

***DEFENSE BASE CLOSURE AND REALIGNMENT COMMISSION
2521 CLARK STREET, SUITE 600
ARLINGTON, VIRGINIA 22202
(703) 699-2950***

MEMORANDUM OF MEETING

DATE: June 28th, 2005

TIME: 1:30 – 3:00 pm

MEETING WITH: Battle Creek Air National Guard representatives

SUBJECT: Closure of W.K. Kellogg ANG base

PARTICIPANTS:

Name/Title/Phone Number:

George A. Erickcek, Senior Regional Analyst, W.E. Upjohn Institute (269) 343-5541
Ekik Floden, Legislative Assistant, Senator Stabenow - MI (202) 224-4822
Dave SanClemente, Friend of the Community, MI ANG Research Staff
Maj Gen Gordon Stump, MI ANG Research Staff
Aaron C Taliaferro, Senior Legislative Asst/MLA Rep Joe Schwarz-MI-07 (202) 225-3243

Commission Staff:

Ken Small, Lead, Air Force Team Leader
*Colleen Turner, Senior Analyst, Joint Cross-Service Team
Craig Hall, Senior Analyst, Air Force Team

MEETING SUMMARY:

1. Gains vs. Losses

- Recommendation to close W. K. Kellogg Airport ANG not perceived as supporting the stated charter of BRAC
- Primary concern issue of cost savings benefit: "The savings to the department are so small is it worth it to the Air Force to lose this unit and its skilled pilots?"

2. Cost savings are negated by training and facilities requirements

- DOD recommendation includes A-10s replacing an F-16 unit (unit conversion), but with no additional training dollars in the cost estimates (COBRA). This might take as much as \$60M.
- Current A-10 unit at Battle Creek has an unusually high amount of experience (hours in A-10s and operational experience which will be lost).
- The unit that converts to A-10 will not be mission capable during the conversion. AF requirements provide a unit 2 years to reach initial operational capability (IOC)
- Means losing a highly experienced combat capable unit, pilots with significant experience, and 1,000 members while we're at war and when recruiting and retention are increasingly problematic
- Even if the A-10 personnel go with the planes, there are agreements that give the F-16 personnel first priority so there may not be positions for them

3. Challenge of validity of AF's MCI methodology (specifics in "leave behind" report)

- Guard station has capacity to bed down additional A-10s if Air Force wants to increase squadron size
- MCI is biased towards active units and does not account for quality of airspace (only proximity). Also, the SOF/CSAR category does not accommodate the A-10's operational characteristics

4. Request staff/commissioner visit: Letters provided to BRAC/Leg Affairs staff

* Denotes individual responsible for completing the memorandum