



# Bringing the KC-46A to the Air National Guard



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- Brig Gen Laurie Farris – Commander, NH Air National Guard



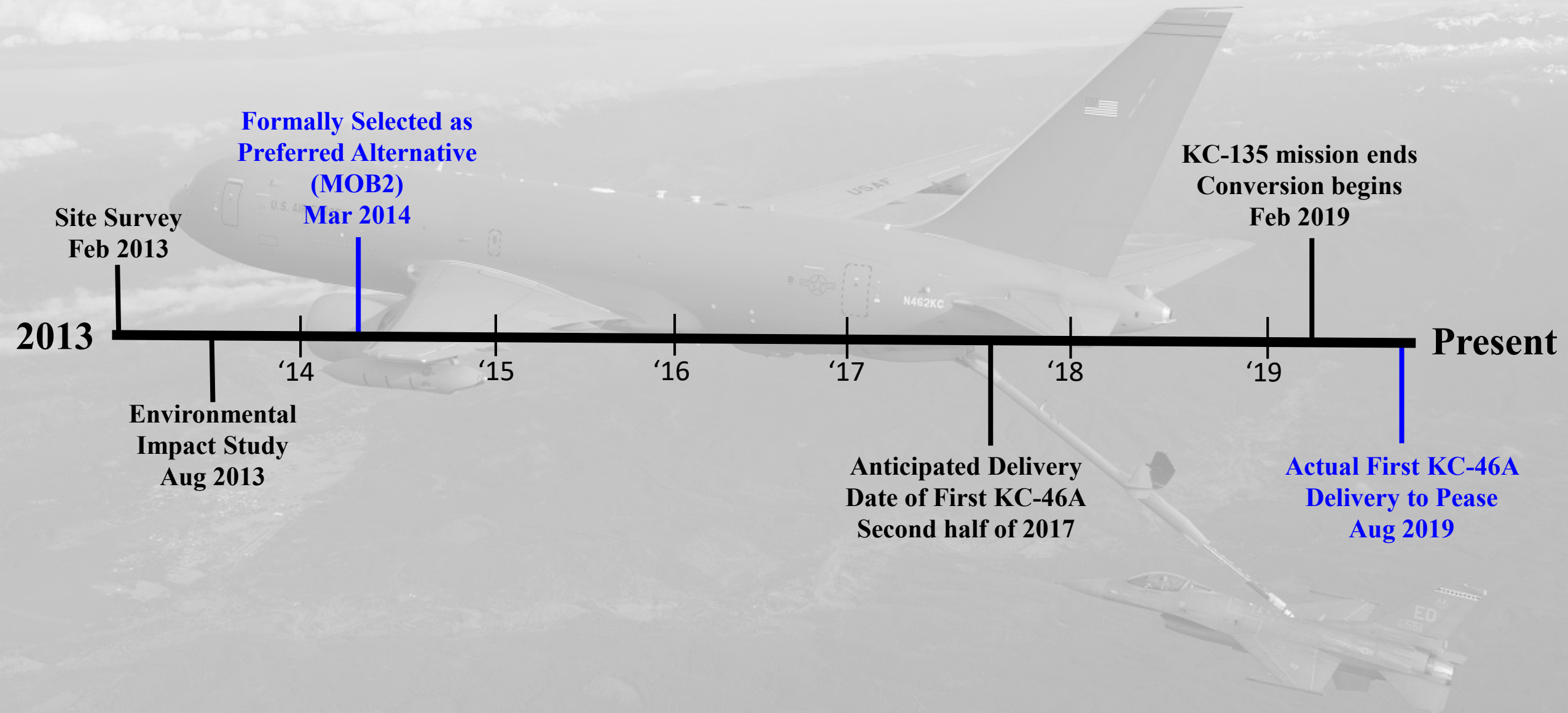
- Col John Pogorek – Commander, 157th Air Refueling Wing

# Basing Decision

- Record of Decision
  - *Pease ANG* was selected as the first ANG-led KC-46A Main Operating Base because of its **highly successful existing AD Association**, which would lead to the lowest AD manpower requirement. Selection of Pease ANG will minimize the challenge of fielding a new weapons system and avoid having to simultaneously establish a new Active Association. Its location in a region of high air refueling receiver demand was also a key consideration.
- USAF Force Structure Changes – 2012
  - *We are committed to creating associations at all KC-46 operating locations in the CONUS*
  - *The Air Force is planning to add Active Associations at all ARC fighter locations, and Air Mobility Command intends to establish Active or Classic Associations at all CONUS KC-46 locations.*



# Timeline of Events







**Artist Rendering of August 2017 Anticipated Base Upgrades**









**Temp MPC**



# Concurrent Fielding Insights

- Concurrent/proportional fielding - 1<sup>st</sup> 12/56 KC-46 assigned to the ANG
  - Pease took delivery same CY as AD counterparts!
- “Did we get it right?” Not quite, but “we are in the game!”
  - Lessons learned:
    - Concurrent fielding very different than other ANG conversions
      - More program unknowns/emergent reqmts/timeline changes
    - Should ACOE handle all construction? Like AD and AF Reserves
    - When at leading edge of Acquisition Process - need more flexibility
    - More robust cost analysis to modifying a 60+ year old facility vs. new construction



# Strategic Partnership



- MAJCOM Relationship & Guidance
  - Suggest O-6 NGB advocate for future concurrent fielding activity
    - In this case would bridge NH & VT w/link to AMC & ACC
    - Would vet all emergent requirements and needs
    - KC-46 FAM position has been vacant for the past year
    - MAJCOMs hesitant to establish new reqmts - fear they will “pay bill”

# What Went Well

- Successes:
  - Pease funded for one IOT&E crew - currently operating at McConnell
  - KC-46 Program Office & AMC provided open/transparent information
  - Included in all elements of KC-46 program development
  - Conversion office provided reliable manpower/financial resources
  - Base well postured for facility conversion - “lots of concrete”





# The Way Forward

- Proposed Future Actions:
  - Leverage Reserve Component - Commercial Airline experience for future training programs
  - Continued coordination with MOB1/FTU
  - Category 1 Deficiencies causing IOT&E Delay
  - Looking to solve aircrew production challenges
  - Want to get “KC-46” in the fight as soon a practical







# Wing Commander's Perspective

- “The Good News”
  - A Next Generation Weapon System expected to **operate for 50+ years**
  - 3 State of the Art training systems - Flight Sim / Boom Sim / Fuselage Trainer
  - **\$61M in new construction**; expecting \$115M overall
  - Increase in overall manning from 8 to 12 PAA





# Wing Commander's Perspective

- “Challenges”

- The dynamic nature of our TFI partner
- Using legacy KC-135 manning model for maintenance/support manpower
- Infrastructure and Aircrew training





# Wing Challenges

- #1-Infrastructure
  - Local Capacity based on our Civil Engineers and Contracting Office.
    - We currently have 9 completed major projects or in progress with 2 more out for bids and 8 more in design
    - A robust economy has challenged us in finding temporary help (ADOS, Temp AGR, temp Tech)
    - Army Corps of Engineers have taken on projects
  - Emergent requirements
    - We originally received \$46M in funding for 5 projects
    - Since the basing decision was made, we've added 14 more for total of \$115M thru FY22
  - Timing:
    - **Always build new!**
      - Our brand new hangars are already 60 years old
      - Unexpected delays and costs modifying old structure
    - We began construction on base in 2015 and hope to be done in 2026 if funding available

Bottom Line: Marginal mission capability without fully functional facilities

# Wing Challenges

- #2-Aircrew Training
  - 85% reduction in FTU training output for this calendar year
    - Now projected to have 12 partially trained crews by July 2020 w/12 jets on ramp
    - Still awaiting TLNs for **70 Pilots** and **43 Boom Operators**
  - Pease had 3 of 105 “Type-1” Boeing trained crewmembers (<3%)
    - Currently 2 slots allotted for Pease via Supplemental Aircrew Training (SAPP)
      - **SAPP saves AF \$168K** for first 6 crews to achieve 1:1 ratio
      - Reduces training time by 50%
  - Does not capitalize on Air Guard military or civilian experience
    - 63% of our Pilots are Military Instructor Pilots
    - 82% of our IPs have Civ Type ratings next gen avionics expertise
    - 58% of Pilots have Civ Type Ratings incl 10 with 767 & 757 experience
    - 14 of our Pilots have previous heavy AAR experience (11 IPs)



# DISCUSSION/QUESTIONS

