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Title of Item: MEMORANDUM OF MEETING  
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**DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION**  
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**MEMORANDUM OF MEETING**

**DATE: 9 Aug 05**

**TIME: 1330**

**MEETING WITH: Delegation representing 186<sup>th</sup> Air Refueling Wing (ARW), Mississippi Air National Guard, Key Field Air Guard Station (AGS), Meridian, MS**

**SUBJECT: DOD BRAC Recommendations impacting 186<sup>th</sup> ARW**

**PARTICIPANTS:**

***Name/Title/Phone Number:***

Tom Williams, Pres/CEO Meridian Airport Authority, (601) 482-0364  
Langford Knight, Key Field AGS, (601) 632-4266  
John Pearson, Key Field AGS, (601) 479-3939  
Nick Ardillo, Exec Dir, Golden Triangle Regional Airport, MS, (662) 327-4422  
Barry Rhoads, Consultant, The Rhoads Group, (202) 637-0040  
Mike Lipski, MLA, Congressman Chip Pickering (3<sup>rd</sup> Dist-MS) (202) 225-5031

***Commission Staff:***

Commissioner Lloyd Newton, (703) 699-2950  
\*Tim MacGregor, Senior Air Force Analyst, (703) 699-2950

**MEETING SUMMARY:**

Commissioner Newton and a Review and Analysis staff analyst met with a delegation representing the 186<sup>th</sup> Air Refueling Wing (ARW), Mississippi Air National Guard, Key Field Air Guard Station (AGS), Meridian, MS. The discussion focused on DOD recommendation, Air Force-28, "Realign Key Field Air Guard Station, MS." During the course of the meeting, Key Field representatives presented and briefed their major points from a slide show titled, "Key Field Air Guard Station, The Argument against Realignment." A copy of bound materials regarding Key Field was previously submitted to the BRAC Commission E-Library (following a 3 Aug 05 meeting with a Key Field delegation). Paper copies of the slides were included in those bound materials.

Key Field presenters highlighted several issues from their materials, including:

- The airport leases 118 acres to the ANG at \$1 per year, expiring in 2047
- Training needs of receiver units have been overlooked by both the current Tanker MCI, and the tanker lay down plan as a whole
- Key Field is in close proximity to many “customers” (aircraft to be air refueled)
  - o 1200 of their last 1800 receiver aircraft “customers” were fighters, who in a large number (majority) of cases, did not use published air refueling routes as accounted for in the Tanker MCI (formula 1245)
    - As a result, the unit was not properly credited with where they *actually* performed their missions—appx 2/3<sup>rds</sup> of their customers were not counted
- By realigning tankers out of Key Field (and other tanker bases in the southeast) there will be a “gap in [tanker] coverage”
  - o Receiver units can still get tanker training, but since tankers will have to travel a farther distance to refuel, it will cost the DOD more overall (in terms of paying for the extra flying hours in transit time)
- The realignment of the unit will result in the loss of experienced personnel
- The Key Field facilities were built in 1992 or later, after converting from an RF-4 unit
  - o The base was rebuilt for 12 KC-135Rs though the delegation says it can accommodate 17 KC-135Rs
- The Key Field delegation believes that there is an overall imbalance in the tanker to receiver ratio in the Southeast
  - o They state that Key Field has more receivers within 250nm than any other tanker unit, whether Active, Reserve or Guard
- Key Field has one of only four full motion KC-135R simulators in the ANG
  - o Will cost appx \$3M to move, which was not accounted for in COBRA
    - [Following the 3 Aug meeting, BRAC analysts requested a COBRA run from DOD detailing costs to move the simulator.]
- The delegation notes that the 186<sup>th</sup> is the #1 unit in the ANG in terms of Personnel Tempo (PERSTEMPO)
- Key Field representatives also submitted (though did not brief) written documents regarding the 186<sup>th</sup> ARW’s Inspection History, and costs to the Meridian Airport Authority to pay for the fire protection services currently provided by the 186<sup>th</sup> ARW. These documents will be submitted to the BRAC E-Library
  - o Total cost to reestablish a fire station is estimated at \$1.85M for the first ten years (new station, truck and misc. equipment), plus an additional approximately \$1.05M within 15 years (renovate station, replace truck, replace equipment)
  - o Additional annual operating costs of approximately \$150K are not accounted for
- Bottom Line: The 186<sup>th</sup> would like to retain their tankers.
  - o There is nothing identified for them as a follow-on mission

\* Denotes individual responsible for completing the memorandum