

New Castle Airport Air Guard Station, DE

Recommendation: Realign New Castle County Airport Air Guard Station, Delaware. Distribute the wing's eight C-130H aircraft to the 145th Airlift Wing (ANG), Charlotte/Douglas International Airport Air Guard Station, North Carolina (four aircraft) and 165th Airlift Wing (ANG), Savannah Airport Air Guard Station, Georgia (four aircraft). Move flying related Expeditionary Combat Support (ECS) to McGuire Air Force Base, New Jersey (Aeromedical Squadron) and Dover Air Force Base, Delaware (aerial port and fire fighters). Other ECS remains in place at New Castle.

Justification: This recommendation makes experienced Airmen from New Castle (120) available for employment at these nearby installations. Military value was the predominant consideration; New Castle had a low military value ranking and was near other bases keeping or gaining aircraft. Charlotte (33) and Savannah (77) were selected to receive aircraft because of higher military value rankings and avoiding conversion training costs. The Air Force also considered active / Air National Guard / Air Force Reserve manning mix; recruiting, cost factors (to include cost avoidance), environmental factors, and base capacity in its analysis of this recommendation.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$16 million. The net of all costs and savings to the Department during the implementation period is a savings of \$29 million. Annual recurring savings after implementation are \$9.6 million, with a payback period expected in one year. 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 250 jobs (148 direct jobs and 102 indirect jobs) over the 2006-2011 period in the Wilmington, Delaware, Maryland, New Jersey 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: Review of community attributes indicates there are 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; water resources; 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 threatened and endangered species or critical habitat. Impacts of costs include \$79 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.