

JOHN THUNE  
SOUTH DAKOTA

*Commissioner Coyle*

*I think you will find  
the attached material of great  
interest*

*John Thune*



JOHN THUNE  
SOUTH DAKOTA

Commissioner Gehman,

I think you will find  
the attached material of great  
interest.

John Thune

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# United States Senate

WASHINGTON, DC 20510

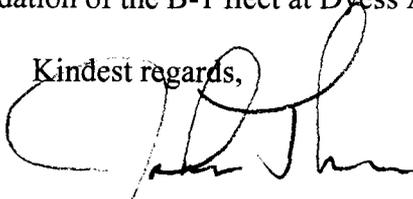
August 22, 2005

The Honorable Lloyd W. Newton  
Commissioner  
Base Realignment and Closure Commission  
2521 Clark Street, Suite 600  
Arlington, VA 22202

Dear Commissioner Newton:

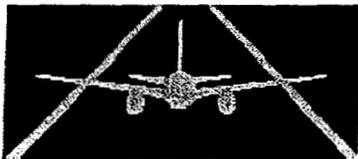
Enclosed you will find a letter that addresses the litigation and airspace issues surrounding recommended consolidation of the B-1 fleet at Dyess Air Force Base.

Kindest regards,



JOHN R. THUNE  
United States Senator

Enclosure



Morgan  
Aviation  
Consulting

August 19, 2005

Mr. Pat McElgunn  
4444 Mt. Rushmore Rd. N.  
P.O. Box 747  
Rapid City, SD 57709-0747

Dear Mr. McElgunn,

The information below represents my analysis of data submitted by Dyess AFB in support of the 2005 Base Realignment and Closure (BRAC) Commission. Information was gathered from the BRAC website, the Digital Aeronautical Flight Information File of the National Geospatial-Intelligence Agency, and several other websites containing information about airspace actions

As you know, the BRAC process consists of a series of questions (call for data) provided to each of the services. Each service then adds additional questions that are specific to their mission. These questions are then sent to each field location in the Department of Defense to answer. The focus of my effort was on those questions and answers that were technical in nature related to the availability and use of airspace by Dyess AFB in support of the bomber mission and in response to the call for data.

The following questions and responses were reviewed: #155, #160, #162, #200, #201, #1202, #1245, #1246, and #1266. In general, the responses by Dyess AFB were accurate in stating distances of an asset from the base and the hours of operation. However, there was a gross overstatement of ownership/relationship of airspace and routes to the mission. For example, question #1245 requested the proximity of the airspace to the supporting mission along with attributes that would increase value of the airspace i.e., weapon release, electronic combat, laser use, etc. The response from Dyess AFB was a listing of all special use airspace, training routes, and other airspace used by DoD within 300 nautical miles (NM). They also listed some that were as far as 800 NM from the base. It was unclear why they were selective in listing certain pieces of airspace and routes from 300 miles and farther since they were very inclusive of identifying everything inside of 300 miles, mission related or not. Just one of many examples of this is the Gray Military

Operating Area (MOA), an artillery range that supports the III Corp and the Ft Hood mission.

Secondly, it should be noted that a question, not asked in the process, is the actual utilization of the airspace and routes. Ownership and responsibility for airspace and routes that support the mission are important. But if the route is never used, or the airspace void of airplanes, it is not a useful asset to DoD. As a result of under utilization of military airspace in the past, and many complaints by the civilian aviation community, a requirement was put in place requiring all military and civilian owners of airspace to report to the FAA their level of utilization. This is called the "Annual Restricted and MOA Airspace Utilization Report". It is available through the FAA under FOIA.

Lastly, IR-178 and the LANCER MOA are critical to the B1 mission at Dyess AFB. It is the primary airspace that supports the RBTI capability. In October 2004, the 5<sup>th</sup> Circuit Court of Appeals set aside the Record of Decision (ROD) for the environmental report and stated that it was inadequate. Though the court modified this decision earlier this year, the requirement for a valid ROD still exists. The 5<sup>th</sup> Circuit opinion clearly identified the need for further assessment of wake turbulence and its impact. The work has not been accomplished. This is a huge issue. If wake turbulence is found to have a significant negative impact on the ground to humans, animals, or property, it could minimize the training capability for RBTI. Also, if demand on existing routes were to double, NEPA requirements would dictate a re-evaluation of the environmental impact. Since much of the area surrounding Dyess AFB is already noise sensitive to low level routes, the outcome of additional evaluation is uncertain.

In summary, Dyess overstated the assets that support the bomber mission and as a result, probably gained additional points in the BRAC process. The calculation process is complicated and this review did not try to address the number of points that would be in question. Additionally, there are open legal issues related to the use of airspace for the bomber mission at Dyess AFB.

Should you have any additional questions or need clarification on any of the points above, please call.



Ronald E. Morgan

Attachment

Supporting Data to the Analysis  
Of BRAC Data Submitted by Dyess AFB

Information about all categories of airspace and types of military routes is not readily available to the public. Therefore, this is not meant to be an all-inclusive list of airspace/routes where Dyess AFB overstated scheduling/ownership responsibilities or incorrectly answered questions. However, it clearly points out the majority incorrectly answered.

Question 200: Has the accommodation of the military installation's missions been limited by existing or proposed activities of other military departments or other federal, tribal, state or local agencies being located on your main installation, auxiliary airfield, training range and/or RDT&E range?

- Answered all three categories as "No". Third category: Training and/or RDT&E Ranges should have been answered as "Yes" based on the set aside of the ROD for Lancer MOA and IR-178 and pending legal/environmental actions.

Question 1245: Proximity to Airspace Supporting Mission (Bomber)

- There are 66 individual pieces of airspace identified in the response that exceed the 300 NM limitation criteria from the airbase.
- It is clear that the response desired was for airspace that supports the "Bomber" mission. There are other similar questions related to other missions i.e. Airlift, etc. However, the response given by Dyess AFB represents all types of routes and airspace that support all DoD missions from all services
- Listed in this response are two "Prohibited Areas" which do not support the Dyess mission and in fact, restrict airspace
  - P-47            Amarillo, TX            Department of Energy
  - P-49            Crawford, TX            Secret Service
- There are 94 aerial refueling routes identified in the list. Dyess AFB schedules only two of these; AR113 and AR114. The remaining list appears to be most of the AR routes in the southern part of the United States.
- Restricted Airspace is put in place to protect non-participating aircraft from the dangers of an activity. These dangers could range from military aircraft training, UAVs, and artillery firing. The list on the next page represents the Dyess AFB response:

<u>Restricted Airspace</u>	<u>Using Agency</u>
R5103	CO, Ft. Bliss, TX
R5104	CO, Cannon AFB
R5105	CO, Cannon AFB
R5601	USA, CO, Ft. Sill
R6302	CO, Ft. Hood, TX
R6312	CO, NAS Corpus Christi
R6316	CO, McCord AFB
R6318	CO, McCord AFB
R6320	United States Customs

- ATCA and MOA airspace is identified by a recognizable name. The only ATCA or MOA belonging to Dyess for mission scheduling that could be identified with available information is the Lancer MOA. All others were established for missions other than the "Bomber" mission and controlled by other units, services, or government entities.

Question 1246: Proximity to Low Level Routes Support Missions?

This question again relates to the "Bomber" mission and the available Low Level Routes that support that mission. Of the 31 Slow Speed Low Level Routes (SR) identified by Dyess, only 17 of these are scheduled by and used by the Dyess mission. None of the 29 VFR Routes (VR) are identified in the FLIP with Dyess AFB as the originating activity.

Question 1266: Range Complex Supports Mission?

This question, like the previous one, relates to the "Bomber" mission. The response provided by Dyess replicates the list in question 1245 but is specific to ranges and restricted areas. Based on available information, the only range controlled on this list by Dyess AFB is the Lancer MOA.

\* \* \* \*

## Resume for Ron Morgan

Ron has 39 years experience in global air traffic management, ATC operations and system modernization. He began his aviation career as a flight instructor and charter pilot in Burbank, California. After a tour of duty in the Air Force, he started a 31-year career with the Federal Aviation Administration (FAA). Ron held various controller, staff, and managerial positions in the Western-Pacific Region of FAA before moving to FAA Headquarters in 1988. While in Washington DC, Ron was Manager, Advanced Systems and Facilities Division; Director of System Engineering, Associate Administrator for System Engineering and Development, and Director of Air Traffic. In May 2001 Ron concluded a very successful FAA career and joined Lockheed Martin Corporation as the Vice President for Strategic Planning. He was responsible for the marketing, business development and strategic planning for the Air Traffic Management Company within the corporation. In January 2003, Morgan Aviation Consulting was established where Ron continues his involvement with the aviation community by assisting a number of companies with business development, strategic planning and ATC technical assistance. He also serves on the Board of Directors for Air Traffic Control Association.

# United States Senate

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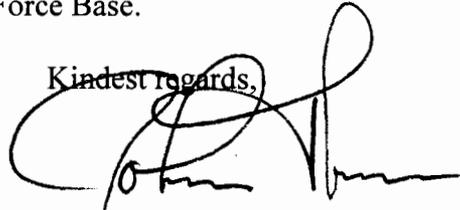
August 16, 2005

The Honorable Samuel K. Skinner  
Commissioner  
Base Realignment and Closure Commission  
2521 Clark Street, Suite 600  
Arlington, VA 22202

Dear Commissioner Skinner:

Enclosed you will find two letters sent to Chairman Principi regarding ongoing litigation surrounding Dyess Air Force Base.

Kindest regards,



JOHN R. THUNE  
United States Senator

Enclosures

JOHN THUNE: 12439  
SOUTH DAKOTA

COMMITTEES  
ARMED SERVICES  
ENVIRONMENT & PUBLIC WORKS  
SMALL BUSINESS  
VETERANS' AFFAIRS

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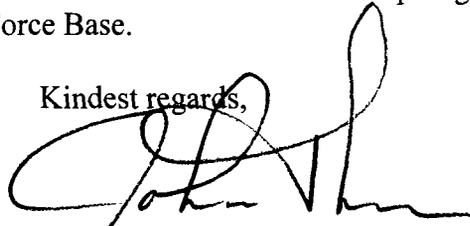
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BRAC Commission

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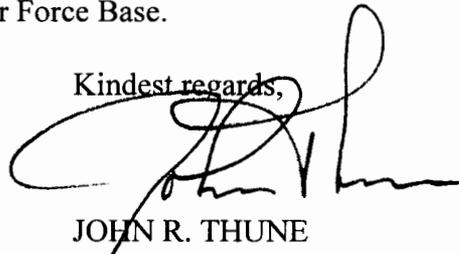
AUG 18 2005

Received

Dear Commissioner Gehman:

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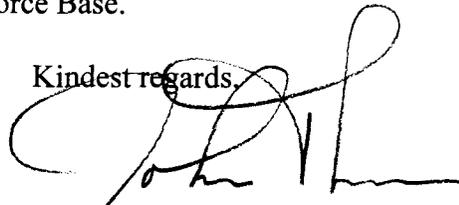
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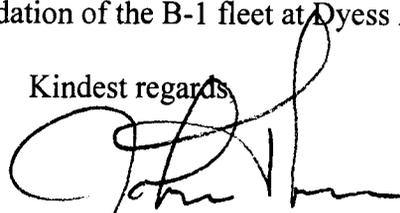
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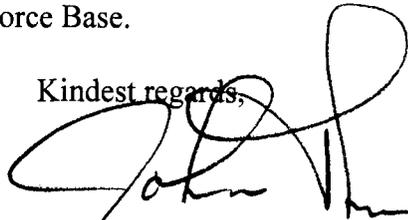
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