Portland International Airport Air Guard Station, OR

Recommendation: Realign Portland International Airport Air Guard Station, Oregon. Realign the 939th Air Refueling Wing (AFR) by distributing the wing's KC-135R aircraft to the 507th Air Refueling Wing (AFR), Tinker Air Force Base, Oklahoma (four aircraft); the 190th Air Refueling Wing (ANG), Forbes Field Air Guard Station, Kansas (three aircraft); and by reverting one aircraft to backup inventory. Operations and maintenance manpower for four aircraft from the 939th Air Refueling Wing is realigned with the aircraft to Tinker Air Force Base. The 939th Air Refueling Wing's remaining manpower, to include expeditionary combat support, is realigned to Vandenberg Air Force Base, California. Realign the 142d Fighter Wing (ANG) by distributing the wing's F-15 aircraft to the 177th Fighter Wing (ANG), Atlantic City, New Jersey (six aircraft) and the 159th Fighter Wing (ANG), New Orleans ARS, Louisiana (nine aircraft). The 142d Fighter Wing's expeditionary combat support elements, along with the 244th and 272d Combat Communications Squadrons (ANG), will remain at Portland. Portland will continue to support a Homeland Defense alert commitment. The 304th Rescue Squadron (AFR) at Portland is realigned to McChord Air Force Base, Washington with no aircraft involved. The 214th Engineering Installation Squadron (ANG), a geographically separated unit at Jackson Barracks, Louisiana, is relocated onto available facilities at New Orleans.

Justification: This recommendation realigns Portland's KC-135R tanker aircraft to Forbes Field and Tinker, installations with higher military value. Tinker (4) and Forbes (35) ranked higher than Portland (71) for the tanker mission, and both installations remain operationally effective due to their proximity to air refueling missions. This recommendation will robust the Reserve squadron size at Tinker and Air National Guard squadron size at Forbes, increasing these units' capability. An Air National Guard and Reserve KC-135 unit association will be established at Tinker to access Reserve experience and maximize regional Reserve participation in the aerial refueling mission. This recommendation will also ensure critical KC-135 backup aircraft inventory levels are preserved.

This recommendation also realigns Portland's F-15 fighter aircraft to an installation of higher military value. Atlantic City (61) ranks higher than Portland (77) for the fighter mission, and realigning Portland's F-15 aircraft to Atlantic City helps create an optimum-sized fighter squadron (24 Primary Aircraft Assigned). While New Orleans (79) ranks slightly below Portland for the fighter mission, the Air Force used military judgment in realigning Portland's remaining F-15 aircraft to New Orleans. New Orleans has above average military value for reserve component bases, and realigning aircraft from Portland creates another optimum-sized fighter squadron at New Orleans. Although the ANG will continue to support an alert commitment at Portland, the Air Force determined it is also a priority to support North American Defense Command (NORAD) and United States Northern Command (USNORTHCOM) air sovereignty alert requirements at Atlantic City and New Orleans. Creating effective sized squadrons at these reserve component locations ensures the Air Force can maintain trained, experienced pilots and maintenance technicians, and is able to fulfill its Homeland Defense alert requirements. Portland's

ECS remains in place to support the Air Expeditionary Force and to retain trained, experienced Airmen.

By relocating the geographically separated Air National Guard squadron onto New Orleans, the Air Force best utilizes available facilities on the installation while reducing the cost to the government to lease facilities in the community.

Payback: The total estimated one-time cost to the Department of Defense to implement this recommendation is $86 million. The net of all costs and savings to the Department during the implementation period is a cost of $36 million. Annual recurring savings to the Department after implementation is $14 million, with a payback expected in seven years. The net present value of the savings to the Department over 20 years is $100 million.

Economic Impact on Communities: Assuming no economic recovery, this recommendation could result in a maximum potential reduction of 1,018 jobs (564 direct jobs and 454 indirect jobs) over the 2006-2011 period in the Portland-Vancouver-Beaverton, Oregon-Washington 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; 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 $283 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.