



185TH AIR REFUELING WING



WING STRUCTURE

Overview:

- ▶ 900 Airmen
- ▶ Manning 104.6%
- ▶ 8 x KC-135R Aircraft
- ▶ 4 Groups plus Wing Staff



Missions:

- ▶ Global Air Refueling
- ▶ Nuclear Deterrence
- ▶ Contingency Response
- ▶ Critical Care Air Trans Team
- ▶ State Domestic Operations



HISTORY



- ▶ 1946 – 1991: Aircraft P-51, F-84, F-51, RF-84, F-100, to A-7s
- ▶ 1991 – Designated 185th Fighter Wing F-16 Falcons
- ▶ 2002 – Selected for Conversion to KC-135E
- ▶ 2003 – 1st KC-135E Flight
- ▶ 2007 – Transition to KC-135R
- ▶ 2024 – 133rd Test Squadron (130 Airmen) Divested
- ▶ 2025 – Contingency Response Squadron stood up in Sioux City (62 Airmen)



- ▶ 18-time winner of Air and Space Outstanding Unit Award
- ▶ 2024 Maintenance Effectiveness Award – Top ANG Maintenance Unit

SIouxLAND NEXUS

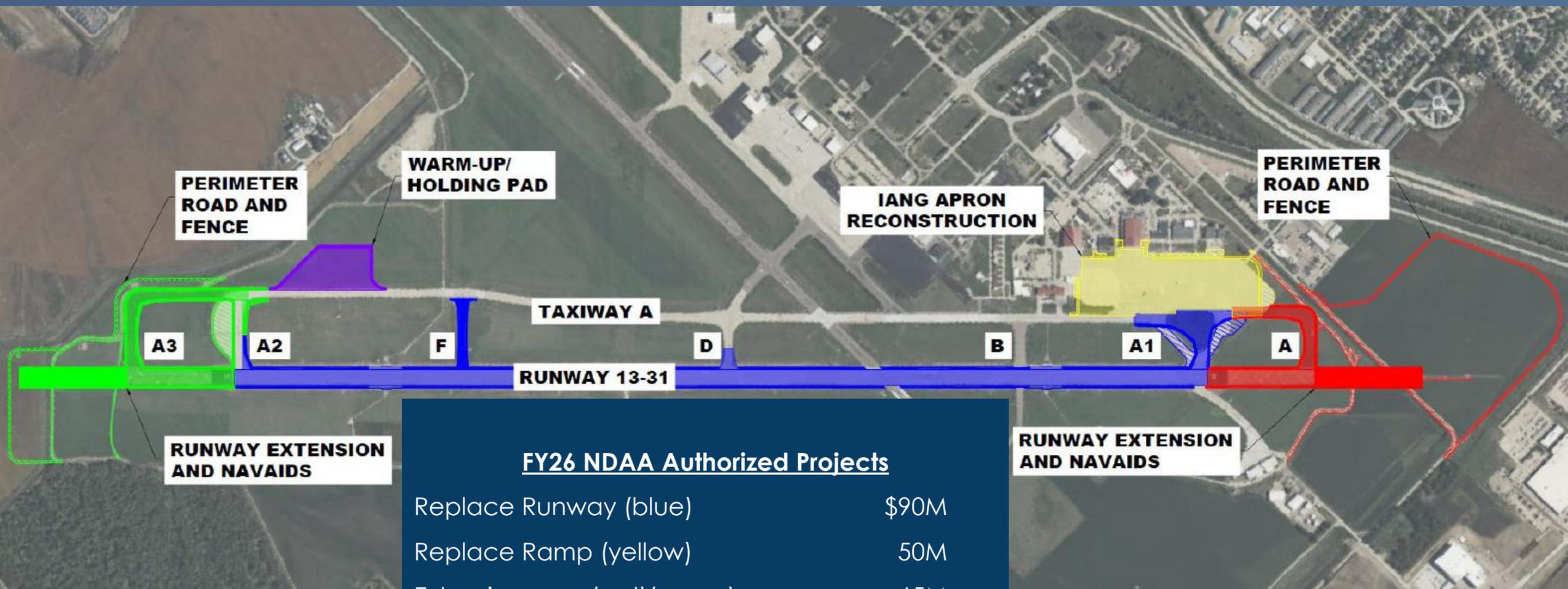


- ▶ **Objective:** 10,000 ft. properly stressed runway, ramp and holding pad for heavy aircraft are required for the 185th ARW to be viable for the future.
- ▶ **2022: Joint Strategic Airport Study (FAA/ City of Sioux City/ 185th ARW)**
- ▶ 2024: ANG provided \$13.4M in design/ environmental funds
- ▶ **2025: All projects designed and ready to bid**
- ▶ 2025: FAA pledged \$10M to FY26 and \$10M to FY27
- ▶ **2026: Runway/ Ramp/ Ext/ Holding Pad are authorized in FY26 NDAA for \$220m**
- ▶ **2027: Runway reaches its end of life/ Ramp continues to degrade**
- ▶ **2028-2030: High risk of degradation of mission effectiveness due to increased weight restrictions, and high risk to the viability of KC-135/ future aircraft in Sioux City**

INFRASTRUCTURE PROJECTS



- ▶ **Priority #1: Runway 13-31 (Existing 9,000 ft)**
 - ▶ Upgrade promised during the 2002 conversion but never occurred
 - ▶ Changed from 40,000lb F-16 fighter to the 322,500lb refueler
 - ▶ **Repairs were made in 2022, extending life until 2027**
 - ▶ Can only meet 64% of current mission requirements
 - ▶ Overseas operations require additional pitstop to fuel to max loads
 - ▶ Current runway has had 225 takeoff waivers in last 6 years for takeoff weight above 220,000 lbs/fuel
- ▶ **Priority #2: Ramp** is not properly stressed for a fully loaded KC-135
- ▶ **Priority #3: Extensions** are required to the runway, current runway is 9,000 ft, 10,000 is required for the KC-135
- ▶ **Priority #4: Holding Pad** is required for strategic operations
- ▶ **Building for 2050:** All projects are KC-46 compliant or next refueler
 - ▶ Without upgrades the 185th will not be considered for KC-46



FY26 NDAA Authorized Projects

Replace Runway (blue)	\$90M
Replace Ramp (yellow)	50M
Extensions (red)(green)	65M
Holding Pad (purple)	<u>15M</u>
Total	\$220M



RISK OF LOSS

Risk of Runway Closure

- ▶ 185th ARW
 - ▶ Great Power Competition
 - ▶ STRATCOM Mission
 - ▶ Global Strike
- ▶ ANG Fighter Paint Facility
- ▶ Fire Station
- ▶ FAA Tower
- ▶ Jobs/Personnel
- ▶ \$20M FAA Portion of Runway

FY24 Manning and Economic Data

668 Drill Status (93 officer/ 573 enlisted)
403 Full-time (193 mil/ 142 air tech/ 68 state)

\$62.3M in payroll

\$2.7M in money for college students

\$85.5M in overall annual Economic Impact



Questions?

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