

## 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

Gain Aircraft in BRAC
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	Eielson	1	18	0	0	3
AD	12	Luke	8	162	100	4	5
AD	13	Nellis	2	36	45	2	
AD	14	Hill	3	66	72	3	
AD	23	Mt Home	1	18	0	0	3
AD	50	Cannon	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	Luke	1	15	0	0	
AFR	14	Hill	1	15	0	0	
AFR	31	Homestead	1	15	24	1	2
AFR	58	Carswell/Ft Worth	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.

	<b>MCI</b>	<b>Installation</b>	<b>SQDNs</b>	<b>Start</b>	<b>BRAC</b>	<b>SQDNs</b>	<b>NOTE</b>
ANG	16	Kirtland	1	15	18	1	
ANG	21	Andrews	1	15	24	1	
ANG	47	Lackland	1	18	24	1	
ANG	48	McEntire	1	15	24	1	
ANG	49	Richmond	1	15	0	0	3, 6
ANG	60	Danelly Field	1	15	18	1	
ANG	61	Atlantic City	1	15	0	0	3
ANG	64	Buckley	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	Fresno	1	15	24	1	2
ANG	94	Hancock	1	15	0	0	6
ANG	102	Burlington	1	15	18	1	
ANG	110	Fort Smith	1	15	0	0	6
ANG	112	Joe Foss Field	1	15	18	1	
ANG	114	Tulsa	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	Madison/Truax Field	1	15	18	1	2
ANG	123	Toledo	1	15	24	1	2
ANG	125	Hector Field	1	15	0	0	
ANG	128	Springfield-Beckley	1	18	0	0	6
ANG	130	Ft Wayne	1	15	24	1	6
ANG	136	Duluth	1	15	0	0	
ANG	137	Des Moines	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.