

### 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).

Gain Aircraft in BRAC  
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	Moody	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	Whiteman	1	15	24	1	
AFR	33	Barksdale	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	Selfridge	0	0	18	1	
ANG	66	Boise	1	15	18	1	
ANG	75	Martin State	1	15	18	1	
ANG	87	Willow Grove	1	15	0	0	3, 7
ANG	97	Barnes	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.