

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; 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 \$0.3M 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.

Ellsworth Air Force Base, SD and Dyess Air Force Base, TX

Recommendation: Close Ellsworth Air Force Base, SD. The 24 B-1 aircraft assigned to the 28th Bomb Wing will be distributed to the 7th Bomb Wing, Dyess Air Force Base, TX. Realign Dyess Air Force Base, TX. The C-130 aircraft assigned to the 317th Airlift Group will be distributed to the active duty 314th Airlift Wing (22 aircraft) and Air National Guard 189th Airlift Wing (two aircraft), Little Rock Air Force Base, AR; the 176th Wing (ANG), Elmendorf Air Force Base, AK (four aircraft); and the 302d Airlift Wing (AFR), Peterson Air Force Base, CO (four aircraft). Peterson Air Force Base will have an active duty/Air Force Reserve association in the C-130 mission. Elmendorf Air Force Base will have an active duty/Air National Guard association in the C-130 mission.

Justification: This recommendation consolidates the B-1 fleet at one installation to achieve operational efficiencies. Ellsworth (39) ranked lower in military value for the bomber mission than Dyess (20). To create an efficient, single-mission operation at Dyess, the Air Force realigned the tenant C-130s from Dyess to other Air Force installations. The majority of these aircraft went to Little Rock (17-airlift), which enables consolidation of the active duty C-130 fleet into one stateside location at Little Rock, and robusts the Air National Guard squadron to facilitate an active duty association with the Guard unit. The other C-130s at Dyess were distributed to Elmendorf (51-airlift) and Peterson (30-airlift) to facilitate active duty associations with the Guard and Reserve units at these installations.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is \$299.1M. The net of all costs and savings to the Department during the implementation period is a savings of \$316.4M. Annual recurring savings to the Department after implementation are \$161.3M, with a payback expected in one year. The net present value of the cost and savings to the Department over 20 years is a savings of \$1,853.3M.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 6,768 jobs (3,852 direct jobs and 2,916 indirect jobs) over the 2006-2011 period in the Rapid City, SD, Metropolitan Statistical economic area,

which is 8.5 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; 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 \$3.2M 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.

Nashville International Airport Air Guard Station, TN

Recommendation: Realign Nashville International Airport (IAP) Air Guard Station (AGS), TN. This recommendation distributes the C-130H aircraft of the 118th Airlift Wing (ANG) to the 182d Airlift Wing (ANG), Greater Peoria Airport AGS, IL (four aircraft), and the 123d Airlift Wing (ANG), Louisville IAP AGS, KY (four aircraft). Flying related ECS (aerial port and fire fighters) moves to Memphis IAP AGS. The Aeromedical Squadron from Nashville moves to Naval Air Station Joint Reserve Base Fort Worth. 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 \$25.4M. The net of all costs and savings to the Department during the implementation period is a cost of \$16.7M. Annual recurring savings after implementation are \$13.7M, 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 \$120.0M.

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, TN, Metropolitan Statistical economic area, which is less than 0.1 percent of economic area employment. The aggregate economic impact of all