

Andrews Air Force Base, MD, Will Rogers Air Guard Station, Tinker Air Force Base, OK, and Randolph Air Force Base TX

Recommendation: Realign Andrews Air Force Base by relocating the Air Force Flight Standards Agency (AFFSA) and its two C-21 aircraft to Will Rogers World Airport Air Guard Station, Oklahoma. Realign Randolph Air Force Base, Texas, by relocating the USAF Advanced Instrument School (AIS) to Will Rogers Air Guard Station. Realign Tinker Air Force Base by relocating the Global Air Traffic Operations Program Office (GATOPO) to Will Rogers Air Guard Station. Realign Will Rogers Air Guard Station by relocating the 137th Airlift Wing (ANG) to Tinker Air Force Base and associate with the 507th Air Refueling Wing (AFR). The 137th's C-130H aircraft are distributed to the 136th Airlift Wing (ANG), Carswell ARS, Texas (4 aircraft) and 139th Airlift Wing (ANG), Rosecrans Memorial Airport Air Guard Station, Missouri (4 aircraft). The aerial port squadron at Will Rogers moves to JRB Carswell, the Aeromedical Squadron and fire fighters move to Rosecrans AGB. Other elements of the 137th's Expeditionary Combat Support remain in place at Will Rogers.

Justification: Consolidating AFFSA, AIS, and GATOPO at Will Rogers World Airport creates synergy between the Air Force administrative aviation functions and the Federal Aviation Administration (FAA) located at Will Rogers World. Associating the ANG operation at Will Rogers (64-airlift) with the AFR operation at Tinker (4-tanker) consolidates and streamlines Air Force reserve component operations in Oklahoma City at a base of high military value. Additionally, this realignment creates two larger C-130 squadrons at Carswell ARS (53) and Rosecrans Air Guard Station (114) from three under sized squadrons. Finally, this recommendation moves federal assets out of the National Capital Region, reducing the nation's vulnerability.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$22 million. The net of all costs and savings to the Department during the implementation period is a savings of \$12 million. Annual recurring savings after implementation are \$7.5 million, with a payback period expected in two years. The net present value of the cost and savings to the Department over 20 years is a savings of \$83 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 191 jobs (115 direct jobs and 76 indirect jobs) over the 2006-2011 period in the Washington-Arlington-Alexandria, DC-VA-MD-WV Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 105 jobs (33 direct jobs and 72 indirect jobs) over the 2006-2011 period in the Oklahoma City, OK Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 29 jobs (16 direct jobs and 13 indirect jobs) over the 2006-2011 period in the San Antonio, Texas Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on these economic regions of influence was considered and is at Appendix B of Volume I.

Community Infrastructure Assessment: A review of community attributes indicates no issues regarding the ability of the infrastructure of the communities to support missions, forces and personnel. There are no known community infrastructure impediments to implementation of all recommendations affecting the installations in this recommendation.

Environmental Impact: There are potential impacts to air quality; cultural, archeological, or tribal resources; land use constraints or sensitive resource areas; noise; threatened and endangered species or critical habitat; waste management; water resources; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; or marine mammals, resources, or sanctuaries. Impacts of costs include \$444 thousand in costs for environmental compliance and waste management. These costs were included in the payback calculation. There are no anticipated impacts to the costs of environmental restoration. The aggregate environmental impact of all recommended BRAC actions affecting the installations in this recommendation have been reviewed. There are no known environmental impediments to the implementation of this recommendation.