

1700 00000

OCENA

1700

- ① Viable option
- ② Return of Vehicles

Less People

③

≠

~~NEW~~

CONSOLIDATION =

TOTAL COST OLD
CAPEX + operating → \$

TOTAL COST New
CAPEX + operating → \$

SAVINGS (or Cost) of consolidation

Time COSTS OF MOVE

~~OP~~ ONE TIME OP
ONE TIME CAPEX } OUT

ONE TIME OP
ONE TIME CAPEX } IN

DISCONNECT DUE TO

Sec WYNNE

Total Costs

MAY GO AHEAD ANYWAY

Sec HARVEY

① Return OF Vehicles FROM IRAQ/AFGHANISTAN

by ARMY AND MARINE Corp

ADM CHANIK

②

How MANY SUBMARINES ~~ARE~~

Should we ASSUME we will

HAVE - UPPER 50 (US) Lower 40'S

ADM WILLIAMS

OCEANA (vs) Cecil

Does it MAKE A difference IN ~~YR~~ NAVY RECOMMEND. REPORTS XNL

~~THIS IS~~

48 YEARS IN AVIATION Pilot, MANAGER, POLICY MAKER TALKING TO EXPERTS

- ① Cecil IS A viable option
- ② TRAINING Degradation ~~will~~ be Substantially DECREASED AT Cecil (vs) OCEANA (young Pilot)
- ③ State + Local Govt IN Florida comitted to AVOIDING ENCROACHMENT

VA. + VA Beach HAS NOT

Gen. JUMPER

④

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C-130 BACKGROUND PAPER*

Introduction – The Air Force BRAC recommendations pertaining to the C-130 involve 21 installations and affect 156 aircraft.¹ This paper addresses issues related to a subset of those recommendations regarding the consolidation of C-130s at Little Rock Air Force Base (AFB). These issues are introduced in this section.

The consolidation of much of the C-130 fleet at Little Rock AFB contradicts stated Air Force organizational principles and will entail the movement of 77 aircraft and affect seven installations.² Two more facilities will be required to transfer an additional 16 C-130s to Pope AFB to replace 25 C-130s that are transferred from Pope AFB to Little Rock AFB.³ Twenty four of the total aircraft recommended for relocation to Little Rock AFB are currently located at four Air National Guard (ANG) units and their removal may be complicated or even negated by issues related to Title 32.⁴

Many of the C-130 Air Force recommendations appear to demonstrate an inconsistent use of the Air Force Base Realignment and Closure (BRAC) Analysis Tool used to assign Mission Capabilities Indices (MCIs) for assessing military value. A higher MCI number is intended to reflect a higher military value. In theory, facilities with lower MCIs would be favored for realignment or closure over those facilities having higher MCI values. As part of the effort to consolidate C-130s at Little Rock AFB however, aircraft were recommended for transfer to Little Rock AFB from Pope and Dyess AFBs. Both of these facilities had higher MCI values than Little Rock AFB.

The information used to assign military value also may have been outdated or incorrect. Data used in assessing military value was collected using the Web-based Installation Data Gathering and Entry Tool (WIDGET) software developed by the Air Force.⁵ The BRAC Analysis Tool then used these data in conjunction with military value and weighting criteria to develop the respective MCI values for each of the 154 Air Force installations.⁶ In order to standardize the evaluations, data obtained after 2003 were not considered for use in the analysis.⁷ However, this cut-off period may have led to incorrect conclusions. A prime example is the overarching justification for removing C-130s from many ANG and Air Force Reserve (AFR) bases. These units were often recommended for realignment or closure because they were considered unable to accommodate the optimal 12 aircraft recommended by the Air Force for an ANG or AFR C-130 squadron.⁸ BRAC staff visited seven of the C-130 bases having activities associated with Little Rock AFB, and found that all could accommodate the optimal number of aircraft.

When viewed as a whole, the Air Force BRAC recommendations pertaining to the C-130 consolidation at Little Rock AFB appears to be a response to Congressional prohibitions on retiring C-130Es and initial cancellation of the programmed purchases of C-130Js.

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10/12/14
SB
24000
Guard
77
w/ly LP
Lower M Value
C130J

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Air Force C-130 Allocation – Much of the confusion pertaining to the Air Force C-130 recommendations stem from the number of versions available. The C-130 situation is clouded still further by the numerous C-130 mission configurations (i.e. airlift, gunship, or weather). This paper addresses only those C-130 models configured for airlift missions. There are currently three C-130 models in the Air Force inventory, the C-130E, C-130H and the C-130J. They are allocated as shown in Table 1.⁹

Table 1: Air Force C-130 Allocation by Organization

Organization	C-130 Allocation
Air Mobility Command (AMC)	91
Air National Guard (ANG)	174
Air Force Reserves (AFR)	76
Air Education and Training Command (AETC)	47
United States Air Force Europe (USAFE)	20
Pacific Air Force (PACAF)	29

47
OUT ?

Decisions Made Regarding the C-130E – Many C-130Es currently assigned to units are over 40 years old and are either no longer flyable or are flyable only under certain restricted conditions. The primary concern with the aging C-130E is cracked wing boxes. It takes three years to get the wing boxes fixed at a cost of \$10 million per plane.¹⁰ The Air Force BRAC recommendations designate a total of 47 C-130Es for retirement.¹¹ However, Senate Bill 1043 Section 134 states “[t]he Secretary of the Air Force may not retire any C-130E/H tactical airlift aircraft of the Air Force in fiscal year 2006.”¹² When asked to comment on the apparent contradiction between this and the BRAC recommendations, the Air Force Clearinghouse response was:

In accordance with the BRAC law, the Air Force developed BRAC recommendations based on the future force structure plan submitted to the congress (*sic*) in November, 2004. If the congress (*sic*) subsequently prohibits the retirement of the aircraft, the Air Force will maintain the aircraft in accordance with the law and approved BRAC recommendations.¹³

Decisions Made Regarding the C-130H – There are five variants of the C-130H model; the C-130H, C-130H1, C-130H2, C-130H2.5, and the C-130H3.¹⁴ Externally, the aircraft are all very similar in appearance to each other and to the C-130E.¹⁵ The differences in variant designation are related to avionics and instrumentation upgrades.¹⁶ Because of these differences, crew trained in the operation of one variant cannot fly a different variant without additional training.¹⁷ However, safety issues essentially prevent dual training.¹⁸ As might be expected, there are also different maintenance requirements for these variants.¹⁹

Decisions Made Regarding the C-130J – The C-130J/J-30 was selected to replace the C-130E.²⁰ In addition to being longer than the “E” and “H” models, the C-130J is air-refuelable.²¹ Approximately 168 C-130J/J-30s were planned for the Air Force inventory as of September 2003.²² By the end of fiscal year 2004, 37 of these aircraft had already

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been delivered with most going to the AFR and ANG.²³ An additional 41 C-130Js were scheduled to go to Air Reserve Component (ARC) units. Future allocations of the remaining 90 C-130Js to active units are shown in Table 2.²⁴

Table 2: C-130J Programmed Deliveries Through Fiscal Year 2017

Installation Name	Number of C-130Js Programmed	Programmed Delivery
Little Rock AFB (AETC)	14	FY 05 – FY 11
Little Rock AFB (AMC)	16	FY 14 – FY 17
Pope AFB	31	FY 07 – FY 13
Ramstein Air Base	18	FY 09 – FY 11
Yokota Air Base	11	FY 14 – FY 16

Although the aircraft purchases were programmed, all procurements of the C-130J for the Air Force were terminated on 23 December 2004.²⁵ However, funding for C-130J purchases appears to have been reinstated on 17 May 2005 under different acquisition regulations.²⁶ The following section indicates that Air Force realignment and closure decisions may have been influenced by the status of the C-130J program.

Air Force Scenarios Regarding the C-130 – The various scenarios regarding the movement of C-130s to and from Little Rock and Pope AFBs were obtained from the “Scenario Tracker” database and are provided in Attachment 1. While not definitive in nature, the proposed scenarios are useful for providing some insight into the Air Force decision-making process. The first scenario (USAF-0012) is entitled “Consolidate C-130 Fleet” and entails realigning the current C-130 force structure in as “few locations as practicable using standard squadron sizes and crews. . . .” Based on the scope of the first scenario, it seems reasonable to consider all following scenarios as subsets of the initial recommendation. Table 3 summarizes the BRAC C-130 scenarios as they pertain to Little Rock AFB.

Through 17 December 2004, the Air Force scenarios divided the C-130 recommendations almost equally between Little Rock AFB (36 PAA) and other locations (31 PAA). With the recommended retirement of 14 C-130Es and the recoding to backup aircraft inventory (BAI) of another 14 C-130Es, Little Rock AFB effectively received only 8 additional aircraft. Beginning on 6 January 2005 however, the direction of aircraft movement was clearly towards Little Rock AFB. From 6 January until 8 April 2005, the various scenarios had Little Rock AFB receiving 45 additional aircraft as opposed to 19 aircraft received at four other installations. The change in aircraft movement direction closely follows the 23 December date for PBD 753 and may suggest that the movement direction was influenced to some degree by decisions pertaining to the C-130J program.

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12/04

DRAFT DELIBERATIVE DOCUMENT – NOT FOR FOIA RELEASE**Table 3: C-130 Scenarios Relative to Little Rock and Pope AFBs**

Scenario Date	Scenario Title	C-130 Model	Number Moved To
09/22/04	Consolidate C-130 Fleet	All	Not applicable
10/21/04	Close Ellsworth AFB	Unspecified models from 317 th Airlift Group at Dyess AFB, TX	Elmendorf AFB, AK (4 PAA)* Peterson AFB, CO (4 PAA) Cheyenne Airport AGS, WY (4 PAA) Pope/Ft. Bragg, NC (4 PAA) Little Rock AFB, AR (16 PAA)
12/17/04	Realign Little Rock AFB	C-130E C-130J	Pope AFB, NC (5 PAA C-130E, 2 PAA C-130J) Little Rock AFB Backup Aircraft Inventory (14 PAA C-130E) Retirement (14 PAA C-130E)
12/17/04	Realign Maxwell AFB	C-130H	Dobbins Air Reserve Base (ARB), GA (4 PAA) Little Rock AFB, AR (4 PAA)
12/17/04	Close Mansfield-Lahm MAP AGS	C-130H	Maxwell AFB, AL (4 PAA) Little Rock AFB, AR (4 PAA)
12/17/04	Realign Schenectady County Airport AGS	C-130H	Little Rock AFB, AR (4 PAA)
12/17/04	Realign Reno-Tahoe IAP AGS	C-130H	Little Rock AFB, AR (8 PAA)
01/06/05	Close Pope AFB	C-130E C-130J	Little Rock AFB, AR (11 PAA C-130E, 14 PAA C-130J)
02/04/05	Close Niagara Falls ARS	C-130H	Little Rock AFB, AR (8 C-130H)
02/04/05	Realign Pope AFB	C-130E C-130J	Little Rock AFB, AR (25 PAA C-130E) Little Rock retires 27 PAA C-130E Little Rock distributes 1 PAA C-130J to Quonset Airport AGS, RI Little Rock distributes 2 PAA C-130J to Channel Islands AGS, CA
02/04/05	Close Pittsburgh IAP ARS	C-130H	Little Rock AFB, AR (4 PAA C-130H) Pope AFB, NC (4 PAA C-130H)
04/08/05	Realign Boise Air Terminal AGS	C-130H	Little Rock AFB, AR (4 PAA C-130H)
04/08/05	Close General Mitchell ARS	C-130H	Dobbins ARB, GA (4 PAA C-130H) Little Rock AFB, AR (4 PAA C-130H)

* PAA – Primary Aircraft Assigned

Air Force BRAC Recommendations – The scenarios formed the basis for the Air Force recommendations. The stated justification for transferring C-130s to Little Rock AFB, resulted from the lower military values calculated for ANG or AFR installations.²⁷ Further justification was provided by an effort to transfer the C-130 force structure to “address a documented imbalance in the active/reserve manning mix for C-130s”.²⁸ The primary determinant of military value relative to AFR or ANG installations appears to be their ability to support the optimal 12 plane squadron. Table 4 depicts the seven different recommendation that send C-130s to Little Rock AFB.

DRAFT DELIBERATIVE DOCUMENT – NOT FOR FOIA RELEASE**Table 4: Air Force BRAC Recommendations Directing Aircraft to Little Rock AFB**

Recommendation	Reference	Source Installation	Moved to Little Rock AFB
Ellsworth AFB, SD and Dyess AFB, TX	Air Force - 43	Dyess AFB, TX	24
Reno-Tahoe International Airport AGS, NV	Air Force - 31	Reno-Tahoe AGS, NV	8
Niagara Falls ARS, NY	Air Force - 33	Niagara Falls ARS, NY	8
Schenectady County Airport AGS, NY	Air Force - 34	Schenectady County Airport AGS, NY	4
Mansfield-Lahm Municipal Airport AGS, OH	Air Force - 39	Mansfield-Lahm AGS, OH	4
General Mitchell ARS, WI	Air Force - 52	General Mitchell ARS, WI	4
Pope Air Force Base, NC, Pittsburgh International Airport ARS, PA, and Yeager AGS, WV	Air Force - 35	Pope AFB, NC	25

The following subsections discuss the installation specific issues associated with the recommendations for consolidating C-130s at Little Rock AFB.

Little Rock AFB, AR – Little Rock AFB is the center for C-130 training and houses a C-130J Academic/Simulator Complex – Facility consisting of three different C-130J cockpit simulators of increasing complexity, a C-130J crew maintenance trainer, and a C-130J engine repair trainer.

There are currently 86-88 C-130s assigned to Little Rock AFB. These are allocated to the following commands:

- AMC (14 C-130H3s and 15 C-130Es)²⁹
- ANG (10 C-130Es)³⁰
- AETC (45 C-130Es and 4 C-130Js)³¹

Of the 70 C-130Es assigned to the three Little Rock AFB units, 15 (21%) are grounded and 21 (30%) are restricted.³² The Air Force recommended retiring 27 C-130Es stationed at Little Rock AFB.³³ Three of the four C-130Js at Little Rock AFB are recommended for distribution to Channel Islands AGS, CA and Quonset State AGS, RI.³⁴ These reallocations will leave Little Rock AFB with 56 – 58 of its original aircraft.

Table 5 summarizes the recommended movement of aircraft to Little Rock AFB.³⁵

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Table 5: Recommended C-130 Movements to Little Rock AFB

Installation	Number at Installation	Model	To Be Moved to Little Rock AFB
Dyess AFB, TX	32	C-130H	24
Reno-Tahoe AGS, NV	8	C-130H	8
Niagara Falls ARS, NY	8	C-130H	8
Schenectady County Airport AGS, NY	4	C-130H	4
Mansfield-Lahm AGS, OH	8	C-130H	4
General Mitchell ARS, WI	8	C-130H	4
Pope AFB, NC	25	C-130E	25

Moving 77 additional aircraft to Little Rock AFB may be problematic. The BRAC recommendations will raise the total number of aircraft to 133 – 135 (PAA and BAI) C-130E, H, and J models distributed to an AETC Wing, an ANG Wing, and an AMC Group. Three of the installations recommended to transfer aircraft to Little Rock AFB are ANG facilities, and therefore, the recommended movement of 16 C-130Hs from these locations may be complicated or even negated because of Title 32.³⁶ Further, the location of this many C-130 aircraft at Little Rock will consolidate approximately 31% of the C-130 fleet in a centralized location and contradicts Air Force principles for airlift mobility bases that states:

Our airlift mobility bases must have robust inter-modal transportation infrastructure to mobilize joint, interagency forces and be *geographically separated* [emphasis added] to reduce the likelihood of a single point of failure due to environmental or infrastructure problems. Airlift bases *located near or with primary users* [emphasis added] can enhance joint training and responsiveness.³⁷

Finally, discussions with base personnel during the 8 July staff only visit suggested that the existing support infrastructure had reached its maximum capacity. This observation was subsequently confirmed in a letter from Congressman Walsh citing a recent Air Force BRAC site survey estimating Little Rock AFB would need an additional \$107 to \$270 million in MILCON as a result of the BRAC recommendations.³⁸

Dyess AFB, TX – DOD recommended realigning Dyess AFB by transferring 24 C-130s to Little Rock AFB.³⁹ This realignment would make room for B-1 bombers transferred under the recommendation to close Ellsworth AFB, SD.⁴⁰ Dyess AFB has the capability to accommodate up to 68 B-1s and 35 C-130s.⁴¹

Because Dyess AFB had a higher MCI rating (11) than did Little Rock AFB (17), community representatives noted that transferring Dyess AFB's C-130s to Little Rock AFB was inconsistent with the Air Force's use of military value determinations.⁴² The Little Rock AFB recommendations also would combine C-130E, C-130H, and C-130J models at a single location, apparently contradicting the Air Force plan to consolidate

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aircraft of the same type.⁴³ Community advocates further maintained the beddown the C-130s at Little Rock AFB would cost more than keeping C-130s at Dyess AFB and relocating B-1s from Ellsworth AFB.⁴⁴ The cost of C-130s remaining at Dyess and consolidating B-1s at Dyess is \$167M” while “the costs to transfer the C-130s to Little Rock and to consolidate the B-1s at Dyess is \$185M.”⁴⁵

Reno-Tahoe International Airport AGS, NV – Representatives of Reno-Tahoe IAP AGS stated the MCI value for their facility was low and that the realignment justification was incomplete.⁴⁶ Reno-Tahoe IAP/AGS is capable of supporting 12 C-130s on existing land.⁴⁷ Since the data call, there has been an Air Force-approved airport authority land agreement allowing the expansion to 16 aircraft.⁴⁸ Further, eliminating the entire aviation program, aerial port, and fire department at Reno-Tahoe IAP AGS would incur unaddressed costs of nearly \$100M in 2005 dollars over a 20 year period to support the remaining expeditionary combat support (ECS) and other joint missions.⁴⁹ The position taken by representatives of Reno-Tahoe IAP AGE was that this is a significant departure from DOD’s cost savings analysis as outlined in BRAC Report.⁵⁰ Finally, Reno-Tahoe IAP AGS representatives indicated that the BRAC recommendation to relocate the ANG AW violates both the specific language and intent of the U.S. Constitution, several federal statutes, and the direction of the United States Supreme Court.⁵¹

Niagara Falls ARS, NY – Representatives of the community felt the Air Force recommendations were made based on outdated or incomplete information. Since 1995, the Niagara Falls Air Reserve Station (NFARS) has made a concerted effort to improve its infrastructure.⁵² As a result, 100% of excess capacity (33% of total) was eliminated over the past 10 years.⁵³ The average age of NFARS’ buildings is 32 years, or approximately 10 years less than that of other AFR facilities.⁵⁴ A recent agreement with the State of New York reduced electricity rates from \$0.11 per kilowatt hour to approximately \$0.06 per kilowatt hour, giving NFARS an annual reduction in electric utility costs of approximately 45% or \$450,000 annually.⁵⁵

Schenectady County Airport AGS, NY – Community representatives suggested that relocating four C-130H to Little Rock AFB will increase the usage of the ski mounted LC-130s and shorten their operable lifespan by approximately 25%.⁵⁶ They also reiterated issues related to the legality of the proposed realignment of the installations as follows:

- Proposed movement of aircraft is not related to infrastructure restructuring.⁵⁷
- Recommendations to relocate, withdraw, disband, or change the organization of an ANG unit, unless done so for infrastructure rationalization is inconsistent with the intent of BRAC legislation.⁵⁸
- The Adjutant General Association of the United States (AGAUS) has validated that programmatic moves of the aircraft is inconsistent with BRAC objectives.⁵⁹

Mansfield-Lahm Municipal Airport AGS, OH – Unit personnel stated the data for their facility was incorrect.⁶⁰ The installation can accommodate more than eight C-130s on the current ramp and they were given no credit for their hangar because of the width of the door.⁶¹ However, wings slots in the hangar wall allow it to accommodate the C-130.⁶²

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General Mitchell Field ARS – During the base visit, all of the buildings appeared to be in good condition and very well maintained. The BRAC staff was informed by base officials that they currently have 8 C-130s, are manned for 12, and have the capability to expand to 16 aircraft.⁶³ Projects currently programmed include ramp expansion (75 ft.), propulsion shop expansion, and a new main gate.⁶⁴

Gen. Mitchell ARS officials felt that the MCI values for their facility were flawed and used the MCI scores of the co-located National Guard unit as an example.⁶⁵ Although the Guard unit flies tankers, using the same airspace and runway as the Reserve unit, the tanker unit received a higher MCI airlift value.

Pope AFB, NC – The stated justification for downsizing Pope AFB would be to take advantage of mission-specific consolidation opportunities to reduce operational and maintenance costs.⁶⁶ The corresponding smaller manpower footprint would facilitate transfer of the installation to the Army.⁶⁷

The 25 C-130Es from Pope AFB are intended to replace the 27 C-130Es recommended for retirement at Little Rock AFB.⁶⁸ In a related recommendation, the aircraft moving from Pope AFB will be replaced by a 16 C-130H AFR/Active Duty associate squadron comprised of eight C-130 aircraft from Yeager Airport AGS and eight C-130 from Pittsburgh International Airport Air Reserve Station (Pittsburgh IAP ARS).⁶⁹ The recommendation to transfer aircraft from Yeager AGS also may be affected by Title 32 concerns.

Pittsburgh IAP ARS – The justification for realigning Pittsburgh IAP ARS was based on the major command's capacity briefing that "land constraints prevented the installation from hosting more than 10 C-130 aircraft . . ."⁷⁰ However, information provided by base personnel demonstrated ample space available for 20 aircraft with no additional MILCON required.⁷¹

Members of the unit also believed they did not receive the appropriate credit for the load bearing capacity of their ramp in determining the MCI value.⁷² As part of Pittsburgh IAP, the ramp area has been used as a taxiway for such heavy aircraft as 747s, C-5s, and B-52s and is routinely used by C-130s.⁷³ However, the ramp did not have a "published" pavement condition number (PCN) and consequently could not be used in the model for determining the MCI for the facility.⁷⁴ The lack of a PCN cost the installation 2.98 points.⁷⁵

Installation representatives also felt that other aspects of the WIDGET Model and the BRAC Analysis Tool overrated assets that were not necessary for the C-130 airlift mission.⁷⁶ Although these issues do not represent examples of using inaccurate or outdated data, or errors with the model, they do represent a bias in the model towards large, active duty facilities. Examples include:

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- Fuel hydrant systems – Because C-130s carry only 9,000 gallons, a fuel hydrant system is not necessary for accomplishing the C-130 airlift mission.⁷⁷
- Proximity to and quality of surveyed landing zones (LZs) – Surveyed LZs are not required for C-130 training.⁷⁸
- Distance to selected overseas Army Post Office Europe locations – The question is irrelevant for an installation flying theater airlift C-130s.⁷⁹

Yeager Airport AGS, WV – The major command's capacity briefing also reported that Yeager Airport AGS cannot support more than eight C-130s.⁸⁰ However, the Wing Commander reported that the unit can actually park 12 C-130s.⁸¹ During the base visit of 13 June 2005, there were eleven aircraft present. A little-used secondary runway also can be used for parking during surge operations.⁸² Further, the base received no credit in the MCI determination for its hangar since it was constructed to house fighters.⁸³ However the hangar has been able to contain C-130 for over 25 years with the addition of wall slots.⁸⁴

Conclusions – This paper demonstrates that use of the MCI military value scores appears to have been applied inconsistently in relation to the decision to consolidate C-130s at Little Rock AFB. The stated justification for closing or realigning ANG and AFR units, and moving their associated aircraft was because their MCI scores were lower than that of Little Rock AFB. If this justification were applied consistently, it follows that the C-130s recommended for Little Rock AFB (MCI value of 17) would instead have been recommended for Dyess AFB (11) or Pope AFB (6). The model also may demonstrate a bias towards active duty facilities and information used in determining MCI values may be outdated or incorrect.

The impetus behind the BRAC process is to save money by reducing infrastructure. It seems unlikely that realigning three Air Guard Stations, and closing three Air Reserve Stations and one Air Guard Station, will offset the \$107 to \$270 million in new MILCON required to accommodate the relocated aircraft at Little Rock AFB. Additionally, potential savings anticipated from the BRAC recommendations related to ANG units may be eliminated because of Title 32 issues. These issues also may affect recommendations regarding AFR units that are co-located with ANG units. Finally, any implied savings from the realignment of Pope AFB may have already been reduced or lost due to construction of a \$10.7 million two-door C-130J hangar that is 68% complete.⁸⁵

The effort to consolidate a large portion of the C-130 fleet at Little Rock AFB appears to contradict Air Force organizational principles regarding airlift mobility bases. This contradiction seems to be driven by a need to extend the operational life of the C-130E (and some H variants) by spreading the flight hours more evenly. This need took on greater urgency with the 23 December 2004 cancellation of the C-130J model. However, the C-130J was reinstated after the release of the BRAC recommendations and would seem to render moot the Air Force BRAC recommendations related to consolidating the C-130 fleet at Little Rock AFB.

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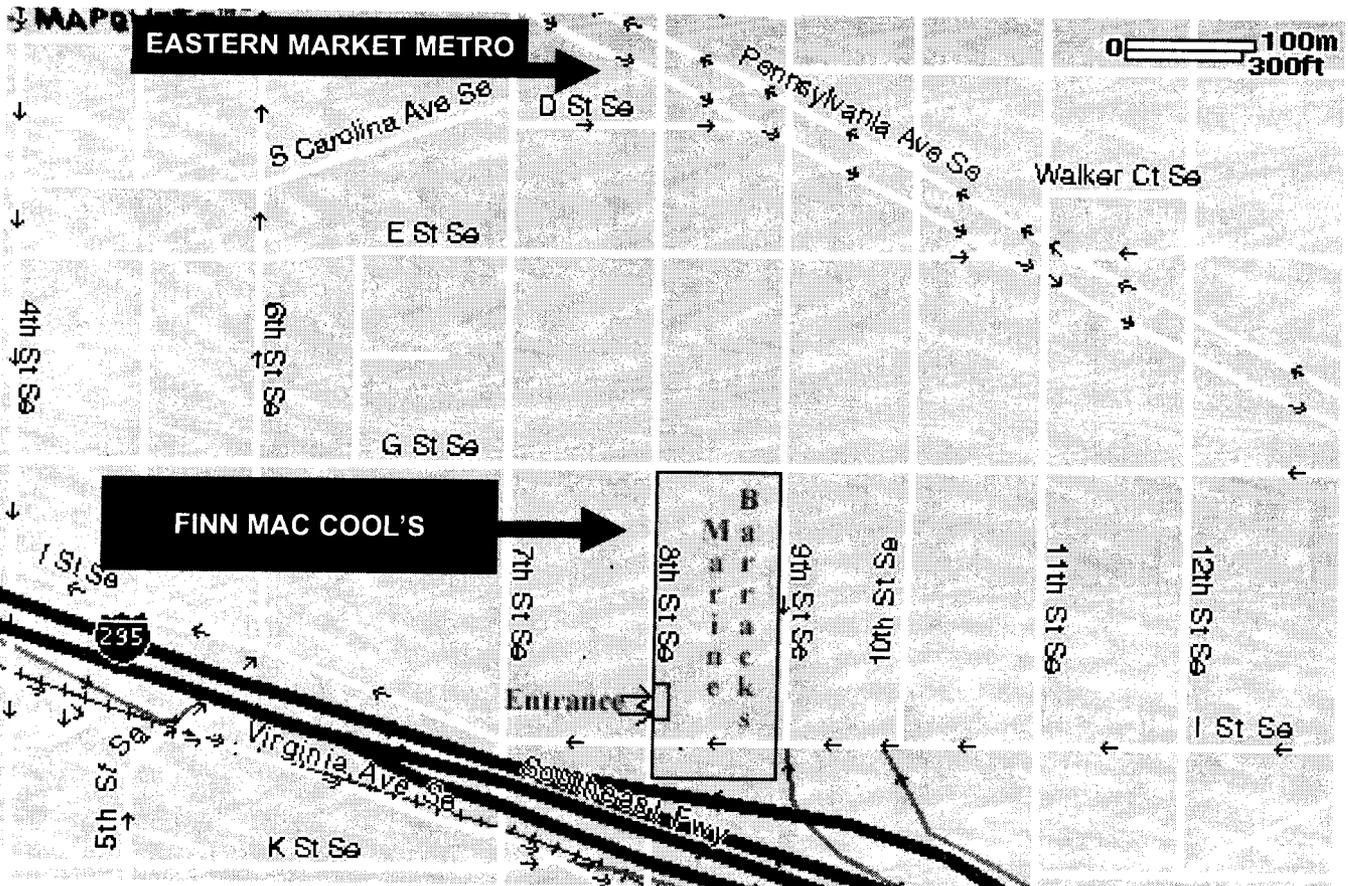
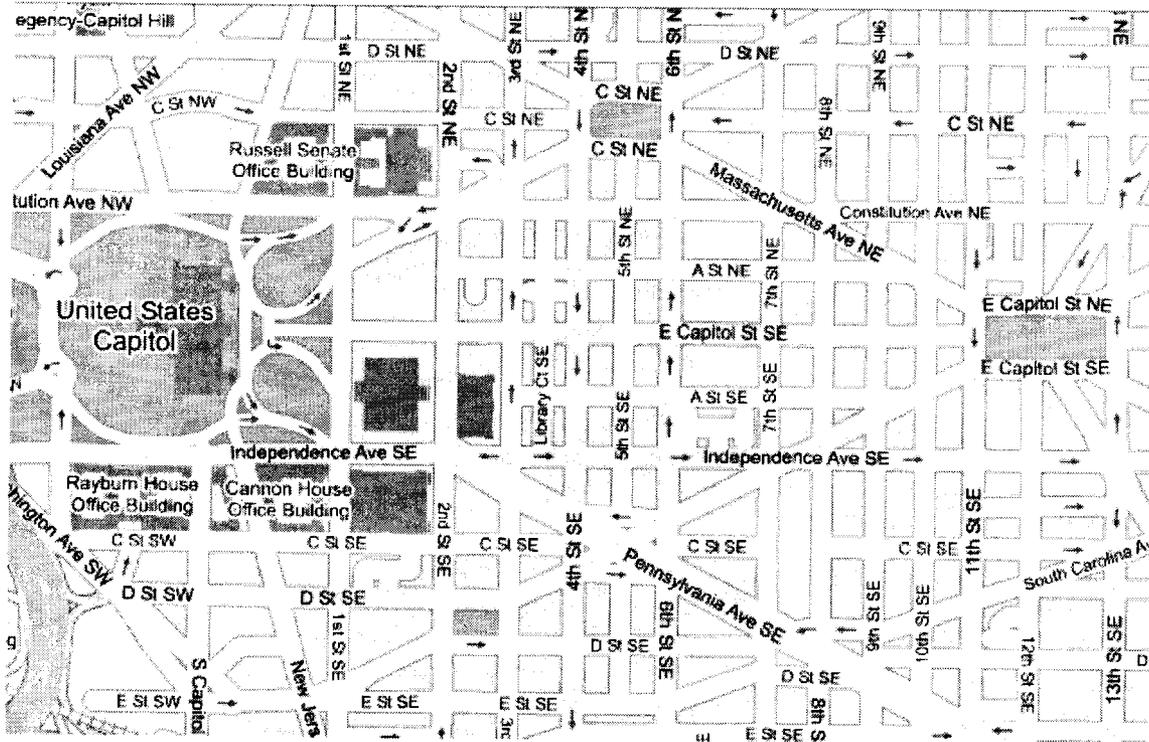
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69. *Ibid.*
70. *Ibid.*
71. Pittsburgh IAP ARS briefing materials provided as part of Commissioner's base visit of 21 June 2005.
72. *Ibid.*
73. *Ibid.*
74. *Ibid.*
75. *Ibid.*
76. *Ibid.*
77. *Ibid.*
78. *Ibid.*
79. *Ibid.*
80. Base personnel
81. *Ibid.*
82. *Ibid.*
83. *Ibid.*
84. *Ibid.*
85. *Fayetteville Observer* "C-130J Hangar Work Goes On" July 30, 2005

DRAFT DELIBERATIVE DOCUMENT – NOT FOR FOIA RELEASE**Attachment 1****C-130 Realignment Scenarios Related to Pope and Little Rock Air Force Bases**

Date	Scenario Number	Title	Scenario
09/22/04	USAF-0012	Consolidate C-130 Fleet	<p>Realign current C-130 force structure at as few locations as practicable using standard squadron sizes and crews, consistent with Mission Capabilities Indices and Future Total Force tenants.</p> <p>Principles: Primary determinant - MCI rating; optimize squadron size; consolidate airlift assets</p> <p>Exceptions: If installation has consolidated MDS now, do not reduce</p>
10/21/04	USAF-0018	Close Ellsworth AFB (S200.1c3)	<p>The 28th Bomb Wing will inactivate. The wing's 24 B-1B aircraft will be distributed to the 7th Bomb Wing, Dyess AFB. The 317th Airlift Group at Dyess will inactivate and its C-130 aircraft will be distributed to the 3d Wing, Elmendorf AFB (4 PAA); 302d Airlift Wing (AFRC), Peterson AFB (4 PAA); 153d Airlift Wing (ANG), Cheyenne Airport AGS (4 PAA); Pope/Ft Bragg (4 PAA); and 314th Airlift Wing, Little Rock AFB (16 PAA). Peterson, Cheyenne and Pope/Ft Bragg will have C-130 active duty/ARC associations at a 50/50 force mix. Elmendorf will have C-130 association mix of 8 PAA/4PAA (ANG/SD).</p> <p>Belle Fourche Electronic Scoring Site assets will need to be moved. Active/ARC C-130 associations at Elmendorf, Peterson, Cheyenne and Little Rock (50/50 mix). Active/ARC mix at Pope/Ft Bragg will be 50/50 mix (AFRC/AD).</p>
12/17/04	USAF-0058	Realign Little Rock AFB (S301)	Assigned C-130E aircraft (5 PAA) and C-130J aircraft (2 PAA) will be redistributed to the 43rd Airlift Wing, Pope AFB, North Carolina.; other assigned C-130E aircraft will be recoded to backup aircraft inventory (14 PAA) and retire (14 PAA). The 23rd Fighter Group's A-10 aircraft (36 PAA) assigned to Pope AFB will be redistributed to Barksdale AFB, Louisiana.
12/17/04	USAF-0059	Realign Maxwell AFB (S322)	The 908th Airlift Wing (AFRC) will inactivate. The wing's C-130H aircraft (4 PAA) will be distributed to the 94th Airlift Wing, Dobbins ARB, Georgia, and the 314th Airlift Wing, Little Rock AFB, AR (4 PAA).
12/17/04	USAF-0066	Close Mansfield Lahm MAP AGS (S319.1)	The 179th Airlift Wing (ANG) will inactivate. The wing's C-130H aircraft will be distributed to the 908th Airlift Wing (AFRC), Maxwell AFB, AL (4 PAA) and the 314th Airlift Wing, Little Rock AFB (4 PAA). Flying related ECS moves to Louisville IAP AGS, Kentucky (Aerial Port) and Toledo Express Airport AGS, Ohio (Firefighters).
12/17/04	USAF-0067	Realign Schenectady County APT AGS (S320)	Relocate C-130H aircraft (4 PAA) to the 189th Airlift Wing (ANG), Little Rock AFB.
12/17/04	USAF-0068	Realign Reno-Tahoe IAP AGS (S311Z)	<p>The 152nd Airlift Wing (ANG) will inactivate. The wing's C-130H aircraft will be distributed to the 189th Airlift Wing (ANG), Little Rock AFB, Arkansas (8 PAA).</p> <p>The wing's ECS elements and the DCGS will remain as an enclave. ANG manpower will associate with active duty aggressor unit at Nellis AFB.</p>

DRAFT DELIBERATIVE DOCUMENT – NOT FOR FOIA RELEASE**Attachment 1 (Concluded)****C-130 Realignment Scenarios Related to Pope and Little Rock Air Force Bases**

Date	Scenario Number	Title	Scenario
01/06/05	USAF-0096	Close Pope AFB (S315)	The 43rd Airlift Wing will be inactivated. Assigned C-130E (11PAA) and C-130J (14 PAA) aircraft will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. The 23rd Fighter Group's A-10 aircraft (36 PAA) will be reassigned to Barksdale AFB, Louisiana.
02/04/05	USAF-0121	Close Niagara Falls ARS (S318.3c1)	The 914th Airlift Wing (AFRC), Niagara Falls IAP ARS, New York will inactivate. The wing's 8 C-130H aircraft will be distributed to the 314th Airlift Wing, Little Rock AFB. The 107th Airlift Wing (ANG) will inactivate and its 8 KC-135R aircraft will be distributed to the 101st Air Refueling Wing (ANG) Bangor, Maine. KC135E aircraft assigned (8 PAA) to the 101st ARW will retire.
02/04/05	USAF-0122	Realign Pope AFB (S316.2)	The 43rd Airlift Wing will be inactivated. Assigned C-130E (25 PAA) aircraft will be distributed to the 314th Airlift Wing, Little Rock AFB, Arkansas. Little Rock will retire C-130E aircraft (27 PAA); recode C-130E aircraft to BAI (8 PAA); distribute C-130J aircraft to the 143rd Airlift Wing (ANG) Quonset State APT AGS, Rhode Island (1 PAA) and 146th Airlift Wing (ANG) Channel Islands AGS, California (2 PAA). The 23rd Fighter Group at Pope will inactivate and associated A-10 aircraft (36 PAA) will be distributed to Moody AFB, Georgia. The 347th Rescue Wing's HC-130P (11 PAA) and HH-60 (14 PAA) aircraft will be distributed to the 355th Wing, Davis Monthan AFB, Arizona. AFRC Aerial Port at Pope AFB will remain in place as a tenant to the Army. Additional Air Force will remain in place, as a tenant to the Army, to support Army Requirements at Ft Bragg.
02/04/05	USAF-0123	Close Pittsburgh IAP ARS (S317.1)	The 911th Airlift Wing (AFRC) will inactivate. The wing's C-130H aircraft (8 PAA) will be distributed to the 314th Airlift Wing, Little Rock AFB (4 PAA) and to Ft Bragg/Pope AFB (AFRC) (4 PAA). The flight related ECS (Aeromed Squadron) will be moved to Youngstown-Warren Regional APT ARS. The remaining ECS will be moved to Offutt AFB, NE. AFRC Ops and Maintenance manpower will be transferred to Offutt AFB, NE.
02/25/05	USAF-127	Realign Yeager APT AGS (S321.3c2)	The 130th Airlift Wing (ANG) will inactivate. The wing's C-130H aircraft (8 PAA) will be distributed to Pope/Ft Bragg to form a 12 PAA AFR and active duty associate unit. Flying related ECS is moved from Yeager to Shepherd (Aerial Port and Fire Fighters.) Remaining 130th Airlift Wing ECS remains in place in enclave at Yeager.
04/08/05	USAF-128	Realign Boise Air Terminal AGS, Boise, ID (S325)	The 124th Wing, Boise Air Terminal, will distribute assigned C-130H aircraft to Little Rock AFB, Arkansas (2 PAA to ANG, 2 PAA to active duty).
04/08/05	USAF-130	Close General Mitchell ARS, Milwaukee (S324)	The 440th Airlift Wing (AFRC) will realign. The wing's C-130H aircraft will be distributed to the 94th Airlift Wing (AFRC), Dobbins ARB, Georgia (4 PAA) and the 314th Airlift Wing, Little Rock, Arkansas (4 PAA). The Wing's ECS Ops and MX will realign to Ft Bragg, NC.



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TALKING PAPER

ON

ELLSWORTH AIR FORCE BASE (AFB)

ISSUES:

- **Military Value Criterion 4: The projected cost savings identified in closing Ellsworth are unrealistic (when military manpower savings are excluded)**
- **Military Value Criteria 5 the timing to achieve the return on investment in closing Ellsworth exceeds DoD projections significantly (when military manpower savings are excluded)**
- The table below shows costs/saving with and without personnel savings.

Costs/Savings Categories	DOD COBRA With Personnel Savings	BRAC COBRA W/O Personnel Savings	Delta
One Time Costs	\$299.1M	\$300.1M	\$1M diff rounding error
Net Implementation Costs	\$316.4M	\$224.8M	\$91.6M more saved
Annual Recurring Savings	\$161.3M	\$20.1M	\$141.2 less than projected
Return on Investment (2027)	1 year	19 years	Takes 18 yrs longer
Net Present Value in 20 yrs	\$1.853.3M Savings	\$19.4M (Cost)	

- When personnel savings are excluded from the cost data, it will take **DOD 19 years (in 2027) to recover the cost (\$316.4) to close Ellsworth**. After that there is an estimated \$20.1M savings per year vice the \$161.3M claimed w/manpower savings.
- **Military Value Criteria 4: Costs to operate and maintain the B-1 fleet after the consolidation are not expected to decrease (they most likely will increase.**
 - The size of the B-1 fleet will not change as a result of this recommendation.
 - *The AF did not factor the cost to operate the B-1 fleet after the consolidation (see Clearinghouse response dated 12 Aug 05 “The Air Force did not conduct flying hour cost reduction analysis”.*
 - The primary cost driver on operating aircraft or “cost per B1 flying hour” is not expected to decrease. In fact, if you compare the cost per flying hr between Ellsworth (\$23,754) and Dyess (\$31,519) it’s more expensive to operate the B-1 at Dyess (using AF provided data)
 - Manpower efficiencies are gained by consolidating B-1 support personnel (only 1,918 positions of the total authorized position at Ellsworth are moving to Dyess; but this efficiency (and savings) is offset by the fact the Air Force is not reducing end strength (see above).

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- Additionally, it takes more transit time, about 0.7 longer, to get to the principle training range at Dyess (Lancer MOA) than the principle training range at Ellsworth (Powder)--flying hr costs per hour should increase
- Logistics efficiency are achieved-- but not significantly
- Parts/Spares Analysis
 - In the short term, due to the consolidation of the B-1s parts inventories from Ellsworth and Dyess, there is a 1-2 percent increase in the B-1 mission capable rate (this equals 1 additional aircraft operational)
 - The consolidation of parts the parts inventory also results in a one-time parts buy/repair savings \$11.2.
 - This savings however and increase in the MC is only short term. Why? The Air Force buys spares to a targeted 95 percent mission capability rate, after the initial consolidating of inventories the system will adjust back to the target mission capability rate and the parts buy process will adjust to support the consolidated inventory
- Equipment Analysis
 - The consolidation will improve the availability of B-1 test and support equipment
- Military Value Criterion 4: Costs concerns about the gaining installation (Little Rock)
 - The C-130s assigned to Dyess are moving from Dyess ranked 11th for military value supporting airlift missions to Little Rock, which is ranked 17th
 - The Air Force is consolidating all active duty C-130s at Little Rock. Little Rock will have a mixed C-130 fleet of about 118 C-130s. This isn't consisted with the Air Force plan to consolidate aircraft of the same mission design (i.e. Air Force basing principle #2)
 - COBRA MILCON costs to support beddown of C-130s from Dyess (24 aircraft) and other installation to Little Rock is significantly underestimated.
 - The MILCON costs range from \$107M to \$270M—much higher that projected in COBRA

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- **Military Value Criterion 1: Closing Ellsworth impacts readiness.**
 - Consolidating the B1 Bomber fleet at one location increases the risk to the Nation's long range strike capability. The "putting all the eggs in one basket" argument.
 - The risk is not so much from a terrorist attack, but from current/emerging strategic threats.
 - By consolidating the Nation's bomber capability from 5 bases (Ellsworth, Dyess, Minot, Barksdale, and Whiteman) to 4 we are decreasing our strategic redundancy for a capability. We are also increasing the risk to this capability from a first strike by current and emerging strategic threats (China, North Korea, and Iran).
 - The Director DIA, in 17 March 2005 statement to Senate Armed Services Committee noted:
 - "China...by 2015, the number of warheads capable of targeting the continental United States will increase several fold."
 - "...North Korea could deliver a nuclear warhead to parts of the United States..."
 - "...Iran will have the technical capability to develop an ICBM by 2015."
- ***The B1 consolidation is inconsistent with Nation Defense Strategy: "Developing greater flexibility to contend with uncertainty by emphasizing agility and by not overly concentrating military forces in few locations."***
- ***The B1 consolidation is also inconsistent with Air Force BRAC Basing Principle #7: "Ensure long-range strike bases provide flexible strategic response and strategic force protection."***
- **Military Value Criteria 2: Military Value Scoring and Airspace**
- A comparison of Dyess and Ellsworth shows that Ellsworth beat out Dyess in 3 out of the 4 military value criteria, but lost to Dyess in the most heavily weighted criteria of proximity to air space (i.e. Dyess has 2.3 times the volume of air space as Ellsworth). Because of this Dyess scored higher than Ellsworth by just 5.9 points.
- The proximity to air space value however isn't as clear cut as indicated in the scoring. There is a protected litigation issue regarding Dyess' primary training range that wasn't factored into the scoring. While transient, the litigation adds uncertainty on the capabilities available for use in the airspace for several years.
- The litigation involves the Lancer training range (Trans-Pecos vs. USAF) and has resulted in restrictions being placed on using the Lancer range (B-1s can't fly below 500 feet). Ellsworth currently doesn't have this range restriction.

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- This is also a concern about capabilities and utilization of airspace and ranges available to Dyess. While Dyess has significantly more airspace volume (2.3 times more) and more ranges, neither the airspace nor ranges offer the same capabilities at their principle range (i.e. Lancer).
- This is indicated by the fact that of the many airspaces and ranges available to Dyess they utilize Lancer 58 percent of the time—the usage rates for the rest range from .05 percent to 10 percent
- **Criterion 6: Economic impact to the community at Ellsworth is significant:**
- *Ellsworth is the second largest employer in South Dakota. DOD estimates closure of Ellsworth will have a negative 8.5 percent impact on the State. Economic Impact: \$278 million annually (\$761,000 per day).*
- Ellsworth community places the impact in the adjacent metropolitan center of Rapid City (pop. 60,000) @ 20 percent and 10% of the Metropolitan Statistical Area (MSA).
- Even using the conservative DOD estimate the impact is significant. The economic shock effect of the job loss is about 7 percent greater than what is considered an acceptable economic shock effect level (plus or minus 1.5 percent).

AGAUS RECOMMENDATIONS

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State	Unit	W/S	CURR PAA	BRAC PAA	BRAC RECOMMENDATION (ENCLAVE, CLOSING, Non-BRAC (Storage), CLOSED)	Personnel DRILL	AGAUS RECOMMENDATION	
AK	166 ARW (Eielson)	KC-135R	8	8	Non-BRAC (Storage)			
AK	176 WG (Kulis)	C130H	8	8	CLOSED	-1099		
AK	Aircraft Movement:	Outgoing to Elmendorf: 8-C130; 3-HC130N						Accept ANG/AF associate Unit
AK	176 WG (Elmendorf)	C130	0	12	Realignment			
AK	Aircraft Movement:	Incoming from Kulis ANG: 8 C-130; Dyess 4 C-130						
AL	117 ARW (Birmingham)	KC-135R	8	0	ENCLAVE	-326	Vote down, retain Unit at location	
AL	Aircraft Movement:	Outgoing to: Bangor: 2-KC135R; McGhee Tyson: 4-KC135R; Phoenix: 2-KC135R						Vote down
AL	187 FW (Dannelly)	F16C/D	15	18	REALIGNMENT	+112		
AL	Aircraft Movement:	Incoming from Great Falls: 3-F16						Vote down Great Falls as the provider
AR	188 FW (Ft Smith)	F16A/B	18	0	ENCLAVE	-484	Vote down, retain Unit at location	
AR	Aircraft Movement:	Outgoing to: Fresno: 7-F16; Retirement 8 F16						Vote down
AR	189 AW (Little Rock)	G130E	8	18	REALIGNMENT			
AR	Aircraft Movement:	Incoming from: Pope: 25-C130E; Dyess: 24-C130H; Reno: 8-C130H; Nicta: 8-C130H; General Mitchell: 4-C130H; Schenectady: 4-C130H; Mansfield: 4-C130H; Outgoing to: Channel Island: 2-C130J; Quonset: 1-C130J; BAF: 8-C130E; Retire: 27-C130E						Vote down Reno, Mansfield, and Schenectady as providers
AZ	162 FW (Tucson)	F16A/B	62	61	Non-BRAC			
AZ	161 ARW (Phoenix)	KC-135E	8	10	Realignment			
AZ	Aircraft Movement:	Incoming from Birmingham: 2						Vote down Birmingham as a provider
CA	163 ARW (March)	KC-135R	8	0	ENCLAVE	-205	Vote down, retain Unit at location	
CA	Aircraft Movement:	Outgoing to: March ARB: 4-KC135R; Pease: 3-KC135; McGee Tyson: 1-KC135; McConnell: 1-KC135						Vote down
CA	129 RQW (Moffett)	MC-130P	9	9	Non-BRAC			
CA	148 AW (Channel Island)	C130J	8	12	REALIGNMENT	+68	Remain at 8 PAA	
CA	Aircraft Movement:	Incoming from: Martin State: 4-C130J; Little Rock: 2-C130J. Outgoing to: Retire: 2-C130E						Vote down Martin State as a provider and retirement (programmatic)
CA	144 FW (Fresno)	F16C/D	15	24	REALIGNMENT	+318	Recommend 18 PAA	
CA	Aircraft Movement:	Incoming from: Fort Smith: 7-F16; Luke AFB: 11-F16; Nellis: 6-F16. Outgoing to: Retire: 15-F16						Vote down Fort Smith as provider and retirement (programmatic)
CO	140 WG (Buckley)	F16C/D	15	18	REALIGNMENT	+345		
CO	Aircraft Movement:	Incoming from: Springfield: 3-F16						Vote down the provider
CT	103 FW (Bradley)	A10A	18	0	ENCLAVE/ABA	-384	Vote down, retain Unit at location	
CT	Aircraft Movement:	Outgoing to: Barnes: 9 A10; Retire: 8 A10						Vote down

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AGAUS RECOMMENDATIONS

DE	166 AW (New Castle)	C138H	8	0	ENCLAVE	-512	Vote down, retain Unit at location
DE	Aircraft Movement: Outgoing to: Charlotte: 4-C130H; Savannah: 4-C130H						Vote down
FL	125 FW (Jacksonville)	F15A/B	15	24	REALIGNMENT	+236	Vote down Oils as a provider
FL	Aircraft Movement: Incoming from: Meunier Home: 8-F15C; Oils: 3-F15						Vote down Oils as a provider
GA	116 ACW (Robins)	E8C	18	18	Non-BRAC		
GA	165 AW (Savannah)	C130H	8	12	REALIGNMENT	+183	Retain at 8 PAA Vote down New Castle as a provider
GA	Aircraft Movement: Incoming from: New Castle County Airport: 4-C130H						
HI	154 WG (Hickam)	C130H	4	4	Non-BRAC		
HI	154 WG (Hickam)	F15A/B	16	15	Non-BRAC		
HI	154 WG (Hickam)	KC-135R	8	12	REALIGNMENT		Accept
HI	Aircraft Movement: Incoming from: Grand Forks: 4-KC135						
IA	132 FW (Des Moines)	F18C/D/CQ	16	18	REALIGNMENT	+66	Concur with 18 PAA, model TBD Vote down 8-B and G-F as providers
IA	Aircraft Movement: Incoming from: Springfield-Beckley: 9-F16; Richmond: 8-F18; Great Falls: 3-F18						
IA	185 ARW (Sioux City)	Outgoing to: Toledo: 9-F16; Tulsa: 6-F16					
IA	185 ARW (Sioux City)	KC-135E	8	6	REALIGNMENT		Concur with 8 PAA, R models preferred
IA	Aircraft Movement: Incoming from: Fairchild: 8-KC135R Outgoing: Retirement 8						Vote down Washington ANG as a provider and retirement (programmatic)
ID	124 WG (Boise)	C130E	4	0	REALIGNMENT	-88	Vote down, retain Unit at location
ID	Aircraft Movement: Outgoing to: Cheyenne: 4-C130H						Vote down
ID	124 WG (Boise)	A10A	15	18	REALIGNMENT		Retain at 15 PAA Vote down Willow Grove as a provider
ID	Aircraft Movement: Incoming from: Willow Grove: 3-A10						
IL	183 FW (Capital)	F16C/D	18	0	ENCLAVE	-482	Vote down, retain Unit at location
IL	Aircraft Movement: Outgoing to: Fort Wayne: 15-F18						Vote down
IL	128 ARW (Scott)	KC-135E	8	12	REALIGNMENT		Vote down retirement (programmatic)
IL	Aircraft Movement: Incoming from: Grand Forks: 12-KC135. Outgoing to: Retire: 8-KC135E						
IL	182 AW (Peoria)	C130E	8	12	REALIGNMENT	+187	Retain at 8 PAA Vote down Nashville as a provider
IL	Aircraft Movement: Incoming from: Nashville: 4-C130H						
IN	181 FW (Hulman)	F16C/D	15	0	ENCLAVE	-496	Accept, in-state shift of resources Vote down retirements (programmatic action)
IN	Aircraft Movement: Outgoing to: Fort Wayne: 9-F16; Retire: 6-F18						
IN	122 FW (Fort Wayne)	F18C/D	15	24	REALIGNMENT	+280	Nonconcur with Capital AGS as a provider
IN	Aircraft Movement: Incoming from: Hulman Regional: 9-F16; Capital AGS: 15-F16; Outgoing to: Retire: 15-F18						

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KS	184 ARW (McConnell)	KC-135R	9	0	ENCLAVE	-448	Accept, in-state shift of resources
KS	Aircraft Movement:	Outgoing to: Forbes Field: 9-KC135; BAI: 3-KC135					
KS	180 ARW (Forbes)	KC-135E	8	12	REALIGNMENT	-47	Accept, in-state shift of resources
KS	Aircraft Movement:	Incoming from: McConnell: 9-KC135; Portland: 3-KC135; Outgoing to: Retire: 8-KC135					
KY	165 AS (Louisville)	C130H	8	12	REALIGNMENT	+151	Recommend 8 PAA Vote down
KY	Aircraft Movement:	Incoming from: Nashville: 4-C130H					
LA	168 FW (New Orleans)	F15A/B	15	24	REALIGNMENT	-465	Recommend 18 PAA Vote down Portland as a provider
LA	Aircraft Movement:	Incoming from: Portland: 9-F15					
MA	104 FW (Barnes)	A10A	15	24	REALIGNMENT	+254	Recommend stay at 15 PAA Vote down Bradley as a provider;
MA	Aircraft Movement:	Incoming from: Bradley: 9-A10					
MA	102 FW (Otis)	F15A/B	15	0	CLOSE	-816	Vote down, retain unit at location, no Governor consent (retirement and movement are programmatic actions)
MA	Aircraft Movement:	Outgoing to: Jacksonville: 3-F15; Atlantic City: 12					
MD	178 WG (Martin State)	C130J	8	0	REALIGNMENT	-348	Vote down, retain Unit at location Vote down
MD	Aircraft Movement:	Outgoing to: Channel Islands: 4-C130J; Quonset State: 4-C130J					
MD	175 WG (Martin State)	A10A	15	18	REALIGNMENT		Retain at 15 PAA Vote down Willow Grove as a provider
MD	Aircraft Movement:	Incoming from: Willow Grove: 3-A10					
MD	113 WG (Andrews AFB)	F18C/D	15	24	REALIGNMENT	+288	
MD	Aircraft Movement:	Incoming from: Cannon AFB: 9-F18					
ME	101 ARW (Bangor)	KC-135E	8	12	REALIGNMENT	-111	Recommend 8 PAA Vote down K-F and Birmingham as providers
ME	Aircraft Movement:	Incoming from: Niagara: 8-KC135; Key Field: 2-KC135; Birmingham: 2-KC135 Outgoing: Retirement: 8					
MI	127 WG (Selfridge)	C130E	8	0	REALIGNMENT	-819	Vote down, retain Unit at location Vote down (programmatic action; also, airlift study not completed)
MI	Aircraft Movement:	Outgoing to: Retire: 8-C130E					
MI	127 WG (Selfridge)	F18C/D	15	0	REALIGNMENT		Vote down, retain Unit at location Vote down (retirement is a programmatic action)
MI	Aircraft Movement:	Outgoing to: Retire: 15-F18					
MI	127WG (Selfridge)	KC135	0	12	REALIGNMENT		

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NJ	Aircraft Movement:	Outgoing to: Retire: 12-F16; Burlington: 3-F16				Vote down F-16 retirement (programmatic action)
NJ	177 FW (Atlantic City)	F15	0	24	REALIGNMENT	Address in FTF process after BRAC
NJ	Aircraft Movement:	Incoming from: Opa: 12-F15; Lambert: 8-F15; Portland: 8-F15				Vote down (determine aircraft movement, if any, after BRAC)
NM	150 FW (Kirtland)	F16C	15	18	REALIGNMENT	+62 Accept
NM	Aircraft Movement:	Incoming from: Cannon: 3-F16				
NV	182 AW (Reno)	C130H	8	9	ENCLAVE/ASSOCIATE	-430 Vote down; retain Unit at location
NV						Vote down
NV		Outgoing to: Little Rock: 8-C130H				
NV	152 FS (Nellis)	F15	0	15	ACTIVE DUTY REALIGNMENT	+658
NV						Vote down
NV	Aircraft Movement:	Incoming from: Lambert Field: 9-F15				
NY	174 FW (Bryant)	F16C/D	18	18	Non-BRAC	
NY	105 AW (Stewart)	CSA	12	12	Non-BRAC	
NY	108 RQW (Gabresid Apt)	HC130P	9	9	Non-BRAC	
NY	109 AW (Schenectady)	C130H	4	0	REALIGNMENT	-43 Vote down; retain Unit at location
NY						Vote down
NY	Aircraft Movement:	Outgoing to: Little Rock: 4-C130				
NY	107 ARW (Niagara)	KC-135R	8	0	CLOSE	-622
NY						Vote down; retain unit at location, no Governor consent (retirement and movement are programmatic actions)
NY	Aircraft Movement:	Outgoing to: Bangor: 6-KC135				
OH	178 FW (Springfield)	F16C/D (FTU)	18	0	ENCLAVE	-342 Vote down; retain Unit at location
OH						Vote down
OH	Aircraft Movement:	Outgoing to: DesMoines: 9-F16; Buckley: 3-F16; Lackland: 6-F16				
OH	121 ARW (Rickenbacker)	KC-135R	18	18	Non-BRAC	
OH	180 FW (Toledo)	F16C/D CG	15	24	REALIGNMENT	+205 Recommend 18 PAA
OH						Only if aircraft at DesMoines are available
OH	Aircraft Movement:	Incoming from: DesMoines: 9-F16				
OH	179 AW (Mansfield)	C130H	8	0	CLOSE	-614
OH						Vote down; retain unit at location, no Governor consent (retirement and movement are programmatic actions)
OH	Aircraft Movement:	Outgoing to: Maxwell: 4-C130; Little Rock: 4-C130				
OK	137 AW (OK City)	C130H	8	8	ENCLAVE	-618 Vote down; retain Unit at location
OK						Vote down
OK	Aircraft Movement:	Outgoing to: Rosecrum 4 C-130; Carswell 4 C-130				

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OUTSIDE OF BRAC COMMISSION**

BULLET BACKGROUND PAPER

ON

BRAC TANKER ACTIONS

Current
Proposed

Red

590

476

114E
Models

- The following paper discusses current and post-BRAC tanker inventory and lay-down, KC-135E retirements and costs, and comparison of two ANG Southeast U.S. tanker bases, Birmingham, AL and Key Field, MS
- The current USAF tanker inventory includes 590 total tankers permanently based at 41 locations (including four instances of Active, Guard and/or Reserves sharing a runway) in 29 U.S. states and 2 allied nations
 - o 417 KC-135Rs, 114 KC-135Es and 59 KC-10s
 - Air National Guard operates 46% of KC-135s (243 aircraft)
 - Active Duty operates 38% (204 aircraft)
 - Air Force Reserves operate 16% (84 aircraft)
 - o KC-10s are flown by four active duty and four reserve associate squadrons, and are not included in any BRAC recommendations
- BRAC recommendations involve only KC-135 forces, functions and installations
 - o Air National Guard (22 KC-135 bases pre-BRAC→15 bases post-BRAC):
 - 7 bases lose all aircraft; 9 bases gain aircraft
 - o Active Duty (9 KC-135 bases pre-BRAC→7 bases post-BRAC (3 CONUS, 2 overseas, 1 training only, and 1 test and evaluation base which has only 1 aircraft)):
 - 2 bases lose all aircraft; 2 bases gain aircraft
 - o Reserves (8 KC-135 bases pre-BRAC→5 bases post-BRAC):
 - 3 bases lose all aircraft; 3 bases gain aircraft
- Air National Guard operates 100% of the KC-135E fleet (114 aircraft) at 6 bases
 - o 29 of 114 KC-135Es have been grounded since September, 2004 due to safety issues
 - The grounded aircraft are distributed amongst multiple KC-135E installations
 - o Air Force estimates approximately \$1.9B in maintenance and repair, and \$2.9B in operations and sustainment needed to fly KC-135Es through FY11
 - o The USAF intends to programmatically retire all KC-135Es by 2008
 - BRAC recommendations note programmatic retirement of 56 KC-135E Primary Authorized Aircraft from 6 bases
 - 5 of those bases convert to KC-135Rs
 - The remaining KC-135Es are retired in actions unrelated to BRAC
- Several tanker units and community delegations have voiced concerns to the Commission that DOD's BRAC tanker lay down disproportionately increases tanker presence in the Central United States while excessively decreasing tanker presence in the Northeast and Southeast
 - o Statistical analysis of the pre- and post-BRAC lay down shows the concern is unfounded

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- the Northeast region in support of operations in Southwest Asia, North Africa, and Europe
- One BRAC Review and Analysis proposal has suggested that at least one of the Southeast sector ANG units slated to lose their aircraft be allowed to keep their KC-135s
 - Pre-BRAC, there were 3 ANG, 2 Active and 1 Reserve tanker bases in the Southeast, representing 57 total aircraft
 - Post-BRAC, two ANG bases and one Active base lose all their aircraft, while the remaining three bases increase total aircraft
 - Total post-BRAC Southeast tanker lay-down is 44 aircraft
 - As a percentage of the overall U.S. tanker fleet, the recommendations represent a decrease from 13% of the fleet to 11% in the Southeast
 - The following table compares the two Southeastern U.S. ANG bases, located 125 nm apart, that lose their aircraft: Birmingham AGS, AL and Key Field AGS, MS
 - If one base is selected to keep its aircraft (reject realignment), Birmingham would appear to be a stronger choice based upon:
 - Higher Tanker MCI, greater tanker mission capability due to 2,000' (20%) longer runway, collocation with KC-135 depot contractor, greater disparity in nearest in-state ANG mission-type
 - The importance of the 2,000' difference in runway lengths for large aircraft such as tankers is noted in the following two (uncertified data) scenarios. Generally speaking, longer runways equate to heavier gross weights (including fuel load) available at take-off.
 - Under a given set of climatological conditions, the maximum range to remain on station 4 hours and offload 85,000 lbs of fuel:
 - From Birmingham: 1,174 miles
 - From Meridian: 736 miles
 - Under a given set of climatological conditions, the max range to either carry 50,000 lbs of fuel for offload (or 50,000 lbs of cargo)
 - From Birmingham: 6,568 miles
 - From Meridian: 4,545 miles
 - Realigning Key Field as recommended, will incur a slightly higher cost (if including costs to move Key Field's KC-135 simulator) than Birmingham, as well as higher economic impact on the Key Field MSA as a percentage

Post-BRAC KC-135R Distribution + KC-10

Bottom Line % of Total:

POST

35→39% Jets

156→150

12

29→28% Jets

130→107

24→23% Jets

107→88

37→41% Eqv

183→182

32

31→30% Eqv

157→134

21→20% Eqv

105→88

- ANG
- AFRC
- USAF

* Fenced Trainers

13→11% Jets

57→44

11→10% Eqv

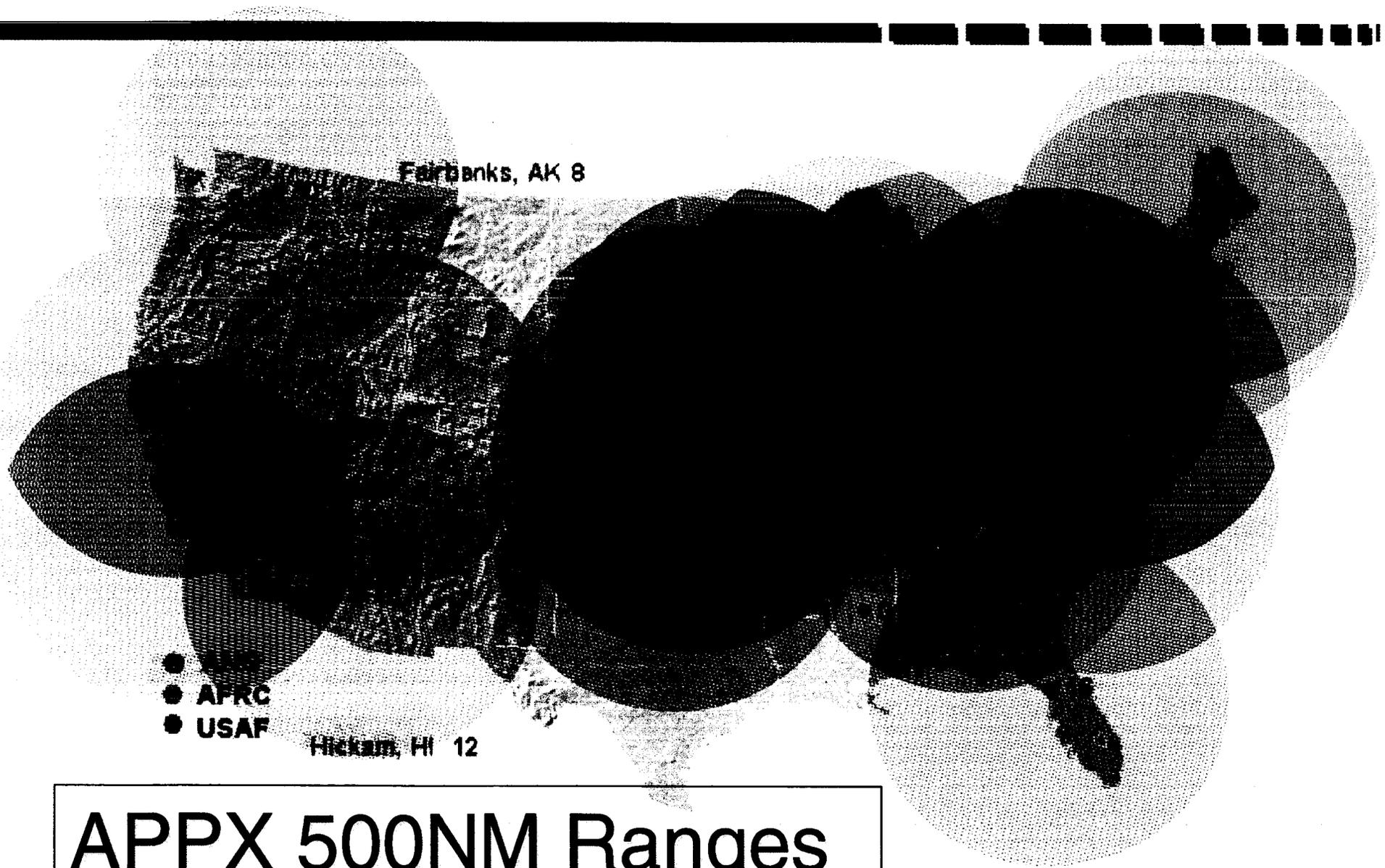
56→44

TOTAL PRE→POST BRAC LAYDOWN

450 → 389 Jets

501 → 448 KC-135R Equivalents

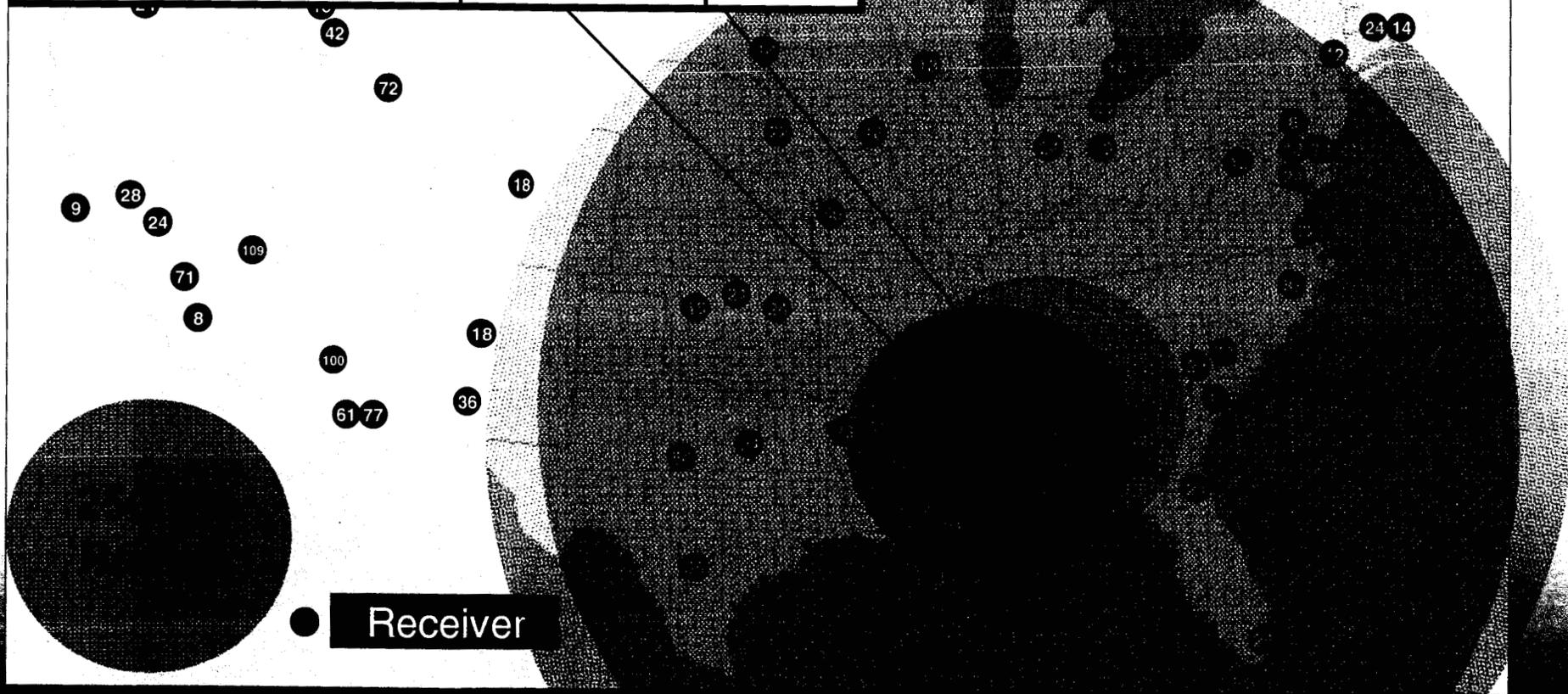
Post-BRAC KC-135R Distribution



APPX 500NM Ranges

Active, Guard & Reserve Receivers

	MEI	BHM
Current Tnkr PAA	9	8
250 NM Rcvrs	313.0	279.0
250 NM Rcvr/Tnkr	34.8	34.9
850 NM Rcvrs	1212.0	1248.0
850 NM Rcvr/Tnks	134.7	156.0



186th Air Refueling Wing

186th Air Refueling Wing

Memo for Commissioner Skinner

August 11, 2005

Subject: Force Structure

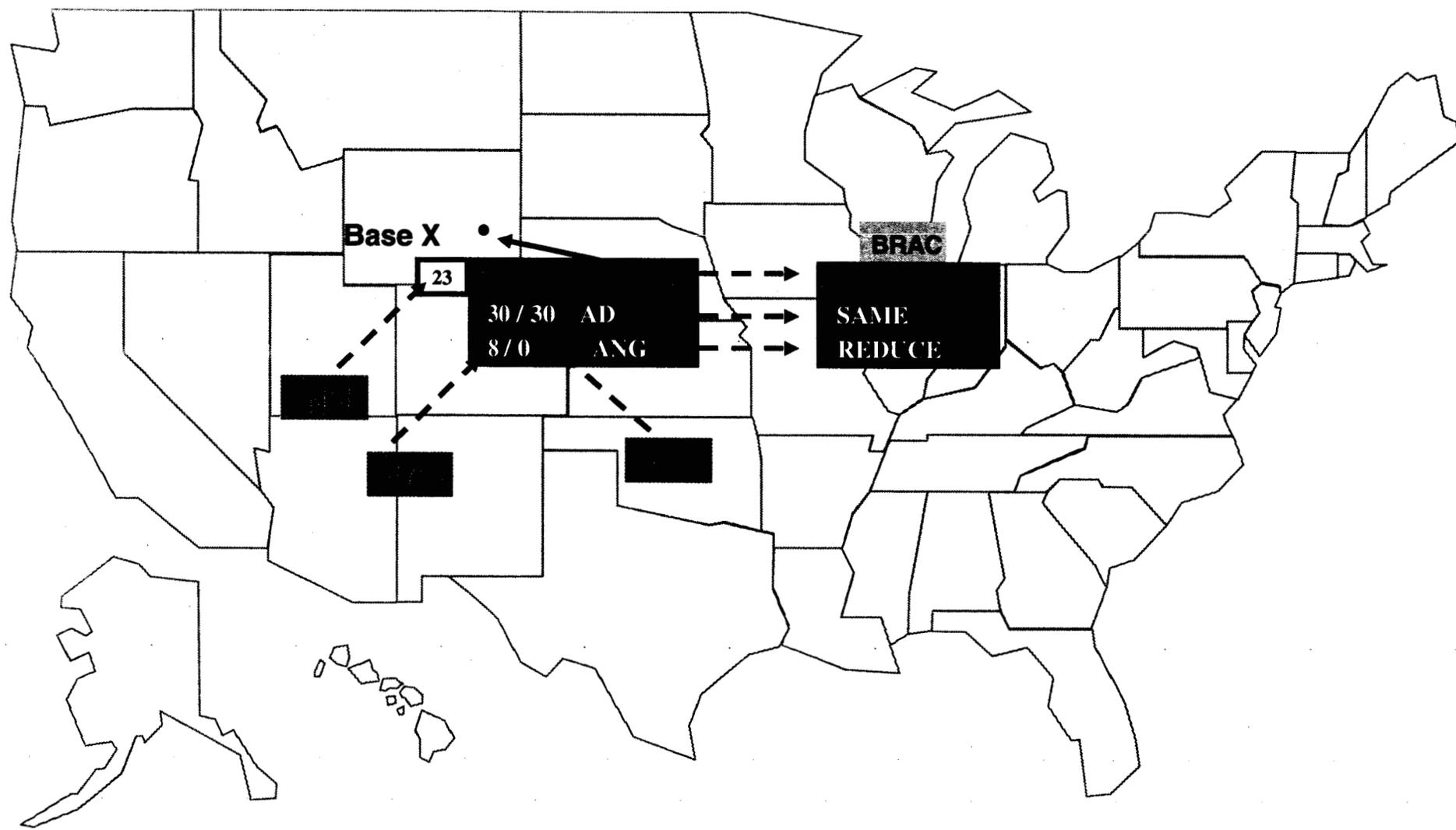
Below is the start and end state force structure for the Air Force for the BRAC period (2006-2011). We do not have an unclassified source for the force structure.

Air Frame	PAA Now	PAA End State	Backup/Attrition
B-1	56	54	11
B-52	63	63	13
KC-10	54	54	5
F-15	525	514	45
F-16	1109	896	153
F-22	567	161	19
F-117	36	0	0
A-10	325	312	52
KC-135	476	385	32
C-130	458	356	117
C-5	98	100	12
C-17	154	172	8
Helicopters	Varied		
E-3, U-2, RC-135, WC-135, OC-135, E-4, E-8		sum to 112 PAA	
UAV	95	153	0

Source – AF Briefing, 23 Jul 05
KLS, Aug 11, 2005, 703 699-2922

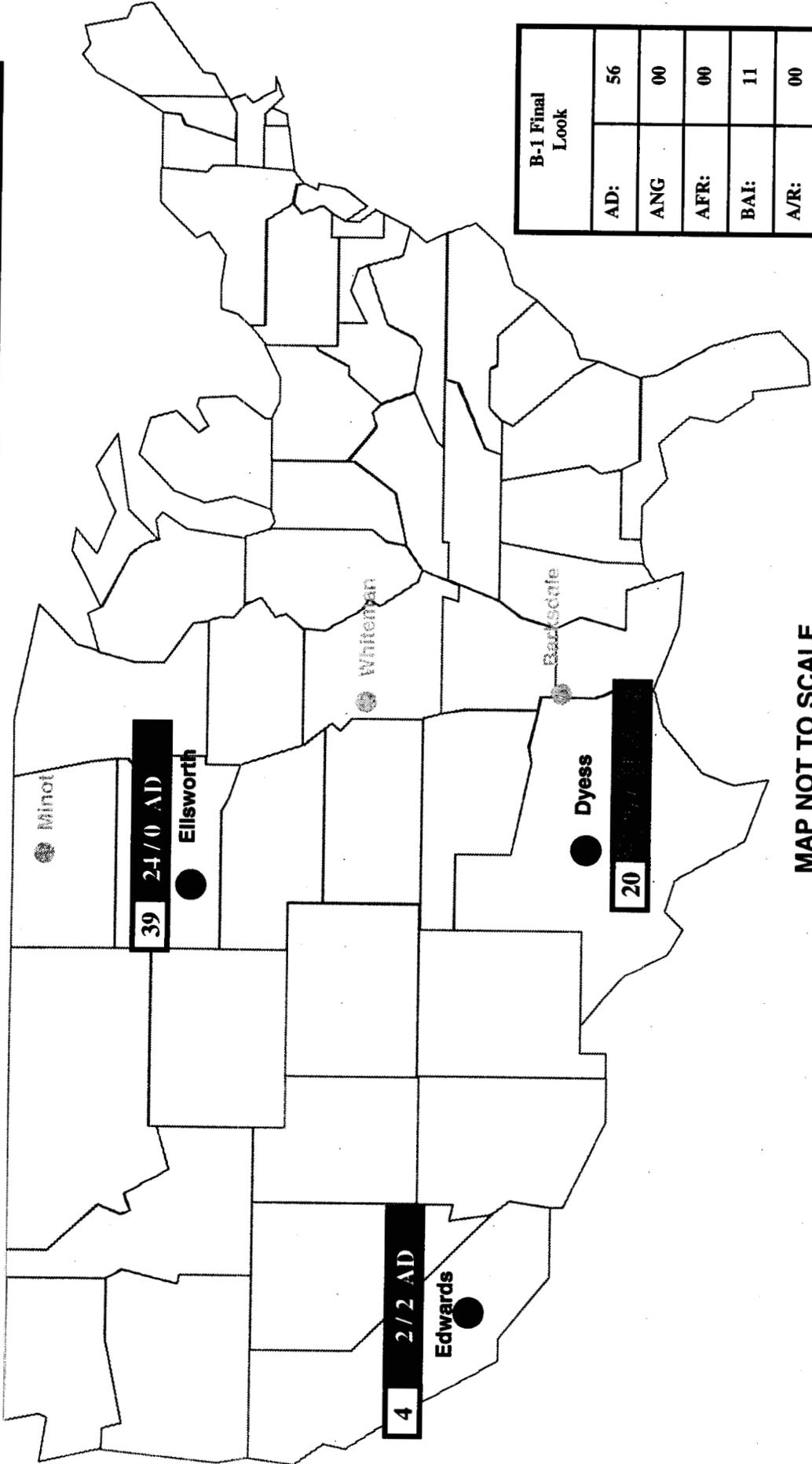


Scenario Group Legend





Scenario Group Final Look - B-1



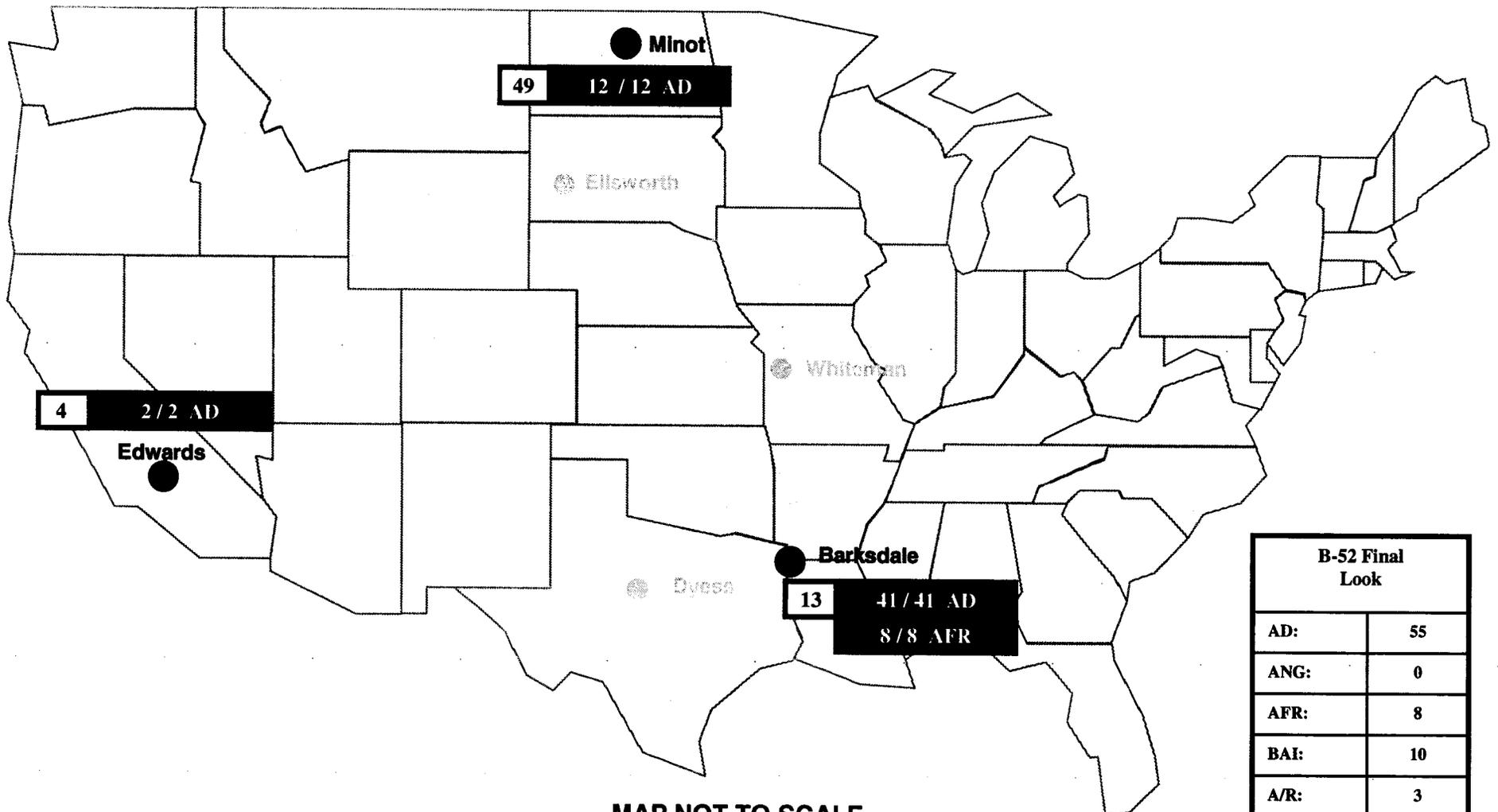
MAP NOT TO SCALE

B-1 Final Look	
AD:	56
ANG	00
AFR:	00
BAI:	11
A/R:	00
TAI:	67

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Scenario Group Final Look - B-52



MAP NOT TO SCALE

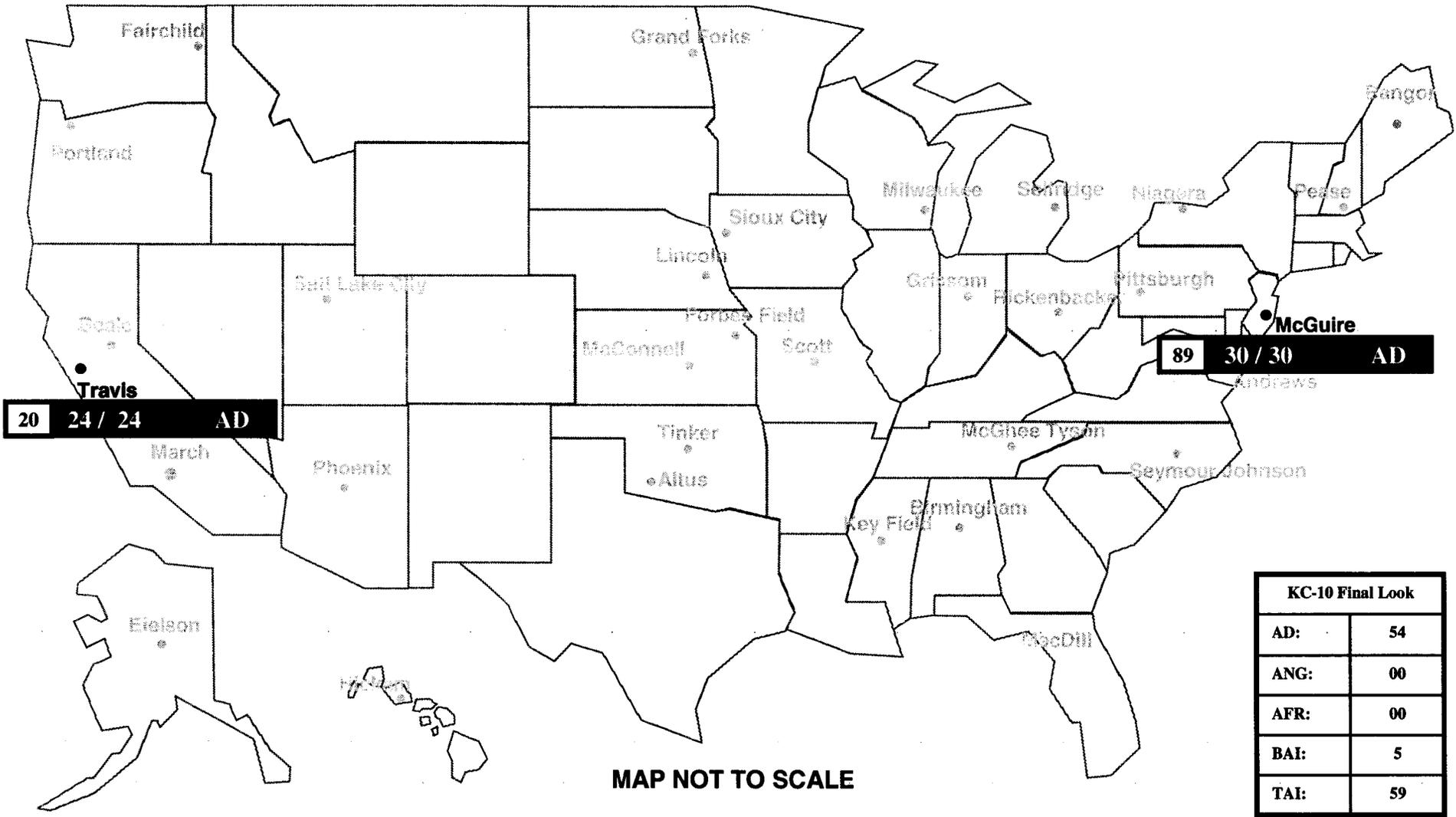
B-52 Final Look	
AD:	55
ANG:	0
AFR:	8
BAI:	10
A/R:	3
TAI:	76

Integrity - Service - Excellence



Scenario Group

Final Look - KC-10



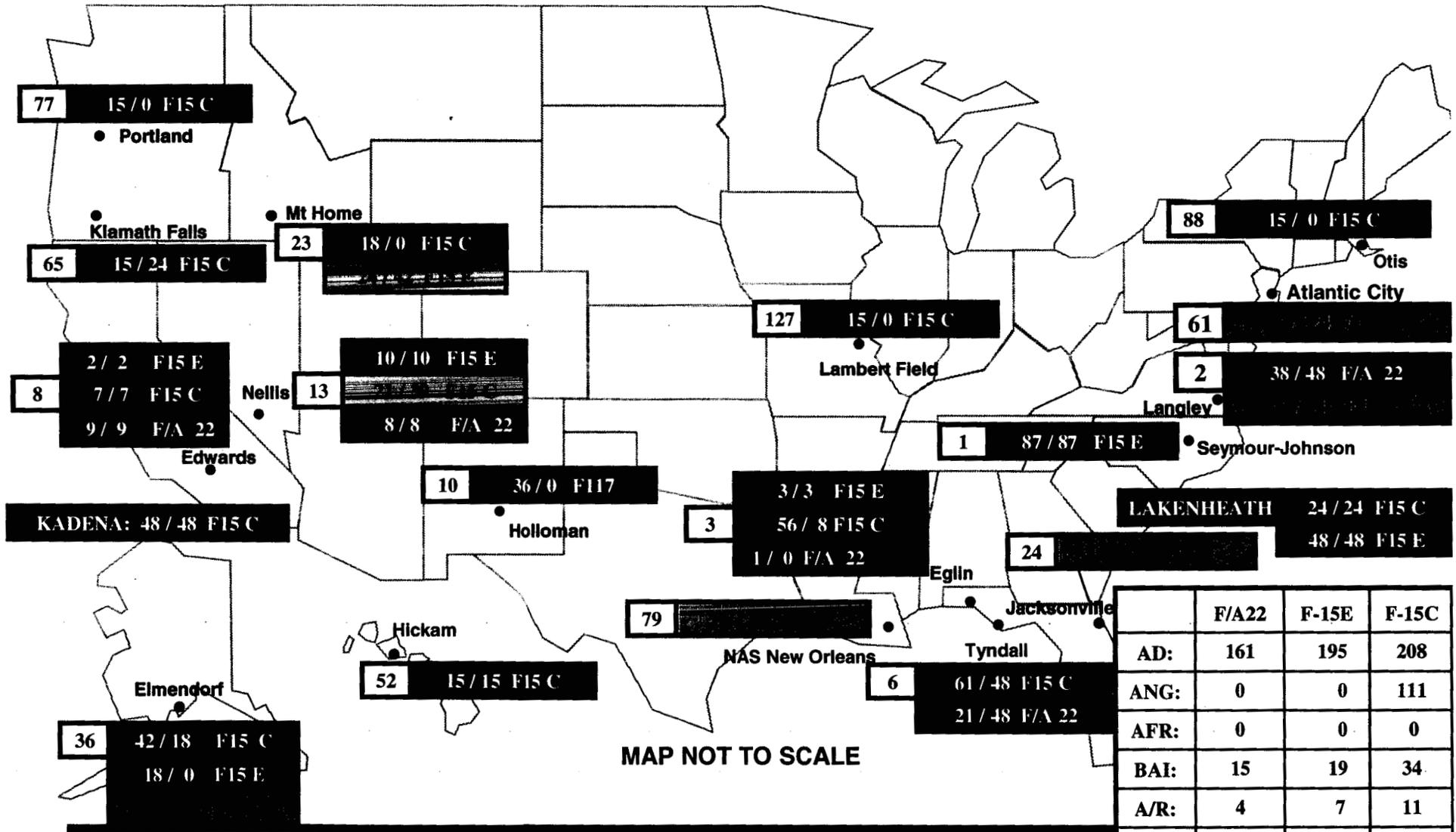
KC-10 Final Look	
AD:	54
ANG:	00
AFR:	00
BAI:	5
TAI:	59

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Scenario Group

Final Look - F-15 C/E, F/A-22, F-117

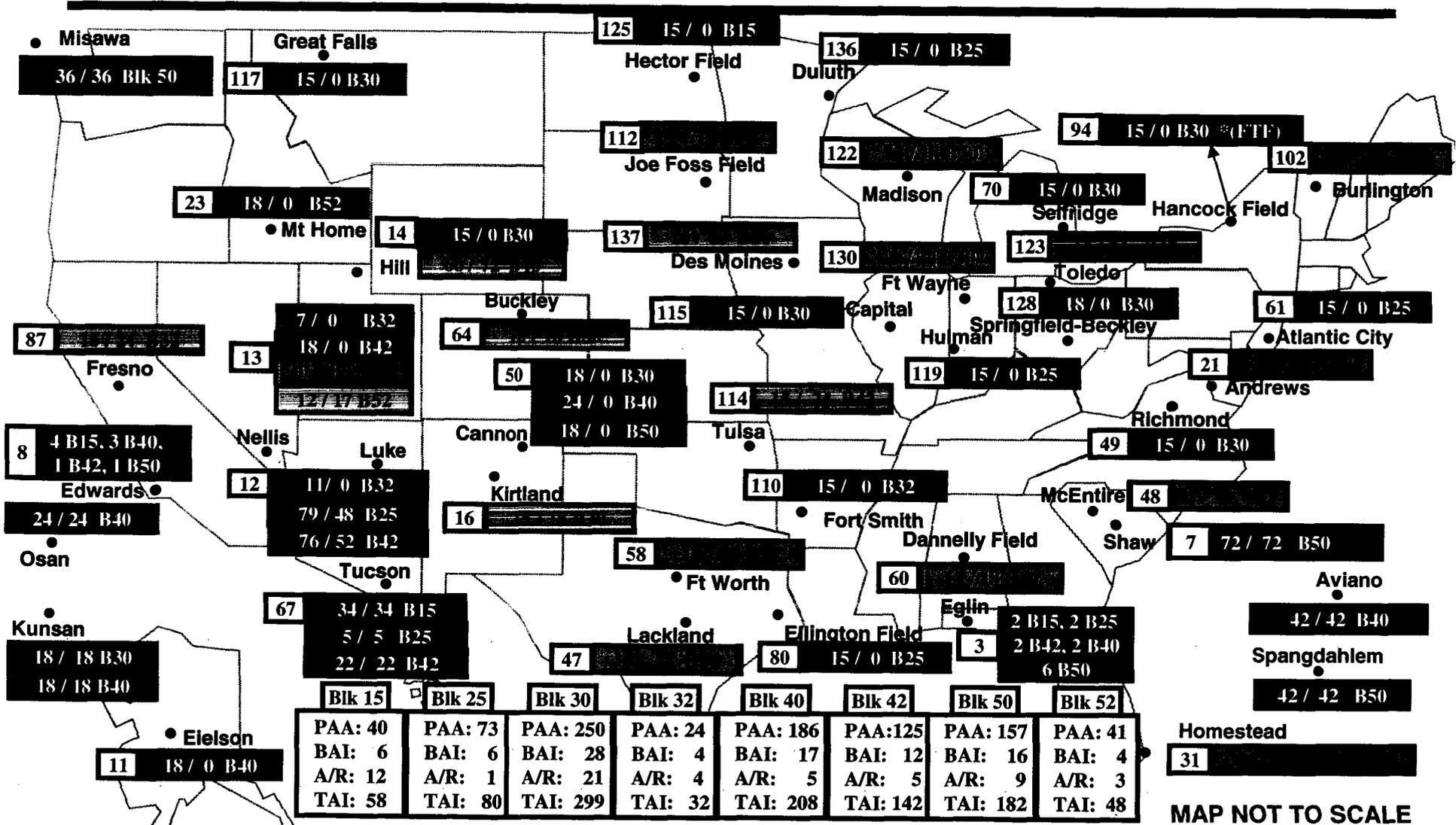


	F/A22	F-15E	F-15C
AD:	161	195	208
ANG:	0	0	111
AFR:	0	0	0
BAI:	15	19	34
A/R:	4	7	11
TAI:	180	221	364

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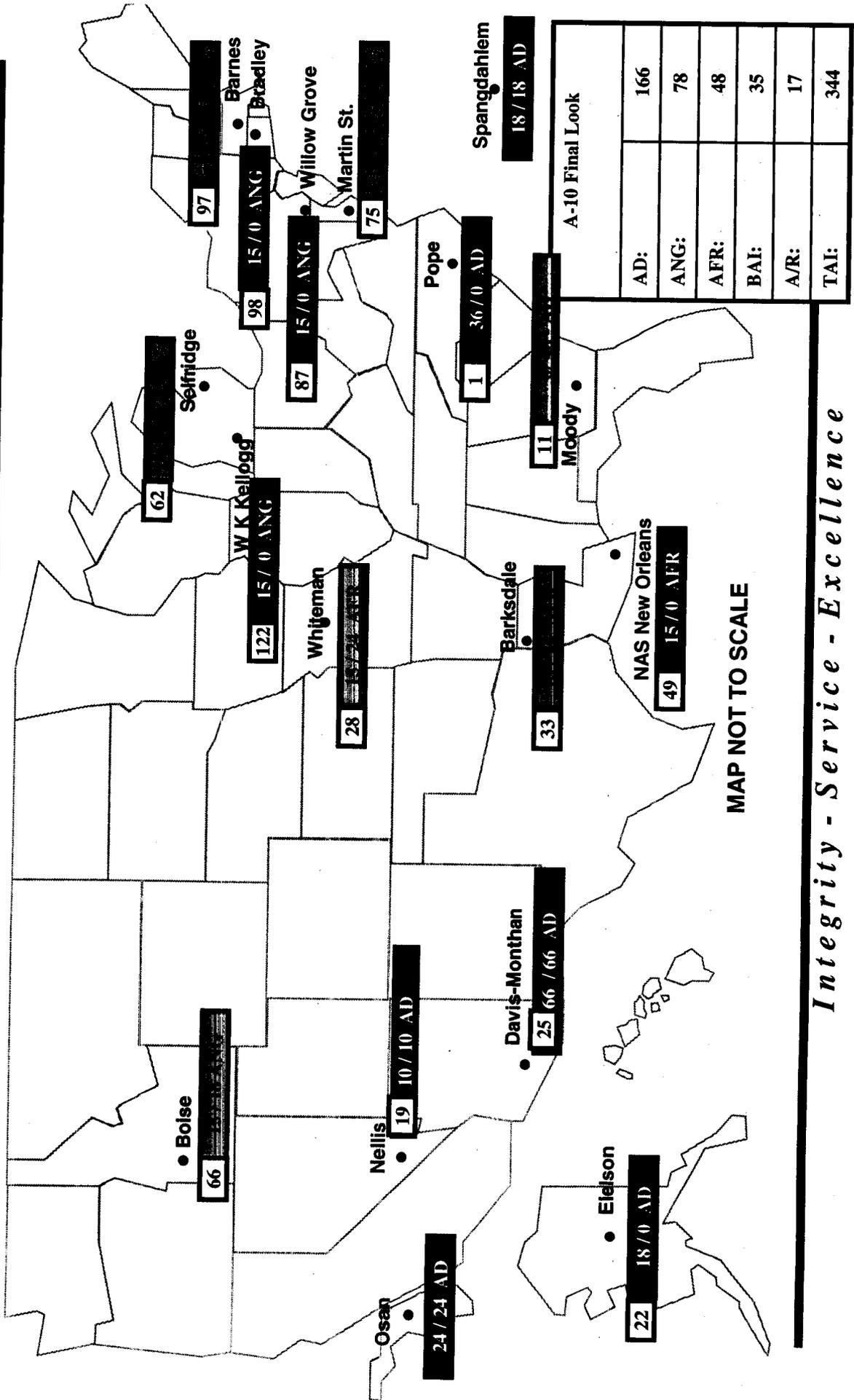
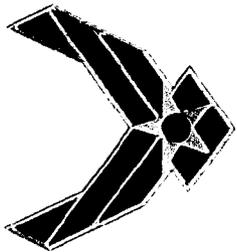
Scenario Group Final Look - F-16



MAP NOT TO SCALE

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Scenario Group Final Look - A-10



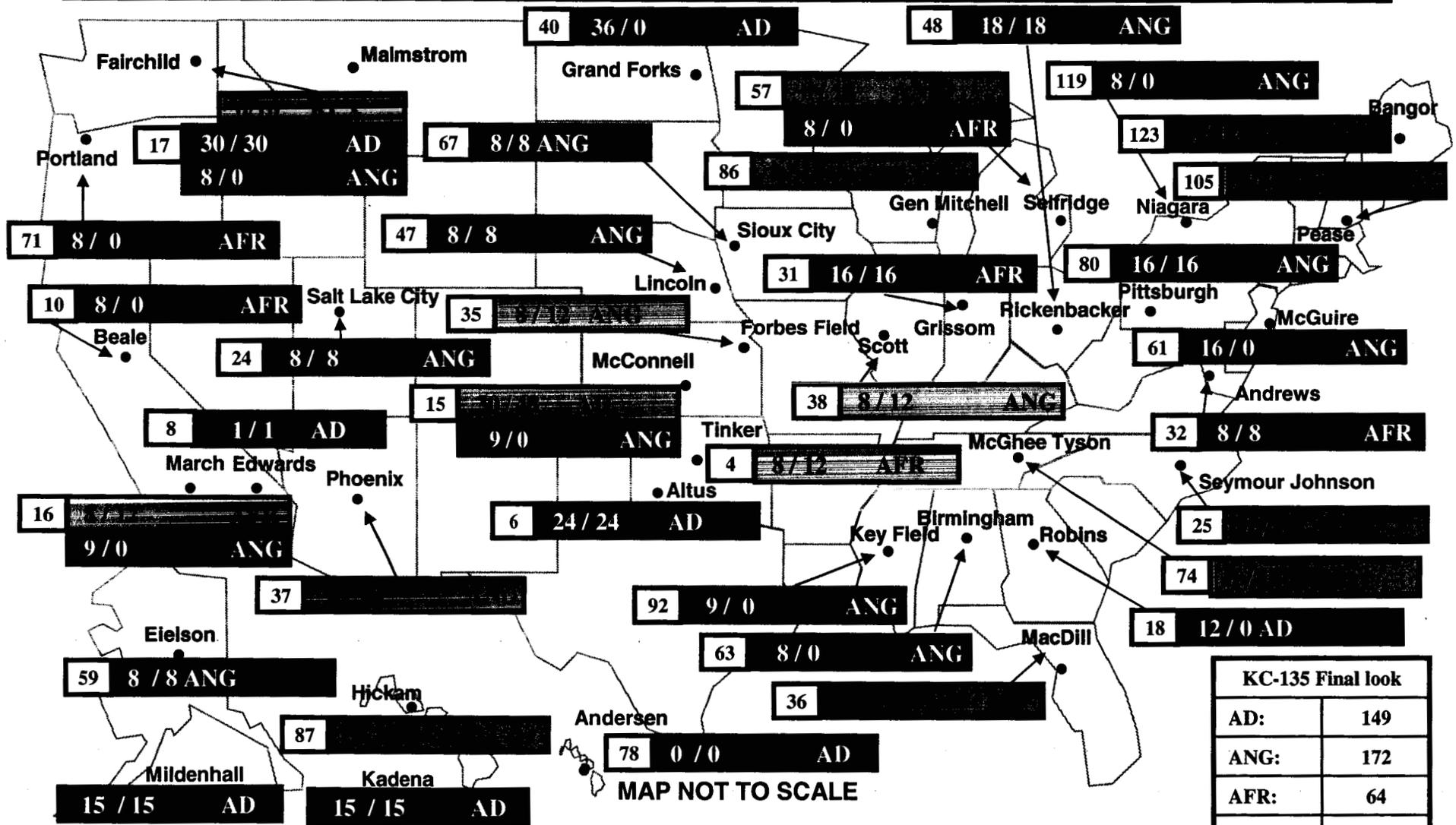
MAP NOT TO SCALE

A-10 Final Look	
AD:	166
ANG:	78
AFR:	48
BAI:	35
A/R:	17
TAI:	344

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Scenario Group Final Look - KC-135

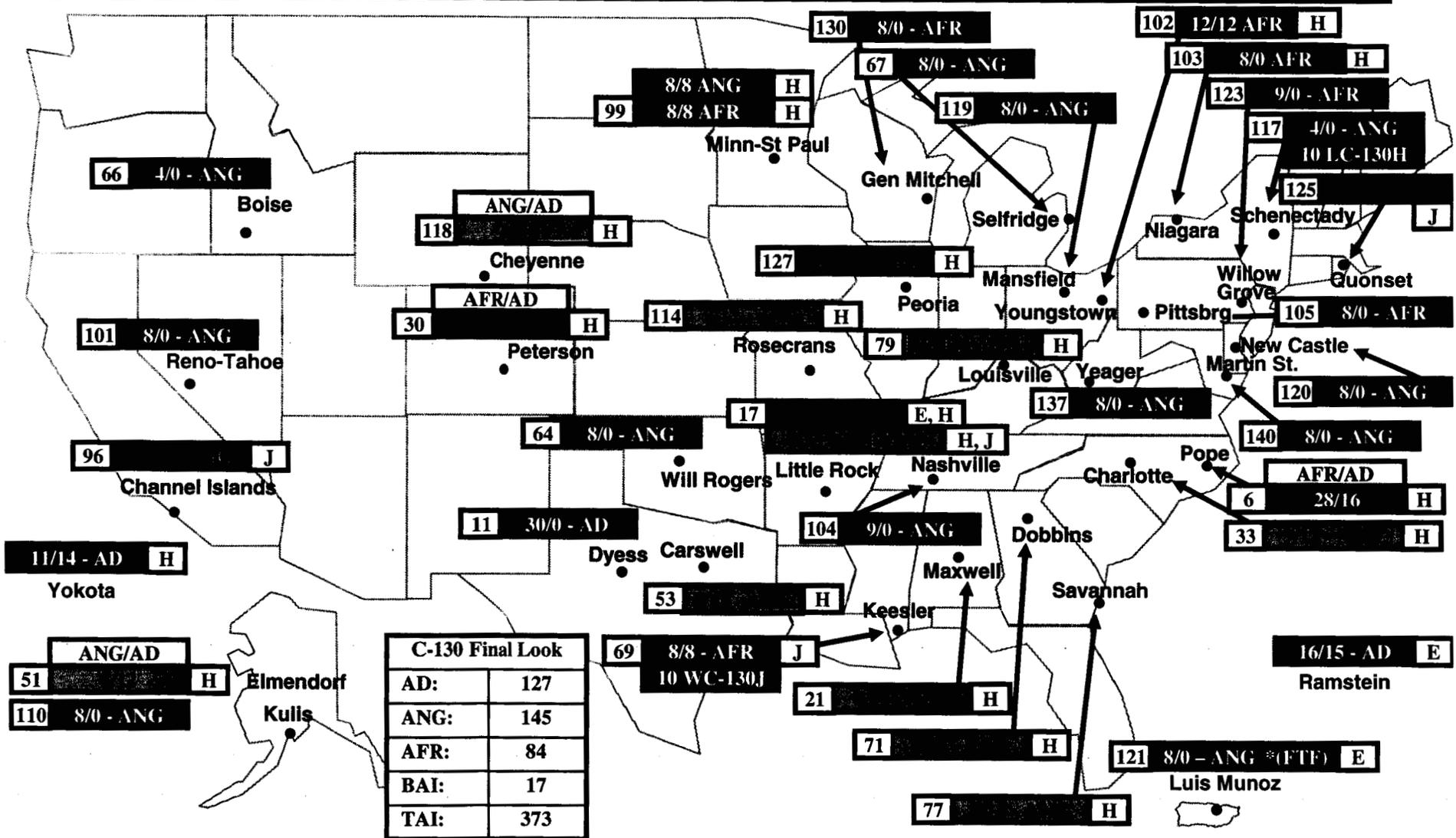


KC-135 Final look	
AD:	149
ANG:	172
AFR:	64
BAI:	32
TAI:	417

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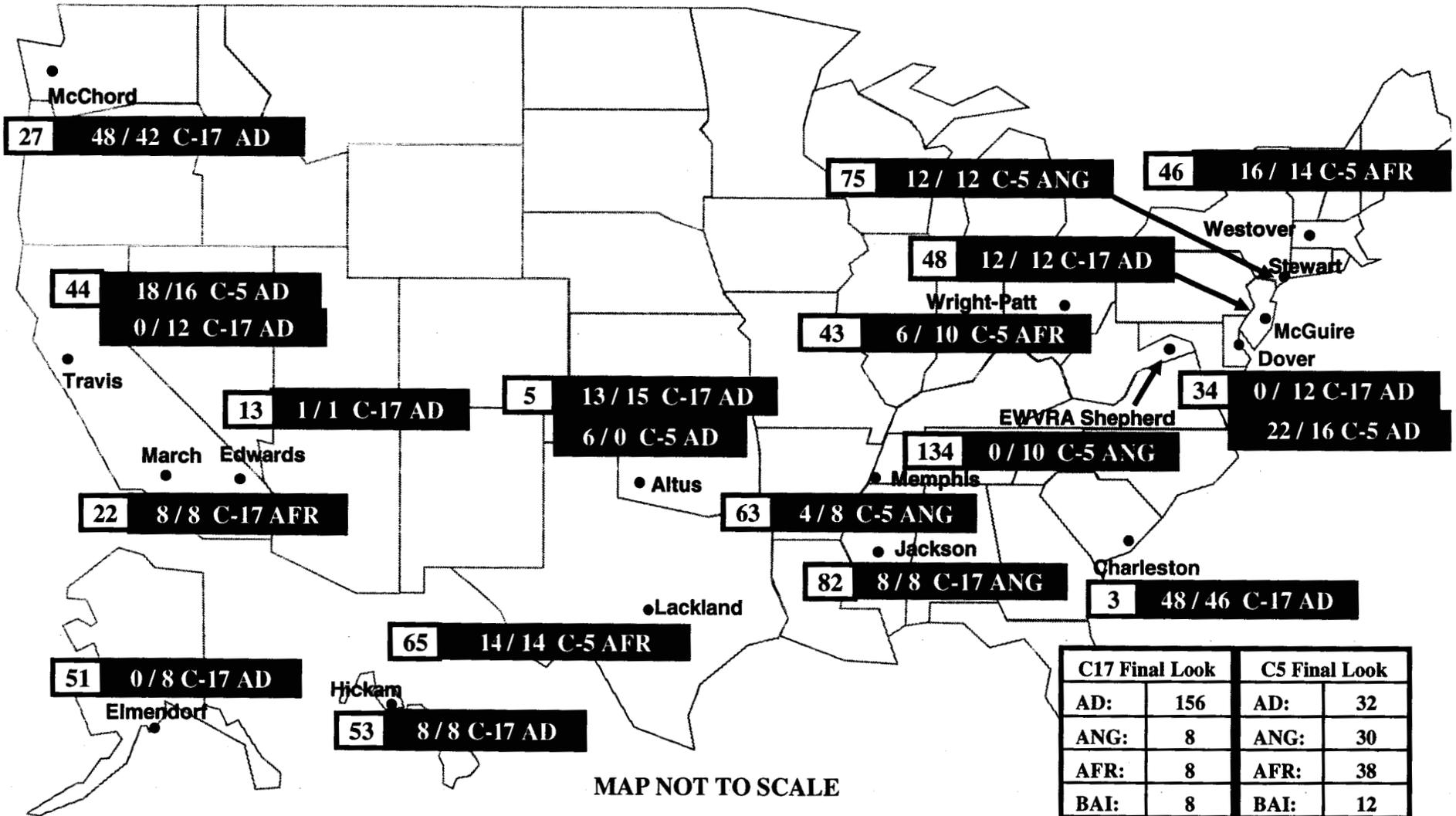
Scenario Group Final Look - C-130





Scenario Group

Final Look - C-5 & C-17



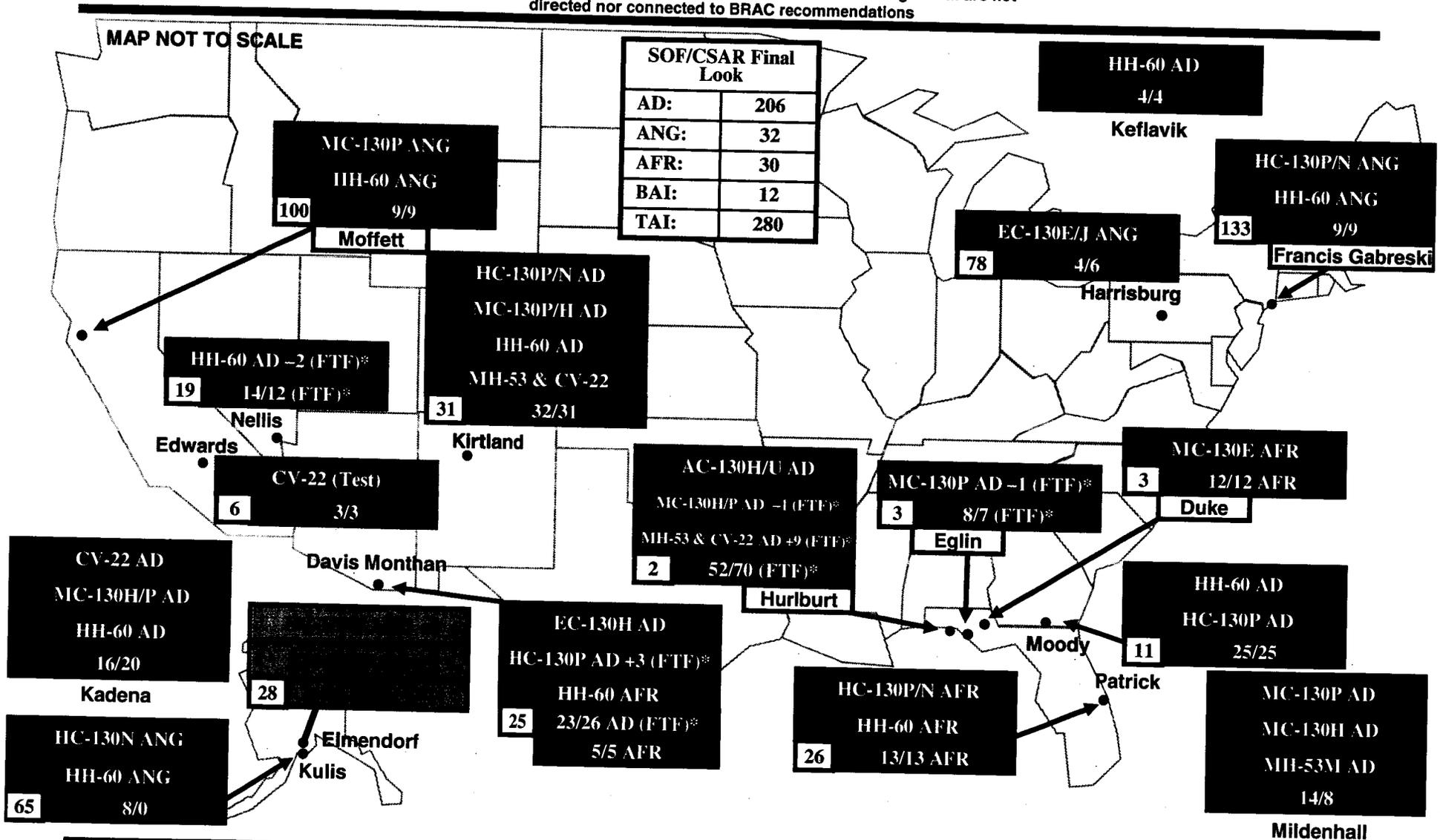
C17 Final Look		C5 Final Look	
AD:	156	AD:	32
ANG:	8	ANG:	30
AFR:	8	AFR:	38
BAI:	8	BAI:	12
TAI:	180	TAI:	112

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Scenario Group Final Look – SOF/CSAR

* (FTF) Indicates notional location for FTF force structure changes that are not directed nor connected to BRAC recommendations

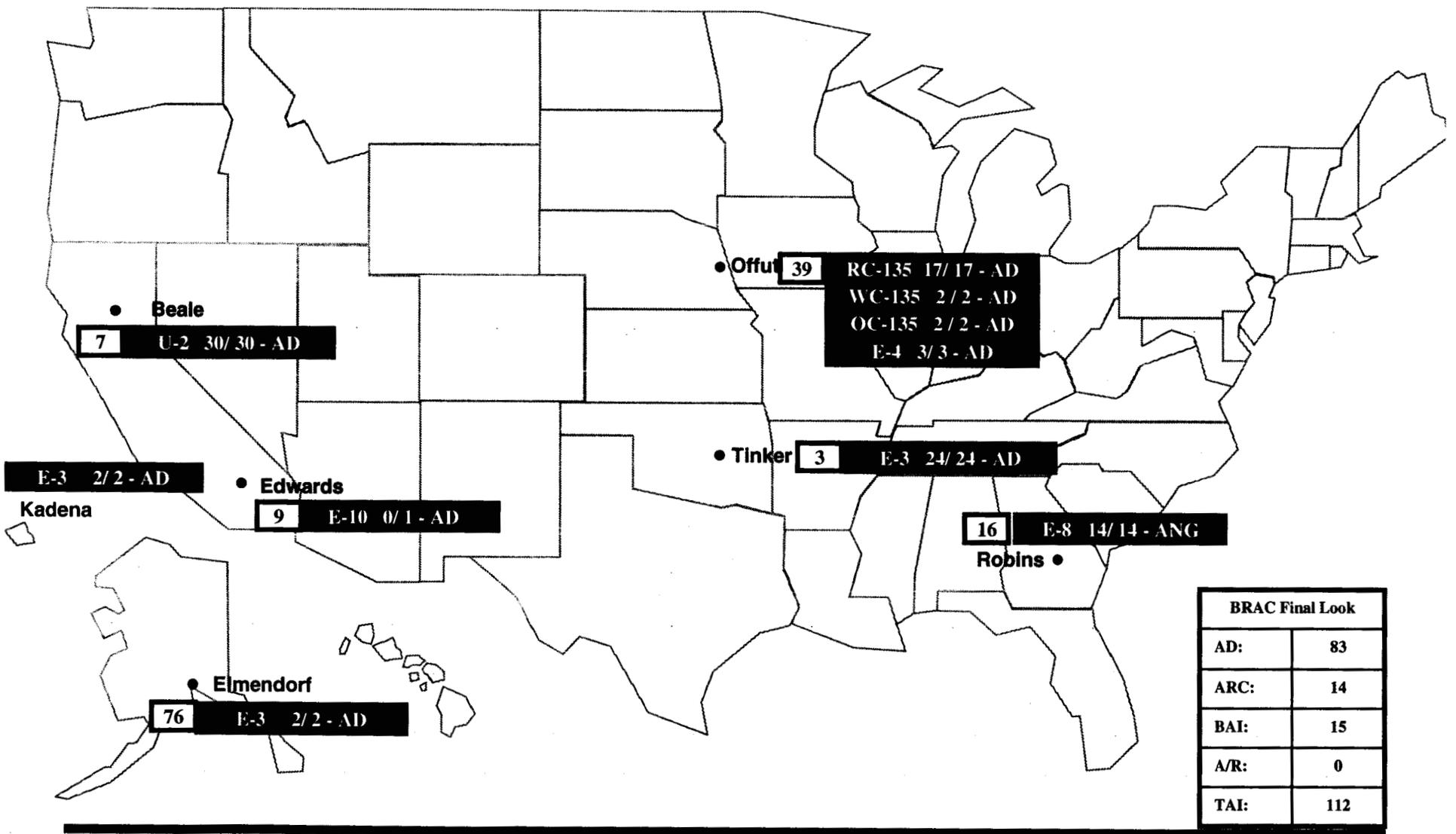


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Scenario Group

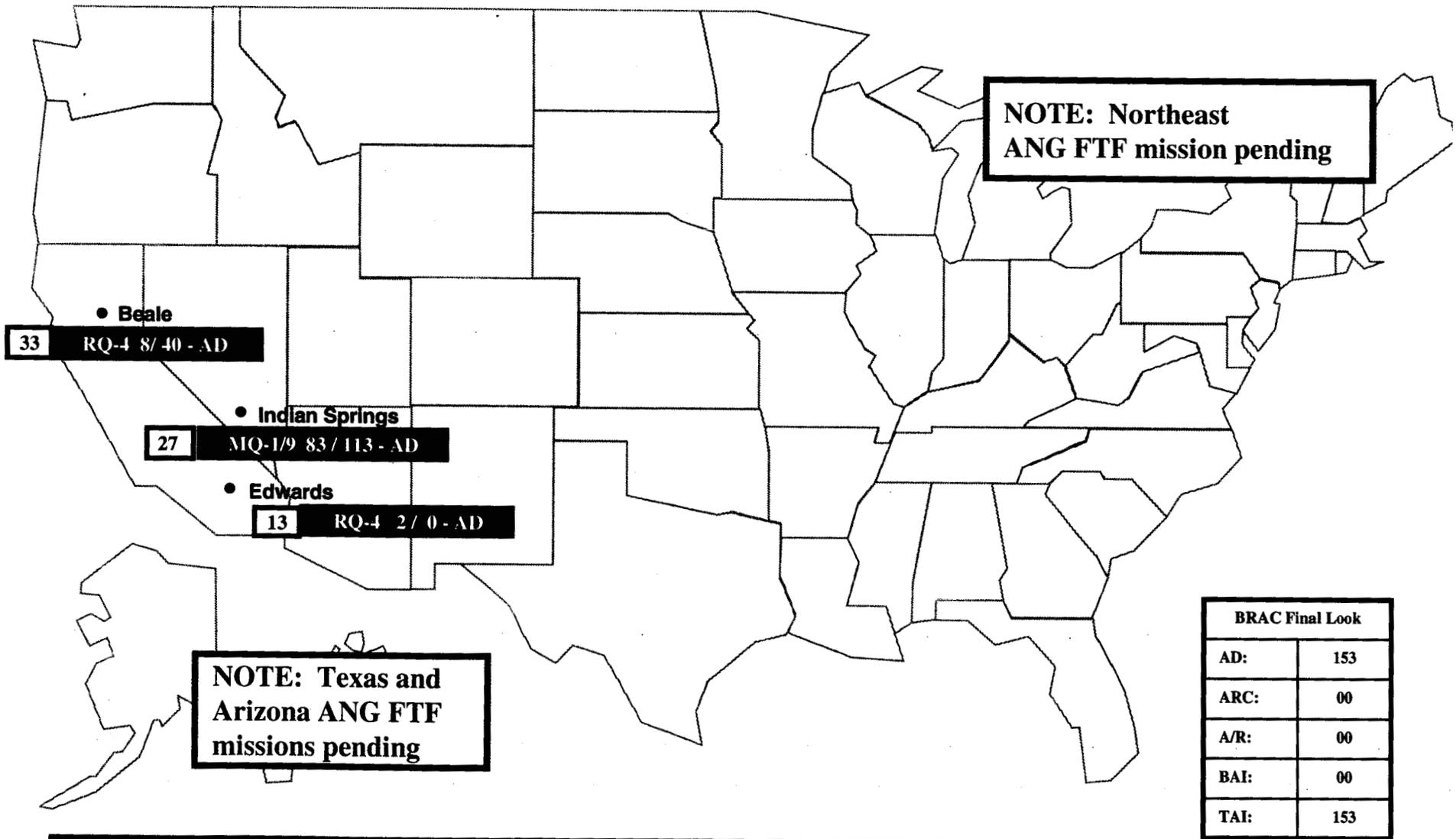
Final Look – C2ISR



BRAC Final Look	
AD:	83
ARC:	14
BAI:	15
A/R:	0
TAI:	112



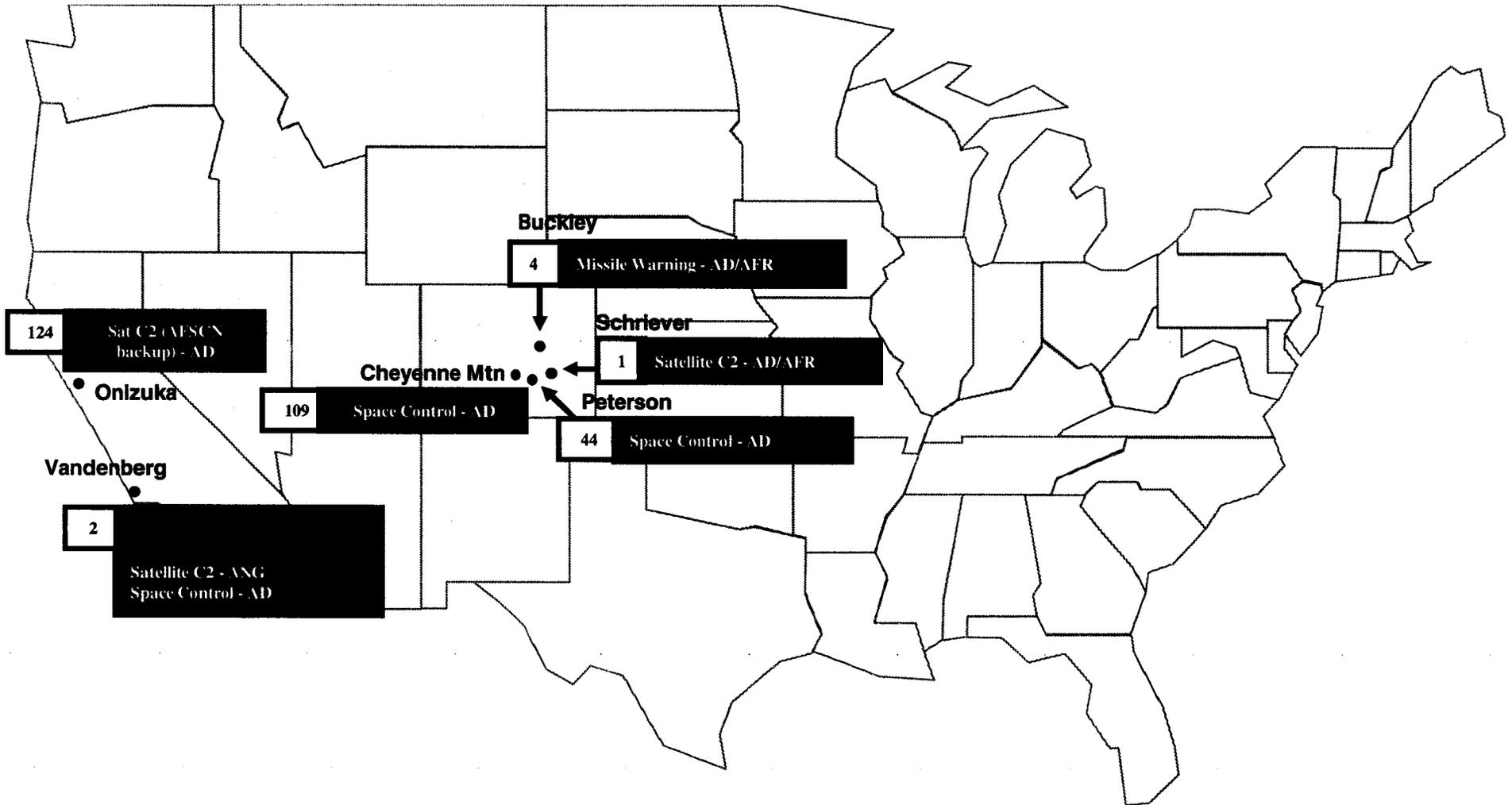
Scenario Group Final Look – UAV





Scenario Group

Final Look – Space



F-16 Scenario Group Overview

Start Point. The F-16 force laydown used to develop DoD BRAC 2005 recommendations begins with F-16s based at 43 total installations at the end of FY 06. Pre-BRAC plans would result in 44% of the F-16 force comprised of effectively sized squadrons at the 43 F-16 bases.

Force Structure. The 2025 Force Structure Plan reduces the F-16 inventory. To more effectively operate this reduced force, the Air Force strategy is to organize it into 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 F-16 force structure decreases beyond FY 11.

Recommended End State. The DoD BRAC 2005 end state is F-16s based at 27 installations at the end of FY 11. DoD BRAC recommendations would result in 100% of the F-16 force to be comprised of operationally effective squadrons at 27 F-16 bases.

Role of mission compatibility index (MCI) scores. In the first step we assigned an initial F-16 laydown using the force structure plan and raw MCI scores. The MCI scores accommodate many, but not all, of the characteristics that comprise military value. Among those characteristics not readily modeled are force structure proportionality among the Active, Guard and AF Reserve components; USNORTHCOM air sovereignty requirements, consolidation of F-16 variants for operational or logistics reasons, 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 the proportion of the fleet operated by the Active Duty, Air National Guard, and AF Reserve components of the Total Air Force.
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 of the type 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. For the F-16 fleet, Luke AFB, Lackland AFB and Tucson execute the Flying Training Unit (FTU) mission.

6. **ARC Demographics.** The Air National Guard and 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 to larger squadron sizes (e.g., synergy between McEntire ANGB and Shaw AFB in SC).

7. **Joint Interoperability.** These judgments refer to interoperability factors related to nearby installations

Lose Aircraft in BRAC
No Change in BRAC

F-16 Scenario Group Recommendations, by Component

Active Duty. The active duty F-16 force decreases from 455 Primary Authorized Aircraft (PAA) to 312 PAA. Active duty operational F-16s consolidate from five to two United States locations, Hill AFB and Shaw AFB. Test and training locations remain the same; the number of training jets is reduced at Luke AFB commensurate with the planned reduction in the fleet. Consolidating the number of U.S. deployable active wings to Hill and Shaw enables the Air Force to schedule more large-scale exercises at Eielson using freed-up hangar and ramp space to better use the training range and airspace. More exercise participants can take advantage of Eielson's range and airspace and relieve some of the future test and training burden at Nellis AFB. Mountain Home is a multiple MDS base that will be consolidated as an F-15E base. Cannon is the lowest rated active duty fighter base. Some of Cannon's jets were moved to ANG bases to keep proportionality in the force.

	MCI	Installation	SQDNs	Start	BRAC	SQDNs	NOTE
AD	3	Eglin	1	14	14	1	
AD	7	Shaw	3	72	72	3	
AD	8	Edwards	1	9	9	1	
AD	11		1	18	0	0	3
AD	12		8	162	100	4	5
AD	13		2	36	45	2	
AD	14		3	66	72	3	
AD	23		1	18	0	0	3
AD	50		3	60	0	0	1
			23	455	312	14	

Air Force Reserve (AFR). The AFR F-16 force decreases from 60 to 48 PAA. The AFR F-16 fleet consolidates from four to two United States locations; both are air sovereignty sites

	MCI	Installation	SQDNs	Start	BRAC	SQDNs	NOTE
AFR	13		1	15	0	0	
AFR	14		1	15	0	0	
AFR	31		1	15	24	1	2
AFR	58		1	15	24	1	2
			4	60	48	2	

Air National Guard (ANG). The ANG F-16 force decreases from 457 to 355 PAA. ANG F-16s consolidate from 29 to 18 squadrons. Once the ANG force structure was placed by MCI only, the Air Force BCEG studied its ability to execute the air sovereignty mission. To complement homeland defense, we place force structure at the following bases due to their proximity to a USNORTHCOM location of interest: Dane County Regional/Truax (Madison), Fort Wayne, Toledo and Des Moines. Test and training locations remain the same.

Other exceptions to MCI:

Richmond – facilitates an F/A-22 association with Langley AFB (announced prior to BRAC and supported by the BCEG.)

Atlantic City – remains a fighter base. Atlantic City receives a squadron of F-15Cs to support its homeland defense mission and contributes to proportionality in the combat air forces.

Selfridge – remains a fighter base. Selfridge and Kellogg consolidate as an A-10 unit.

Ellington – remains a fighter air sovereignty alert site. Ellington F-16s are removed with the intent to use trained personnel from Ellington at the F-16 ANG FTU operation at Lackland-Kelly, which would increase in size. TDY units can and currently do accomplish Ellington's air sovereignty mission.

Hancock – a unique location identified for an emerging UAV-like mission and supported by the BCEG.

Fort Smith - the intent is to utilize trained personnel from Fort Smith at the ANG C-130 FTU operation at Little Rock, which would increase in size.

Springfield Beckley – though currently an FTU, Lackland and Luke are higher ranking and are sized appropriately to accomplish the training mission.

Madison/Truax, Toledo, Des Moines – each is chosen for proximity to sites of interest for Homeland Defense. Toledo and Fort Wayne chosen due to ANG input.

	MCI	Installation	SQDNs	Start	BRAC	SQDNs	NOTE
ANG	16		1	15	18	1	
ANG	21		1	15	24	1	
ANG	47		1	18	24	1	
ANG	48		1	15	24	1	
ANG	49	Richmond	1	15	0	0	3, 6
ANG	60		1	15	18	1	
ANG	61	Atlantic City	1	15	0	0	3
ANG	64		1	15	18	1	
ANG	67	Tucson	3	61	61	3	
ANG	70	Selfridge	1	15	0	0	2, 3, 6
ANG	80	Ellington	1	15	0	0	6, 2
ANG	87		1	15	24	1	2
ANG	94	Hancock	1	15	0	0	6
ANG	102		1	15	18	1	
ANG	110	Fort Smith	1	15	0	0	6
ANG	112		1	15	18	1	
ANG	114		1	15	24	1	
ANG	115	Capital	1	15	0	0	
ANG	117	Great Falls	1	15	0	0	
ANG	119	Hulman	1	15	0	0	6
ANG	122		1	15	18	1	2
ANG	123		1	15	24	1	2
ANG	125	Hector Field	1	15	0	0	
ANG	128	Springfield-Beckley	1	18	0	0	6
ANG	130		1	15	24	1	6
ANG	136	Duluth	1	15	0	0	
ANG	137		1	15	18	1	2
			29	457	355	17	

In summary, the BRAC 2005 F-16 force structure laydown accommodates a reduction in F-16s from 1,288 to 1,049; reduces the number of total F-16 installations from 43 to 27 and increases optimal squadron sizing from 44% at the end of FY06 to 100% effective sized squadrons in 2011.

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).

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		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		1	15	24	1	
AFR	33		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		0	0	18	1	
ANG	66		1	15	18	1	
ANG	75		1	15	18	1	
ANG	87	Willow Grove	1	15	0	0	3, 7
ANG	97		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.

KC-135 Scenario Group Overview

Start Point. The KC-135 force laydown used to develop DoD BRAC 2005 recommendations begins with KC-135s based at 38 installations (three share runways with other active duty, ANG or Reserve KC-135 units) at the end of FY 06. Pre-BRAC plans would result in 18% of the KC-135 force comprised of effectively sized squadrons at the 38 KC-135 bases.

Force Structure. The 2025 Force Structure Plan reduces the KC-135 inventory. To more effectively operate this reduced force, the Air Force strategy is to organize it into squadrons of 16 aircraft (12 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.

Recommended End State. The DoD BRAC 2005 end state is KC-135s based at 28 installations at the end of FY 11. DoD BRAC recommendations would result in 71% of the KC-135 force comprised of operationally effective squadrons at the 28 KC-135 bases.

Role of mission compatibility index (MCI) scores. In the first step, an initial KC-135 laydown was assigned using the force structure plan and raw MCI scores. The MCI scores accommodate many, but not all, of the characteristics that comprise 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, operational issues such as Northeast Tanker Task Force and Air Reserve Component demographics. 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 the proportion 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 of the type 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. Altus AFB executes the Flying Training Unit (FTU) mission.
6. **ARC Demographics.** The Air National Guard and 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 to larger squadron sizes.

7. Joint Interoperability. These judgments refer to interoperability factors related to nearby installations.

Lose Aircraft in BRAC
No Change in BRAC

KC-135 Scenario Group Recommendations, by Component

Active Duty. The active duty KC-135 force decreases from 145 Primary Authorized Aircraft (PAA) to 119 PAA. Active duty operational KC-135s consolidate from five to three United States locations--McConnell, Fairchild and MacDill—with a Guard associate unit at Fairchild and Reserve associate units at McConnell and MacDill. This does not include the test and training locations at Altus and Edwards. Consolidating the number of U.S. deployable active wings to McConnell, Fairchild and MacDill enables the Air Force to more effectively manage AEF deployments and worldwide air refueling requirements. Movement of the single squadron from Robins AFB optimizes active duty tanker squadron sizing at McConnell AFB using McConnell's excess capacity. This realignment also makes available the vacated KC-135 ramp and facilities at Robins for the aircraft displaced by the proposed closure of NAS Atlanta.

	MCI	Installation	SQDNs	Start	BRAC	SQDNs	NOTES
AD	6	Altus	2	24	24	2	
AD	8	Edwards		1	1		
AD	15		2	30	48	3	
AD	17	Fairchild	2	30	30	2	
AD	18	Robins	1	12	0	0	1, 7
AAD	36		1	12	16	1	
AD	40	Grand Forks	3	36	0	0	
			11	145	119	8	

Air Force Reserve (AFR). The AFR KC-135 force decreases from 72 to 64 PAA. The AFR KC-135 fleet consolidates from eight to five locations, with an Active associate unit at Seymour-Johnson. Proportionality in future missions is key to the Air Force recommendations to realign Beale AFB. Although Beale AFB ranked high in the tanker MCI, the BCEG recommended realigning Beale to achieve several things: retain reserve component manpower and experience for the new Global Hawk mission, focus Beale on one primary operational flying mission (manned and unmanned high altitude reconnaissance) and help balance the Reserve and ANG KC-135 force structure.

	MCI	Installation	SQDNs	Start	BRAC	SQDNs	NOTES
AFR	4	Beale	1	8	12	1	
AFR	10		1	8	0	0	6, 7
AFR	16		1	8	12	1	
AFR	25		1	8	16	1	
AFR	31	Grisson	2	16	16	2	
AFR	32	Andrews	1	8	8	1	
AFR	57	Selfridge	1	8	0	0	
AFR	71	Portland	1	8	0	0	
			9	72	64	6	

Air National Guard (ANG). The ANG KC-135 force decreases from 199 to 172 PAA. ANG KC-135s consolidate from 22 to 15 installations. The three highest MCI scoring bases, McConnell, March and Fairchild are supporting Active Duty and Air Force Reserve units as describe above. As previously mentioned, the realignment of the Robins' KC-135R aircraft enables the ANG to realign its KC-135R presence from McConnell to Forbes Field. Forbes Field was one of the higher-ranking reserve component tanker bases. March ARB has the highest military value of all reserve component bases for the tanker mission. The realignment of the ANG KC-135s enables streamlining March ARB from two wing organizational structures and two units flying the same aircraft (ANG and AFRC) to one effectively sized reserve component flying mission (AFRC). This will eliminate competing recruiting entities for the same flying and maintenance personnel at March. The association of the Guard and Active Duty at Fairchild postures that base with an Active Guard association and frees capacity for the eventual arrival of KC-X. The remaining ANG force structure was placed at ANG bases in order of MCI precedence except as noted below:

McGuire - even though McGuire ranked somewhat higher in the tanker MCI than other tanker installations that were not closed, the BCEG, in coordination with the Navy, judged making the vacated KC-135E ramp and facilities available for aircraft and personnel from the closure of the Navy's Willow Grove NAS had more value from a joint perspective.

Birmingham - The Air Force's desire to grow the ANG Intelligence mission at Birmingham, and the recommended expansion of the ANG flying mission at Dannelly Field, contributed prominently to the deliberative discussions to remove the tankers from Birmingham. Ultimately, it was determined that any increase in the intelligence mission at Birmingham would not only result in competition for the same recruits, but would prohibit the Air Force from robusting the KC-135 unit from eight to twelve aircraft due to competition for existing ANG facilities and any required buildable acres.

Key Field and Niagara - Bangor and Pease were chosen because both provide substantial support for the Northeast Tanker Task Force and the Atlantic Air Bridge. Even though Bangor was slightly lower than Niagara in MCI score, its location (400 miles closer to the North Atlantic Tracks) as the northeastern-most tanker installation combined with its current missions (staging

base and planning facility for the Northeast Tanker Task Force and the Atlantic Air Bridge) made it a more valuable ANG installation to retain.

	MCI	Installation	SQDNs	Start	BRAC	SQDNs	NOTEs
ANG	15	McConnell	1	9	0	0	1, 6
ANG	16	March	1	9	0	0	1, 6
ANG	17	Fairchild	1	8	0	0	1
ANG	24	Salt Lake City	1	8	8	1	
ANG	35		1	8	12	1	
ANG	37		1	8	10	1	
ANG	38		1	8	12	1	
ANG	47	Lincoln	1	8	8	1	
ANG	48	Rickenbacker	2	18	18	2	
ANG	57		0	0	12	1	
ANG	59	Eielson	1	8	8	1	
ANG	61	McGuire	2	16	0	0	7
ANG	63	Birmingham	1	8	0	0	6
ANG	67	Sioux City	1	8	8	1	
ANG	74		1	8	12	1	
ANG	80	Pittsburgh	2	16	16	2	
ANG	86		1	9	12	1	
ANG	87		1	8	12	1	
ANG	92	Key Field	1	9	0	0	3, 6
ANG	105		1	9	12	1	
ANG	119	Niagara	1	8	0	0	3
ANG	123		1	8	12	1	
			24	199	172	17	

C-130 Scenario Group Overview

Start Point. The C-130 force laydown used to develop DoD BRAC 2005 recommendations begins with 390 primary assigned C-130s based on 35 installations at the end of FY 06. Pre-BRAC plans would result in 46% of the C-130 force comprised of effectively sized squadrons at the 35 C-130 bases.

Force Structure. The 2025 Force Structure Plan reduces the C-130 inventory by 15%, down to 327 primary aircraft assigned (PAA). To more effectively operate this reduced force, the Air Force strategy is to organize it into more effectively sized squadrons of 16 aircraft (12 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.

Recommended End State. The DoD BRAC 2005 end state is C-130s based at 18 installations at the end of FY 11. DoD BRAC recommendations would result in a C-130 force in 2011 comprised almost entirely of optimally sized squadrons. After the BRAC recommendations, 89% of the C-130 fleet will be based in effectively sized squadrons at 16 C-130 bases.

Role of mission compatibility index (MCI) scores. In the first step we assigned an initial C-130 laydown using the force structure plan and raw MCI scores. The MCI scores accommodate many, but not all, of the characteristics that comprise military value. Among those characteristics not readily modeled are force structure proportionality among the Active, Guard, and AF Reserve components; consolidation of C-130 variants for operational or logistics reasons, sizing of training functions, Air Reserve Component (ARC) 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 the proportion 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 of the type 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. For the C-130 fleet, Little Rock, Dobbins, and provisionally Fort Bragg 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 to larger squadron sizes.

7. Joint Interoperability. These judgments refer to interoperability factors related to nearby installations (e.g., Reserve C-130s at Pope/Ft Bragg, C-130 support to Alaskan NORAD missions).

C-130 Scenario Group Recommendations, by Component

Active Duty. The active duty C-130 force decreases from 126 to 98 PAA. Active duty operational C-130s consolidate from three United States locations to one location, Little Rock AFB. The training location remains the same; the number of training aircraft is reduced at Little Rock AFB commensurate with the planned reduction in the fleet. C-130s assigned to Pope AFB were distributed to Little Rock AFB to enable other DoD recommendations that relocate Army Forces Command to Pope/Fort Bragg. C-130s assigned to Dyess AFB were redistributed to enable Dyess to be solely utilized as a B-1 base (Ellsworth closure).

	MCI	Installation	SQDNs	Start	BRAC	SQDNs	NOTE
AD	6	Pope	2	25	0	0	1
AD	11	Dyess	2	32	0	0	3
AD	17		5	69	98	6	
				126	98		

Air Force Reserve (AFR). The AFR C-130 force decreases from 88 to 84 PAA. The AFR C-130 fleet consolidates from ten to seven United States locations, with Active associate units at Peterson and Fort Bragg.

	MCI	Installation	SQDNs	Start	BRAC	SQDNs	NOTE
AFR	6		0	0	16	1	1
AFR	21		1	8	12	1	
AFR/AD	30		1	12	16	1	
AFR	69	Keesler	1	8	8	1	
AFR	71		1	8	12	1	
AFR	99	Minneapolis AFR	1	8	8	1	
AFR	102	Youngstown	1	12	12	1	
AFR	103	Niagara Falls	1	8	0	0	
AFR	105	Pittsburgh	1	8	0	0	
AFR	123	Willow Grove	1	8	0	0	
AFR	130	Gen Mitchell	1	8	0	0	
				88	84		

Air National Guard (ANG). The ANG C-130 force decreases from 176 to 145 PAA. ANG C-130s consolidate from 23 to 12 squadrons, with Active associate units at Elmendorf and Cheyenne.

Exceptions to MCI ranking are noted below:

Will Rogers - Although Will Rogers ranked relatively high in military value, it was chosen to give up C-130 force structure for the following reasons: 1) proximity to Tinker AFB presents the opportunity to form an associate unit with an AFR KC-135 aircraft unit at Tinker that is growing in PAA; 2) vacating space at Will Rogers enables the Air Force to relocate the Air Force Flight Standards Agency and Air Force Advanced Instrument School there to be in close proximity to offices of the Federal Aviation Administration, and 3) the Guard is able to tap other ARC demographic areas with C-130s.

Boise to Cheyenne - Although in the Airlift MCI, Boise ranks 66, it ranks equally high for A-10s and will have an ANG A-10 unit increasing to an optimum size. Further, the 4PAA unit at Boise is an ineffective size. Both the Boise and Cheyenne units are the sole ANG flying units in their respective states. Recommended BRAC moves associated with these two installations present an opportunity to preserve an ANG flying mission in each state. Due to its very close proximity to F.E. Warren AFB, the ANG C-130 Mobile Aerial Fire Fighting System (MAFFS) unit at Cheyenne was identified as a prime location for an active association even though it ranked 118.

Selfridge - Changing aircraft type to KC-135s.

Reno - Reno was chosen to transfer its aircraft because the installation has a growing intelligence mission and the ANG will gain a new flying mission in Nevada with the creation of a unit association at Nellis AFB.

Nashville - 4 C-130s move from Nashville to Greater Peoria. The recommendation also moves the remaining 4 PAA from Nashville to a higher-ranking installation, Louisville (79), in the Airlift MCI. Peoria was chosen to keep and receive aircraft over Nashville to retain mobility aircraft across multiple geographic regions.

Kulis - Enables an increase to 12 PAA and presents an opportunity to create an active associate unit at Elmendorf.

Schenectady. Schenectady will retain LC-130 aircraft currently assigned and its 4PAA 'slick' C-130 increment will be used to form effectively sized units elsewhere.

Mansfield - Little Rock - Maxwell. Mansfield was chosen to transfer aircraft due to a combination of its MCI ranking and its proximity to several other ARC units in the state and region that are retaining force structure or growing.

	MCI	Installation	SQDNs	Start	BRAC	SQDNs	NOTE	
ANG	17		1	8	18	1	5, 6	
ANG	33		1	8	12	1		
ANG/AD	51		0	0	12	1		
ANG	53		1	8	12	1		
ANG	64		Will Rogers	1	8	0	0	6
ANG	66		Boise	1	4	0	0	3
ANG	67		Selfridge	1	8	0	0	3
ANG	77			1	8	12	1	
ANG	79			1	8	12	1	
ANG	96			1	8	12	1	
ANG	99		Minneapolis ANG	1	8	8	1	
ANG	101		Reno	1	8	0	0	1, 3
ANG	104		Nashville	1	8	0	0	6
ANG	110		Kulis	1	8	0	0	3, 6
ANG	114			1	8	12	1	5
ANG	117	Schenectedy	1	4	0	0	3, 6	
ANG	118		1	8	12	1	6, 7	
ANG	119	Mansfield	1	8	0	0	3, 6	
ANG	120	New Castle	1	8	0	0		
ANG	121	Luis Munoz	1	8	0	0		
ANG	125		1	8	11	1	6	
ANG	127		1	8	12	1	6	
ANG	137	Yeager	1	8	0	0		
ANG	140	Martin State	1	8	0	0		
				176	145			

In summary, the BRAC 2005 C-130 force structure laydown accommodates a C-130 reduction of approximately 15%, while reducing the number of C-130 installations from 35 to 18. The DoD BRAC recommendations create a C-130 force in 2011 comprised almost entirely of optimally sized squadrons.

Note:

Lose Aircraft in BRAC
No Change in BRAC

F-15C/D and F/A-22 Scenario Group

Start Point. The F-15 force laydown used to develop DoD BRAC 2005 recommendations begins with F-15s based at 16 total installations at the end of FY 06. Pre-BRAC plans would result in 65% of the F-15 force comprised of effectively sized squadrons at the 16 F-15 bases.

Force Structure. The 2025 Force Structure Plan reduces the number of F-15s in the inventory. To more effectively operate this reduced force, the Air Force strategy is to organize it into 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.

Recommended End State. The DoD BRAC 2005 end state is F-15s based at 13 total installations at the end of FY11. DoD BRAC recommendations would result in 93% of the F-15 force comprised of operationally effective squadrons.

Role of mission compatibility score (MCI) index. In the first step, we assigned an initial F-15 laydown using the force structure plan and raw MCI scores. The MCI scores accommodate many, but not all, of the characteristics that comprise military value. Among those characteristics not readily modeled are force structure proportionality among the Active, Guard, and AF Reserve components; USNORTHCOM air sovereignty requirements, consolidation of F-15 models for operational or logistics reasons, 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 as notes in the tables below:

1. **Active/Guard/Reserve Proportionality.** Proportionality refers to keeping in constant balance the proportion 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. To complement homeland defense, we placed force structure or left alert sites at the following bases due to their proximity to a USNORTHCOM sites of interest: New Orleans, Bradley (as a replacement for Otis), Atlantic City and Portland.
3. **Change for Operational / Logistical Reasons.** Recommendations of this type 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. For the F-15 fleet, Tyndall AFB and Klamath Falls will execute the Flying Training Unit (FTU) mission. Tyndall also hosts F-22 FTU. Nellis hosts the Air Force Weapons School.

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 to larger squadron sizes.

7. Joint Interoperability. These judgments refer to interoperability factors related to nearby installations

Lose Aircraft in BRAC
No Change in BRAC

F-15C Scenario Group Recommendations, by Component

Active Duty. Active duty F-15C force decreases from 205 Primary Authorized Aircraft (PAA) to 144 PAA. Active duty operational F-15Cs consolidate from four to two United States locations: Langley AFB and Elmendorf AFB. Tyndall AFB, the active duty training base, was reduced in proportion to the entire F-15 fleet reduction. Nellis AFB will increase in size to accommodate an increase in capability for its aggressor function. Mountain Home is a multiple MDS base that will be consolidated as an F-15E base. Elmendorf provided F-15Cs to Langley, thereby creating capacity at Elmendorf to receive F/A-22s.

F-15C	MCI	Installation	SQDNs	Start	BRAC	SQDNs	NOTE
AD	2		0	0	24	1	
AD	3	Eglin	3	56	8	1	
AD	6	Tyndall	3	61	48	2	5
AD	8	Edwards	1	7	7	1	
AD	13		1	21	39	2	
AD	23	Mt Home	1	18	0	0	3
AD	36	Elmendorf	2	42	18	1	
			11	205	144	8	

Air National Guard (ANG). The ANG F-15C force increases from 105 to 111 PAA and consolidates from seven to five squadrons. Once the ANG force structure was placed by MCI only, the Air Force BCEG studied its ability to execute the air sovereignty mission. To complement homeland defense, the BCEG placed force structure at New Orleans. Portland and New Orleans are ranked approximately the same in military value, but New Orleans was more valuable from a homeland defense perspective. However, Portland retains its air sovereignty alert role and its alert facility, and will host deployed detachments of Air Sovereignty Alert fighters as tasked. Hickam did not receive added force structure because of the challenge in recruiting at Hickam for both the F-15 and C-17 missions.

F-15C	MCI	Installation	SQDNs	Start	BRAC	SQDNs	NOTE
ANG	24	Hickam	1	15	24	1	
ANG	52		1	15	15	1	
ANG	61	Klamath Falls	0	0	24	1	1, 2
ANG	65		1	15	24	1	
ANG	77	Portland	1	15	0	0	2
ANG	79	Otis	1	15	24	1	2
ANG	88		1	15	0	0	2
ANG	127	Lambert Field	1	15	0	0	
			7	105	111	5	

