

Capital Air Guard Station, IL and Hulman Regional Airport Air Guard Station, IN

Recommendation: Realign Capital Airport Air Guard Station, Illinois. Distribute the 183d Fighter Wing's F-16s to the 122d Fighter Wing, Fort Wayne International Airport Air Guard Station, Indiana (15 aircraft). The 122d Fighter Wing's F-16s (15 aircraft) retire. The wing's expeditionary combat support (ECS) elements, the Illinois ANG State Headquarters and the 217th Engineering Installation Squadron remain in place. Realign Hulman Regional Airport Air Guard Station, Indiana. The 181st Fighter Wing's F-16s are distributed to the 122d Fighter Wing, Fort Wayne International Airport Air Guard Station, Indiana (nine aircraft) and retirement (six aircraft). The 181st Fighter wing's ECS elements remain in place. Realign Dane County Regional Air Guard Station/Truax Field, Wisconsin; Joe Foss Field Air Guard Station, South Dakota; Des Moines Air Guard Station, Iowa; Fort Wayne Air Guard Station, Indiana, and Lackland Air Force Base, Texas by relocating base-level F-110 intermediate maintenance to Capital, establishing a Centralized Intermediate Repair Facility (CIRF) at Capital for F110 engines.

Justification: Capital (115) and Hulman (119) were both ranked low in military value by the fighter MCI. Although somewhat lower (130) the ANG recommended Fort Wayne be retained because of its record of recruiting and its proximity to Hulman--allowing the experienced Airmen there to remain available to the Indiana ANG. This recommendation also helps align common versions of the F-16.

Establishing a CIRF at Capital consolidates F110 engine intermediate maintenance for F-16 aircraft from five air reserve component units, and compliments other Air Force CIRF recommendations. The Capital CIRF is centrally located in proximity to the serviced installations, and utilizes Capital's experienced people and existing facilities as part of an Air Force effort to standardize stateside and deployed intermediate-level maintenance concepts.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$20 million. The net of all costs and savings to the Department during the implementation period is a cost of \$13 million. Annual recurring savings to the Department after implementation are \$2.0 million with a payback expected in 13 years. The net present value of the costs and savings to the Department over 20 years is a savings of \$6.3 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 269 jobs (163 direct jobs and 106 indirect jobs) over the 2006-2011 period in the Springfield, Illinois Metropolitan Statistical economic area, which is 0.19 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 232 jobs (136 direct jobs and 96 indirect jobs) over the 2006-2011

period in the Terre Haute Metropolitan Statistical economic area, which is 0.26 percent of economic area employment.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 6 jobs (4 direct jobs and 2 indirect jobs) over the 2006-2011 period in the Des Moines, Iowa 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 4 jobs (3 direct jobs and 1 indirect jobs) over the 2006-2011 period in the Madison, Wisconsin 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 9 jobs (5 direct jobs and 4 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.

Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 6 jobs (4 direct jobs and 2 indirect jobs) over the 2006-2011 period in the Sioux Falls, South Dakota 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; 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 \$779 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.