

2 Aug 2005

Inquiry Response

**Re:** Verbal Request from Commissioner Gehman to Mr. Fred Pease, SAF/IEB

**Requester:** Commissioner Gehman

Commissioners Gehman and Coyle were present at a meeting with Mr. Pease and MGen Heckman, 20 Jul 05, and requested the five attached documents.

Approved

A handwritten signature in black ink, appearing to read 'D. L. JOHANSEN', with a long horizontal line extending to the right.

DAVID L. JOHANSEN, Lt Col, USAF  
Chief, Base Realignment and Closure Division

## 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

	<b>MCI</b>	<b>Installation</b>	<b>SQDNs</b>	<b>Start</b>	<b>BRAC</b>	<b>SQDNs</b>	<b>NOTE</b>
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.

## **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

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.

<b>F-15C</b>	<b>MCI</b>	<b>Installation</b>	<b>SQDNs</b>	<b>Start</b>	<b>BRAC</b>	<b>SQDNs</b>	<b>NOTE</b>
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	

## 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.

	<b>MCI</b>	<b>Installation</b>	<b>SQDNs</b>	<b>Start</b>	<b>BRAC</b>	<b>SQDNs</b>	<b>NOTE</b>
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

## 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.

## 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.

Gain Aircraft in BRAC
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--McCormell, Fairchild and MacDill—with a Guard associate unit at Fairchild and Reserve associate units at McCormell 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 McCormell, 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 McCormell AFB using McCormell’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	McCormell	2	30	48	3	
AD	17	Fairchild	2	30	30	2	
AD	18	Robins	1	12	0	0	1, 7
AAD	36	MacDill	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	Tinker	1	8	12	1	
AFR	10	Beale	1	8	0	0	6, 7
AFR	16	March	1	8	12	1	
AFR	25	Seymour Johnson	1	8	16	1	
AFR	31	Grissom	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 robbing 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.

	<b>MCI</b>	<b>Installation</b>	<b>SQDNs</b>	<b>Start</b>	<b>BRAC</b>	<b>SQDNs</b>	<b>NOTEs</b>
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	Forbes	1	8	12	1	
ANG	37	Phoenix	1	8	10	1	
ANG	38	Scott	1	8	12	1	
ANG	47	Lincoln	1	8	8	1	
ANG	48	Rickenbacker	2	18	18	2	
ANG	57	Selfridge	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	McGhee Tyson	1	8	12	1	
ANG	80	Pittsburgh	2	16	16	2	
ANG	86	Gen Mitchell	1	9	12	1	
ANG	87	Hickam	1	8	12	1	
ANG	92	Key Field	1	9	0	0	3,6
ANG	105	Pease	1	9	12	1	
ANG	119	Niagara	1	8	0	0	3
ANG	123	Bangor	1	8	12	1	
			24	199	172	17	