

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

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|-----------------------|
| Gain Aircraft in BRAC |
| 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 | Langley | 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 | Nellis | 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 | Jacksonville | 1 | 15 | 24 | 1 | |
| ANG | 52 | Hickam | 1 | 15 | 15 | 1 | |
| ANG | 61 | Atlantic City | 0 | 0 | 24 | 1 | 1, 2 |
| ANG | 65 | Klamath Falls | 1 | 15 | 24 | 1 | |
| ANG | 77 | Portland | 1 | 15 | 0 | 0 | 2 |
| ANG | 79 | New Orleans | 1 | 15 | 24 | 1 | 2 |
| ANG | 88 | Otis | 1 | 15 | 0 | 0 | 2 |
| ANG | 127 | Lambert Field | 1 | 15 | 0 | 0 | |
| | | | 7 | 105 | 111 | 5 | |