

Integrated Defense Systems
P.O. Box 516
St. Louis, MO 63166
www.boeing.com

KC-10 Extender

Under a nine-year U.S. Air Force (USAF) contract, which runs through September 2007, Boeing is providing maintenance, repair and modification services for all USAF KC-10A aircraft.



Providing Contractor Operated and Maintained Base Supply (COMBS) services at McGuire Air Force Base, N.J. and Travis Air Force Base, Calif., Boeing offers ground support equipment maintenance, parts and field service representatives who supply technical expertise and training as needed. Services include warehousing roughly 26,000 KC-10A line items (individual part numbers). Personnel also maintain technical publications for the customer and assemble En route Support Kits (ESK) and Mission Support Kits (MSK), used to maintain aircraft at remote sites during customer deployments. These services are delivered on a 365, 24/7 basis.

Boeing also provides aircrew instruction, training device logistics support, and courseware maintenance and development under a nine-year USAF contract, which runs through September 2006. KC-10 aircrew training and training device logistics support is provided at McGuire AFB and Travis AFB. Training site support, including courseware maintenance and development, engineering services, technical library maintenance, configuration management, product assurance, supplier management, and information systems support is provided by the Main Support Center located in a commercial leased facility in Fairfield, Calif. Program Management and functional support is provided from the Boeing facility at Midwest City, Okla.

Also provided at the Midwest City facility is engineering support for the KC-10 and KDC-10 for the USAF, and the Royal Netherlands Air Force. Boeing works closely with KC-10 and KDC-10 engineers and technical specialists located in Long Beach, Calif. The group also coordinates with the KC-10 Contractor Logistics Support (CLS) group located in San Antonio, Texas, and KC-10 Aircrew Training System (ATS) group located in Fairfield, Calif. The primary customers for the engineering support are USAF engineers and equipment specialists located at Tinker AFB, Okla. The engineering support is provided under the sole source "Umbrella" Engineering Contract that was initiated in 1997 and extends through September 2006.

“On-call” technical support is provided to assist with any customer questions on operation, maintenance, and repair of the aircraft. Boeing works directly with the USAF customer at Tinker AFB and manages and directs work to Long Beach and other Boeing groups and provides engineering support for non-recurring technical studies, modifications, and upgrades to the aircraft. Recurring engineering support is provided to maintain airworthiness on the KC-10 aircraft through the review and tracking of Boeing Commercial Service Bulletins and FAA Airworthiness Directives.

Additionally, Boeing maintains, repairs and modifies the remote aerial refueling system for two KDC-10 tankers, passenger aircraft converted into tankers, for the Royal Netherlands Air Force and operates COMBS services at Eindhoven Air Base, and operates Forward Supply Locations (FSL) at Ramstein Air Base, Germany and Yokota Air Base, Japan. At these FSLs, Boeing provides supply support, ground support equipment and maintenance needs, and technical expertise through their Field service representatives. Upon request, Boeing also sends support personnel on customer deployments to deliver FSL services on-site. Personnel travel the globe to support customer needs on demand.

While the USAF handles maintenance on base, Boeing performs more complex depot-level maintenance, repair and modification work in the Support Systems San Antonio center. This licensed FAA repair station is Boeing’s largest maintenance and modification center. A 1.6 million-SF facility, it can house 23 wide-body aircraft at a time and is home to the world’s largest freestanding high-bay aircraft hangar. In addition, there are 3.5 million square feet of aircraft ramp space, run-up areas, parking pads and an 11,500-foot runway. KC-10A services range from FAA C and D Checks to heavy structural maintenance, system modifications, upgrades and corrosion control to avionics system maintenance, non-destruct/full aircraft inspections and (de)painting. To further support customers, Boeing deploys teams of mechanics and engineers on a global scale to fix aircraft on site or prepare the plane so it can be flown to the San Antonio maintenance center for needed services. Since its grand opening in 1998, the Support Systems San Antonio center has serviced 634 KC-10A aircraft with an additional eight currently in the shop. This center offers fast cycle time, affordable cost and preeminent quality sustainment services. It received the national Baldrige Award, the highest honor in U.S. industry, and the Texas Award for Performance Excellence in recognition of its world-class operations and outstanding performance.

Platform

The KC-10A Extender has provided strategic tanker capability to the USAF by delivering rapid, worldwide force projection for the armed services since 1981. Although its primary mission is aerial refueling, it can also be used as a transport aircraft. This dual capability allows it to refuel fighters and carry the fighter support personnel and equipment nonstop to any point on the globe. By employing its refueling boom or hose/drogue system, the KC-10A can refuel a wide variety of U.S. Air Force, Navy and Marine Corps aircraft, as well as aircraft from allied nations. It can refuel both receptacle-equipped and probe-equipped aircraft on the same flight.

During Operation Desert Storm, the KC-10A and KC-135 made 51,700 separate refueling operations and delivered 125 million gallons of fuel without missing a single

scheduled rendezvous. Additionally, these aircraft moved thousands of tons of cargo and thousands of troops in support of Desert Storm and Desert Shield operations. Additionally, the KC-10 was extensively deployed to support all major air operations in the Global War on Terror and today has a major role providing force multiplying air refueling support to Coalition forces.

Platform Upgrades

Of the 60 KC-10As built, 59 are still in use by the USAF. McGuire Air Force Base, N.J. houses 32 KC-10As and Travis Air Force Base, Calif. houses the remaining 27. The KC-10A's projected service life extends into the 2040s.

The next major upgrade will be the KC-10A Aircraft Modernization Program (AMP). The KC-10A AMP program is intended to incorporate several major modernization updates to the fleet and to establish an architecture that will accommodate growth of new capabilities. These modernization updates are intended to posture the KC-10A for global network centric operations and provide enhanced survivability capabilities, boom operator station improvements, real time information in the cockpit, improved logistics sustainment, and a growth path to modern defensive systems. Additionally, the program is intended to automate many aircrew tasks and provide modernized navigation and communications systems, all with an architecture that could potentially reduce necessary crew members. AMP installs are slated to begin in 2009.

KC-10A Specs

First entered service:	3/17/81.
Model Number:	KC-10A (military designation)
Classification:	Aerial tanker and transport
Wing Span:	165 ft. 4 ½ in.
Length:	181 ft. 7 in.
Max. take-off weight:	590,000 lbs.
Speed:	520 KTS or 619 Mph
Cargo space:	12,250 cu. ft.
Max. cargo payload:	170,000 lbs.
Max. fuel load:	356,000 lbs.
Unrefueled range:	11,500 miles (no cargo)
Ceiling:	42,000 ft.
Crew:	4

###

Contact:
Forrest Gossett
Boeing Support Systems
+1 314 234-2309
forrest.s.gossett@beoing.com

April 2007