

### 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	Little Rock AD	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	Pope	0	0	16	1	1
AFR	21	Maxwell	1	8	12	1	
AFR/AD	30	Peterson	1	12	16	1	
AFR	69	Keesler	1	8	8	1	
AFR	71	Dobbins	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	Little Rock ANG	1	8	18	1	5, 6
ANG	33	Charlotte	1	8	12	1	
ANG/AD	51	Elmendorf	0	0	12	1	
ANG	53	Carswell	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	Savannah	1	8	12	1	
ANG	79	Louisville	1	8	12	1	
ANG	96	Channel Islands	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	Rosecrans	1	8	12	1	5
ANG	117	Schenectedy	1	4	0	0	3, 6
ANG	118	Cheyenne	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	Quonset State	1	8	11	1	6
ANG	127	Greater Peoria	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:

Gain Aircraft in BRAC

Lose Aircraft in BRAC

No Change in BRAC