

940th Air Refueling Wing

Welcome



U.S. AIR FORCE

Mr. Nathaniel Sillin

**Unit Mission Briefing
Colonel James Kerr
Commander**

UNCLASSIFIED

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U.S. AIR FORCE

940th Air Refueling Wing

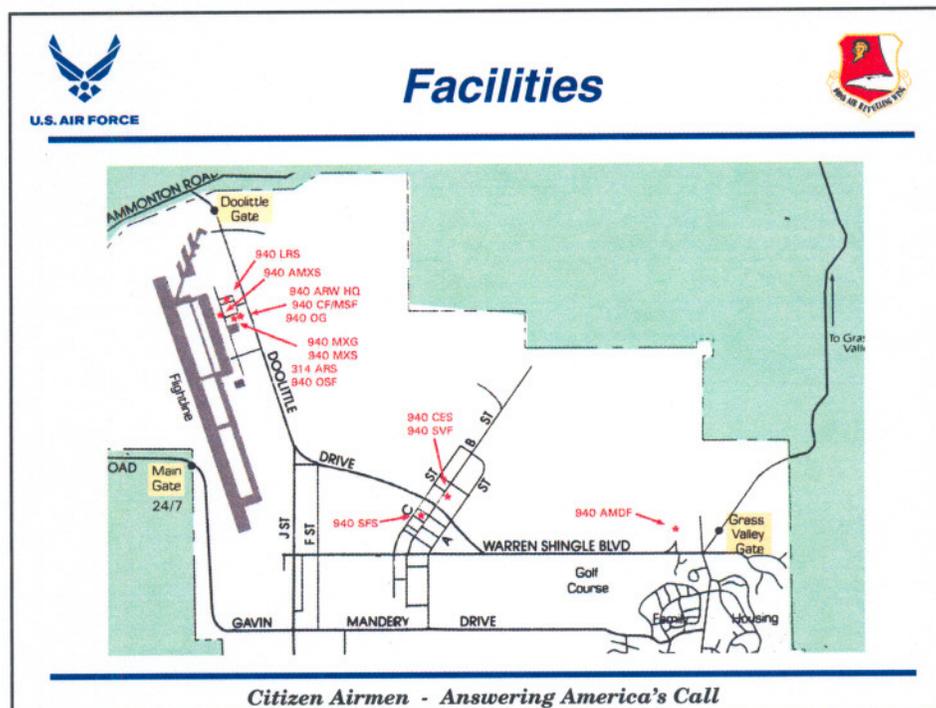
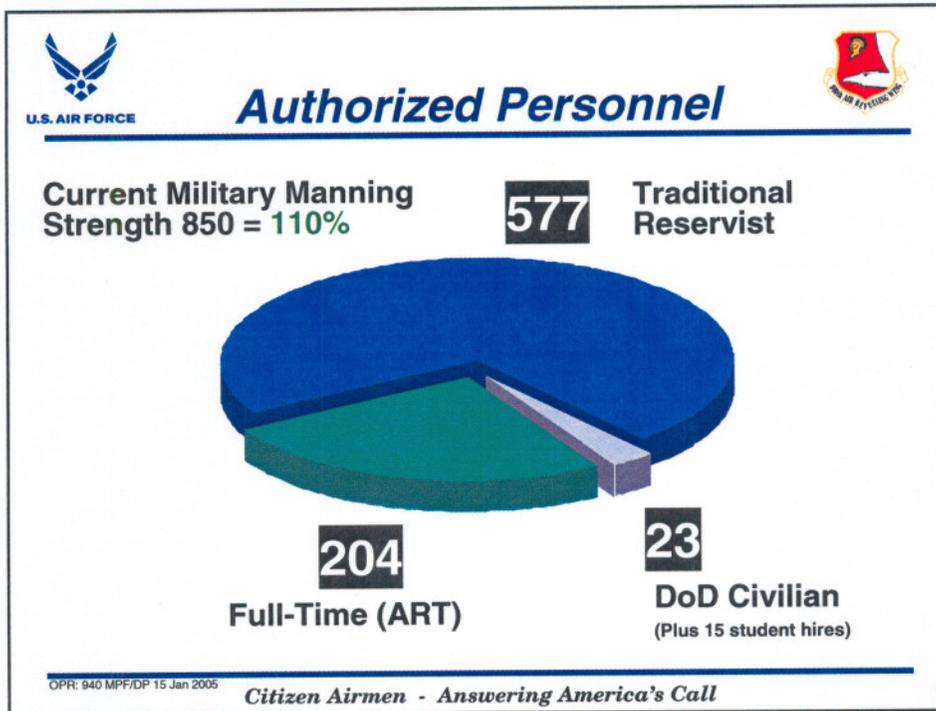


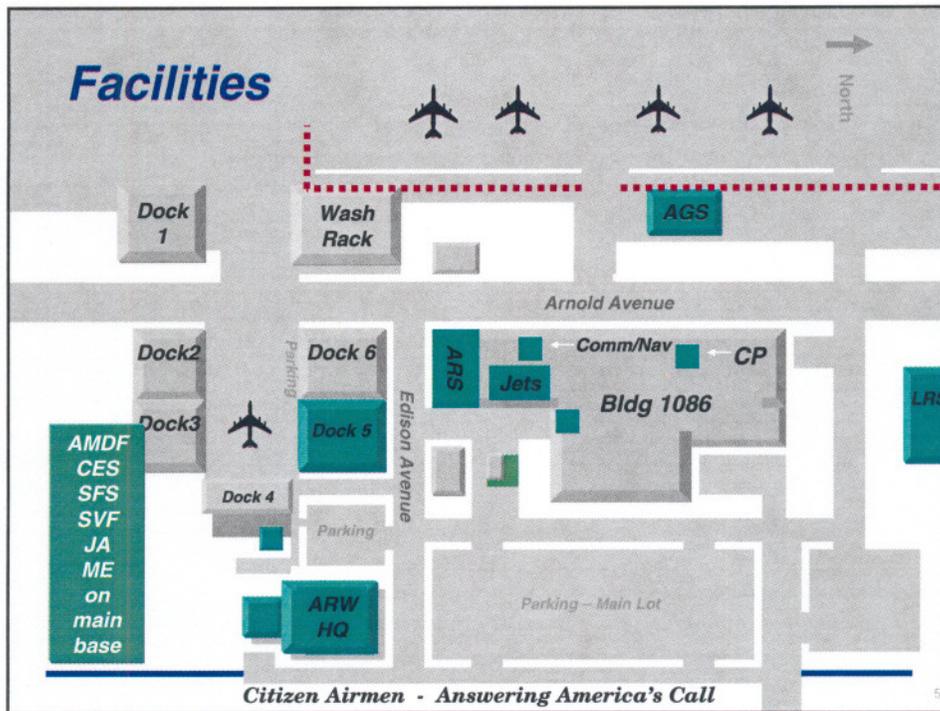
- Air Refueling
- Aeromed Evac
- Expeditionary
Combat Support



KC-135T Stratotanker refueling an Italian Air Force Tornado

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Central Valley Citizen Airmen





940th aircrews and maintainers stood up Strategic Air Command alert lines for 14 years at Mather AFB during the Cold War

Feb 1963
940th Troop Carrier Group activated at McClellan AFB C-119 (later C-124 & C-130A)

Jan 1977
Moves to Mather AFB converted to KC-135A

Jul 1993
Moves to temporary facilities at McClellan AFB

May 1998
Moves to new permanent facilities at Beale AFB

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 **Primary Recruiting Base** 



- Main recruiting area more than 2.5 million population
- Good recruiting demographics
- High propensity to military service

★ Green Star = 1 Reservist
★ Red Star = 5 Reservists
★ Blue Star = 10 Reservists

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 **Recruiting** 

- Unit recruiters reaching people with no-prior service through schools, job fairs
- Outreach to local Hispanic and Southern Asian communities
- In-service recruiter



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Kosovo 1999



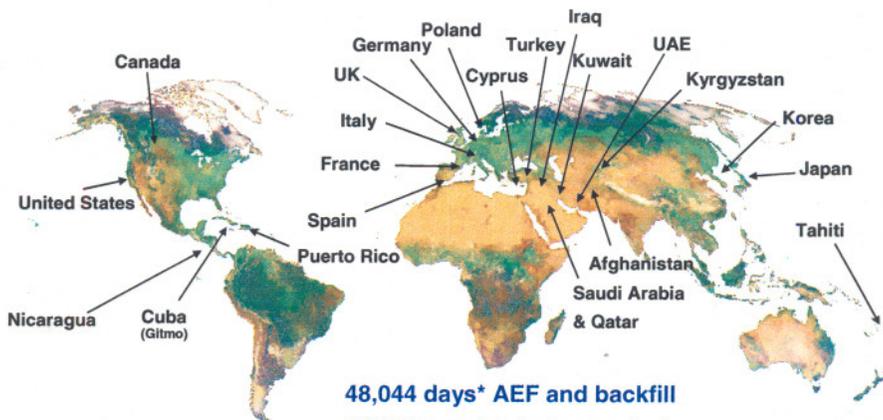
- Began on volunteer status
- Activation of 168 personnel
- More than 300 combat-support sorties
- "Far and away the most effective tanker unit" in the theater

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U.S. AIR FORCE

Deployments Since 9/11



48,044 days* AEF and backfill

783 Reservist deployments *

* Does not include annual tour, Admin TDY, Schools or training; some Airmen deployed more than once

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 **OIF / OEF** 



Mobilized 940th Civil Engineers at Tallil AB, Iraq, May 2003

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 **Deployments & Backfill** 

- **Currently 74 Airmen serving on active duty in support of real world missions – some here on Beale, some overseas**
- **Temporarily, this fall, the number will increase to more than 300, most of who will be overseas in support of OIF and OEF**



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 **U.S. AIR FORCE**



Operation Noble Eagle



- 24/7 Alert Capable
- NORAD - tasked
- Lead unit for tanker-task force post 9/11

Refueling an F-16 on a combat air patrol over the Golden Gate

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 **U.S. AIR FORCE**



ONE Tanker Taskforce

- Sept 2001
- KC-135E and R
- Aircap Alert
- 24/7 Alert Facility
- Outstanding Host support



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 **U.S. AIR FORCE** 

Everyday Missions

- High-priority airlift
- Support of local units' training
- Travis AFB is our biggest customer



Team Travis KC-10A over the Sierra Nevada

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 **U.S. AIR FORCE** 

Retention

- Meaningful work, careers and training
- Strong HRDC and mentoring program
- Commitment to the development of our people
- 110% overall manning



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 **U.S. AIR FORCE**



Family Support



Proactive, dynamic program

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 **U.S. AIR FORCE**



Employer Support

- Proactive outreach program
- Employer orientation flights
- ESGR Unit Rep:
Lt Col Ron Soejoto



Reservist TSgt Ian Troxell is greeted by CHP officers at Sacramento Airport upon his return from Iraq 30 Sept 2004

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 **Awards** 



**AFOUA for
Oct. 2001- Sept. 2003
was fourth in a row
since 1996**



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 **Modernization** 

KC-135T (R-Model) Upgrade



- Full interoperability
- Increased capability
- Cleaner, more reliable

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 **Future** 

**BRAC 2005: DoD recommends 940th
convert to Global Hawk associate**



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 **Air Force Team** 

 Air Force Reserve	 Air Combat Command	 Air National Guard
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Team Beale

 9 th RECONNAISSANCE WING	 300 th AIR REFUELING WING
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BASE VISIT REPORT

Beale Air Force Base, CA

17 June, 2005

COMMISSION STAFF:

Mr. Nathaniel Sillin, Associate Analyst

LIST OF ATTENDEES:

9th Reconnaissance Wing Unit Mission Brief:

Mr. Mike Walker, Field Rep., Senator Feinstein
Col Lawrence Wells, 9RW/CC
Col Domenick Eanniello, 9RW/CV
Col James Kerr, 940ARW/CC
Lt Col Jon Ellis, 13RS/CC
Lt Col Marc Duncan, 9RW/XP
Lt Col George LaVezzi, 9MXG/BRAC POC
Mr. Harl Sanderson, 9MSG BRAC POC
Mr. John Larson, 9OG BRAC POC
Capt Eleyce Winn, 9MDG BRAC POC

940th Air Refueling Wing Unit Mission Brief:

Mr. Mike Walker, Field Rep., Senator Feinstein
Col James Kerr, 940ARW/CC
Lt Col Ron Gray, 940 ARW/ BRAC POC
Lt Col Jon Ellis, 13RS/CC
Lt Col Ron Soejoto, 940 AMXS/CC
Lt Col Marc Duncan, 9RW/XP
Lt Col George LaVezzi, 9MXG/BRAC POC
Mr. Harl Sanderson, 9MSG BRAC POC
Mr. John Larson, 9OG BRAC POC
Capt Eleyce Winn, 9MDG BRAC POC

940th Air Refueling Wing Meeting:

Mr. Mike Walker, Field Rep., Senator Feinstein
Col James Kerr, 940 ARW/CC
Col Dave Mitchell, 940 OG/CC
Col Mike Higginson, 940 MSG/CC
Lt Col Jon Ellis, 13RS/CC
Lt Col Ron Soejoto, 940 AMXS/CC
Lt Col Bob Landgraf 940 AMDF/CC
Lt Col Randy Lavender, 940 ARW/CCE
Lt Col Ron Gray, 940 ARW/ BRAC POC
Maj Bob Couse-Baker, 940 ARW/PA

CMSgt Don Pope, 940 CES/CEO
CMSgt Less Palmer, 940 LRS/LGRR

12th Reconnaissance Squadron Unit Mission Brief:

Mr. Mike Walker, Field Rep., Senator Feinstein
Lt Col Mark Corley, 12 RS/CC
Lt Col Chris Jella, 12RS/DO
Lt Col Craig Morris, 9 OG/GHPOD
Lt Col Jon Ellis, 13RS/CC

BASE'S PRESENT MISSION:

- 9th Reconnaissance Wing: The 9th Reconnaissance Wing is responsible for providing national and theater command authorities with timely, reliable, high-quality, high-altitude reconnaissance products. To accomplish this mission, the wing is equipped with the nation's fleet of U-2 reconnaissance aircraft and associated support equipment. The wing also maintains a high state of readiness in its combat support and combat service support forces for potential deployment in response to theater contingencies. The 9th Reconnaissance Wing is composed of more than 3,000 personnel in four groups at Beale and multiple overseas operating locations.
- 940th Air Refueling Wing (AFR): Operates 8 KC-135R Stratotankers. 40th Air Refueling Wing is gained by Air Mobility Command for wartime and contingency operations. In peacetime, the unit reports to Headquarters 4th Air Force (AFRC), March Air Reserve Base, Calif.; in wartime, to the 15th Expeditionary Mobility Task Force (AMC), Travis Air Force Base, Calif. The 940th also supports unified commands, including the United States Strategic Command and the North American Aerospace Defense Command.
- 13th Reconnaissance Squadron: Integrated Associate unit which provides the Total Force solution – in conjunction with 9th Reconnaissance Wing and California Air National Guard personnel – to sustain the RQ-4 Global Hawk mission. 13 RS maintenance and operations personnel provide wartime surge capability, weekend maintenance, experience and continuity. In addition, 13 RS operations personnel augment and support the Formal Training Unit with instructor pilots and imagery analysts.

SECRETARY OF DEFENSE RECOMMENDATION:

- Realign Beale AFB, CA
 - Distribute the 940th Air Refueling Wing's (ARW) KC-135R aircraft to:
 - Air National Guard, Selfridge Air National Guard Base, Michigan (4 aircraft)
 - 134th ARW (AFR) McGhee – Tyson Airport Air Guard Station, Tennessee (4 aircraft)
 - 940th Expeditionary Combat Support (ECS) elements will remain in place.
- Realign Selfridge Air Reserve Base, MI (ANG) Base:
 - Distribute the 927th Air Refueling Wing's KC-135R aircraft to:
 - 127th Wing (ANG) at Selfridge.
 - The 127th Wing will retire its 15 F-16 aircraft and 8 C-130E aircraft and will convert to A-10 and KC-135R aircraft.

SECRETARY OF DEFENSE JUSTIFICATION:

- **Beale AFB, CA:**
 - This recommendation capitalized on Beale's (7-C2ISR & 33-UAV) high military value and emerging Global Hawk unmanned aerial vehicle (UAV) mission.
 - Realigning KC-135 force structure enables Beale to have one primary operational flying mission.
 - Receiver locations for Beale's KC-135's each have "above-average" military value for reserve component bases in the tanker mission.
 - Beale's more modern KC-135R will replace older, higher maintenance KC-135E models at McGhee-Tyson and help increase the new ANG tanker mission at Selfridge to an effective-size of 12 aircraft.
- **Selfridge Air National Guard Base, MI:**
 - As a reserve component base, Selfridge ANGB has above avg. mil. Value as both tanker installation (57) and fighter installation (70).
 - This recommendation streamlines operations at Selfridge ANGB by realigning the Reserve air refueling mission, currently operating as a tenant unit, and divesting the ANG wing of its retiring force structure.
 - Reorganizing the flying operations under one component (ANG) will maximize organizational effectiveness and allow the installation to accommodate two effectively sized squadrons.

MAIN FACILITIES REVIEWED:

Flightline
Dock 5
Bldg 1086 Ops
Dock
KC-135T Model conversions
Dock 6, RQ-4 Global Hawk
Bldg 1200, & MCE Tour
Flightline SCIF

KEY ISSUES IDENTIFIED

- 940th ARW embraces shifting to C2ISR operations and becoming a Global Hawk Unit, but has concerns about retention and recruiting based on lack of specificity as to how the transformation will be made.

INSTALLATION CONCERNS RAISED

- 940th ARW CC concerned with timeline for defining what the 940th Global Hawk Mission i.e. manpower, etc. will be. Without definition and timeline he is concerned about losing reservists.

- 940th ARW CC concerned with competition between Global Hawk pilots and their peers in weapon systems as the F-22, B-2, etc. Global Hawk hand eye coordination is entirely different (computer key board and a mouse vs an actual aircraft flight station and the physiological affects). Currently there is no pilot program to maintain the traditional skills required to fly as the U-2 weapon system augments their piloting skill with the T-38 trainer. Also, if the Air Force keeps the requirement for a pilot to operate Global Hawk, I fear that it will be a difficult weapon system to recruit and maintain for. There may be no incentive for the young pilot who wishes to fly an aircraft with stick and rudder, experiencing the aesthetics.
- 940th ARW CC concerned that the tanker mission is here to stay until the year 2009. A concern exists that members seeking their livelihood (pilots flying traditional planes) and or their job security (KC-135 Boom operators) will leave the wing for other job opportunities leaving a tanker mission to fly the next 3 plus years. It could be a challenge recruiting the backfill.

REQUESTS FOR STAFF AS A RESULT OF VISIT:

DCN 6305

BASE SUMMARY SHEET

DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION

BASE SUMMARY SHEET

Beale Air Force Base, CA

INSTALLATION MISSION

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• **COST CONSIDERATIONS DEVELOPED BY DOD**

- One-Time Costs: \$ 45.5 million
- Net Savings (Cost) during Implementation: \$ 34.6 million
- Annual Recurring Savings: \$ 3.9 million
- Return on Investment Year: 2023 (14 years)
- Net Present Value over 20 Years: \$6.4 million

MANPOWER IMPLICATIONS OF THIS RECOMMENDATION (EXCLUDES CONTRACTORS) [Date transcribed from Air Force COBRA reports]

	<u>Military</u>	<u>Civilian</u>	<u>Students</u>
Baseline			0
Reductions			0
Realignments			0
Total			0

MANPOWER IMPLICATIONS OF ALL RECOMMENDATIONS AFFECTING THIS INSTALLATION (INCLUDES ON-BASE CONTRACTORS AND STUDENTS)

[Date transcribed from Air Force COBRA reports]

	Out		In		Net Gain (Loss)	
	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>	<u>Military</u>	<u>Civilian</u>
This Recommendation	8	171	0	0	8	(171)
Other Recommendation(s)	0	0	0	0	0	0
Total	8	171	0	0	(8)	(171)

ENVIRONMENTAL CONSIDERATIONS

- Impacts of costs include \$0.3 million in costs for environmental compliance and waste management. (costs were included in payback calculation)

REPRESENTATION

Governor: Arnold Schwarzenegger (R)
 Senators: Diane Feinstein (D)
 Barbara Boxer (D)

Representative: Wally Herger (R), 2nd District, CA
 State Senate: Sam Aanestad (R), 4th District, CA
 State Assembly: Doug LaMalfa (R), 2nd District, CA
 Rick Keene (R), 3rd District, CA

ECONOMIC IMPACT *[Data transcribed from Air Force Recommendation detail]*

- Potential Employment Loss: 312 jobs (179 direct and 133 indirect)
- MSA Job Base: 68,256 jobs
- Percentage: .5 percent decrease
- Cumulative Economic Impact (Year-Year): ___ percent decrease

MILITARY ISSUES

- (Include pertinent items)

COMMUNITY CONCERNS/ISSUES

- Yuba Highlands EIR, possible future Encroachment Issues. Possible construction of 5000 homes.

Nathaniel Sillin/Air Force Team/17 June 2005

A-10 Scenario Group

Start Point. The A-10 force laydown used to develop DoD BRAC 2005 recommendations begins with A-10s based at 15 installations at the end of FY 06. Pre-BRAC plans would result in 33% of the A-10 force comprised of effectively sized squadrons at the 15 A-10 bases.

Force Structure. The 2025 Force Structure Plan reduces the A-10s inventory. To more effectively operate this reduced force, the Air Force strategy is to organize the remaining force into more effectively sized squadrons of 24 aircraft (18 is an acceptable size for the Guard and Reserve (ARC) due to higher average experience levels in the ARC). Effectively sized squadrons better meet the Air Force's expeditionary needs and make a smaller force more effective in meeting both homeland and global defense needs. Smaller squadrons were kept to a minimum to accommodate A-10 force structure decreases beyond FY 11.

Recommended End State. The DoD BRAC 2005 end state is A-10s based at 11 installations at the end of FY 11. DoD BRAC recommendations result in 100% of the A-10 force comprised of operationally effective squadrons at the 11 bases.

Role of mission compatibility index (MCI) scores. In the first step we assigned an initial laydown using the force structure plan and raw MCI scores. The MCI scores accommodated many, but not all, of the characteristics comprising military value. Among those characteristics not readily modeled are force structure proportionality among the Active, Guard, and AF Reserve components, sizing of test and training functions, Air Reserve Component demographics and joint interoperability. Where we apply military knowledge and judgment to MCI outcomes, we cite the characteristics below as notes in the tables:

1. **Active/Guard/Reserve Proportionality.** Proportionality refers to keeping in constant balance proportions of the fleet operated by the Active Duty, Guard and AF Reserve.
2. **Air Sovereignty.** The Air Force worked closely with USNORTHCOM to ensure its ability to execute the air sovereignty mission within the laydown.
3. **Change for Operational / Logistical Reasons.** Recommendations are made for both operational (e.g., mission type) and logistical (e.g., aircraft commonality) reasons.
4. **Test Resources.** Edwards and Eglin keep the same number of test aircraft reflected in the FY 06 POM. Overseas bases were not considered and therefore maintain the status quo..
5. **Training Bases.** The size of the training fleet is appropriate to the size of the entire fleet. Davis-Monthan AFB and Barksdale AFB execute the Flying Training Unit (FTU) mission.
6. **ARC Demographics.** Air National Guard and the Air Force Reserve General Officer members of the AF Base Closure Executive Group (BCEG), provided expert military knowledge and judgment with respect to state factors, possible emerging missions, ability to associate with active units and ability to recruit the people to man larger squadrons.

7. Joint Interoperability. These judgments refer to interoperability factors related to nearby installations (e.g., synergy between Moody AFB and Army maneuver units and schools at Fort Stewart and Fort Benning).

Gain Aircraft in BRAC
Lose Aircraft in BRAC
No Change in BRAC

A-10 Scenario Group Recommendations, by Component

Active Duty. The active duty A-10 force decrease from 130 to 124 PAA by FY 11 beyond. Active duty operational units consolidate from four to two United States locations, Moody AFB and Davis Monthan AFB. Test and training locations remain the same. Consolidating the number of U.S. deployable active wings to Moody and Davis Monthan enable the Air Force to take advantage of superior joint training opportunities at both bases, maintain the FTU at Davis-Monthan and schedule more large-scale exercises at Eielson (using freed-up hangar and ramp space to better use the training range and airspace). Not only will more exercise participants benefit from Eielson's ranges and airspace, hosting large-scale exercise in Alaska will relieve some of the future training and testing burden at Nellis AFB.

	MCI	Installation	SQDNs	Start	BRAC	SQDNs	NOTE
AD	1	Pope	2	36	0	0	7
AD	11	Moody	0	0	48	2	7
AD	19	Nellis	1	10	10	1	
AD	22	Eielson	1	18	0	0	3
AD	25	Davis-Monthan	3	66	66	3	5
			7	130	124	6	

Air Force Reserve (AFR). The AFR A-10 fleet increases from 45 to 48 PAA. The AFR A-10 force consolidates from three to two United States locations.

AFR	28	Whiteman	1	15	24	1	
AFR	33	Barksdale	1	15	24	1	
AFR	49	NAS New Orleans	1	15	0	0	
			3	45	48	2	

Air National Guard (ANG). The ANG A-10 fleet decreases from 90 to 78 PAA; adjustments to the Air National Guard F-15 force maintain proportionality across the combat air forces. The ANG A-10 squadrons consolidate from six to four United States locations. Selfridge (vice Kellogg) was chosen to receive an A-10 squadron due to higher military value and ARC demographic considerations. The Department of Navy recommended closure of Willow Grove, requires the ANG A-10 squadron to move.

ANG	62	Selfridge	0	0	18	1	
ANG	66	Boise	1	15	18	1	
ANG	75	Martin State	1	15	18	1	
ANG	87	Willow Grove	1	15	0	0	3, 7
ANG	97	Barnes	1	15	24	1	
ANG	98	Bradley	1	15	0	0	
ANG	122	WK Kellogg	1	15	0	0	
			6	90	78	4	

In summary, the BRAC 2005 A-10 force structure laydown accommodates a slight reduction in A-10s, reduces the number of A-10 installations from 15 to 11 and increases effective squadron sizing from 33% at the end of FY06 to 100% effective sized squadrons in 2011.