

## **Nashville International Airport Air Guard Station, TN**

**Recommendation:** Realign Nashville International Airport (IAP) Air Guard Station (AGS). This recommendation distributes the C-130H aircraft of the 118th Airlift Wing (ANG) to the 182d Airlift Wing (ANG), Greater Peoria Airport AGS, Illinois (four aircraft) and the 123d Airlift Wing (ANG), Louisville IAP AGS, Kentucky (four aircraft). Flying related ECS (aerial port and fire fighters) moves to Memphis IAP AGS. The Aeromedical Squadron from Nashville moves to Carswell ARS. Other ECS remains in place at Nashville.

**Justification:** Nashville (104) had a low military value ranking and was near other ANG bases keeping or gaining aircraft. Military judgment was the predominant factor in this recommendation--this realignment creates two right-sized squadrons, Peoria (127) and Louisville (79) from three undersized squadrons and retains experienced ANG personnel.

**Payback:** The total estimated one-time cost to the Department of Defense to implement this recommendation is \$25 million. The net of all costs and savings to the Department during the implementation period is a cost of \$17 million. Annual recurring savings after implementation are \$14 million, with payback expected in two years. The net present value of the cost and savings to the Department over 20 years is a savings of \$120 million.

**Economic Impact on Communities:** Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 328 jobs (191 direct jobs and 137 indirect jobs) over the 2006-2011 period in the Nashville Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all recommended actions on this economic region 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; 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; threatened and endangered species or critical habitat; or water resources. Impacts of costs include \$147 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.