

Otis Air National Guard Base, MA Lambert St. Louis International Airport, Air Guard Station, MO, and Atlantic City Air Guard Station, NJ

Recommendation: Close Otis ANGB, Massachusetts. The 102d Fighter Wing's F-15s will be distributed to the 125th Fighter Wing, Jacksonville International Airport Air Guard Station, Florida (three aircraft) and 177th Fighter Wing, Atlantic City International Airport Air Guard Station, New Jersey (12 aircraft). The 253d Combat Communications Group, and 267th Communications Squadron will remain in place at Otis, with 104th Fighter Wing at Barnes providing administrative support as the parent wing. An air sovereignty alert (ASA) facility will be constructed at Bradley International Airport Air Guard Station, Connecticut. Firefighter positions from Otis will move to Barnes Municipal Airport Air Guard Station, Massachusetts.

Realign Lambert-St Louis International Airport Air Guard Station, St Louis, Missouri. The 131st Fighter Wing's F-15s (15 aircraft) will distribute to the 57th Fighter Wing, Nellis Air Force Base, Nevada (nine aircraft) and 177th Fighter Wing, Atlantic City International Airport Air Guard Station, New Jersey (six aircraft). Realign Atlantic City International Airport Air Guard Station, NJ. The 177th Fighter Wing's F-16s will be distributed to the 158th Fighter Wing, Burlington International Airport Air Guard Station, Vermont (three aircraft) and retire (12 aircraft). The wing's expeditionary combat support (ECS) elements will remain in place. Firefighter positions move to Scott Air Force Base, IL. The 157Air Operations Group (AOG) and the 218th Engineering Installation Group (EIG) will relocate from Jefferson Barracks geographically separated unit (GSU) into space at Lambert International. Jefferson Barracks real property accountability will transfer to the Army.

Justification: The Air Force distributed reserve component F-15C force structure to bases with higher military value than Otis (88) and Lambert-St Louis (127). The F-15C aircraft are realigned to Nellis (13), Jacksonville Air Guard Station (24), and Atlantic City Air Guard Station (61). The Nellis bound aircraft will help form an enhanced aggressor squadron for Operation RED FLAG and the Atlantic City bound aircraft will provide expanded capability for the Homeland Defense mission.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$103 million. The net of all costs and savings to the Department during the implementation period is a savings of \$12 million. Annual recurring savings to the Department after implementation are \$34 million with a payback expected in three years. The net present value of the costs and savings to the Department over 20 years is a savings of \$336 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 827 jobs (505 direct jobs and 322 indirect jobs) over the 2006-2011 period in the Barnstable Town, Massachusetts Metropolitan Statistical economic area, which is 0.6 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 510 jobs (249 direct jobs and 261 indirect jobs) over the 2006-2011 period in the St Louis Missouri-Illinois 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: Nellis Air Force Base is in a National Ambient Air Quality Standards nonattainment area for carbon monoxide (serious), particulate matter (PM10, serious), and ozone (8-hr, subpart 1). A preliminary assessment indicates that a conformity determination may be required to verify that positive conformity can be achieved. Costs to mitigate this potential impact have been included in the payback calculation and this is not expected to be an impediment to the implementation of this recommendation. There are also 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; and wetlands that may need to be considered during the implementation of this recommendation. There are no anticipated impacts to dredging; marine mammals, resources, or sanctuaries; or water resources. Impacts of costs include \$3.05 million 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.