

KC-46A Pegasus

Delivered aircraft. An unfinished capability commitment.

The Air Force has received and used KC-46As in real missions. The reviewed record reports **105 U.S. aircraft delivered by April 2026**, and an initial operational capability declaration effective **October 4, 2024**. But the original **August 2017 Required Assets Available (RAA)** commitment was a complete package—not just 18 airframes—and remained unmet in the reviewed acquisition report. That distinction explains how a tanker can be deployed while its acquisition milestones and final operational evaluation are still unfinished. [K01 · pp. 8, 10, 15, 50](#), [K02 · printed p. 5](#)

Performance is a separate receipt. The MSAR reports March 2026 operational availability of **55.7% against an 80% threshold**. DOT&E’s FY2025 assessment describes usable refueling capability with restrictions, below-threshold suitability and incomplete operational testing. Those dated findings neither erase successful missions nor certify full capability. [K01 · p. 17](#), [K03 · printed p. 237](#)

THEN	DELIVERED	AVAILABLE
Original commitment	April 2026 observation	March 2026 observation
Aug 2017	105 aircraft	55.7%
18 fully configured aircraft, nine WARP shipsets and two spare engines.	Four development + 101 procurement. Not a current ready-fleet count.	Reported operational availability against an 80% threshold. Not a September rate.
Inspect the original package ↓	Read the delivery boundary ↓	See the metric & definition ↓

Edition 1.0 · Reviewed September 12, 2026 · Evidence cutoff 12:07:30 p.m. EDT / 16:07:30 UTC. The latest verified delivery observation here is April—not the cutoff date. U.S. fleet only; foreign sales and the production-extension effort are not folded into the baseline. This is a free, semi-static edition, not live coverage.

The promise, the revisions, and the missing milestone

The February 2011 award announcement described a development contract worth more than \$3.5 billion, four initial aircraft, a planned fleet of 179, and the first 18 by 2017. GAO supplies the precise original commitment: **18 operational aircraft, nine Wing Aerial Refueling Pod (WARP) shipsets and two spare engines by August 2017**, with required training and support in place. The current MSAR further specifies aircraft meeting the final product baseline and pods delivered in final configuration. A count of accepted aircraft cannot independently satisfy that definition. [K07 · original announcement](#), [K02 · printed p. 5](#), [K01 · p. 15, note 3](#)

PRESERVED SCHEDULE BASELINES				
Milestone	2011 original	2017 production objective	2022 objective / threshold	Latest reviewed status
Required Assets Available (RAA)	Aug 2017	Oct 2018	Jun 2023 / Dec 2023	Not achieved in reviewed MSAR; current schedule table blank; WARP delivery forecast Q4 CY2027 is a driver, not a declaration. K01 K02
Full-rate production decision	Jun 2017	Aug 2019	Mar 2024 / Sep 2024	Not achieved in reviewed record; final configuration/IOT&E drives decision. No replacement date asserted. K01 K02
IOT&E start milestone	May 2016	Nov 2017	Oct 2019 / Oct 2019	MSAR table says October 23, note says October 22; month only used. Dedicated test activity began May 2019. K01 K02

These are three different reference positions. **February 2011** is the original schedule reported by GAO; **January 13, 2017** is the production baseline displayed by the current MSAR; **May 27, 2022** is APB Change 3. The 2017 baseline is not relabeled as the original promise. The MSAR reports that RAA missed its December 2023 threshold and the full-rate production decision missed September 2024. Its current schedule cells for both milestones are blank. We do not manufacture dates from those blanks. [K02 · Table 2](#), [K01 · pp. 11-12, 15](#)

IOC did happen, but it did not close RAA. The Air Mobility Command commander declared initial operational capability on December 23, 2024, effective October 4. The report explicitly says that declaration did not directly change program-office milestones; WARP delays still prevented RAA. GAO’s July 2026 assessment also preserves this distinction. Likewise, low-rate production, full-rate approval, completion of initial operational test and evaluation (IOT&E), and full operational capability are not interchangeable. [K01 · p. 8](#), [K04 · printed pp. 20, 89](#)

The MSAR describes APB Change 4 as approved by the program executive officer but still in final coordination with the acquisition executive, while the team considered schedule acceleration. This review did not establish a subsequently signed superseding APB, an achieved RAA, or a full-rate decision. That is a bounded evidence gap, not proof that no later record exists. **Q4 calendar 2027 WARP delivery is a forecast for a milestone driver —not a substitute RAA date.** [K01 · pp. 10-12](#)

A dated program history

Dates below distinguish commitments, actual reported events and future targets. A past deadline is not an accomplished event. Government acceptance on January 10, 2019 and first operating-base delivery on January 25 are also kept separate. [K01 · p. 13](#)

Feb 24, 2011

CONTRACT

REPORTED EVENT

Development award

Original program targeted 179 tankers and the first 18 by 2017; GAO specifies the full RAA package due August 2017. [K07](#)

Aug 2016

DECISION

REPORTED EVENT

Low-rate production approved

Production approval followed testing; it did not mean full-rate production or final capability had been achieved. [K01](#)

Aug 2017

DECISION

ORIGINAL COMMITMENT

Original RAA deadline

Required package: 18 fully configured aircraft, nine WARP shipsets and two spare engines. This is a missed commitment, not an actual delivery. [K02](#)

Jan 10, 2019

DELIVERY

REPORTED EVENT

First government acceptance

First aircraft accepted January 10; first operating-base delivery to McConnell followed January 25. [K01](#)

Oct 2019

TEST

REPORTED EVENT

IOT&E start milestone

Formal milestone recorded in October; dedicated testing began in May. The MSAR disagrees by one day within October. [K01](#)

Apr 2, 2020

DECISION

REPORTED EVENT

RVS 2.0 redesign agreed

No-additional-government-cost redesign/retrofit agreement targeted initial fielding in 2023. A forecast, not a delivered fix. [K08](#)

May 27, 2022

DECISION

REPORTED EVENT

APB Change 3 signed

RAA objective June 2023 / threshold December 2023; FRP March 2024 / September 2024. These remain visible after breaches. [K01](#)

Sep 14, 2022

DECISION

REPORTED EVENT

Worldwide deployment clearance

AMC cleared combatant-command taskings; official release also records an operationally tasked F-15E refueling mission. [K09](#)

Oct 4, 2024

DECISION

REPORTED EVENT

IOC effective date

AMC declaration dated December 23 made IOC effective October 4; it did not declare the RAA package complete. [K01](#)

Nov 14, 2025

TEST

REPORTED EVENT

RVS 2.0 first flight

Functional-check and no-contact test campaign began on a modified test aircraft, not a fleet retrofit. [K01](#)

Nov 25, 2025

CONTRACT

REPORTED EVENT

Lot 12 ordered

15 aircraft; MSAR reports \$2.46993734775bn action and obligation. [K16](#)

Mar 2026

DELIVERY

REPORTED EVENT

eRVS fleet installation completed

Software/firmware-only enhanced RVS completed its last three retrofits. eRVS is not the redesigned RVS 2.0. [K01](#)

Apr 2, 2026

CONTRACT

REPORTED EVENT

BTAR funding increased

MSAR records \$12m in additional value and obligations for redesign overrun funding. [K01](#)

Apr 3, 2026

DELIVERY

REPORTED EVENT

105th aircraft reported

An AMC release reports the 105th US aircraft; the MSAR separately totals four development and 101 procurement deliveries. [K06](#)

May 12, 2026

DECISION

REPORTED EVENT

Readiness and retrofit plan announced

Plan repurposes five early-build aircraft, accelerates fleet retrofit and pursues temporary logistics support; projected gains are not measured results. [K10](#)

Jun 3, 2026

TEST

REPORTED EVENT

Company reports initial RVS 2.0 test phase complete

Modified test-aircraft milestone; certification, operational test and fleet fielding are separate. [K11](#)

Q4 CY2027

DELIVERY

FORECAST

WARP delivery target

Reviewed MSAR target for final-configured pod shipsets; not an achieved RAA date. [K01](#)

Early 2028

DELIVERY

FORECAST

RVS 2.0 fielding target

Later Air Force announcement schedules fielding to begin in early 2028. [K10](#)

The money: lower estimates do not settle performance

The government’s current acquisition estimate is below the original comparable-dollar baseline. That finding can coexist with schedule delay, contractor losses and operational limitations. It is not a finding that money has been returned or that the program met its requirements. The MSAR’s original-baseline comparison converts the current estimate into **constant 2011 dollars**; its later-baseline comparison uses **constant 2016 dollars**. We keep those comparisons separate. [K01 · pp. 26, 28](#)

LIKE-FOR-LIKE ACQUISITION ESTIMATE COMPARISONS		
Comparison / dollar basis	Baseline · 179 aircraft	PB2027 estimate · 188 aircraft
Acquisition total · constant 2011 USD million; baseline 2011-08-24	43,518.200	33,913.900 K01
Program acquisition unit cost · constant 2011 USD million; baseline 2011-08-24	243.118	180.393 K01
Acquisition total · constant 2016 USD million; baseline 2017-01-13 / 2022-05-27	39,529.100	36,389.300 K01
Program acquisition unit cost · constant 2016 USD million; baseline 2017-01-13 / 2022-05-27	220.833	193.560 K01

Scope also changed: the original 179 aircraft were four development plus 175 procurement aircraft; the current program is **188: four plus 184**. A unit-cost change combines a changing estimate with a changing denominator, not the price of an additional bare airframe. The MSAR reports original-comparison program acquisition unit cost down 25.80%, and the later-baseline comparison down 12.35%, using its stated price bases. GAO separately describes an **up-to-75-aircraft production extension** established in June 2025. Those prospective aircraft are not silently added to this edition’s 188-aircraft denominator or acquisition estimate. DOT&E’s retrospective 183-aircraft description is not used to override the newer quantity record. [K01 · pp. 9, 26, 28](#), [K04 · printed p. 89](#), [K03 · printed p. 237](#)

For scale, the MSAR’s **\$43.2765 billion then-year acquisition estimate** comprises \$6.2959 billion RDT&E, \$34.5676 billion procurement and \$2.4130 billion military construction. It is an estimate across years, **not a cumulative obligation, outlay, contractor revenue or lifetime acquisition-plus-sustainment bill**. It is not compared directly with an original constant-dollar total. [K01 · p. 26](#)

Selected fiscal funding, with the stage attached

SELECTED FISCAL FUNDING RECORDS			
Fiscal record / scope	USD million	Stage	Receipt
FY2026 · 3010F line 10 · aircraft procurement, 15 aircraft. Selected line, not all program spending. No obligation/outlay inferred.	2,749.974	Discretionary enacted	K12
FY2026 · 3010F line 37 · aircraft modifications. Selected line, not all program spending. No obligation/outlay inferred.	19.344	Discretionary enacted	K12

Fiscal record / scope	USD million	Stage	Receipt
FY2026 · 3600F line 117 · PE 0401221F, KC-46A Tanker Squadrons. Entire PE; original program, modifications and possible extension scope not independently allocated.	130.175	Discretionary enacted	<u>K13</u>
FY2027 · 3010F line 10 · aircraft procurement, 15 aircraft. Selected line, not all program spending. No obligation/outlay inferred.	3,520.530	Request	<u>K12</u>
FY2027 · 3010F line 37 · aircraft modifications. Selected line, not all program spending. No obligation/outlay inferred.	85.515	Request	<u>K12</u>
FY2027 · 3600F line 117 · PE 0401221F, KC-46A Tanker Squadrons. Entire PE; original program, modifications and possible extension scope not independently allocated.	543.788	Request	<u>K13</u>

The P-1 separates the aircraft-buy line from modifications; the R-1 supplies the entire named program element. FY2026 amounts above are the exhibits’ **discretionary enacted** funding position; FY2027 amounts are **requests**, not enacted appropriations or contracts. The two aircraft-buy rows both cover 15 aircraft, but their funding includes more than an airframe unit price. PE 0401221F is not independently allocated here among original-program work, upgrades and extension activity. These six rows are not a complete program ledger. [K12 · split P-1 pages, K13 · R-1 line 117](#)

The MSAR’s page 50 summary labels \$43.2765 billion as both total acquisition appropriations and appropriations to date, showing 100%, while its supplement still contains FY2027 procurement. We **do not present that percentage as independently verified completion of congressional funding**. Its separate \$31.4381 billion “expenditures” value is a source-reported acquisition aggregate, not a reconciled transaction-level spending total in this edition. Those labels remain inspectable in the original; their limitations are not hidden by a precise-looking grand total. [K01 · pp. 50, 63](#)

04 / PROGRAM RECORD

Contracts: fixed price has a boundary

The original development contract limited government liability with a **\$4.9 billion ceiling**, subject to the requirements boundary described by GAO. That ceiling is not the February 2011 announcement’s initial value, not the cost of the whole program, and not a blanket ceiling covering every later change. In 2020, the Air Force said its RVS 2.0 redesign/retrofit agreement would meet contract requirements at no additional government cost. The same release separately described releasing \$882 million of previously withheld payments; releasing a withholding is not a fresh aircraft purchase. [K02 · printed p. 5, K07, K08 · two MOAs](#)

SELECTED CONTRACT ACTIONS			
Date / action	Value or ceiling (\$m)	Obligated at award (\$m)	Scope / receipt
Feb 24, 2011 · Initial development contract. FA8625-11-C-6600	4,900 ceiling	Not established here	Historical \$4.9bn development ceiling described by GAO; not the original announcement value, paid total or ceiling on all later scope. <u>K02</u>
May 1, 2013 · Aircrew Training System development. FA8621-13-C-6247	78.369818 action	1	Training devices/courseware, not aircraft. May 1 date in MSAR p. 37; May 2 release; remaining funding incremental. <u>K15</u>

Date / action	Value or ceiling (\$m)	Obligated at award (\$m)	Scope / receipt
Nov 21, 2024 · 15 Lot 11 production aircraft and associated items. FA8625-11-C-6600 / P00326	2,389.323828 action	2,389.323828	Official contract announcement. MSAR instead lists P00327 / Nov 22 and rounded \$2.4bn. Discrepancy retained; not another lot. K14
Nov 25, 2025 · Lot 12 option exercise. FA8625-11-C-6600 / P00334	2,469.93734775 action	2,469.93734775	MSAR p. 44 exact increase and obligation; Boeing K16 confirms 15 aircraft and rounded \$2.47bn. Not a delivered-aircraft count. K01
Apr 2, 2026 · Boom Telescope Actuator Redesign funding. FA8625-11-C-6600 / P00337	12 action	12	MSAR p. 38: CLIN 0027 overrun funding on cost-plus BTAR effort. Do not generalize original fixed-price protection to this later scope. K01

The later **Boom Telescope Actuator Redesign (BTAR)** effort is explicitly **cost-plus-fixed-fee**, even though it sits under the same master contract number as the aircraft work. The MSAR reports scope additions and development overruns, including the April 2, 2026 \$12 million increase and obligation. Its BTAR effort table gives a \$135.5 million current target and a \$209.7 million program-manager estimate at completion; these are not cash spent and are not added to the selected actions as another purchase. This is why “Boeing pays every additional KC-46 dollar” is too broad. [K01 · pp. 38-39](#)

The Lot 11 identifier/date discrepancy stays visible. The official November 21, 2024 contract announcement identifies P00326 and an exact \$2.389323828 billion value/obligation. The MSAR instead calls its Lot 11 entry P00327, November 22, with a rounded \$2.4 billion. The evidence reviewed does not resolve whether these describe adjacent administrative actions or a reporting error. We retain the announcement’s selected action, disclose the alternative, and do not count two 15-aircraft purchases. [K14 · AIR FORCE entry](#), [K01 · p. 44](#)

Contract scope, award date, fiscal funding year and delivery date differ. This selection illustrates major development/production and support commitments; it is not all contracts, modifications, subcontracts or award obligations. It is intentionally not summed into “total program spending.”

05 / PROGRAM RECORD

Delivery is real. So are the operating limits.

DELIVERY AND PERFORMANCE OBSERVATIONS		
Observation / date	What the evidence supports	What it does not establish
Actual US deliveries · Apr 2026	105 reported: four development plus 101 procurement aircraft. K01	Not a September total, combat-ready tally, or 105 aircraft meeting every final requirement.
Deployment clearance and combat task · Sep 2022	Worldwide deployment approval and actual operationally tasked F-15E refueling reported by AMC. K09	Does not remove the receiver/environment/configuration restrictions later recorded by DOT&E.
Initial operational capability · Oct 4, 2024	AMC declared IOC on December 23, effective October 4. K01	Different from RAA, completion of IOT&E, full-rate production and full operational capability.
Receiver coverage · FY2025	DOT&E reports 26 of 27 candidate receiver types, with restrictions. K03	Not all receivers, configurations, environments or completed final operational evaluation.

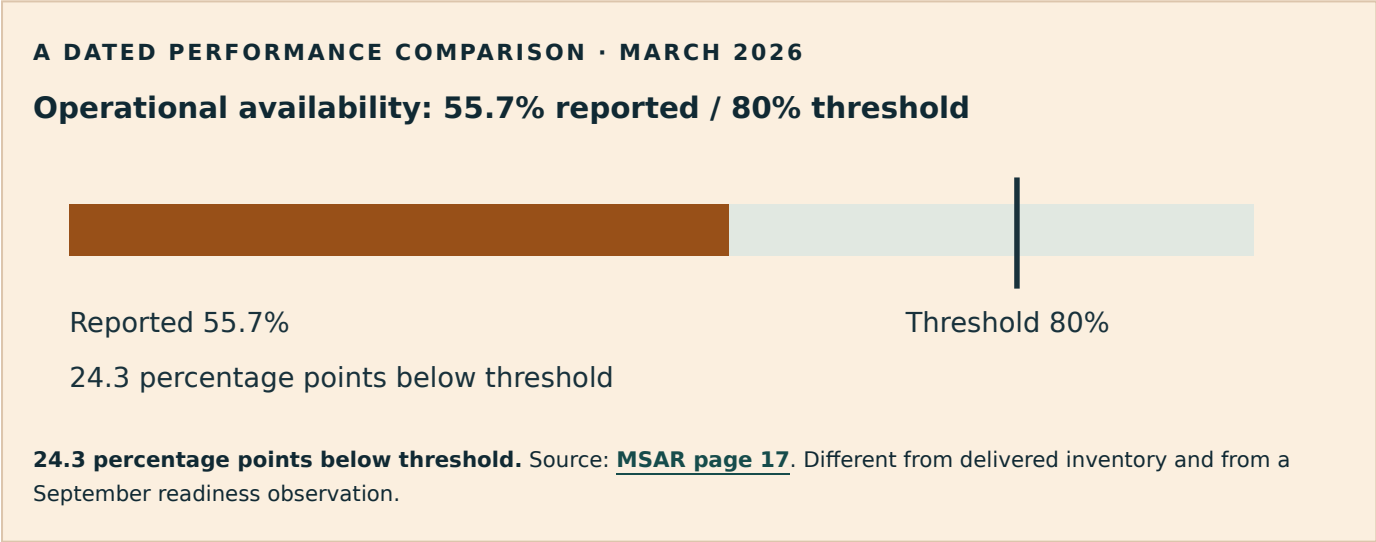
Observation / date	What the evidence supports	What it does not establish
Operational availability · Mar 2026	MSAR Ao 55.7% against 80% threshold: 24.3 percentage points lower. K01	A dated Ao observation, not September mission-capable rate. Reporting changed January 2025.
RVS 2.0 testing · Jun 3, 2026	Boeing reports first flight-test phase complete on modified test aircraft. K11	Company statement does not establish completed certification, fleet installation or closed Category-1 deficiencies.

A delivery observation, not a readiness score

The MSAR’s delivery table reconciles **four development plus 101 procurement aircraft to 105**, against **113 planned to date**. Its executive summary places 105 at April 2026; an April 13 AMC article describes the 105th aircraft’s April 3 arrival. Eight fewer aircraft than that dated plan does not mean eight fewer operationally available tankers. No verified September 12 delivery total is claimed, and Japan/Israel deliveries are excluded. [K01 · pp. 10, 50, K06](#)

The zero-filled operational inventory table is not a zero-aircraft finding. The report says some fielding information was removed from the public version. This edition therefore stores operational inventory as **unknown/withheld**, not zero. It also does not reinterpret that table’s “first operational delivery: FY2023” label as negating the separately documented 2019 acceptance/base deliveries. GAO’s sustainment report uses annual-average inventory figures in its chart and an early-March point-in-time count in a note; those are not directly comparable with an April cumulative delivery total. [K01 · pp. 13, 50-51, K05 · Figure 3 notes](#)

What 55.7% does—and does not—measure



The MSAR defines operational availability (Ao) using total inventory, excluding depot-posessed and non-mission-capable aircraft from the available numerator. Its March 2026 observation of 55.7% is **24.3 percentage points below** the 80% threshold. It is not “55.7% of the aircraft delivered,” not a fuel-transfer success rate, and not the September mission-capable rate. [K01 · p. 17](#)

The definition boundary matters over time. Beginning in **January 2025**, AMC directed that KC-46As unable to perform their primary refueling mission be designated non-mission capable even when other missions remained possible. The MSAR specifically describes inability to refuel via the boom. A simple before/after readiness chart could therefore mix a change in fleet performance with a change in reporting. GAO also cautions that fully

mission capable (all missions), mission capable (at least one under general definitions), and refueling-specific capability measure different things. Its public report omits specific historical annual rates; we do not reconstruct them. [K01 · p. 17](#), [K05 · metrics and January 2025 memorandum discussion](#)

Useful missions are not final test closure

The September 2022 worldwide-deployment approval followed an exercise that included real combat-zone taskings. AMC reported 206 flight hours and 1.46 million pounds offloaded to 66 aircraft. That is evidence of useful work, not merely a plan. In a different evidentiary lens, DOT&E's FY2025 report says the tanker can refuel **26 of 27 candidate receiver types**, with restrictions by environment and configuration, and that **85% of planned IOT&E flight-test data** had been collected. It still could not complete the remaining events before final RVS and BTAR upgrades. Those percentages do not describe the same denominator or certify 85% of the aircraft's capability. [K09](#), [K03 · printed p. 237](#)

The MSAR identifies **A-10 refueling as prohibited**, RVS visual/depth-perception issues, and boom stiffness capable of binding in a receiver receptacle. It also distinguishes demonstrated multipoint refueling from production WARP articles that were not yet acceptable because of airworthiness and quality issues. This report describes the public oversight findings; it does not independently evaluate an aircraft's safety or suitability. [K01 · pp. 9, 19, 23-24](#)

06 / PROGRAM RECORD

The next fixes are forecasts, not receipts

eRVS and RVS 2.0 are not the same upgrade. The MSAR says the software/firmware-only enhanced RVS fleet installation finished in March 2026. RVS 2.0 is a redesigned system with its own certification and testing. A November 14, 2025 first flight began the functional/no-contact campaign; Boeing's June 3, 2026 first-phase completion announcement is company-reported test progress, not completed operational evaluation or fleet retrofit. [K01 · p. 9](#), [K11](#)

Preserve the successive commitments: the **April 2020 agreement targeted initial RVS 2.0 fielding in 2023**; the reviewed MSAR forecasts **late-calendar-2027 capability release**; the **May 12, 2026 Air Force announcement schedules fielding to begin in early 2028**. Capability release and the start of fielding need not be identical events, so this edition does not subtract them as though they were. Neither is an accomplished fleet fix. [K08](#), [K01 · p. 9](#), [K10 · Accelerating RVS 2.0 Retrofits](#)

The May plan also repurposes five early-build aircraft, proposes bundling retrofits with depot maintenance, and pursues temporary performance-based logistics. Its projected availability gains and accelerated retrofit schedule are **plans with protected details**, not measured improvements established here. We do not apply a projected percentage gain mechanically to the separate March 55.7% Ao figure. Final configuration, certification, operational-test closure and a dated follow-up performance result would each supply a different missing receipt. [K10](#)

Other unresolved boundaries are deliberate:

- **No complete cash ledger or current ready-fleet count.** Budgets, action values, estimates, delivery totals and withheld inventory do not form one additive dataset.
- **No invented exact current RAA/FRP date.** The reviewed schedule table leaves both blank, despite narrative forecasts for the underlying fixes.

- **No silently repaired source contradictions.** The MSAR’s October IOT&E start differs by one day between table and note; we use the month. Lot 11’s modification/date conflict remains visible. The cover says April 21 but contract blocks include May 13–14 reporting dates. HTTP Last-Modified is not the original publication date. [K01 · pp. 1, 15, 44, 47](#)
 - **No full operational-effectiveness declaration inferred from a retrospective report.** DOT&E said it would issue its final assessment after IOT&E completion. This review did not establish a subsequent final report. [K03 · printed p. 237](#)
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How to read this edition

Research cutoff is not the date of every observation. We reviewed the official FY2027 MSAR, FY2027 P-1/R-1, GAO’s July acquisition assessment and June sustainment report, and DOT&E’s FY2025 chapter; checked the historical original commitment; and searched official Air Force, AMC, acquisition and contract sources for newer deliveries, readiness, testing and upgrade milestones. Contractor statements are labeled as such. This is a bounded source check, not a claim that every public record was discovered.

The existing same-day primary PDF receipts supplied the MSAR and oversight evidence; relevant table pages were read as images as well as extracted text. Fresh P-1 and R-1 downloads matched the stored hashes. The public GAO sustainment HTML and Boeing test update were retrieved directly. Several government sites returned 403 on direct recheck, while official browser retrieval supplied readable material. The historic Lot 11 body was available as official indexed text but not reliably through the redirected reader; the source card discloses that limit. Failed responses are not hashed as though they were documents.

This edition’s comparisons keep price basis, fiscal year, scope and funding stage together. An unknown is not zero; a forecast is not a baseline or actual; a declaration is not an independent test assessment. The collection methods define the shared terms, and the corrections page explains how later evidence is handled. The exact primary URLs below remain portable in the downloaded report.

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Source appendix

All sources were reviewed September 12, 2026. PDF page references are explicitly distinguished from printed page numbers where they differ. A source’s date, event date, reporting period, retrieval date and HTTP metadata are not collapsed into one “last updated” label. The JSON download includes exact claim locators and available original-receipt hashes. We link the publisher’s material and do not reproduce incidental personal contact details or third-party photographs.

KC-46A FY2027 President's Budget MSAR

Document label: Apr 21, 2026 · Reviewed 2026-09-12

PDF/printed pp. 8-12 (IOC, deliveries, upgrades, proposed APB); 13-15 (history and schedule); 17 (availability); 19 (refueling limits); 23-24 (WARPs); 26, 28 (cost/quantity comparisons); 30 (funding crosswalk); 38-39 (BTAR); 44 (production contracts); 49 (LRIP); 50-51 (delivery, financial summary and withheld fielding); 52-53 (foreign sales).

Fresh direct recheck returned 403. Reviewed the preserved earlier same-day official PDF, including table page images. Cover effective April 21; contract reporting dates include May 13-14. HTTP Last-Modified August 18 is not a proven publication date.

Open original source ↗ — https://www.esd.whs.mil/Portals/54/Documents/FOID/Reading%20Room/Selected_Acquisition_Reports/PB_2027_MSARs/KC46A_MSAR_FY2027_PB_cleared.pdf#page=8

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KC-46 Tanker Modernization: Delivery of First Fully Capable Aircraft Has Been Delayed over One Year — GAO-17-370

Document label: Mar 24, 2017 · Reviewed 2026-09-12

PDF p. 8 / printed p. 5: original RAA package, August 2017 obligation and \$4.9bn development ceiling. PDF pp. 11-12 / printed pp. 8-9, Table 2: original February 2011 and January 2017 schedule comparison.

Official PDF read through browser retrieval; direct HTTP recheck returned 403.

Open original source ↗ — <https://www.gao.gov/assets/gao-17-370.pdf#page=8>

Back to: [Promise](#) · [Contracts](#)

FY2025 Annual Report — KC-46A chapter

Document label: Mar 2026 · Reviewed 2026-09-12

PDF pp. 247-249 / printed pp. 236-238: IOT&E timing, 85% of planned flight-test data, 26 of 27 candidate receiver types with restrictions, below-threshold suitability and deferred final assessment. Retrospective FY2025 coverage; its 183-aircraft description differs from the later MSAR.

Reviewed preserved same-day primary PDF. Browser full-PDF fetch hit a size limit; no claim of a fresh complete download.

Open original source ↗ — <https://www.dote.osd.mil/Portals/97/pub/reports/FY2025/Other/2025Annual-Report.pdf#page=247>

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Weapon Systems Annual Assessment — GAO-26-108457

Document label: Jul 2026 · Reviewed 2026-09-12

PDF p. 101 / printed p. 89: January 2026 status, 173 procured / 101 delivered, unmet RAA, subsystem redesigns and up-to-75-aircraft production extension. PDF p. 32 / printed p. 20 distinguishes IOC from RAA.

Reviewed the preserved same-day primary PDF; January status is not September inventory.

[Open original source ↗ — https://www.gao.gov/assets/gao-26-108457.pdf#page=101](https://www.gao.gov/assets/gao-26-108457.pdf#page=101)

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Aerial Refueling Tankers — GAO-26-109154

Document label: Jun 10, 2026 · Reviewed 2026-09-12

Sections “Air Force’s Availability and Capability Metrics,” “The Air Force Does Not Have a Complete Picture of Its Aerial Refueling Fleet’s Ability to Meet the Refueling Mission” and Figure 3 notes. January 2025 reporting-rule change; annual averages versus early-March snapshot; specific annual rates omitted from this public version.

Official public HTML retrieved directly and read through browser retrieval. Does not provide the nonpublic annual-rate data.

[Open original source ↗ — https://files.gao.gov/reports/GAO-26-109154/index.html](https://files.gao.gov/reports/GAO-26-109154/index.html)

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KC-46 Delivery — A milestone flight and a final farewell

Document label: Apr 13, 2026 · Reviewed 2026-09-12

Opening body paragraphs: April 3 arrival; crew’s mission was to accept the Air Force’s 105th KC-46A. April 13 is publication, not delivery date.

Read official page through browser retrieval; direct recheck returned 403.

[Open original source ↗ — https://www.amc.af.mil/News/Article-Display/Article/4460441/kc-46-delivery-a-milestone-flight-and-a-final-farewell/](https://www.amc.af.mil/News/Article-Display/Article/4460441/kc-46-delivery-a-milestone-flight-and-a-final-farewell/)

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Air Force announces next tanker aircraft

Document label: Feb 25, 2011 · Reviewed 2026-09-12

Opening paragraph: EMD contract over \$3.5bn; concluding program description: four initial aircraft, 179 planned, first 18 by 2017. The February 24 award date is also preserved in MSAR p. 44.

Official browser retrieval.

Open original source ↗ — <https://www.amc.af.mil/News/Article-Display/Article/145902/air-force-announces-next-tanker-aircraft/>

Back to: **Timeline**

Air Force, Boeing agree on final KC-46 RVS 2.0 design

Document label: Apr 2, 2020 · Reviewed 2026-09-12

Paragraphs beginning “The first MOA” and “RVS 2.0 will include”: redesign/retrofit at no additional government cost and initial fielding goal of 2023. Separate second MOA releases \$882m previously withheld payments; not a new procurement award.

Official browser retrieval.

Open original source ↗ — <https://www.af.mil/News/Features/Article/2135364/air-force-boeing-agree-on-final-kc-46-rvs-20-design/>

Back to: **Limits**

KC-46A cleared for worldwide deployments following first combat refuel

Document label: Sep 20, 2022 · Reviewed 2026-09-12

Opening: worldwide deployment approval effective September 14. Body paragraphs on employment exercise: operationally tasked combat refueling of F-15Es; 206 flight hours, 1.46m pounds offloaded to 66 aircraft.

Official browser retrieval. Release does not close subsequent operational-test deficiencies.

Open original source ↗ — <https://www.af.mil/News/Article-Display/Article/3163982/kc-46a-cleared-for-worldwide-deployments-following-first-combat-refuel/>

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Air Force, Boeing accelerate KC-46 upgrades to target readiness

Document label: May 12, 2026 · Reviewed 2026-09-12

“Repurposing early-built aircraft,” “Accelerating RVS 2.0 Retrofits,” and “Implementing Performance-Based Logistics”: five early-build aircraft; RVS fielding scheduled early 2028; retrofit plan 13 to seven years; proposed temporary logistics effort. Claimed availability gains are forecasts, with no public calculation baseline.

Official browser retrieval; direct recheck returned 403. More recent fielding forecast than MSAR’s late-2027 capability-release estimate.

Open original source ↗ — <https://www.af.mil/News/Article-Display/Article/4484901/air-force-boeing-accelerate-kc-46-upgrades-to-target-readiness/>

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KC-46 Program completes first phase of Remote Vision System 2.0 flight testing

Document label: Jun 3, 2026 · Reviewed 2026-09-12

Opening and “Why completion of initial flight-testing matters”: first phase tested on modified test aircraft, certification and delivery still ahead. Company-reported test progress, not independent operational certification.

Official corporate primary report read through browser retrieval and direct HTML retrieval.

Open original source ↗ — <https://www.boeing.com/features/2026/06/boeing-s-kc-46-program-completes-first-phase-of-remote-vision-system>

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FY2027 Procurement Programs (P-1)

Document label: Apr 2026 · Reviewed 2026-09-12

PDF pp. 226–227 / printed pp. 221–222: 3010F line 10 KC-46A aircraft; FY2026 discretionary enacted \$2,749,974 thousand, 15 aircraft; FY2027 request \$3,520,530 thousand, 15 aircraft. PDF pp. 234–235 / printed pp. 229–230: line 37 modifications, \$19,344 thousand enacted and \$85,515 thousand requested. Split column headers checked visually.

Fresh download is byte-identical to preserved same-day official receipt; source table images inspected.

Open original source ↗ — https://comptroller.war.gov/Portals/45/Documents/defbudget/FY2027/FY2027_p1.pdf#page=226

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K13 · DEFENSE COMPTROLLER

FY2027 RDT&E Programs (R-1)

Document label: Apr 2026 · Reviewed 2026-09-12

PDF p. 48 / printed p. 43: 3600F, line 117, PE 0401221F, KC-46A Tanker Squadrons. FY2026 discretionary enacted \$130,175 thousand; FY2027 discretionary request \$543,788 thousand. Entire PE, not an exclusive allocation to the original 188 aircraft.

Fresh download is byte-identical to preserved same-day official receipt; column headers checked visually.

Open original source ↗ — https://comptroller.war.gov/Portals/45/Documents/defbudget/FY2027/FY2027_r1.pdf#page=48

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K14 · DEPARTMENT OF DEFENSE

Contracts for November 21, 2024 — KC-46A Lot 11

Document label: Nov 21, 2024 · Reviewed 2026-09-12

AIR FORCE opening paragraph: modification P00326 to FA8625-11-C-6600; 15 Lot 11 aircraft, G081, subscriptions and licenses; \$2,389,323,828 action and same FY2025 procurement obligation. MSAR p. 44 instead labels Lot 11 P00327 / November 22; not counted as a second purchase.

Official indexed contract text inspected. Opening URL redirects to war.gov; current reader did not reliably expose the historic contract body. Exact historic identifier/date is retained with its discrepancy, not silently reconciled.

Open original source ↗ — <https://www.defense.gov/News/Contracts/Contract/Article/3974996/>

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K15 · AIR FORCE MATERIEL COMMAND / 88TH AIR BASE WING

AF awards KC-46A Aircrew Training System contract

Document label: May 2, 2013 · Reviewed 2026-09-12

Second body paragraph: \$78,369,818 initial ATS development contract, \$1m initial obligation, incremental funding and later options. MSAR p. 37 gives May 1 award date and FA862113C6247.

Official browser retrieval. Publication day and MSAR award day retained separately.

Open original source ↗ — <https://www.afmc.af.mil/News/Article-Display/Article/153478/af-awards-kc-46a-aircrew-training-system-contract/>

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Boeing Awarded Contract for 15 Additional U.S. Air Force KC-46A Tankers

Document label: Nov 25, 2025 · Reviewed 2026-09-12

Datelined opening: Lot 12, 15 additional US aircraft, \$2.47bn rounded value. Exact action/obligation from MSAR p. 44. Global total in company release includes foreign aircraft and is excluded from US tally.

Official corporate primary announcement read through browser retrieval.

Open original source ↗ — <https://boeing.mediaroom.com/news-releases-statements?item=131617>

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Edition history

September 12, 2026 · 1.0 — First complete KC-46A edition. Added original/revised commitments, selected estimates and funding/contract records, delivery-versus-performance analysis, current upgrade forecasts, explicit gaps and the primary-source appendix. The collection also retains MQ-25 edition 1.0. No live monitoring, automatic update schedule or Sentinel edition is implied.
