

## Key Field Air Guard Station, MS

**Recommendation:** Realign Key Field Air Guard Station, Mississippi. Distribute the 186th Air Refueling Wing's KC-135R aircraft to the 128th Air Refueling Wing (ANG), General Mitchell Air Guard Station, Wisconsin (three aircraft); the 134th Air Refueling Wing (ANG), McGhee Tyson Airport Air Guard Station, Tennessee (three aircraft); and 101st Air Refueling Wing (ANG), Bangor International Airport Air Guard Station, Maine (two aircraft). One aircraft will revert to backup aircraft inventory. The 186th Air Refueling Wing's fire fighter positions move to the 172d Air Wing at Jackson International Airport, Mississippi and the expeditionary combat support (ECS) will remain in place.

**Justification:** Receiver locations General Mitchell (86) and McGhee Tyson (74) ranked higher in military value rating for the tanker mission than Key Field (92). Bangor (123) also received aircraft within this recommendation. Military judgment argued for the increased unit size at Bangor because of its critical role as host base for Northeast Tanker Task Force support to the transatlantic air bridge. Key Field's newer KC-135R aircraft help replace McGhee Tyson's older, higher maintenance KC-135E models, and help robust the unit size. The remainder of Key Field's realigned aircraft help increase the squadron size at General Mitchell and maintain critical backup aircraft inventory levels. Bangor, McGhee Tyson, and General Mitchell gain additional KC-135 aircraft to their maximum available capacity, increasing both effectiveness and unit capability. Key Field's ECS remains in place to support the Air Expeditionary Force and to retain trained, experienced Airmen.

**Payback:** The total estimated one-time cost to the Department of Defense to implement this recommendation is \$11.0 million. The net of all costs and savings to the Department during the implementation period is a cost of \$6.9 million. Annual recurring savings after implementation are \$.9 million, with a payback expected in 13 years. The net present value of the cost to the Department over 20 years is a savings of \$2.5 million.

**Economic Impact on Communities:** Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 339 jobs (175 direct jobs and 164 indirect jobs) over the 2006-2011 period in the Meridian, Mississippi Metropolitan Statistical economic area, which is 0.62 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 the 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; land use constraints or sensitive resource areas; noise; and wetlands that may need to be considered during the

implementation of this recommendation. There are no anticipated impacts to cultural, archeological, or tribal resources; dredging; marine mammals, resources, or sanctuaries; threatened and endangered species or critical habitat; waste management; or water resources. Impacts of costs include \$134 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.