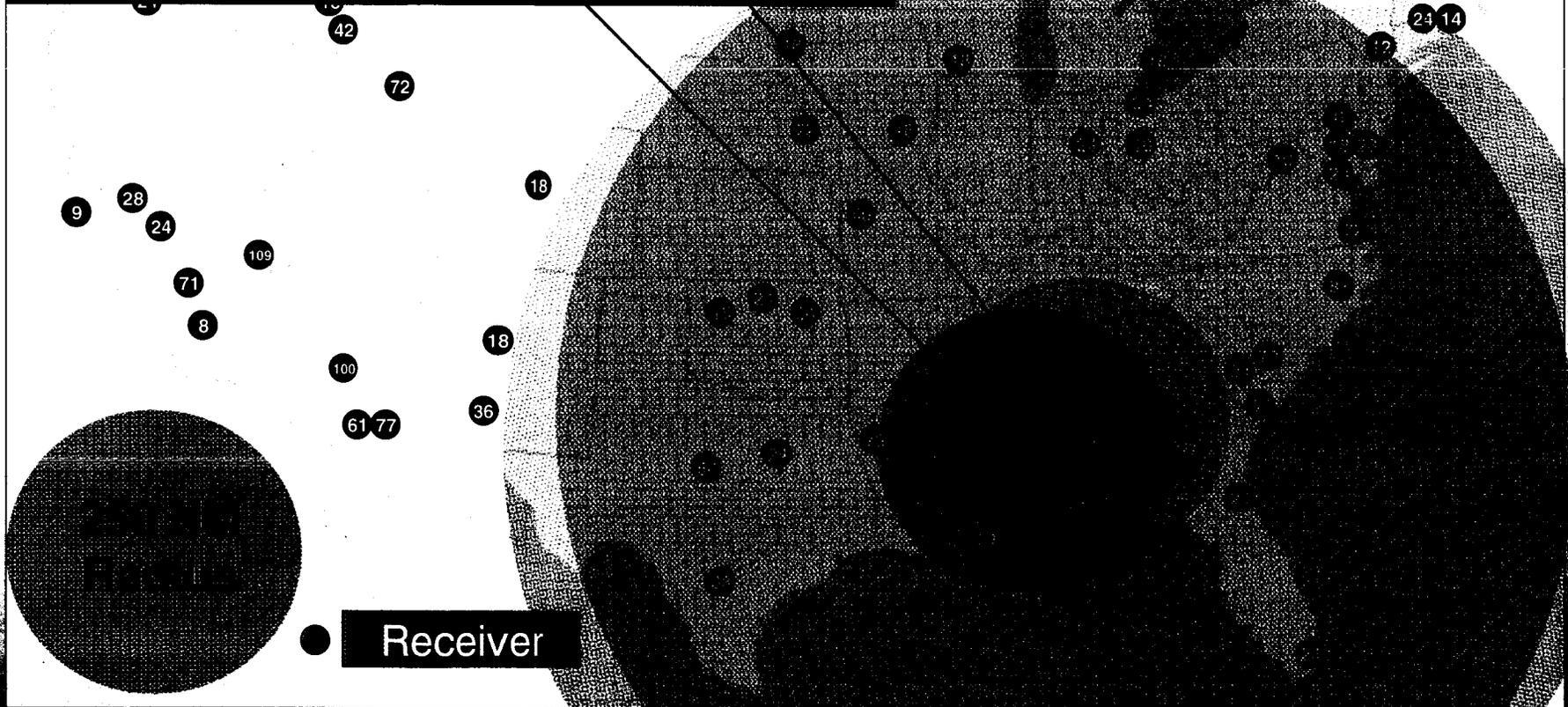
- AFKC
- USAF

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APPX 500NM Ranges

# Active, Guard & Reserve Receivers

	MEI	BHM
Current Tnkr PAA	9	8
250 NM Rcvrs	313.0	279.0
250 NM Rcvr/Tnkr	34.8	34.9
850 NM Rcvrs	1212.0	1248.0
850 NM Rcvr/Tnks	134.7	156.0



**186th Air Refueling Wing**

**United States of America**