

CD Contents
City of Abilene Reference Materials
for
Base Realignment and Closure Commission Hearing
San Antonio, Texas
11 July 2005

- Summary Dyess AFB Data by Criteria Analysis of DoD data and additional points from City of Abilene/Abilene Chamber of Commerce research
- Talking Papers Papers outlining efficiencies of B-1 consolidation and C-130s to remain at Dyess
- DoD Spreadsheets Raw Data Folder Original spreadsheets downloaded from BRAC web site pertaining to effective weights for bomber, airlift MCI, etc; each spreadsheet contains all data for all bases
- DYS RCA LRF Condensed Folder Applicable portions of spreadsheets used to compute bomber and airlift MCI condensed into smaller spreadsheets and workbooks for easier reference. All data not applicable to Dyess, Ellsworth, and Little Rock was removed.
- Other Reference Materials Folder References confirming data obtained from both official DoD BRAC sources and other non-BRAC sites
- Abilene Regional Briefs Briefing material from 11 Jul 05 Regional hearings
- Community Letters Letters from Abilene community leaders

**Dyess Air Force Base
Abilene, Texas**

Highlighted and Corrected DoD Data

Criteria #1. Current/Future Mission.

- Dyess's total AF MCI score for all 8 categories of missions is 13th out of 154 bases (Top 8.4%), confirming that Dyess has the capability and flexibility to handle present and future missions. (Base Rank by Total MCI Score.xls) [**Attachment 1A**]
- All B-1 aircrew training requirements for mission ready status or initial aircrew training are available within 300 NM of Dyess, including electronic warfare, weapons drop, low level, and scored weapons delivery (01_asops_01245_as_distas, 01_asops_01246_as_distroutes, 01_asops_01248_as_distzones, 27_ranges_01266_as_attr_ranges, 02_army_01274_as_attr_ranges and AF Instruction 11-2B-1, Vol. I [**Attachment 1B**]
- Per DoD data, the capability for "actual weapon release" and "high altitude actual weapon release" (two combat training requirements) are not available within 300 NM of Ellsworth (MCI 27_ranges_01266_as_attr_ranges, 02_army_01274_as_attr_ranges) [**Attachment 1C**]
- The volume of Dyess's ranges and MOAs within 150 NM that are available for training is 3.5 times larger than those available to Ellsworth. The volume for Dyess within 300 NM is 2.5 times larger than for Ellsworth. (01_asops_01245_as_distas and 01_asops_01277_as_attr_volume) [**Attachment 1D**]
- ~~Dyess has over 2800 NM of low level routes that are cleared for operations below 500' AGL.~~ That is the equivalent of flying from New York City to Los Angeles CA. The 10 separate routes cover varied terrain: 6 mountainous, 2 flat and rolling, 2 flat. They feed into 3 separate ranges; two of which allow live drop capability. Ellsworth shows 4 routes, 2 mountainous, 2 flat rolling and 3 routes feeding into the Powder River MOA. (DoD questions 01_asops_00162_mil_training_ro) [**Attachment 1E**]
- Combining all Dyess traffic (B-1 and C-130) and all Ellsworth (B-1), it is less than half the Little Rock traffic pattern today. For decades Dyess operated with C-130, B-52 / B-1s and KC-135s. Dyess: 36,000 takeoff and landings in FY2003 with (Main + 2 assault with 36 B-1 + 29 C-130); Ellsworth count for 24 B-1s 4,400 (single runway); Little Rock: 110,000 (single runway) with 87 C-130s aircraft growing to 118 C-130s. (01_asops_00300_airfield_ops) [**Attachment 1F**]
- Littoral and Joint Training opportunities exist with current and projected forces within 300 NM. (U.S. Government Low Altitude FLIP Publication) [**Attachment 1G**]

- Emerging New Mexico Training Range Initiative will further enhance Dyess's extensive training capabilities. (BRAC testimony in Clovis, New Mexico, June 24, 2005) **[Attachment 1H]**
- Dyess is the only base for initial training of B-1 Pilots and Weapons Systems Officers and is the home for the B-1 Weapons School and the B-1 Test and Evaluation Unit.
- The nearby Abilene Municipal Airport has two runways (150' x 7,200') that are used on a regular basis by the C-130s for lights out/night vision goggles landing training and practice. (MCI 0009 failed to list the airport) **[Attachment 1J]**
- For its C-130s, Dyess has one certified assault strip and a dirt assault landing strip on base. (MCI 0009) **[Attachment 1K]**
- Dyess has long history of simultaneous multi-mission support ... Bomber, Tanker, Tactical Lift, and Trainer.

Criterion #2. Infrastructure.

- Dyess has the ramp capacity to bed down all B-1s and up to 35 C-130s. (AF BCEG August 24, 2004) **[Attachment 2A]**
- Dyess has added over \$180 million in new infrastructure and upgrades since 1996. **[Attachment 2B]**
- Dyess has a large Boeing spare parts operation in support of the B-1. Centers on repair /overhaul of B-1B Line Replaceable Units (LRUs). In addition, Boeing has hydraulics, electrics and structural repair shops at Dyess.
- Dyess has the B-1 Engine Regional Repair Center which does repairs on all B-1s, including those at Ellsworth. Dyess has two operational engine test cells.
- Dyess has two of the AF's 3 full motion B-1 simulators and unique B-1 part-task trainer mockups. In addition, Dyess possesses a full-motion C-130 simulator capable of training C-130 E, H, H1, and H2 model aircrews.
- Under Category 1235, Installation Pavements Quality, an installation would receive 0 out of 4.49 points if it has no runway, does not have a serviceable runway or aircraft ramp. Even though Dyess has a 13,500 foot runway and a 941,900 sq yd ramp that is used everyday, the DoD awarded Dyess "0" points. This decision incorrectly penalized Dyess. Apparently, the DoD methodology penalized large continuous ramps, such as the one at Dyess, if there was a problem at even one portion. (37_afpave_01235_afpave_runway_1) **[Attachment 2C]**

Criterion #3. Contingency Mobilization Surge.

- The AF's calculation for Maximum On Ground (MOG) for Dyess is too low (37_afpave_01235_afpave_runway_1 and 39_afmgmt_01241_ramp_trans_capa) [Attachment 3A] We believe a more accurate working MOG is between 6 and 14.

Criterion #4. Cost of Operations/Manpower.

- The COBRA Model shows that the sustainment costs at Dyess is \$14.38 million (with both B-1/C-130 operations). This is less than the sustainment costs (\$14.33 million) for Ellsworth's much smaller single mission operations (COBRA Analysis Summary: BRAC Tab 3. COBRA Run USAF1 ref. "Recap/BOS Delta Report,") [Attachment 4A]
- Consolidation of B-1 inventory and B-1 engine support equipment results in reduced transportation costs in dollars and may create an opportunity to forward deploy some excess specialized B-1 support equipment to AEF forward bases.
- Transfer of C-130s from Dyess to Little Rock, Elmendorf and Peterson increases manpower requirements by 225 authorizations. (COBRA Model: BRAC Tab 3. COBRA Run USAF1 ref. "Economic Impact Report") [Attachment 4B] Leaving the C-130s at Dyess is clearly more cost efficient from a manpower standpoint.

Criterion #5. Savings Payback.

- The MILCON costs to transfer the C-130s to Little Rock, Elmendorf and Peterson and to transfer the B-1s to Dyess is estimated at \$185 million. (COBRA Model) [Attachment 5A] However, according to the Air Force, the estimated cost to keep the C-130s at Dyess and transfer two B-1s squadrons to the Dyess is only \$161.7 million, resulting in MILCON savings of millions of dollars. (BRAC Tab 3. COBRA Run USAF1 and AF BCEG Minutes for August 14, 2004) [Attachment 5B]
- The Air Force will save additional money by not having to transfer 1,680 C-130 personnel from Dyess to the three bases.

Criterion #6. Impact on the Community.

- Dyess is Abilene's largest employer.
- Dyess contributes \$413 million annually to the Abilene economy [Attachment 6A]
- Approximately 15% of Abilene's residents are either military personnel, dependents, retired military personnel or DoD civilian employees. [Attachment 6A]
- Dyess will gain 374 positions under the DoD recommendation. However, if the C-130s are transferred from Dyess and the Commission does not transfer the B-1s to Dyess, then Dyess would lose 1,680 positions, one of the largest losses for any base. This will be a 3.5% increase in unemployment in Abilene, the 12th highest of more than 230 communities affected by the BRAC.

Criterion #7. Community Capabilities.

- “Business Development Outlook” ranked Abilene’s Quality of Life as the #39th best in the nation.
- “Outlook Magazine” ranked Dyess as the “#3 best community for military families” in Abilene’s size class.
- The AF award for Best Community Support is named “The Abilene Trophy”. Abilene won the trophy so many times that the AF asked Abilene to judge the competition rather than compete, and named the trophy after the city.
- McMurray University gives military tuition discounts and conduct special accelerated schedules on some high demand classes in synchronization with AEF deployments.
- During post 9/11 deployments, Abilene City firefighters trained and supplemented Dyess firefighters in a unique first of a kind program that is recognized as a force multiplier by HQ USAF. **(Attachment 8A)**
- Abilene Independent School District (AISD) just passed \$79 million school bond issue to modernize its facilities.
- Abilene Independent School District created a unique “one stop” summer sign up at the base to place dependents into academic and extra curricular activities.
- Texas gives full college tuition status to military dependents ... even if the parents are transferred from the State.
- The State of Texas allows communities to use local tax dollars to pay for capital improvements “on” and “off” base that will improve the base’s mission or quality of life.
- Abilene is upgrading the access road to Dyess’s commercial gate to facilitate an increase in security.

Criterion #8 Environment.

- Dyess is 20% of Federal Government “Green Power” credits through wind power consumption. **[Attachment 8A]**
- Dyess is recognized as DoD’s most environmentally friendly base. It is the first DoD installation to be 100 percent powered by renewable energy and was the 2003 Green Power Partner of the Year. Consuming about 76 million kilowatts of wind energy annually, all the electrical power it uses is pollution-free. **[Attachment 8A]**
- Abilene paid for and built a special effluent water line to Dyess for base irrigation, which has reduced Dyess’s costs; estimated savings are \$3.5 million over 20 years. **[Attachment 8A]**

Base	Total MCI	Cost	Bomb	Bomb	Bomb	Bomb	Airlif	Airlif	Airlif	Airlif	Tank	Tank	Tanker Inf
Eglin AFB	632.85	90.39	70.2	62.88	69.8	100	79.4	72	82	100	75.3	61	84.29
Seymour Johnson	613.98	85.03	78.4	80.55	75.1	80	78	71	84	83	71.7	59	84.52
Edwards AFB	584.06	40.87	68.2	65.51	71.1	76	65.5	55	75	79	81.1	85	82.92
Barksdale AFB	578.04	80.79	60.7	42.61	70.8	97	72.4	53	87	98	84.1	72	94.69
Holloman AFB	577.96	75.23	56.6	56.48	54.1	63	65.8	61	71	62	78.1	81	80.08
Charleston AFB	577.16	75.49	61	64.68	50.9	82	74.1	65	83	80	70.9	59	81.06
Hurlburt Field	576.18	87.18	56.8	63.33	49.8	48	69.6	75	67	50	60.4	62	61.23
Nellis AFB	575.6	43.94	68.3	70.74	70.4	55	64	60	72	53	77.7	95	66.4
Robins AFB	574.07	87.45	66.6	62.78	67.4	76	63.9	52	72	79	75.6	63	89.98
Hill AFB	573.24	77.82	58.7	45.5	66.3	83	58.8	45	67	84	88.9	100	80.45
Mountain Home AFB	571.27	68.58	58.4	49.99	62.1	80	59.8	47	69	81	86.6	92	84
Little Rock AFB	561.52	88.12	55.8	45.87	59.5	78	63.3	49	73	81	80	76	85.52
Dyess AFB	550.8	77.64	56.7	51.2	58.8	68	66	55	77	69	78.6	74	86.18
Davis-Monthan AFB	546.17	71.89	54.2	46.78	60.7	57	55.9	45	66	59	79.1	80	84.66
Moody AFB	545.49	91.37	62.4	69.98	48.1	79	51.7	52	42	81	54	59	41.86
Tyndall AFB	544.66	90.98	60.8	67.54	49.8	68	61.8	69	51	68	55.4	60	47.49
Kirtland AFB	544.2	69.56	55.3	54.99	51.7	68	55.5	49	58	71	74.7	89	62.56
Shaw AFB	541.95	85.64	63	67.99	53.2	75	67.7	72	60	78	55.1	61	43.7
Beale AFB	541.32	42.78	53.3	41.7	63.4	67	54.6	38	71	65	79.4	84	80.76
Fairchild AFB	539.41	73.99	52.8	42.42	56.9	78	64.2	53	73	80	77.1	73	82.72
Pope AFB	538.47	86.08	66.5	75.85	60.7	43	70	71	73	46	62.8	61	68.47
Ellsworth AFB	537.48	81.32	50.8	32.52	63.4	75	59.4	42	73	77	83.7	79	91.15
MacDill AFB	532.66	76.56	61.9	66.44	50.2	86	60.1	47	66	88	65.7	51	77.47
Eielson AFB	529.27	16.54	52.1	52.76	46.5	81	67.3	61	73	84	58	33	85.07
Luke AFB	526.71	68.92	52.9	57.37	49.6	42	52.2	50	56	41	69.2	86	57.31
Altus AFB	523.87	80.99	53.8	56.06	41.8	86	71.3	65	74	87	83.4	81	85.88
Langley AFB	522.32	77.2	62	76.3	42.8	72	56.6	53	55	73	63	57	65.58
Whiteman AFB	517.73	74.42	56	40.12	66.5	81	57.8	39	71	82	81.5	78	86.09
March ARB	514.63	45.41	58.8	64.12	61.1	28	59.9	57	71	31	77.4	82	85.82
Andrews AFB	511.66	41.74	57.2	62.12	50.7	66	62.1	54	70	68	68	58	81.68
Tinker AFB	510.52	85.8	60.4	65.22	49.8	76	68.6	55	81	76	84.1	81	88.58
Travis AFB	500.84	24.22	46.7	39.57	58	38	53.9	41	73	40	75	81	79.81
Columbus AFB	498.28	94.97	51.5	51.47	46.4	62	57.5	53	58	66	68.3	71	67.62
McConnell AFB	497.59	75.83	56.3	52.88	61.8	44	54.7	46	66	43	77.7	83	81.22
Minot AFB	493.06	73.42	45.7	31.04	55	68	54.3	40	65	71	62.7	58	66.86
Sheppard AFB	489.02	80.04	47.3	53.91	40.5	37	55.2	61	52	35	67.4	79	61.59
Elmendorf AFB	483.83	8.86	44.5	32.65	50.1	84	51.6	30	70	85	56.9	29	85.7
Grand Forks AFB	482.06	79.09	38.5	30.2	39.1	64	50.5	35	63	64	63.5	57	71.92
Wright-Patterson AFB	475.34	74.09	46.1	34.29	51.1	72	54.3	45	59	74	71.8	68	76.85
Dover AFB	474.8	64.93	52.3	56.13	49.9	41	56.1	49	67	43	62.7	55	75.22
McGuire AFB	474.73	37.26	47.6	38.54	54.2	65	51.8	39	63	68	57.6	48	68.82
McChord AFB	466.11	57.08	43.6	43.14	44.2	40	58	50	72	39	69.1	68	77.48
Indian Springs AFB	465.87	43.94	56.7	69.99	47	39	45.8	61	31	39	58.3	95	25.27
Buckley AFB	460.01	53.78	30.2	36.49	16.1	53	54.6	56	52	57	62.7	93	32.62
Peterson AFB	456.49	61.91	30.3	39	17.3	37	57.2	58	60	40	75.1	93	64.75
Andersen AFB	453.29	0	41	28.05	52.6	63	49.6	31	70	63	54.8	29	83.17
Vandenberg AFB	452.07	32.48	43.2	38.2	44.6	63	44.2	40	44	66	54.4	77	30.06
McEntire AFB	445.88	85.19	53.8	66.96	41.9	35	59.4	72	50	35	48.5	62	36.33
Offutt AFB	445.04	73.2	41.4	40.26	39.6	46	47.1	44	49	48	66.7	78	59.64
Maxwell AFB	442.5	85.68	47.8	66.39	30.9	23	59.9	71	55	22	52.4	66	43.23

Section 1 Air/Space Operations, Question 1245 Airspace - Distance

If the installation has an active runway, identify and state the distance to all within a 300NM radius of the installation.

Special Use Airspace within a 300NM radius of the installation.	1 Airspace/Route Designator (Text)	2 Distance to Airspace/Route (NM)		38 - Dyess	39 - Ellsworth	Airspace > 300 NM from installation	
39	TILFORD ATCAA	10					
38	AR102B	15					
38	AR102A	17					
38	ROBY ATCAA	20					
39	BLACK HILLS WEST ATCAA	23					
38	BROWNWOOD 3 ATCAA	27					
38	BROWNWOOD 3 MOA	27					
38	BROWNWOOD 1 WEST ATCAA	28					
38	BROWNWOOD 1 WEST MOA	28					
38	LANCER MOA	28					
38	AR114	31					
38	BROWNWOOD 4 ATCAA	32					
38	BROWNWOOD 4 MOA	32					
38	WESTOVER 2 MOA	32					
39	AR17	34					
38	AR113	35					
39	AR678	39					
38	AR104	41					
38	AR104M	41					
38	BROWNWOOD 2 WEST MOA	44					
38	BROWNWOOD 2 WEST ATCAA	45					
39	AR19	46					
39	AR24	46					
39	EDGEMONT A ATCAA	47					
38	WESTOVER 1 MOA	51					
39	EDGEMONT B ATCAA	51					
38	BROWNWOOD 1 EAST ATCAA	52					
38	BROWNWOOD 1 EAST MOA	52					
38	LOCKHEED SOUTH ATCAA	53					
39	POWDER RIVER B ATCAA	58					
39	POWDER RIVER B MOA	58					
38	LOCKHEED NORTH ATCAA	60					
38	BRADY NORTH MOA	62					
38	BRADY NORTH ATCAA	63					
38	BROWNWOOD 2 EAST ATCAA	63					
38	BROWNWOOD 2 EAST MOA	63					
39	POWDER RIVER A ATCAA	64					
39	POWDER RIVER A MOA	64					
38	BRADY ATCAA	67					
38	BRADY HIGH MOA	67					

38	BRADY LOW MOA	67				
39	EDGEMONT C ATCAA	81				
38	TEXON ATCAA	94				
38	TEXON MOA	94				
39	AR12H	94				
39	AR12L	94				
38	A636	103				
38	HOOD MOA	107				
39	AR11	107				
39	AR14	107				
38	GRAY MOA	113				
38	LAUGHLIN 1 MOA	114				
38	A561	117				
38	SHEPPARD 1 MOA	117				
38	REESE 3 ATCAA	118				
38	SHEPPARD 1 ATCAA	118				
38	BRONCO 4 MOA	119				
38	AR13	120				
38	R6302C	121				
38	R6302D	121				
38	SHEPPARD 2 ATCAA	121				
38	SHEPPARD 2 MOA	121				
39	POWDER RIVER A MOA MT(122				
38	R6302A	123				
39	R7001A	123				
39	R7001B	123				
38	P49	125				
39	AR106H	125				
39	AR106L	125				
38	HOLLIS MOA	126				
38	HOLLIS ATCAA	127				
38	R6302B	136				
39	LAKE ANDES MOA	137				
39	SIoux ATCAA	137				
38	PECOS AREAS (1-7) ATCAA	140				
38	BRONCO 3 MOA	141				
38	R5601E	141				
38	R5601D	143				
38	R5601C	144				
39	COUGAR NORTH ATCAA	144				
38	AR167	146				
38	R5601B	146				
38	WASHITA MOA	147				
38	WASHITA ATCAA	148				
38	LAUGHLIN 2 MOA	149				
39	AR400	150				
38	R5601A	152				
38	BRONCO 2 MOA	153				
38	RANDOLPH 2A ATCAA	155				
38	RANDOLPH 2A MOA	155				
38	REESE 1 ATCAA	158				

38	A640	159					
38	BRONCO 1 MOA	159					
38	AR614	166					
38	AR112	169					
38	RANDOLPH 2B MOA	169					
38	RANDOLPH 2B ATCAA	170					
38	A633A	174					
39	COUGAR SOUTH ATCAA	174					
38	A635	182					
38	A638	190					
38	P47	192					
38	A633B	193					
38	BORGER ATCAA	193					
38	FRED 2 ATCAA	194					
38	AR602	196					
38	AR650	198					
38	AR312H	201					
38	AR312L	201					
38	FRED 3 ATCAA	201					
38	RANDOLPH 1A MOA	204					
39	RED RIVER WEST ATCAA	205					
38	LAUGHLIN 3 HIGH MOA	206					
38	LAUGHLIN 3 LOW MOA	206					
38	VANCE 1A MOA	206					
38	VANCE 1A & 1B ATCAA	207					
39	AR453	209					
38	CRYSTAL NORTH MOA	211					
38	RANDOLPH 1B MOA	212					
38	FRED 1 ATCAA	214					
38	SUMNER ATCAA	215					
38	AR314	216					
38	RIVERS MOA	216					
38	RIVERS ATCAA	217					
38	TALON ATCAA	217					
38	TALON EAST HIGH MOA	217					
38	AR669	218					
38	VANCE 1B MOA	218					
39	O NEILL MOA	218					
39	ONEILL ATCAA	218					
38	R5104A	219					
39	AR1	219					
39	AR2	219					
38	MELROSE ATCAA	220					
39	DEVILS LAKE WEST MOA	220					
38	R5105	225					
39	AR606	225					
38	PECOS SOUTH ATCAA	226					
38	PECOS SOUTH HIGH MOA	226					
38	PECOS SOUTH LOW MOA	226					
38	CRYSTAL ATCAA	227					
38	CRYSTAL MOA	227					

38	TAIBAN MOA	228				
38	PECOS NORTH ATCAA	229				
39	RED RIVER EAST ATCAA	229				
38	PECOS NORTH HIGH MOA	230				
39	AR105	230				
38	AR400	233				
38	KINGSVILLE 4 MOA	234				
38	A632D	235				
38	KINGSVILLE 4 ATCAA	235				
38	VALENTINE ATCAA	236				
38	VALENTINE MOA	236				
38	PECOS NORTH LOW MOA	238				
38	KINGSVILLE 3 ATCAA	239				
38	KINGSVILLE 3 MOA	239				
38	R6316	240				
38	TALON WEST HIGH MOA	241				
38	A562A	242				
38	TALON LOW MOA	242				
38	AR623	243				
38	KINGSVILLE 5 MOA	243				
39	DEVILS LAKE EAST MOA	243				
38	A632E	245				
38	KINGSVILLE 5 ATCAA	245				
38	AR652A	246				
38	AR652B	246				
38	AR127V	249				
38	R6312	252				
38	AR652	256				
38	R6318	256				
39	ONEILL EXTENSION ATCAA	257				
39	AR629	258				
39	BEARPAW ATCAA	259				
39	HAYS MOA	259				
38	COWBOY ATCAA	261				
39	POWERS ATCAA	261				
38	BEAK C MOA	262				
39	POWERS MOA	262				
38	BEAK C ATCAA	263				
38	A562B	264				
38	BEAK B ATCAA	264				
38	BEAK B MOA	264				
38	BEAK A MOA	265				
38	BEAK A ATCAA	266				
38	MT DORA EAST HIGH MOA	266				
38	MT DORA EAST LOW MOA	266				
38	MT DORA EAST ATCAA	268				
38	A632C	272				
38	AR644	275				
39	TIGER SOUTH ATCAA	275				
39	TIGER SOUTH MOA	275				
39	AR10	278				

38	AR313	280							
38	AR313A	280							
39	R5401	281							
38	AR672	284							
38	R5103B	285							
38	R5103C	285							
38	MT DORA WEST HIGH MOA	287							
38	MT DORA WEST LOW MOA	287							
39	AR619	287							
38	A381	288							
38	MT DORA WEST ATCAA	288							
38	A632A	289							
38	MT DORA NORTH HIGH MOA	290							
38	MT DORA NORTH LOW MOA	290							
38	MT DORA NORTH ATCAA	291							
38	A632F	293							
38	R5103A	296							
39	TIGER NORTH ATCAA	296							
38	A632B	297							
38	KINGSVILLE 1 ATCAA	297							
38	KINGSVILLE 1 MOA	297							
38	R6320	297							
39	TIGER NORTH MOA	297							
38	KINGSVILLE 2 ATCAA	298							
38	KINGSVILLE 2 MOA	298							
39	LINCOLN BRAVO ATCAA	298							
38	AR309	299							
38	AR330	299							
38	HOG HIGH SOUTH MOA	299							
39	CHEYENNE LOW MOA	299							
38	AR310	301							
38	AR116	318							
38	AR126V	318							
38	AR121	321							
39	AR604	326							
39	AR9	339							
39	AR653	355							
38	AR115	360							
38	AR117V	360							
39	AR643	372							
38	AR110	376							
39	AR312H	378							
39	AR312L	378							
38	AR302	380							
38	AR643	380							
39	AR307B	389							
39	AR307A	390							
38	AR125V	392							
39	AR610A	395							
39	AR610B	395							
39	AR116	401							

Section 1 Air/Space Operations, Question 1246 Airspace - D

Identify and state the distance to all Airspace for Special Use (IR/VR/SR routes) within 150NM radius of the installation.

Org	1 Route Designat or (Text)	2 Distance to Primary Route Entry Point (NM)	3 Distance to Primary Route Exit Point (NM)	38 - Dyess	39 - Ellsworth			
38	SR233	15	6					
38	SR234	15	6					
38	SR236	15	6					
38	SR240	15	6					
38	SR242	15	6					
38	SR243	15	6					
38	SR244	15	6					
38	SR245	15	6					
38	SR249	15	6					
38	SR250	15	6					
38	SR251	15	6					
38	SR255	15	6					
38	SR258	15	123					
38	SR267	15	6					
38	SR273	15	46					
38	SR280	37	6					
38	VR118	58	58					
38	IR139	74	121					
38	IR128	75	87					
38	IR124	78	96					
38	VR186	78	124					
38	VR1116	82	139					
39	IR473	85	57					
39	IR499	85	351					
38	SR274	86	148					
38	IR180	87	75					
38	VR1143	87	98					
38	IR154	91	124					
38	SR284	91	180					
38	VR1138	91	98					
39	IR613	91	200					
38	IR155	94	124					
38	VR1110	94	121					
38	VR162	94	94					
38	VR1142	97	176					
38	SR276	98	181					
38	VR1144	98	87					
38	VR101	99	109					
38	VR159	99	82					
38	VR158	100	84					

38 VR1139	102	173					
38 VR163	102	131					
38 IR103	103	141					
38 IR105	104	141					
38 VR1145	109	129					
38 VR104	122	141					
38 SR261	123	123					
38 VR1124	124	118					
38 VR144	124	154					
38 VR190	124	154					
38 VR198	124	154					
38 SR208	125	132					
38 SR217	126	132					
38 VR143	128	102					
38 VR1146	129	109					
38 SR270	130	95					
38 IR123	133	91					
38 SR286	141	192					
39 IR500	142	429					
39 IR501	142	429					
38 SR275	148	86					
38 VR184	154	124					
38 VR191	154	124					
38 VR199	154	124					
38 SR216	158	132					
38 SR205	163	132					
38 IR169	167	104					
38 SR206	168	132					
38 VR1140	173	102					
38 VR1141	176	97					
38 SR283	180	91					
38 SR277	181	98					
38 SR228	187	95					
39 IR492	189	57					
39 IR514	200	113					
38 VR1128	213	141					
38 VR1137	213	141					
39 IR485	226	57					
38 IR178	299	69					

Section 1 Air/Space Operations, Question 1248 Airspace - Distance to Zones

38 - Dyess orgid	39 - Ellsworth 1 Zone Name (Text)	2 ZAR Doc	68 - Little Rock 3 Distance to Zone (NM)
38	Big Country	1445	0
38	Big Country S - N	1446	1
38	Bronte	358	43
38	Bronte	600	43
38	Jackrabbit	1419	0
38	Marrion 152	1443	1
38	Marrion 341	1444	1
38	Robertson	359	43
38	Robertson	360	43
38	Sooner Circular	1374	129
38	Sooner North	452	129
38	Sooner South	1375	129
38	Tennyson	74	43
39	Bear Butte	151	23
39	Camp Guernsey HALO	437	133
39	Carter	444	128
39	Deadhorse	439	129
39	Ireland	436	128
39	Jackalope	435	129
39	Laatsch	430	129
39	Moss	443	128
39	Walker	442	129
39	Walker North	445	128
39	Wing	438	129
68	All American	113	8
68	All American	385	8
68	All American Circular	387	8
68	Arrowhead	58	105
68	Arrowhead Reverse	59	105
68	Blackjack	374	19
68	Cole	1437	105
68	Grenada	295	134
68	Jax	1202	0
68	Razorback	283	98
68	Razorback	284	98
68	Shaw	110	96
68	Shaw	308	100
68	Shawnee	322	104

Section 27 Ranges, Question 1266 Airspace Attributes - Ranges

orgid	1 Airspace Designator (T	2 Opera	3 Scorea	4 Air to C	5 Low /	6 IMC	7 Electro	8 Laser	9 Lights-C
38	BEAK A ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	BEAK A MOA	12	No	No	No	No	No	Yes	No
38	BEAK B ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	BEAK B MOA	12	No	No	No	No	No	Yes	No
38	BEAK C ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	BEAK C MOA	12	No	No	No	No	No	Yes	No
38	BRADY HIGH MOA	12	No	No	No	No	No	No	N/A
38	BRADY LOW MOA	12	No	No	No	No	No	No	N/A
38	BRADY NORTH ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	BRADY NORTH MOA	12	No	No	No	No	No	No	N/A
38	BRONCO 1 MOA	13	No	No	No	No	No	No	Yes
38	BRONCO 2 MOA	12	No	No	No	No	No	No	Yes
38	BRONCO 3 MOA	13	No	No	No	No	No	No	Yes
38	BRONCO 4 MOA	13	No	No	No	No	No	No	Yes
38	BROWNWOOD 1 EAST M	15	No	No	No	No	No	No	No
38	BROWNWOOD 1 WEST M	15	No	No	No	No	No	No	No
38	BROWNWOOD 2 EAST M	15	No	No	No	No	No	No	No
38	BROWNWOOD 2 WEST M	15	No	No	No	No	No	No	No
38	BROWNWOOD 3 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	BROWNWOOD 3 MOA	15	No	No	No	No	No	No	No
38	BROWNWOOD 4 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	BROWNWOOD 4 MOA	15	No	No	No	No	No	No	No
38	CRYSTAL ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	CRYSTAL MOA	11	No	No	No	No	No	No	N/A
38	CRYSTAL NORTH MOA	3	No	No	No	No	No	No	N/A
38	GRAY MOA	12	No	No	No	No	No	Yes	Yes
38	HOG HIGH SOUTH MOA	15	No	No	No	No	No	No	No
38	HOLLIS ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	HOLLIS MOA	14	No	No	No	No	No	No	No
38	HOOD MOA	12	No	No	No	No	No	Yes	Yes
38	KINGSVILLE 1 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	KINGSVILLE 1 MOA	12	No	No	No	No	No	Yes	Yes
38	KINGSVILLE 2 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	KINGSVILLE 2 MOA	12	No	No	No	No	No	Yes	Yes
38	KINGSVILLE 3 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	KINGSVILLE 3 MOA	12	No	No	No	No	No	Yes	Yes
38	KINGSVILLE 4 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	KINGSVILLE 4 MOA	12	No	No	No	No	No	Yes	Yes

38	KINGSVILLE 5 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	KINGSVILLE 5 MOA	12	No	No	No	No	No	Yes	Yes
38	LANCER ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	LANCER MOA	15	No	No	No	No	No	N/A	N/A
38	LAUGHLIN 1 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	LAUGHLIN 1 MOA	14	No						
38	LAUGHLIN 2 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	LAUGHLIN 2 MOA	14	No						
38	LAUGHLIN 3 HIGH MOA	14	No						
38	LAUGHLIN 3 LOW MOA	14	No						
38	MT DORA EAST HIGH MOA	12	No						
38	MT DORA EAST LOW MOA	12	No						
38	MT DORA NORTH HIGH MOA	12	No						
38	MT DORA NORTH LOW MOA	12	No						
38	MT DORA WEST HIGH MOA	12	No						
38	MT DORA WEST LOW MOA	12	No						
38	PECOS NORTH HIGH MOA	12	No	No	No	No	No	Yes	Yes
38	PECOS NORTH LOW MOA	12	No	No	No	No	No	Yes	Yes
38	PECOS SOUTH HIGH MOA	12	No	No	No	No	No	Yes	Yes
38	PECOS SOUTH LOW MOA	12	No	No	No	No	No	Yes	Yes
38	R5103A	13	No	Yes	No	No	No	No	Yes
38	R5103B	13	No	Yes	No	No	No	No	Yes
38	R5103C	13	No	Yes	No	No	No	No	Yes
38	R5104A	16	Yes	Yes	Yes	No	Yes	Yes	Yes
38	R5105	16	Yes	Yes	Yes	No	Yes	Yes	Yes
38	R5601A	24	Yes	Yes	Yes	No	No	Yes	Yes
38	R5601B	24	Yes	Yes	Yes	No	No	Yes	Yes
38	R5601C	24	Yes	Yes	Yes	No	Yes	Yes	Yes
38	R5601D	12	Yes	Yes	Yes	No	Yes	Yes	Yes
38	R5601E	12	Yes	Yes	Yes	No	No	Yes	Yes
38	R6302A	24	Yes	Yes	Yes	No	Yes	Yes	Yes
38	R6302B	12	Yes	Yes	Yes	No	Yes	Yes	Yes
38	R6302C	12	Yes	Yes	Yes	No	Yes	Yes	Yes
38	R6302D	12	Yes	Yes	Yes	No	Yes	Yes	Yes
38	R6312	24	Yes	Yes	Yes	Yes	No	Yes	Yes
38	R6316	24	No	No	No	No	No	No	N/A
38	R6318	24	No	No	No	No	No	No	N/A
38	R6320	24	No	No	No	No	N/A	No	N/A
38	RANDOLPH 1A ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	RANDOLPH 1A MOA	12	No						
38	RANDOLPH 1B ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	RANDOLPH 1B MOA	12	No						
38	RANDOLPH 2A ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	RANDOLPH 2A MOA	12	No						
38	RANDOLPH 2B ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	RANDOLPH 2B MOA	12	No						
38	RIVERS ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	RIVERS MOA	12	No	No	No	No	No	Yes	No
38	SHEPPARD 1 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	SHEPPARD 1 MOA	14	No	No	No	No	No	Yes	No
38	SHEPPARD 2 ATCAA	N/A	No	No	No	No	N/A	No	N/A

38	SHEPPARD 2 MOA	14	No	No	No	No	No	No	No
38	TAIBAN MOA	16	No	No	No	No	No	Yes	No
38	TALON EAST HIGH MOA	12	No	No	No	No	No	No	Yes
38	TALON LOW MOA	12	No	No	No	No	No	No	Yes
38	TALON WEST HIGH MOA	12	No	No	No	No	No	No	Yes
38	TEXON ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	TEXON MOA	12	No	No	No	No	No	No	No
38	VALENTINE ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	VALENTINE MOA	12	No	No	No	No	No	Yes	No
38	VANCE 1A ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	VANCE 1A MOA	14	No	No	No	No	No	No	No
38	VANCE 1B ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	VANCE 1B MOA	14	No	No	No	No	No	No	No
38	WASHITA ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	WASHITA MOA	14	No	No	No	No	No	Yes	No
38	WESTOVER 1 MOA	14	No	No	No	No	No	No	No
38	WESTOVER 2 MOA	14	No	No	No	No	No	No	No
39	CHEYENNE LOW MOA	12	No	No	No	No	No	No	N/A
39	DEVILS LAKE EAST MOA	12	No	No	No	No	No	No	No
39	DEVILS LAKE WEST MOA	12	No	No	No	No	No	No	No
39	HAYS MOA	12	No	No	No	No	No	No	Yes
39	LAKE ANDES MOA	6	No	No	No	No	No	No	No
39	O NEILL MOA	6.5	No	No	No	No	No	No	No
39	POWDER RIVER A MOA	10	No	No	No	No	No	N/A	Yes
39	POWDER RIVER B MOA	12	No	No	No	No	No	N/A	Yes
39	POWERS ATCAA	N/A	No	No	No	No	N/A	No	N/A
39	POWERS MOA	12	No	No	No	No	No	No	N/A
39	R5401	12	No	No	No	No	N/A	No	N/A
39	R7001A	12	No	No	No	No	N/A	No	N/A
39	R7001B	12	No	No	No	No	N/A	No	N/A
39	TIGER NORTH ATCAA	N/A	No	No	No	No	N/A	No	N/A
39	TIGER NORTH MOA	12	No	No	No	No	No	No	No
39	TIGER SOUTH ATCAA	N/A	No	No	No	No	N/A	No	N/A
39	TIGER SOUTH MOA	12	No	No	No	No	No	No	No

Section 2 Army Operations, Question 1274 Airspace Attributes - F

38 - Dyess	39 - Ellsworth				
Org	1 Airspace Designator (Text)	2 Airspace Volume: at least 2,100NM cubed; altitude block >=20,000' (Yes/No)	3 Flare (Yes/No)	4 Chaff (Yes/No)	5 Live Ordnance (Yes/No)
38	BEAK A MOA	No	No	No	No
38	BEAK B ATCAA	No	N/A	N/A	No
38	BEAK B MOA	No	No	No	No
38	BEAK C ATCAA	No	N/A	N/A	No
38	BEAK C MOA	No	No	No	No
38	BRADY HIGH MOA	No	N/A	N/A	No
38	BRADY LOW MOA	No	N/A	N/A	No
38	BRADY NORTH ATC	No	N/A	N/A	No
38	BRADY NORTH MO	No	N/A	N/A	No
38	BRONCO 1 MOA	No	No	No	No
38	BRONCO 2 MOA	No	No	No	No
38	BRONCO 3 MOA	No	No	No	No
38	BRONCO 4 MOA	No	No	No	No
38	BROWNWOOD 1 E	No	N/A	N/A	No
38	BROWNWOOD 1 W	No	N/A	N/A	No
38	BROWNWOOD 2 E	No	N/A	N/A	No
38	BROWNWOOD 2 W	No	N/A	N/A	No
38	BROWNWOOD 3 A	No	N/A	N/A	No
38	BROWNWOOD 3 M	No	N/A	N/A	No
38	BROWNWOOD 4 A	No	N/A	N/A	No
38	BROWNWOOD 4 M	No	N/A	N/A	No
38	CRYSTAL ATCAA	No	N/A	N/A	No
38	CRYSTAL MOA	No	N/A	N/A	No
38	CRYSTAL NORTH M	No	N/A	N/A	No
38	GRAY MOA	No	No	No	No
38	HOG HIGH SOUTH	No	Yes	Yes	No
38	HOLLIS ATCAA	No	N/A	N/A	No
38	HOLLIS MOA	No	No	No	No
38	HOOD MOA	No	No	No	No
38	KINGSVILLE 1 ATC	No	N/A	N/A	No
38	KINGSVILLE 1 MOA	No	No	No	No
38	KINGSVILLE 2 ATC	No	N/A	N/A	No
38	KINGSVILLE 2 MOA	No	No	No	No
38	KINGSVILLE 3 ATC	No	N/A	N/A	No
38	KINGSVILLE 3 MOA	No	No	No	No
38	KINGSVILLE 4 ATC	No	N/A	N/A	No
38	KINGSVILLE 4 MOA	No	No	No	No

38	KINGSVILLE 5 ATCA	No	N/A	N/A	No
38	KINGSVILLE 5 MOA	No	No	No	No
38	LANCER ATCAA	No	N/A	N/A	No
38	LANCER MOA	No	N/A	N/A	No
38	LAUGHLIN 1 ATCA	Yes	N/A	N/A	No
38	LAUGHLIN 1 MOA	No	No	No	No
38	LAUGHLIN 2 ATCA	Yes	N/A	N/A	No
38	LAUGHLIN 2 MOA	No	No	No	No
38	LAUGHLIN 3 HIGH	No	No	No	No
38	LAUGHLIN 3 LOW	No	No	No	No
38	MT DORA EAST HI	No	No	No	No
38	MT DORA EAST LO	No	No	No	No
38	MT DORA NORTH HI	No	No	No	No
38	MT DORA NORTH LO	No	No	No	No
38	MT DORA WEST HI	No	No	No	No
38	MT DORA WEST LO	No	No	No	No
38	PECOS NORTH HI	No	Yes	Yes	No
38	PECOS NORTH LO	No	Yes	Yes	No
38	PECOS SOUTH HI	No	Yes	Yes	No
38	PECOS SOUTH LO	No	Yes	Yes	No
38	R5103A	No	Yes	No	Yes
38	R5103B	No	Yes	Yes	Yes
38	R5103C	Yes	Yes	Yes	Yes
38	R5104A	No	Yes	Yes	No
38	R5105	No	Yes	Yes	No
38	R5601A	No	Yes	Yes	Yes
38	R5601B	No	Yes	Yes	Yes
38	R5601C	No	Yes	Yes	Yes
38	R5601D	No	Yes	No	Yes
38	R5601E	No	Yes	Yes	Yes
38	R6302A	No	No	No	No
38	R6302B	No	No	No	No
38	R6302C	No	No	No	No
38	R6302D	No	No	No	No
38	R6312	No	No	No	Yes
38	R6316	No	No	No	No
38	R6318	No	No	No	No
38	R6320	No	N/A	N/A	No
38	RANDOLPH 1A ATCA	Yes	N/A	N/A	No
38	RANDOLPH 1A MOA	No	N/A	N/A	No
38	RANDOLPH 1B ATCA	Yes	N/A	N/A	No
38	RANDOLPH 1B MOA	No	N/A	N/A	No
38	RANDOLPH 2A ATCA	No	N/A	N/A	No
38	RANDOLPH 2A MOA	No	N/A	N/A	No
38	RANDOLPH 2B ATCA	No	N/A	N/A	No
38	RANDOLPH 2B MOA	No	N/A	N/A	No
38	RIVERS ATCAA	No	N/A	N/A	No
38	RIVERS MOA	No	Yes	Yes	No
38	SHEPPARD 1 ATCA	No	N/A	N/A	No
38	SHEPPARD 1 MOA	No	No	No	No
38	SHEPPARD 2 ATCA	No	N/A	N/A	No

38	SHEPPARD 2 MOA	No	No	No	No
38	TAIBAN MOA	No	Yes	Yes	No
38	TALON EAST HIGH	No	No	No	No
38	TALON LOW MOA	No	No	No	No
38	TALON WEST HIGH	No	No	No	No
38	TEXON ATCAA	No	N/A	N/A	No
38	TEXON MOA	No	N/A	N/A	No
38	VALENTINE ATCAA	Yes	N/A	N/A	No
38	VALENTINE MOA	No	No	No	No
38	VANCE 1A ATCAA	Yes	N/A	N/A	No
38	VANCE 1A MOA	No	No	No	No
38	VANCE 1B ATCAA	Yes	N/A	N/A	No
38	VANCE 1B MOA	No	No	No	No
38	WASHITA ATCAA	No	N/A	N/A	No
38	WASHITA MOA	No	No	No	No
38	WESTOVER 1 MOA	No	No	No	No
38	WESTOVER 2 MOA	No	No	No	No
39	CHEYENNE LOW M	No	Yes	No	No
39	DEVILS LAKE EAST	No	Yes	Yes	No
39	DEVILS LAKE WES	No	Yes	Yes	No
39	HAYS MOA	No	Yes	Yes	No
39	LAKE ANDES MOA	No	Yes	Yes	No
39	O NEILL MOA	No	Yes	No	No
39	POWDER RIVER A	No	N/A	N/A	No
39	POWDER RIVER B	No	N/A	N/A	No
39	POWERS ATCAA	No	N/A	N/A	No
39	POWERS MOA	No	N/A	N/A	No
39	R5401	No	N/A	N/A	No
39	R7001A	No	N/A	N/A	No
39	R7001B	No	N/A	N/A	No
39	TIGER NORTH ATC	Yes	N/A	N/A	No
39	TIGER NORTH MOA	No	Yes	Yes	No
39	TIGER SOUTH ATC	No	N/A	N/A	No
39	TIGER SOUTH MOA	No	Yes	Yes	No

Attachment 2

GLOSSARY OF MISSION/SORTIE AND EVENT DESCRIPTIONS

A2.1. Mission/Sortie Definitions.

A2.1.1. RAP Missions. The following is a listing of training missions required to fulfill tasked requirements. Only one RAP mission may be logged per sortie. Requirements to log effective RAP sorties and mission types are contained within each mission description.

A2.1.1.1. **Combat Skills Sortie (CSS).** Building block sortie, which contains events and tactics required by BMC/CMR aircrew. Aircrew should concentrate on basic combat skills. Basic combat skills are, but are not limited to, AR, EMCON procedures, command and control events, tactics, weapons delivery, EC threat activity, low altitude flight, and formation. To receive credit as an effective sortie, at least 50 percent of the basic skills must be accomplished. The SQ/DO may add to the list of basic combat skills listed.

A2.1.1.2. **Low Altitude Training Sortie (LATS).** A training sortie designed to emphasize low altitude tactics and weapons employment. As part of mission planning the aircrew should focus on a briefed intelligence scenario. The scenario at a minimum should include; location of forces (hostile, and friendly), threats along route of flight, and target information. The mission should concentrate on those activities necessary to improve the low altitude combat capability of the aircrew. To have an effective sortie the mission will include but is not limited to:

A2.1.1.2.1. Low Altitude threat reactions that counter briefed intelligence threats.

A2.1.1.2.2. Low Altitude Navigation.

A2.1.1.2.3. Low Altitude Weapon Release (weapon/shape release, tone, or camera score - in this priority).

A2.1.1.3. **High Altitude Training Sortie (HATS).** A sortie designed to emphasize high altitude tactics and weapons employment. As part of mission planning the aircrew should focus on a briefed intelligence scenario. The scenario at a minimum should include; location of forces (hostile, and friendly), threats along route of flight, and target information. The mission should concentrate on those activities necessary to improve the high altitude combat capability of the aircrew. To have an effective sortie the mission will include but is not limited to:

A2.1.1.3.1. High altitude EC (A/S or A/A, from an actual threat emitter or a threat simulator such as MUTES) that counters briefed intelligence threats.

A2.1.1.3.2. High altitude weapon delivery (weapon/shape release, tone, or camera score - in this priority).

A2.1.1.4. **Guided Weapon Training Sortie (GWTS).** A sortie designed to emphasize guided weapons employment. Mission planning should be based on a briefed intelligence scenario. The scenario at a minimum should include: location of forces (hostile and friendly), threats along the route, and target information. The mission should concentrate on those activities necessary to improve guided weapon employment. An effective mission will include but is not limited to:

A2.1.1.4.1. EC (A/S or A/A, from an actual threat emitter or a threat simulator such as MUTES) that counters briefed threats.

A2.1.1.4.2. Actual or simulated release of a guided weapon.

A2.1.1.5. **Joint/Composite Training Sortie (JCTS).** Sortie emphasizing dissimilar, multi-ship, surface attack tactics to develop proficiency in the following areas: Dissimilar aircraft planning, Offensive Counter Air (OCA) considerations, multi-axis attacks, aircraft and weapons deconfliction, and Multi-ship egress. Major exercises provide the best opportunity for this type of training, however, any dissimilar multi-ship mission that allows adequate planning, airspace, and debriefing fulfills this requirement.

A2.1.1.6. **CAS Training Sortie (CASTS).** Sortie flown in support of ground forces (actual or simulated) under the control of a FAC (either air or ground, actual or simulated), providing air control for the weapon employment. Mission elements include: Intel scenario and tactical mission planning, execution against actual or simulated threats, simulated or actual weapons employment against designated targets while under positive control of a FAC.

A2.1.1.7. **Commander Option Sortie (CC Opt).** Any one of the RAP sorties (CSS, LATS, HATS, GTS, JCTS, CASTS) the commander designates.

A2.1.2. Non-RAP Sorties.

A2.1.2.1. **Mission Commander Sortie (MCCS).** Joint/Composite Force mission where crew-member is the MCC and is responsible for 2 or more types of aircraft and 4 or more aircraft, or more than 2 B-1 aircraft versus a minimum of 2 preplanned adversary aircraft.

A2.1.2.2. **Night Sortie.** To receive credit at least 50% of scheduled activity must be accomplished at night. All night sorties will be flown with NVGs for those units/individuals that are equipped and qualified. NVG aided missions should include covert/lights out training.

A2.1.2.3. **GPS Out Sortie.** Sortie flown without the aid of GPS for navigation or OAS update. The mission should emphasize INS management, navigation, and effective weapons employment. Sortie must include at least one weapon delivery.

A2.2. Event Descriptions. Unless otherwise specified in these event descriptions, units will determine the necessary parameters for fulfilling and/or logging tasked events. Event is defined in one of the following manners:

A2.2.1. A specific type of weapon delivery (defined by aircraft flight path, weapons delivered, delivery method, or target struck) performed during a sortie.

A2.2.2. Expending weapons against a target according to predetermined flight path parameters and delivery methods. A single delivery constitutes an event which requires satisfaction of additional criteria.

A2.2.3. Accomplishment of a specific training element, function, or task (e.g. AR, TF, etc.).

A2.3. Weapons Delivery.

A2.3.1. A delivery is defined as a pass at a target on which weapons is expended or a pass meeting the criteria defining a specific weapon delivery. Weapons Delivery Currency applies to and requires actual expenditure of ordnance. All deliveries will be recorded, but not necessarily as a "record" delivery. There are two types of deliveries:

A2.3.1.1. **Basic Delivery:** A delivery using a conventional box pattern. It may be used as a record event only for initial qualification. There is no restriction on the number of dry passes made before or during basic deliveries in a record event for initial qualification; however, only the first two deliveries per event may be made for record.

A2.3.1.2. **Tactical Delivery:** A delivery using patterns and techniques that minimize final flight path predictability, yet allows sufficient time for accurate weapons delivery. When a tactical delivery is flown for record, dry passes in the event are not permitted before or during the event.

A2.3.2. Delivery Categories. A delivery constitutes a weapons delivery event based on two categories: by record keeping (Record or Non-Record), and by RAP tasking (FAM and QUAL):

A2.3.2.1. Record Keeping.

A2.3.2.1.1. **Non-Record:** Basic or Tactical weapons delivery accomplishments not credited toward weapons qualification provided the crewmember declares non-record prior to beginning event.

A2.3.2.1.2. **Record:** Basic or Tactical weapons delivery scored for individual weapons qualification. Scoring shall be accomplished by ground, or camera scoring, as appropriate. A maximum of two record deliveries may be accomplished during a sortie from a single run-in heading using the same release aim point. Additional record deliveries may be accomplished from headings differing by at least 45 degrees or on different targets/ranges, or by using different release aim points. These additional record deliveries may not be preceded by non-record deliveries in the event on the same sortie. The first four deliveries will be considered record unless otherwise declared prior to the roll-in to final. Scores will be documented by CEP and clock position. All delivery attempts should be record attempts unless declared "non-record" prior to release. Additional guidelines are:

Basic -- Must be scored on a ground scored range.

Tactical -- A minimum of 50% must be accomplished on a ground scored range.

A2.3.2.2. RAP Tasking.

A2.3.2.2.1. **FAM:** Weapons events tasked at FAM may be basic or tactical record deliveries. Each single hot pass counts as one delivery. Unless otherwise specified in the RAP tasking message on formal syllabi, Familiarization (FAM) criteria requires a minimum of 3 weapon deliveries per weapon event.

A2.3.2.2.2. **QUAL:** Weapons tasked at QUAL must be tactical, record deliveries. QUAL tasking demonstrates the crewmember's capability to put appropriate weapons on target. Unless otherwise specified in the RAP tasking message or formal course syllabi, QUAL criteria is established in Chapter 5.

A2.3.3. Definitions. Miscellaneous Weapons Delivery definitions to be considered for event descriptions.

A2.3.3.1. **Dry Pass --** Weapons delivery pass during which no weapons are expended. Such dry passes prior to completion of record deliveries in an event are charged to crewmember as gross errors unless pass was dry because of safety interests, system malfunctions, basic delivery requirements, or directed for flight integrity purposes.

A2.3.3.2. **Foul** -- A penalty directed to a specific aircraft and aircrew for actions inconsistent with established procedures or safety considerations. A foul will result in a gross error for that delivery. Verbal warnings will not be substituted for fouls. A second foul or any dangerous pass will result in mandatory expulsion from any further deliveries during that mission and a gross error score for the event. A foul will be charged IAW 55-series regulations.

A2.3.3.3. **Gross Error** -- A penalty score or miss assigned to a WSO/OSO's record when a weapons delivery attempt results in: munitions impact outside the range scoring capability; a chargeable dry pass; a foul; or an unintentional release.

A2.3.3.4. **Hit** -- Reliability criteria established in **Chapter 5**.

A2.3.3.5. **Multiple Release** -- More than one weapon released against the same target on a single pass.

A2.3.3.5.1. **Intentional** -- The crewmember must advise the range officer prior to delivery and designate which impact to be scored.

A2.3.3.5.2. **Inadvertent** -- Weapon released without command by the aircrew. Impact will not be scored.

A2.3.3.5.3. **System Malfunction** -- An undeclared multiple release caused by a verified system malfunction. Score is void after system malfunction verification; otherwise, unintentional rules apply.

A2.3.3.5.4. **Unintentional** -- Weapon released due to crewmember's error. Will be scored as gross error regardless of impact point.

A2.3.3.6. **No Spot** -- A weapons release during which no impact was observed. No score or error will be assigned.

A2.3.3.7. **Void Delivery** -- Weapons delivery not successfully completed due to: a documented and verified weapons system malfunction; a pass aborted for safety; no spot; or circumstances beyond the control of the aircrew.

A2.4. Tactical Events.

A2.4.1. The following list of tactical events is to be used for fulfilling tasked requirements. In the absence of guidance, units will determine the content of tasked events and how often they may be logged. IWSOs may log events while instructing or evaluating in either the OSO or DSO seat.

A2.4.2. **Landings (LND)**. Credit only to the pilot flying. Pilots must be current in Landing to accomplish a Night Landing unsupervised.

A2.4.3. **Takeoff (TO)**. Credit only to the pilot flying. Instructor pilots may take credit following a touch-and-go landing. FTU/WS instructors may take credit for a TO while performing copilot duties.

A2.4.4. Approaches (AP). Credit only to the pilot flying.

A2.4.4.1. **Precision Approach (Prec App)**. A precision instrument approach that is flown from the final approach fix to a landing, touch-and-go, or missed approach. Credit only to the pilot flying.

A2.4.4.2. Non Precision Approach (Non-Prec App). A non-precision instrument approach that is flown from the final approach fix to a landing, touch-and-go, or missed approach. Credit only to the pilot flying.

A2.4.4.3. Instrument Approach (Inst App). An instrument approach that is flown from the final approach fix to a landing, touch-and-go, or missed approach. A precision, non-precision, or AILA approach may be flown. Credit only to the pilot flying.

A2.4.5. Aircraft Handling Characteristics (AHC). Training for proficiency in utilization and exploitation of the aircraft flight envelope, consistent with operational and safety constraints, including, but not limited to high/maximum AOA maneuvering, energy management, maximum performance turns, maximum/optimum acceleration and deceleration techniques, and confidence maneuvers. To receive credit, pilots will accomplish the requirements established in paragraphs A2.4.5.1. through A2.4.5.2.3. WSOs should participate in the activities found in paragraphs A2.4.5.1. through A2.4.5.1.10.

A2.4.5.1. Flight briefing: (Discussion material can be found in T.O. 1B-1B-1, T.O. 1B-1B-1-1, AFTTP 3-1 Volume 20, AFTTP 3-3 Volume 20, or in the P-CHR-020 Instructor Guide which can be obtained by contacting Det 14 TRSS at Dyess AFB)

A2.4.5.1.1. B-1 aircraft handling characteristics.

A2.4.5.1.2. B-1 energy maneuvering diagrams.

A2.4.5.1.3. Roll augmentation limiting and hinge moment limiting considerations.

A2.4.5.1.4. SEF (stick feel/latch up)

A2.4.5.1.5. "G" considerations.

A2.4.5.1.6. Speed brake effects.

A2.4.5.1.7. Use of rudder.

A2.4.5.1.8. FPA vs. AOA.

A2.4.5.1.9. Crosscheck to include visual clues, cockpit and outside references, "G", AOA, altitude, and radar.

A2.4.5.1.10. Low altitude considerations to include time to impact, time to recover, overbank/under G, and bunts.

A2.4.5.2. Flight events.

A2.4.5.2.1. High altitude aircraft handling to include energy sustaining turns, Cv turns, and AFTTP 3-1/3-3 Volume 20 maneuvers. As a minimum, crews will accomplish a notch, pump, and a break turn.

A2.4.5.2.2. High to low altitude transition to include a dive and transition to terrain following.

A2.4.5.2.3. Low altitude aircraft handling to include energy sustaining turns, Cv turns, and AFTTP 3-1/3-3 Volume 20 maneuvers. As a minimum, crews will accomplish a notch, pump, and a break turn. TF maneuvers do not fulfill the requirements of this paragraph.

A2.4.6. Air Refueling Events (AR). These training events address rendezvous and refueling as independent events. To receive credit for one, the other does not have to be accomplished.

A2.4.6.1. **Air Refueling (AR).** To receive credit at least 10 minutes of toggles engaged time must be accomplished. Toggles engaged time does not apply to Higher Headquarters Directed (HHD) or multiple receiver missions. Credit only to the pilot flying.

A2.4.6.2. **Anchor Refueling (Anchor AR).** Air refueling conducted in an anchor pattern. Should include a self directed or GCI directed join up with the tanker, and refueling in an orbit where the tanker uses 15 to 30 degrees of bank for turns.

A2.4.6.3. **Night Air Refueling (Night AR).** May be logged when the requirements of A2.4.6.1. are met between the hours of official sunset and sunrise. Aircrew must be current in AR to accomplish Night AR unsupervised.

A2.4.7. Command and Control Events (CE).

A2.4.7.1. **Have Quick (HQ).** Requires proper radio configuration for Have Quick operation and successful utilization during tactical mission accomplishment. Only one event may be logged per sortie.

A2.4.7.2. **Secure Voice.** Requires proper radio configuration for secure operation and successful utilization during tactical mission accomplishment. Only one event may be logged per sortie.

A2.4.7.3. **ARC-210 Secure Voice Satellite Communications (SVSK).** Requires proper equipment configuration and communication during tactical mission. Only one event may be logged per sortie. May be dual logged with Secure Voice.

A2.4.7.4. **Combat Track II (CT II).** Requires proper configuration of the Combat Track II / BLOS communications system and successful utilization of the system in flight. Only one event may be logged per sortie.

A2.4.7.5. **Link-16 (Link-16).** Requires proper configuration of the Link-16 system and successful utilization of the system in flight. Only one event may be logged per sortie.

A2.4.8. Low Altitude Events (LE).

A2.4.8.1. **Low Altitude Navigation (Low Alt Nav).** May be accomplished in a low level route, Military Operating Area (MOA) or restricted area (below 5,000 feet AGL). Crewmembers may take credit for two events if the low level route or MOA permits more than 30 minutes of low altitude navigation and includes two or more target areas. No more than two events may be logged in a single route/MOA.

A2.4.8.2. **Visual Contour (VC).** To receive credit, at least 15 minutes of visual contour flight must be flown. Credit only to the pilot flying.

A2.4.8.3. **Terrain Following (TF).** To receive credit, at least 15 minutes of actual TF, to include a flyup, must be flown. Any intentionally generated flyups are restricted IAW AFI 11-2B-1V3. Log a TF event for each 15 minutes of TF flown.

A2.4.8.4. **Terrain Following Night/IMC (Night TF).** To receive credit, at least 15 minutes of actual TF at night or in IMC, to include a flyup, must be flown. Any intentionally generated flyups are restricted IAW AFI 11-2B-1V3. Log a Night TF event for each 15 minutes of Night/IMC TF flown. Aircrew must be current in TF to accomplish TF Night/IMC unsupervised

A2.4.8.5. **Terrain Following Mountainous (TF Mntns).** To receive credit, TF over terrain that varies more than 1000 feet in elevation within 10 NM.

A2.4.9. Electronic Combat Events (EC). Includes both EC (A/A) and EC (A/S) runs. Will be dual logged with each appropriate activity accomplished. WSO must occupy the DSO position to receive credit.

A2.4.9.1. **EC (A/A)**. The WSO detects an airborne threat via electronic means, applies EC procedures and techniques, requests the appropriate maneuvers, and/or employs expendables (simulated or actual). Only one event may be awarded per scheduled DACT period, however, multiple credit may be awarded if two separate DACT periods are scheduled and accomplished. WSO must occupy the DSO position to receive credit.

A2.4.9.2. **EC (A/S)**. The WSO detects a surface threat via electronic means, applies EC procedures and techniques, requests the appropriate maneuvers, and/or employs expendables (simulated or actual). This item includes all A/S EA runs, and may be logged with each appropriate activity. Consists of inbound and outbound portions for EA runs. Full credit for EA runs may be logged without a score if a signal environment is present. When accomplishing EA activity in formation, each aircrew may log appropriate credit. Credit may be awarded when non-ESS scored ground threat activity is accomplished. WSO must occupy the DSO position to receive credit.

A2.4.9.3. **Dissimilar Air Combat Tactics (DACT)**. Training in the application of Basic Bomber Maneuvers (BBM) to achieve a tactical Air-to-Air (A/A) objective. Training will be conducted with fighter aircraft IAW AFI 11-214, and should provide aircrew proficiency in the following areas: defensive maneuvering, threat detection, threat avoidance, EA/EP, and situational awareness. This training is accomplished as a crew event. Only one event may be awarded per crew position per scheduled DACT period, however, crewmembers may receive multiple credit if two separate DACT periods are scheduled and accomplished. Defensive tactics and maneuvers are required for credit. WSOs may dual log EC (A/A) if applicable.

A2.4.9.4. **Chaff Event (Chaff)**. In flight dispensing of chaff in response to an actual or simulated threat. Event requires actual release of chaff and logging is limited to one event per engagement with a maximum of two events per sortie. WSO must occupy the DSO position to receive credit.

A2.4.9.5. **Flare Event (Flare)**. In flight release of self-protection flares in response to an actual or simulated threat. Event requires actual release of flares and logging is limited to one event per engagement with a maximum of two events per sortie. WSO must occupy the DSO position to receive credit.

A2.4.9.6. **Formation EA (Form EA)**. An EA run accomplished in formation. Dual log with other appropriate activity.

A2.4.10. Weapons Delivery Events (WE). Unless noted otherwise weapon delivery events may be dual logged (e.g. A Guided Multiple Bay Weapon Delivery may be logged with a Guided Multiple Target Weapon Delivery, a JDAM High Altitude Weapon Delivery, and a Weapon Delivery).

A2.4.10.1. **Weapon Delivery (WD)**. Actual or simulated release of one or more weapons. Accomplish activity at an altitude commensurate with the briefed threat scenario and mission requirements; when aircraft equipment limitations, weather conditions, and aircrew proficiency allow. Only one weapon delivery may be logged for each pass across a target or target complex.

A2.4.10.2. **Actual Weapon Release (Act Wpn)**. May be accomplished at any altitude using live weapons, inert shapes, or other training weapons. WSO must occupy the OSO position to receive credit.

A2.4.10.3. **CRL Heavy-weight Actual Weapon Release (CRL Hvy-wt).** Actual release of a heavy-weight weapon (e.g. GBU-31, BDU-56, etc.) from a CRL. WSO must occupy the OSO position to receive credit.

A2.4.10.4. **High Altitude Actual Weapon Release (High Act Wpn).** An actual weapon release accomplished for the purposes of logging this event at an altitude of 17,000' MSL and above. WSO must occupy the OSO position to receive credit.

A2.4.10.5. **Formation Weapon Delivery (Form Wpn).** Actual or simulated weapon delivery creditable to all aircraft in the formation. Accomplish IAW AFI 11-2B-1V3 and AFTTP 3-1 Volume 20. Aircrew will make every effort to score each aircraft in the formation by any means available. Only one event may be logged per sortie.

A2.4.10.6. **Actual Full Scale Weapons Delivery (FSWD).** To the maximum extent possible within the current weapons safety guidelines, a delivery of a minimum of one full bay of weapons released on a single target. Based on the operational constraints, two bays, half full, may be substituted at the unit's discretion. Where the net explosive weight safety parameters are a constraint, units must release a minimum of sixteen weapons (7 weapons for 10 carry CBM) in order to accomplish this activity.

A2.4.10.7. **Guided Full Bay Weapon Delivery (Guided Full Bay).** An actual or simulated release of eight or more guided weapons from a single weapons bay. WSO must occupy the OSO position to receive credit.

A2.4.10.8. **Guided Multiple Bay Weapon Delivery (Guided Multi Bay).** An actual or simulated guided weapon release using a minimum of two weapons bays and a minimum of five weapons per bay. WSO must occupy the OSO position to receive credit.

A2.4.10.9. **Guided Multiple Target Weapon Delivery (Guided Multi Tgt).** An actual or simulated guided weapon delivery against a minimum of 8 Desired Mean Point of Impact (DMPI)s on a single weapon release. WSO must occupy the OSO position to receive credit.

A2.4.10.10. **Guided Weapon Reassignment (Guided Wpn Reasgn).** In flight retargeting of at least one guided weapon. WSO must occupy the OSO position to receive credit.

A2.4.10.11. **Simultaneous Guided/Unguided Weapon Delivery (Mixed Wpn).** Actual or simulated delivery of at least one guided weapon and at least one unguided weapon on the same target complex. WSO must occupy the OSO position to receive credit.

A2.4.10.12. **JDAM High Altitude Weapon Delivery (Hi JDAM).** Actual or simulated release of a GBU-31 (any version) or GBU-38. WSO must occupy the OSO position to receive credit.

A2.4.10.13. **WCMD High Altitude Weapon Delivery (Hi WCMD).** Actual or simulated release of a CBU-103, 104 or 105. WSO must occupy the OSO position to receive credit.

A2.4.10.14. **Actual JDAM Release (JDAM Act Rel).** An actual release of a GBU-31 (any version) or GBU-38. WSO must occupy the OSO position to receive credit.

A2.4.10.15. **Actual WCMD Release (WCMD Act Rel).** An actual release of a CBU-103, 104 or 105. WSO must occupy the OSO position to receive credit.

A2.4.10.16. **Unguided GMTI Weapon Delivery (Unguided GMTI).** Actual or simulated delivery of an unguided weapon against a moving target using the GMTI mode of the radar. WSO must occupy the OSO position to receive credit.

A2.4.10.17. **Guided GMTI Weapon Delivery (Guided GMTI).** Actual or simulated delivery of a guided weapon against a moving target using the GMTI mode of the radar. WSO must occupy the OSO position to receive credit.

A2.4.10.18. **Unguided MM/Radar Targeting (Unguided Radar).** Actual or simulated weapon delivery using coordinates obtained or verified using monopulse measurement in a Block D aircraft or radar targeting in a Block E aircraft. WSO must occupy the OSO position to receive credit.

A2.4.10.19. **Guided MM/Radar Targeting (Guided Radar).** Actual or simulated weapon delivery using coordinates obtained or verified using monopulse measurement in a Block D aircraft or radar targeting in a Block E aircraft. WSO must occupy the OSO position to receive credit.

A2.4.11. Tactics Events (VT).

A2.4.11.1. **Target Reassignment Exercise (Retgt Ex).** Mission planned as a CAS sortie with target re-assignment provided by an air or ground controlling agency (simulated or actual). Mission elements include: Intel scenario and tactical mission planning, execution against threats (simulated or actual), and weapons employment (simulated or actual) against designated targets while under positive control of an air or ground controlling agency (simulated or actual).

A2.4.11.2. **Time Sensitive Targeting (TST).** An event performing a tactical weapons delivery (actual or simulated) against an unplanned, highly lucrative target or target of opportunity requiring immediate response. The attacking aircraft should receive target data/description and clearance from an appropriate command and control (C2) asset. Use of CRCs, AWACS, JSTARS, AOC, UAV, TACP, FAC or a simulation thereof is required. Scenarios should include standard fire support control measures utilizing standard J-FIRE terminology for clearance of fires. Data/description can be via datalink or normal radio communications. Only the attacking aircraft will receive credit for the event. Although the target is unplanned, the event and procedures must be thoroughly briefed. CAS may be used to fill the TST requirement.

A2.4.11.3. **CAS Targeting exercise with GFAC/FAC(A) (CAS Tgt Ex).** Accomplish CAS targeting procedures for at least one weapon employment (actual or simulated). The exercise should include a standard 9-line briefing. Only one event may be logged per sortie. Aircrew must receive target data from an actual GFAC/FAC(A) to receive credit. This event may be dual logged with retargeting exercise and/or CAS Training Sortie.

A2.4.11.4. **High Altitude Visual Formation (Hi Form).** Accomplish this activity IAW AFTTP 3-3 Volume 20 and AFI 11-2B-1V3. A minimum of 20 minutes in Wedge formation, and at least one notch and one pump maneuver is required. Creditable to both pilots of both aircraft in the formation..

A2.4.11.5. **Low Altitude Visual Formation (Low Form).** Accomplish this activity IAW AFTTP 3-3 Volume 20 and AFI 11-2B-1V3. A minimum of 20 minutes formation is required. Must fly Wedge position below 5,000 feet AGL to receive credit.

A2.4.11.6. **Electronic Rendezvous (Elec RZ).** Aircraft must close to within 1/2 NM of another aircraft purely by means of on board radar to be credited. During formation tactics, limit credit to aircraft actually accomplishing the rendezvous. May not be logged during a formation departure.

A2.4.11.7. **Night Vision Goggle Exercise (NVG).** To receive credit, night TF or a high altitude formation weapon delivery will be flown using NVGs. Each pilot logging activity must use the NVGs for a minimum of 15 minutes. NVG compatible cockpit lighting must be used.

A2.4.11.8. **Night Vision Goggle Aided Rendezvous (NVG Rz).** Night, mid-mission rendezvous with another aircraft (e.g. a tanker, another B-1, etc.) using NVGs for increased situation awareness. For restrictions on NVG use see AFI 11-2B-1V3.

Section 27 Ranges, Question 1266 Airspace Attributes - Ranges

38 Dyess 39 - Ellsworth

If the installation has an active runway, identify all Special Use Airspace /Airspace for Special Use on which weapons/electronic combat training

orgid	1 Airspace Designator (T	2 Opera	3 Score	4 Air to C	5 Low /	6 IMC	7 Electro	8 Laser	9 Lights-C
38	BEAK A ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	BEAK A MOA	12	No	No	No	No	No	Yes	No
38	BEAK B ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	BEAK B MOA	12	No	No	No	No	No	Yes	No
38	BEAK C ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	BEAK C MOA	12	No	No	No	No	No	Yes	No
38	BRADY HIGH MOA	12	No	No	No	No	No	No	N/A
38	BRADY LOW MOA	12	No	No	No	No	No	No	N/A
38	BRADY NORTH ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	BRADY NORTH MOA	12	No	No	No	No	No	No	N/A
38	BRONCO 1 MOA	13	No	No	No	No	No	No	Yes
38	BRONCO 2 MOA	12	No	No	No	No	No	No	Yes
38	BRONCO 3 MOA	13	No	No	No	No	No	No	Yes
38	BRONCO 4 MOA	13	No	No	No	No	No	No	Yes
38	BROWNWOOD 1 EAST M	15	No	No	No	No	No	No	No
38	BROWNWOOD 1 WEST M	15	No	No	No	No	No	No	No
38	BROWNWOOD 2 EAST M	15	No	No	No	No	No	No	No
38	BROWNWOOD 2 WEST M	15	No	No	No	No	No	No	No
38	BROWNWOOD 3 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	BROWNWOOD 3 MOA	15	No	No	No	No	No	No	No
38	BROWNWOOD 4 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	BROWNWOOD 4 MOA	15	No	No	No	No	No	No	No
38	CRYSTAL ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	CRYSTAL MOA	11	No	No	No	No	No	No	N/A
38	CRYSTAL NORTH MOA	3	No	No	No	No	No	No	N/A
38	GRAY MOA	12	No	No	No	No	No	Yes	Yes
38	HOG HIGH SOUTH MOA	15	No	No	No	No	No	No	No
38	HOLLIS ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	HOLLIS MOA	14	No	No	No	No	No	No	No
38	HOOD MOA	12	No	No	No	No	No	Yes	Yes
38	KINGSVILLE 1 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	KINGSVILLE 1 MOA	12	No	No	No	No	No	Yes	Yes
38	KINGSVILLE 2 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	KINGSVILLE 2 MOA	12	No	No	No	No	No	Yes	Yes
38	KINGSVILLE 3 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	KINGSVILLE 3 MOA	12	No	No	No	No	No	Yes	Yes
38	KINGSVILLE 4 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	KINGSVILLE 4 MOA	12	No	No	No	No	No	Yes	Yes

38	KINGSVILLE 5 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	KINGSVILLE 5 MOA	12	No	No	No	No	No	Yes	Yes
38	LANCER ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	LANCER MOA	15	No	No	No	No	No	N/A	N/A
38	LAUGHLIN 1 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	LAUGHLIN 1 MOA	14	No						
38	LAUGHLIN 2 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	LAUGHLIN 2 MOA	14	No						
38	LAUGHLIN 3 HIGH MOA	14	No						
38	LAUGHLIN 3 LOW MOA	14	No						
38	MT DORA EAST HIGH MC	12	No						
38	MT DORA EAST LOW MC	12	No						
38	MT DORA NORTH HIGH MC	12	No						
38	MT DORA NORTH LOW MC	12	No						
38	MT DORA WEST HIGH MC	12	No						
38	MT DORA WEST LOW MC	12	No						
38	PECOS NORTH HIGH MC	12	No	No	No	No	No	Yes	Yes
38	PECOS NORTH LOW MC	12	No	No	No	No	No	Yes	Yes
38	PECOS SOUTH HIGH MC	12	No	No	No	No	No	Yes	Yes
38	PECOS SOUTH LOW MC	12	No	No	No	No	No	Yes	Yes
38	R5103A	13	No	Yes	No	No	No	No	Yes
38	R5103B	13	No	Yes	No	No	No	No	Yes
38	R5103C	13	No	Yes	No	No	No	No	Yes
38	R5104A	16	Yes	Yes	Yes	No	Yes	Yes	Yes
38	R5105	16	Yes	Yes	Yes	No	Yes	Yes	Yes
38	R5601A	24	Yes	Yes	Yes	No	No	Yes	Yes
38	R5601B	24	Yes	Yes	Yes	No	No	Yes	Yes
38	R5601C	24	Yes	Yes	Yes	No	Yes	Yes	Yes
38	R5601D	12	Yes	Yes	Yes	No	Yes	Yes	Yes
38	R5601E	12	Yes	Yes	Yes	No	No	Yes	Yes
38	R6302A	24	Yes	Yes	Yes	No	Yes	Yes	Yes
38	R6302B	12	Yes	Yes	Yes	No	Yes	Yes	Yes
38	R6302C	12	Yes	Yes	Yes	No	Yes	Yes	Yes
38	R6302D	12	Yes	Yes	Yes	No	Yes	Yes	Yes
38	R6312	24	Yes	Yes	Yes	Yes	No	Yes	Yes
38	R6316	24	No	No	No	No	No	No	N/A
38	R6318	24	No	No	No	No	No	No	N/A
38	R6320	24	No	No	No	No	N/A	No	N/A
38	RANDOLPH 1A ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	RANDOLPH 1A MOA	12	No						
38	RANDOLPH 1B ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	RANDOLPH 1B MOA	12	No						
38	RANDOLPH 2A ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	RANDOLPH 2A MOA	12	No						
38	RANDOLPH 2B ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	RANDOLPH 2B MOA	12	No						
38	RIVERS ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	RIVERS MOA	12	No	No	No	No	No	Yes	No
38	SHEPPARD 1 ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	SHEPPARD 1 MOA	14	No	No	No	No	No	Yes	No
38	SHEPPARD 2 ATCAA	N/A	No	No	No	No	N/A	No	N/A

38	SHEPPARD 2 MOA	14	No	No	No	No	No	No	No
38	TAIBAN MOA	16	No	No	No	No	No	Yes	No
38	TALON EAST HIGH MOA	12	No	No	No	No	No	No	Yes
38	TALON LOW MOA	12	No	No	No	No	No	No	Yes
38	TALON WEST HIGH MOA	12	No	No	No	No	No	No	Yes
38	TEXON ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	TEXON MOA	12	No	No	No	No	No	No	No
38	VALENTINE ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	VALENTINE MOA	12	No	No	No	No	No	Yes	No
38	VANCE 1A ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	VANCE 1A MOA	14	No	No	No	No	No	No	No
38	VANCE 1B ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	VANCE 1B MOA	14	No	No	No	No	No	No	No
38	WASHITA ATCAA	N/A	No	No	No	No	N/A	No	N/A
38	WASHITA MOA	14	No	No	No	No	No	Yes	No
38	WESTOVER 1 MOA	14	No	No	No	No	No	No	No
38	WESTOVER 2 MOA	14	No	No	No	No	No	No	No
39	CHEYENNE LOW MOA	12	No	No	No	No	No	No	N/A
39	DEVILS LAKE EAST MOA	12	No	No	No	No	No	No	No
39	DEVILS LAKE WEST MOA	12	No	No	No	No	No	No	No
39	HAYS MOA	12	No	No	No	No	No	No	Yes
39	LAKE ANDES MOA	6	No	No	No	No	No	No	No
39	O NEILL MOA	6.5	No	No	No	No	No	No	No
39	POWDER RIVER A MOA	10	No	No	No	No	No	N/A	Yes
39	POWDER RIVER B MOA	12	No	No	No	No	No	N/A	Yes
39	POWERS ATCAA	N/A	No	No	No	No	N/A	No	N/A
39	POWERS MOA	12	No	No	No	No	No	No	N/A
39	R5401	12	No	No	No	No	N/A	No	N/A
39	R7001A	12	No	No	No	No	N/A	No	N/A
39	R7001B	12	No	No	No	No	N/A	No	N/A
39	TIGER NORTH ATCAA	N/A	No	No	No	No	N/A	No	N/A
39	TIGER NORTH MOA	12	No	No	No	No	No	No	No
39	TIGER SOUTH ATCAA	N/A	No	No	No	No	N/A	No	N/A
39	TIGER SOUTH MOA	12	No	No	No	No	No	No	No

Section 2 Army Operations, Question 1274 Airspace Attributes - F

38 - Dyess	39 - Ellsworth				
Org	1 Airspace Designator (Text)	2 Airspace Volume: at least 2,100NM cubed; altitude block >=20,000' (Yes/No)	3 Flare (Yes/No)	4 Chaff (Yes/No)	5 Live Ordnance (Yes/No)
38	BEAK A MOA	No	No	No	No
38	BEAK B ATCAA	No	N/A	N/A	No
38	BEAK B MOA	No	No	No	No
38	BEAK C ATCAA	No	N/A	N/A	No
38	BEAK C MOA	No	No	No	No
38	BRADY HIGH MOA	No	N/A	N/A	No
38	BRADY LOW MOA	No	N/A	N/A	No
38	BRADY NORTH ATC	No	N/A	N/A	No
38	BRADY NORTH MOA	No	N/A	N/A	No
38	BRONCO 1 MOA	No	No	No	No
38	BRONCO 2 MOA	No	No	No	No
38	BRONCO 3 MOA	No	No	No	No
38	BRONCO 4 MOA	No	No	No	No
38	BROWNWOOD 1 E	No	N/A	N/A	No
38	BROWNWOOD 1 W	No	N/A	N/A	No
38	BROWNWOOD 2 E	No	N/A	N/A	No
38	BROWNWOOD 2 W	No	N/A	N/A	No
38	BROWNWOOD 3 A	No	N/A	N/A	No
38	BROWNWOOD 3 M	No	N/A	N/A	No
38	BROWNWOOD 4 A	No	N/A	N/A	No
38	BROWNWOOD 4 M	No	N/A	N/A	No
38	CRYSTAL ATCAA	No	N/A	N/A	No
38	CRYSTAL MOA	No	N/A	N/A	No
38	CRYSTAL NORTH MOA	No	N/A	N/A	No
38	GRAY MOA	No	No	No	No
38	HOG HIGH SOUTH MOA	No	Yes	Yes	No
38	HOLLIS ATCAA	No	N/A	N/A	No
38	HOLLIS MOA	No	No	No	No
38	HOOD MOA	No	No	No	No
38	KINGSVILLE 1 ATC	No	N/A	N/A	No
38	KINGSVILLE 1 MOA	No	No	No	No
38	KINGSVILLE 2 ATC	No	N/A	N/A	No
38	KINGSVILLE 2 MOA	No	No	No	No
38	KINGSVILLE 3 ATC	No	N/A	N/A	No
38	KINGSVILLE 3 MOA	No	No	No	No
38	KINGSVILLE 4 ATC	No	N/A	N/A	No
38	KINGSVILLE 4 MOA	No	No	No	No

38	KINGSVILLE 5 ATC	No	N/A	N/A	No
38	KINGSVILLE 5 MOA	No	No	No	No
38	LANCER ATCAA	No	N/A	N/A	No
38	LANCER MOA	No	N/A	N/A	No
38	LAUGHLIN 1 ATCA	Yes	N/A	N/A	No
38	LAUGHLIN 1 MOA	No	No	No	No
38	LAUGHLIN 2 ATCA	Yes	N/A	N/A	No
38	LAUGHLIN 2 MOA	No	No	No	No
38	LAUGHLIN 3 HIGH	No	No	No	No
38	LAUGHLIN 3 LOW	No	No	No	No
38	MT DORA EAST HI	No	No	No	No
38	MT DORA EAST LO	No	No	No	No
38	MT DORA NORTH HI	No	No	No	No
38	MT DORA NORTH LO	No	No	No	No
38	MT DORA WEST HI	No	No	No	No
38	MT DORA WEST LO	No	No	No	No
38	PECOS NORTH HI	No	Yes	Yes	No
38	PECOS NORTH LO	No	Yes	Yes	No
38	PECOS SOUTH HI	No	Yes	Yes	No
38	PECOS SOUTH LO	No	Yes	Yes	No
38	R5103A	No	Yes	No	Yes
38	R5103B	No	Yes	Yes	Yes
38	R5103C	Yes	Yes	Yes	Yes
38	R5104A	No	Yes	Yes	No
38	R5105	No	Yes	Yes	No
38	R5601A	No	Yes	Yes	Yes
38	R5601B	No	Yes	Yes	Yes
38	R5601C	No	Yes	Yes	Yes
38	R5601D	No	Yes	No	Yes
38	R5601E	No	Yes	Yes	Yes
38	R6302A	No	No	No	No
38	R6302B	No	No	No	No
38	R6302C	No	No	No	No
38	R6302D	No	No	No	No
38	R6312	No	No	No	Yes
38	R6316	No	No	No	No
38	R6318	No	No	No	No
38	R6320	No	N/A	N/A	No
38	RANDOLPH 1A ATC	Yes	N/A	N/A	No
38	RANDOLPH 1A MO	No	N/A	N/A	No
38	RANDOLPH 1B ATC	Yes	N/A	N/A	No
38	RANDOLPH 1B MO	No	N/A	N/A	No
38	RANDOLPH 2A ATC	No	N/A	N/A	No
38	RANDOLPH 2A MO	No	N/A	N/A	No
38	RANDOLPH 2B ATC	No	N/A	N/A	No
38	RANDOLPH 2B MO	No	N/A	N/A	No
38	RIVERS ATCAA	No	N/A	N/A	No
38	RIVERS MOA	No	Yes	Yes	No
38	SHEPPARD 1 ATCA	No	N/A	N/A	No
38	SHEPPARD 1 MOA	No	No	No	No
38	SHEPPARD 2 ATCA	No	N/A	N/A	No

38	SHEPPARD 2 MOA	No	No	No	No
38	TAIBAN MOA	No	Yes	Yes	No
38	TALON EAST HIGH	No	No	No	No
38	TALON LOW MOA	No	No	No	No
38	TALON WEST HIGH	No	No	No	No
38	TEXON ATCAA	No	N/A	N/A	No
38	TEXON MOA	No	N/A	N/A	No
38	VALENTINE ATCAA	Yes	N/A	N/A	No
38	VALENTINE MOA	No	No	No	No
38	VANCE 1A ATCAA	Yes	N/A	N/A	No
38	VANCE 1A MOA	No	No	No	No
38	VANCE 1B ATCAA	Yes	N/A	N/A	No
38	VANCE 1B MOA	No	No	No	No
38	WASHITA ATCAA	No	N/A	N/A	No
38	WASHITA MOA	No	No	No	No
38	WESTOVER 1 MOA	No	No	No	No
38	WESTOVER 2 MOA	No	No	No	No
39	CHEYENNE LOW M	No	Yes	No	No
39	DEVILS LAKE EAST	No	Yes	Yes	No
39	DEVILS LAKE WES	No	Yes	Yes	No
39	HAYS MOA	No	Yes	Yes	No
39	LAKE ANDES MOA	No	Yes	Yes	No
39	O'NEILL MOA	No	Yes	No	No
39	POWDER RIVER A	No	N/A	N/A	No
39	POWDER RIVER B	No	N/A	N/A	No
39	POWERS ATCAA	No	N/A	N/A	No
39	POWERS MOA	No	N/A	N/A	No
39	R5401	No	N/A	N/A	No
39	R7001A	No	N/A	N/A	No
39	R7001B	No	N/A	N/A	No
39	TIGER NORTH ATC	Yes	N/A	N/A	No
39	TIGER NORTH MOA	No	Yes	Yes	No
39	TIGER SOUTH ATC	No	N/A	N/A	No
39	TIGER SOUTH MOA	No	Yes	Yes	No

Section 1 Air/Space Operations, Question 1277 Airspace Attributes - Volume					
38 - Dyess		39 - Ellsworth			
orgid	1 150NM r	2 200NM r	3 250NM r	4 300NM radius (NM^3)	
38	101360	137720	182520	269707	
39	28884	50760	78619	116944	

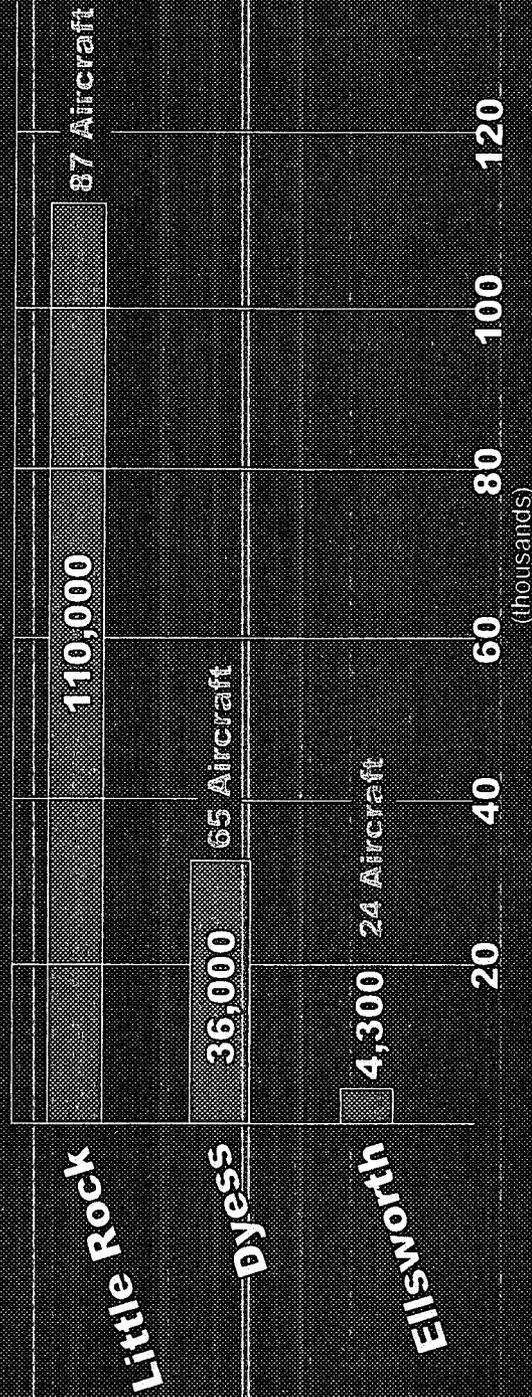
Section 1 Air/Space Operations, Question 162 Military Train

Org	1 Route Name/# ()	2 Route Length where Min Altitude is Less Than 500' AGL ()	3 Route Length (NM)	4 Effective Times Available Per Year (Hrs/Yr)	5 Hours Schedule Per Year (Hrs/Yr)	6 Terrain Type (see amplification) ()	7 Feed into Bombing/ ECM Range? (list range) ()
34	IR127	0	243.2	8760	7	flat/rolling	NO
34	IR129	0	279	5475	2.5	flat/rolling	NO
34	VR187	0	243.1	5475	4.3	flat/rolling	NO
34	VR188	0	212.8	5475	18.5	flat/rolling	NO
35	N/A	N/A	N/A	N/A	N/A	N/A	N/A
36	IR 109N	286	286	8760	10	Mountain	Melrose/Gecco
36	IR 109S	361	361	8760	7	Mountain	Melrose / Gecco
36	IR 111	299	299	8760	5	Mountain	Melrose/Gecco
36	IR 113	292	292	8760	2	Rolling	Melrose/Gecco
36	IR107	312	321	8760	2	Rolling	Melrose/Gecco
36	VR 100	318	318	8760	7	Rolling	Melrose/Gecco
36	VR 108	263	236	8760	3	Rolling	Melrose/Gecco
36	VR 114	172	172	8760	1	Rolling	Melrose/Gecco
36	VR 125	318	318	8760	43	Rolling	Melrose/Gecco
37	VR 1233	148	276	2340	28	MOUNTAIN	BMGR
37	VR 259	123	309	2340	101	MOUNTAIN	BMGR
37	VR 260	135	278	2340	64	MOUNTAIN	BMGR
37	VR 267	99	200	2340	53	MOUNTAIN	BMGR
37	VR 268	73	156	2340	16	MOUNTAIN	BMGR
37	VR 269	98	182	2340	56	MOUNTAIN	BMGR
38	IR-128	234.1	405.6	8760	0	FLAT	YES - MELROSE
38	IR-180	281.9	405.9	8760	0	FLAT	YES - MELROSE
38	IR 500	432.1	542.1	8760	0	FLAT - ROLLING	NO
38	IR-501	277.9	387.5	8760	0	FLAT - ROLLING	NO
38	IR-126	295.1	458.3	8760	250	MOUNTAIN	YES, NELLIS RANGE
38	IR-150	200.5	295.3	8760	10	MOUNTAIN	NO
38	IR-177	272.2	363.2	8760	10	MOUNTAIN	NO
38	IR-178	353.6	611.4	8760	2467	MOUNTAIN	YES - LANCER MOA/E
38	IR-266	340.5	458.4	8760	100	MOUNTAIN	NO
38	IR-320	210.7	449.9	8760	15	MOUNTAIN	NO
39	IR-473	623	716	8736	0	Mountain	Belle Fourche ESS
39	IR-485	249	311	8736	1	Flat and R	Belle Fourche ESS
39	IR-492	465	581	8064	0	Flat and R	Belle Fourche ESS
39	IR-499	308	359	8736	4	Mountain	N/A
40	IR-133	166	166	6461	1110	Mountain	Yes - WSMR (Obscur
40	IR-134	133	176	6461	110	Mountain	Yes - Centennial
40	IR-142	148	166	6461	0	Mountain	Yes - WSMR
40	IR-192	288	318	6461	543	Mountain	Yes - WSMR/Centenn
40	IR-194	300	355	6461	360	Mountain	Yes - WSMR/Centenn

C-130 Fleet:

Base Loading:

Take Off's and Landings



Air Force - certified data.

Dyess is Mission Ready!

2005 BRAC COMMISSION REGIONAL HEARING

FINAL DOCUMENT

FRIDAY, JUNE 24, 2005

MARSHALL JUNIOR HIGH SCHOOL AUDITORIUM

CLOVIS, NEW MEXICO

STATES TESTIFYING:

NEW MEXICO, ARIZONA AND NEVADA

COMMISSIONERS PRESIDING:

The Honorable James V. Hansen, Chair

General Lloyd W. Newton

General James T. Hill

Brigadier General Sue E. Turner

The Honorable Philip Coyle

The Honorable James H. Bilbray

Brigadier General David Hague, General Counsel

COMMISSIONER CHAIRING THIS HEARING:

THE HONORABLE JAMES V. HANSEN

considered, and I'm going to move on quickly here.

We believe that the Air Force weighting inaccurately represents Cannon's military value in specific areas. And I want to talk about encroachment and I want to talk about the New Mexico training range initiatives.

In regards to encroachment, the Air Force weightings and the BRAC process do not adequately emphasize the impact of encroachment on existing and future operations. You see that it's 2.28 percent. So what does that mean?

What that means is that there's a base fully encroached that you can't even utilize because it's restricted severely. They get the same points we do and did in many cases. Is that right? I don't see it.

I want to point out that the Department of Defense stated goal has been to position activities away from unfriendly environments, densely populated, noise sensitive, ATC restrictive, unsupported operations and has been ignored I believe in this BRAC process.

For the last five years, the DoD has warned communities to solve those encroachment problems. Do what you need to condemn. There's been U.S. Government money that has been funded for buffer

zones. So what happened, what changed, why is that only 2.28 percent? It doesn't make sense to me.

Encroachment of base facilities, I just want to talk about it. Several years ago this community and the state of New Mexico Curry County folks got together and purchased airspace easements to meet AICUZ requirements. And they donated those to the Air Force.

I don't understand why our goal to take care of the base, to make sure it's not encroached, why are we not closing those bases where the communities want the base to leave or they restrict operations. It just doesn't make sense.

Encroachment on the range. Just real quickly. There are several kinds of encroachment issues impacting other ranges such as community development, endangered species, cultural resources. Airspace is only as valuable as it is usable. The measurement system said, if it's really big, we don't care how far it's away if it's a supersonic. But it didn't address these issues.

If you look at the next map, what that map is is an overlay that we did months ago, not since May 15. But what we did is we had a group that worked with the New Mexico Military Base Planning

Commission.

And they said, okay, let's take a map of the United States, let's put all the dots there where the military installations are. Let's overlay all the commercial air traffic, let's overlay all the private air traffic on top of it, and then let's put in where it's too cold to fly, where it's too hot to fly, where there are immense populations.

And what do you have left? You have left this circle. It's called Cannon, that's nonencroached, that is the place where we ought to be.

Let's go to the next slide. I'm not trying to point fingers, I'm trying to give you an example here.

This is Luke Air Force Base. And those red dots, they represent near midair occurrences. So I asked him, how can Luke score the same points on encroachment that Cannon did or how can it score better AIC restrictions than Cannon did. And the Air Force is misleading and I believe the process is flawed.

New Mexico Training Range Initiative. I'm wrapping up here. The New Mexico Training Range Initiative is not included as you know in the data.

And your staff worked very closely with the people back there.

They clearly understand now and are able to report to you and I'd like to report to all of us today and those people that weren't here yesterday. We have an agreement, an understanding. It's not written, it's not formal yet, but we've got our work done.

When you have the FAA over two years working with the wing and Air Combat Command who finally said let's shake hands and agree and let's go write up a formal proposal and get this done. We're looking at BRAC for the future.

You already knew that Cannon is unencumbered and this doubles us in size. And what I mean by doubles us in size is because it enhances our ability to go up with other ranges and connect with them.

What I want to share with you is the bullet point that where do you find other states that have been working for years to get you more airspace. Clovis, New Mexico, Taos, New Mexico, Cannon Air Force Base.

Yesterday there was a discussion about this airspace. And I want to talk about how I feel

the space is. First of all, if you look at the very middle and you look at the walls, what it does is it simply makes it wider, it makes it taller, but it also makes it supersonic with 50,000 feet down. And that's a unique operation.

So, when you look at the entire state of New Mexico, you're looking at all of that airspace together that's contingent upon Cannon Air Force Base being here; because, if they're not here, by the military's own formula, it's more than 150 miles, you get no points. You can't have it both ways.

You're absolutely right. If you're going to score us low on military value and with the closest you could be to airspace, then you can't keep the air space and fly 150 miles further away. It doesn't make sense. It doesn't make sense.

In summary, Mr. Chairman and Commissioners, there is simply no other base that can offer the same combination of protected airspace, access to unrestricted range, excellent flying conditions, unencroached base facility. It is an ideal base for today and for future missions.

Don't take my word for it. Read the exhibits of General Joe Ashy, General Jim Knight, Rick Goddard, Tom Hickey, Colonel Phillip Frazee,

Arnold Franklin, Dave Richards. They're attached.

You've got a lot more.

But please, I ask you, take time because they speak the knowledge of realistic military value, not the scoring system. Thank you for your time.

And I would like now to introduce Retired Brigadier General Hanson Scott.

RET. BRIG. GENERAL SCOTT: Thank you, Randy. Members of the Base Realignment and Closure Commission, I'll quickly cover a few points on force structure, BRAC data analysis, and transformation.

As the Department of Defense commenced this current base realignment and closure round, one of the stated objectives of the process was to ensure that after military utility quality of life for members of the Armed Forces would be addressed.

In our opinion the Department of Defense recommendation pertaining to Cannon Air Force Base adversely impacts the quality of life for members of the F-16 force. This recommendation, if carried out, will eventually have a serious impact on the retention of the Air Force members associated with flying and supporting F-16s.

As described in the chart, over 40 percent of the Air Force's F-16 squadrons will be based

Section 1 Air/Space Operations, Question 9 Runways											
38 - Dyess	68 - Little Rock										
Org	17 Airfield name (Text)	1 Airfield Identifier (ICAO 4 character identifier) (Text)	2 Runway Designat or (First End)) ()	3 Runway Designat or (Second End) ()	4 PCN (1) ()	5 PCI (2) ()	6 Date of Evaluation (3) (dd mmm yyyy)	7 Length (Ft)	8 Width (Ft)	9 Type of Arresting Gear, if available (First End, First Set) ()	10 Type of Arresting Gear, if available (First End, Second Set) ()
38	DYESS AFB	KDYS	16	34	72	75	#####	13500	300	N/A	N/A
38	DYESS AFB	KDYS	161	341	37	68	#####	3500	60	N/A	N/A
38	DYESS AFB	KDYS	162	342	N/A	N/A	N/A	3500	60	N/A	N/A
68	Fort Smith Region	KFSM	7	25	59	N/A	01 May 0	8000	150	BAK-14	N/A
68	East Texas Region	KGGG	13	31	51	N/A	01 MAY 03	10000	150	N/A	N/A
68	Mid-Delta Region	KGLH	18L	36R	35	N/A	01 MAY 03	8001	150	N/A	N/A
68	Jackson Internatio	KJAN	16L	34R	68	N/A	01 JUN 20	8500	150	N/A	N/A
68	Adams Field	KLIT	4	22	67	N/A	01 JAN 20	7200	150	N/A	N/A
68	Little Rock AFB	KLRF	25	7	49	78	12 Oct 98	12000	200	N/A	N/A
68	Monroe Regional	KMLU	4	22	57	N/A	01 JUN 20	7507	150	N/A	N/A
68	Millington Municip	KNQA	4	22	57	N/A	01 FEB 20	8000	200	N/A	N/A
68	Springfield Brans	KSGF	14	32	56	N/A	01 JUN 20	8000	150	N/A	N/A
68	Shreveport Region	KSHV	14	32	64	N/A	01 MAR 03	8351	150	N/A	N/A
68	Northwest Arkans	KXNA	16	34	48	N/A	01 MAR 20	8800	150	N/A	N/A
69	Gila Bend	KGBN	17	35	36	N/A	1 Jul 96	8500	150	BAK-12	Other

11 Type of Arresting Gear, if available (Second End, First Set) ()	12 Type of Arresting Gear, if available (Second End, Second Set) ()	13 Pavement Type (4) ()	14 Closed (Yes/No)	15 Serviceable (5) (Yes/No)	16 Own/controlled or Access only to runway ()	17 Airfield name (Text)	18 IFR Capable (Yes/No)	19 Night Capable (Yes/No)
N/A	N/A	Other	No	Yes	○	DYESS AF	Yes	Yes
N/A	N/A	Asphalt	No	Yes	○	DYESS AF	No	Yes
N/A	N/A	Other	No	Yes	○	DYESS AF	No	Yes
N/A	BAK-14	Asphalt	No	Yes	A	Fort Smith	Yes	Yes
N/A	N/A	Asphalt	No	Yes	A	East Texas	Yes	Yes
N/A	N/A	Asphalt	No	Yes	A	Mid-Delta	Yes	Yes
N/A	N/A	Asphalt	No	Yes	A	Jackson In	Yes	Yes
N/A	N/A	Concrete	No	Yes	A	Adams Fie	Yes	Yes
N/A	N/A	Concrete	No	Yes	○	Little Roc	Yes	Yes
N/A	N/A	Other	No	Yes	A	Monroe Re	Yes	Yes
N/A	N/A	Other	No	Yes	A	Millington	Yes	Yes
N/A	N/A	Other	No	Yes	A	Springfield	Yes	Yes
N/A	N/A	Asphalt	No	Yes	A	Shrevepor	Yes	Yes
N/A	N/A	Concrete	No	Yes	A	Northwest	Yes	Yes
BAK-12	Other	Asphalt	No	Yes	○	Gila Bend	No	Yes



DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

Dyess AFB Overview

	As of	30 Sep 2005	30 Sep 2011	
Assigned Weapon System Type(s) (MDS)		B-1		B-1
Total PAA		35		35
# Flying Squadrons		3		3
Total Available Aircraft Parking spaces		66		66
Unused Aircraft Parking Spaces		31		31
Template used				B-1
Standard PAA per squadron				12

ACC, 24 Aug 04 Information As of Aug 04 33

Integrity - Service - Excellence

DRAFT DELIBERATIVE DOCUMENT - FOR DISCUSSION PURPOSES ONLY
NOT RELEASABLE UNDER FOIA

Dyess AFB Tenant Flying Units

	As of	30 Sep 2005	30 Sep 2011	
Tenant Flying Unit	Type AC (MDS)	# Aircraft	# Parking Spaces Unused	# Aircraft
				# Parking Spaces Used
AMC Airlift Wing	C-130	28	7	28

ACC, 24 Aug 04 34

Integrity - Service - Excellence



Fiscal Year	Project	Amount
1996	Add/Alter Dormitories (145 Rooms)	\$5,400,000*
1996	Housing Maintenance Facility	\$600,000
1997	Dining Hall	\$6,500,000*
1997	Add/Alter Dormitories (148 Rooms)	\$5,900,000
1998	B-1 Squadron Operations/ Aircraft Maintenance Unit	\$10,600,000*
1998	B-1 Test Cell	\$1,500,000
1998	Replace 70 Family Housing Units	\$10,500,000**
1999	Replace 64 Family Housing Units	\$9,400,000**
1999	B-1 Munitions Management Facility	\$3,350,000*
1999	B-1 Support Equipment Facility	\$1,400,000*
2000	Child Development Center	\$5,400,000*
2001	Physical Fitness Center	\$12,800,000*
2001	Realistic Bomber Training Initiative	\$12,800,000
2002	C-130 Squadron Operations/ Aircraft Maintenance Unit	\$16,800,000*
2002	Alterations to Medical Treatment Facility	\$3,300,000
2003	Replace 85 Family Housing Units	\$14,800,000
2004	Replace 116 Family Housing Units	\$19,800,000
2004	Fire Station (Planning and Design)	\$990,000*

* Congressional Add-Ons.

** Used for a 402 unit privatized housing project located off-base instead of 134 units on base.

Section 37 Airfield Pavements, Question 1235 Airfield Pave

	1 Primary Facility Name as Indicated in Base General Plan (e.1) (Text)	2 Controlling Feature Identifier from AFCESA Pavement Reports (e.2) (Text)	3 Controlling Feature PCN (#)	4 Date of AFCESA Report (e.3) (date)	5 Type Pavement (Rigid or Flexible) (e.4) (Text)	6 ACN for F-15E at 81 Kips (#)	7 ACN for KC-135R at 323 Kips (#)	8 ACN for B-1B at 477 Kips (#)
38	Runway 16	R6A	58	15-Nov-95	Rigid	37	51	93
39	Runway 13	R04A	191	1-Mar-89	Rigid	37	43	80
38 - Dyess	39 - Ellsworth							

Section 37 Airfield Pavements, Question 1235 Airfield Pave

	1 Primary Facility Name as Indicated in Base General Plan (e.1) (Text)	2 Controlling Feature Identifier from AFCESA Pavements Report (e.2) (Text)	3 Controlling Feature PCN (#)	4 Date of AFCESA Report (e.3) (date)	5 Type Pavement (Rigid or Flexible) (e.4) (Text)	6 ACN for F-15E at 81 Kips (#)	7 ACN for KC-135R at 323 Kips (#)	8 ACN for B-1B at 477 Kips (#)
Org	38 Runway 16R6A		58	15-Nov-95	Rigid	37	51	93
	39 Runway 13R04A		191	1-Mar-89	Rigid	37	43	80
38 - Dyess	39 - Ellsworth							

Section 39 Airfield Management, Question 1241 Ramp - Transient Capability							
Org	1 C-17 MO	2 C-5 MOG (Count)					
38	5	4					
39	24	12					
38 - Dyess	39 - Ellsworth						

COBRA PERSONNEL/SF/SUSTAINMENT/RECAP/BOS DELTAS REPORT (COBRA v6.10)
 Data As Of 5/19/2005 10:54:39 AM, Report Created 5/19/2005 10:54:59 AM

Department : USAF
 Scenario File : N:\IEB Files\IEBB\COBRA Team\USAF 0018V3 (200.3)\USAF 0018V3 (200.3).CBR
 Option Pkg Name: USAF 0018V3 (200.3) Close Ellsworth
 Std Fctrs File : N:\IEB Files\IEBB\COBRA Team\COBRA 6.10\BRAC2005.SFF

Personnel					
Base	Start*	Finish*	Change	%Change	
Ellsworth AFB	3,753	0	-3,753	-100%	
Dyess AFB	5,777	6,151	374	6%	
Elmendorf AFB	9,218	9,475	257	3%	
Peterson AFB	7,155	7,618	463	6%	
Little Rock AFB	5,588	6,773	1,185	21%	
Francis E. Warren AF	3,998	3,998	0	0%	
TOTAL	35,489	34,015	-1,474	-4%	

Square Footage					
Base	Start	Finish	Change	%Change	Chg/Per
Ellsworth AFB	3,684,000	0	-3,684,000	-100%	982
Dyess AFB	2,676,000	3,076,144	400,144	15%	1,070
Elmendorf AFB	6,403,000	6,407,267	4,267	0%	17
Peterson AFB	2,544,000	2,590,355	46,355	2%	100
Little Rock AFB	3,103,000	3,239,650	136,650	4%	115
Francis E. Warren AF	2,294,000	2,294,000	0	0%	0
TOTAL	20,704,000	17,607,416	-3,096,584	-15%	2,101

Base Operations Support (2005\$)					
Base	Start*	Finish*	Change	%Change	Chg/Per
Ellsworth AFB	20,533,723	0	-20,533,723	-100%	5,471
Dyess AFB	25,171,731	26,240,437	1,068,705	4%	2,857
Elmendorf AFB	83,971,619	85,733,309	1,761,690	2%	6,855
Peterson AFB	66,948,533	69,991,349	3,042,816	5%	6,572
Little Rock AFB	22,903,645	26,052,232	3,148,587	14%	2,657
Francis E. Warren AF	23,446,257	23,446,257	0	0%	0
TOTAL	242,975,509	231,463,584	-11,511,924	-5%	7,810

Sustainment (2005\$)					
Base	Start	Finish	Change	%Change	Chg/Per
Ellsworth AFB	14,387,069	0	-14,387,069	-100%	3,833
Dyess AFB	14,329,624	15,137,205	807,581	6%	2,159
Elmendorf AFB	47,474,642	47,491,981	17,339	0%	67
Peterson AFB	9,938,085	10,026,620	88,535	1%	191
Little Rock AFB	11,271,084	11,529,132	258,048	2%	218
Francis E. Warren AF	6,697,754	6,697,754	0	0%	0
TOTAL	104,098,258	90,882,691	-13,215,567	-13%	8,966

C130 Issue

- Desired outcome: do not transfer C-130s from Dyess ... Violation of Criteria #1, #4
- Why?
- #1 MCI **Higher** at Dyess #11 vs. Little Rock #17, Peterson #30, Elmendorf #51
- #4 Cost **more** manpower per BRAC Cobra Economic Impact Report
 - -1615 Military -65 Civ from Dyess
 - +1095 Military +90 Civ to Little Rock
 - + 482 Military -19 Civ to Peterson
 - + 247 Military +10 Civ to Elmendorf
 - + 209 More Military and +16 Civilian under transfer plan = 225 total Manpower
- Works TODAY ... Works TOMORROW
 - Past load B-1s, KC-135, C-130s T-38
 - Today C-130s and B-1s
- 35 C-130s and 66 B-1 will fit on ramp (ref BCEG meeting 24 AUG 2004 ACC slides 33 and 34)

DCN: 11870

TOTAL COBRA ONE-TIME COST REPORT (COBRA v6.10) - Page 1/7
 Data As Of 5/19/2005 10:54:39 AM, Report Created 5/19/2005 10:55:01 AM

Department : USAF
 Scenario File : N:\IEB Files\IEBB\COBRA Team\USAF 0018V3 (200.3)\USAF 0018V3 (200.3).CBR
 Option Pkg Name: USAF 0018V3 (200.3) Close Ellsworth
 Std Fctrs File : N:\IEB Files\IEBB\COBRA Team\COBRA 6.10\BRAC2005.SFF

(All values in 2005 Constant Dollars)

Category	Cost	Sub-Total
-----	----	-----
Construction		
Military Construction	185,763,000	
Total - Construction		185,763,000
Personnel		
Civilian RIF	6,772,994	
Civilian Early Retirement	515,527	
Eliminated Military PCS	6,965,382	
Unemployment	525,218	
Total - Personnel		14,779,120
Overhead		
Program Management Cost	13,345,468	
Support Contract Termination	11,133,000	
Mothball / Shutdown	663,120	
Total - Overhead		25,141,588
Moving		
Civilian Moving	4,545,852	
Civilian PPP	2,484,720	
Military Moving	13,204,621	
Freight	2,960,870	
Information Technologies	3,909,200	
One-Time Moving Costs	11,828,000	
Total - Moving		38,933,263
Other		
HAP / RSE	3,199,749	
Environmental Mitigation Costs	2,627,000	
Mission Contract Startup and Termination	0	
One-Time Unique Costs	28,682,000	
Total - Other		34,508,749

Total One-Time Costs		299,125,720

One-Time Savings		
Military Construction Cost Avoidances	0	
Military Moving	6,643,684	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	

Total One-Time Savings		6,643,684

Total Net One-Time Costs		292,482,036

Criteria #5: Cost

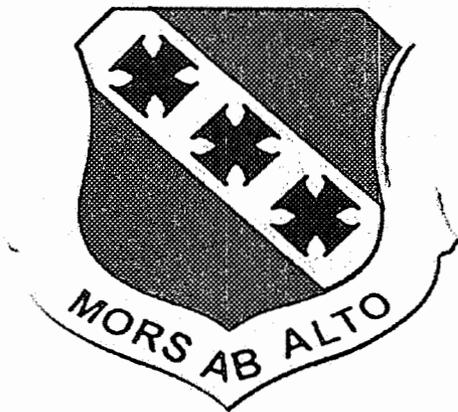
- BRAC Criteria: extent and timing of potential costs and savings, including the number of years, beginning with the date of completion of the closure or realignment, for the savings to exceed the costs
- FACTS:
 - Today sustainment cost: DYS less expensive with B-1 AND C-130s
 - DYS (\$14,330)
 - RCA (\$14,387K)
- Cobra: Extent of savings
 - DoD Recommendation:
 - MILCON cost: + \$185,763K
 - Manpower: - 1474 Authorizations
 - Sustainment Cost: - \$13,215,567 per year
 - BOS: - \$11,511,924 per year
 - Alternative #1: Transfer B-1 to DYS and C-130s remain at DYS (indicate savings OVER DoD)
 - MILCON cost: + \$161,700K per ACC analysis (cost avoidance of \$21,000K)
 - Manpower: - 1724 Authorizations (savings of additional 250 authorizations
 - Sustainment Cost: - > \$13,215,562 Decrease with additional decrease in Manpower and square footage
 - BOS: - > \$11,511,924 based on decrease

Note: Moving 2 Squadrons to Ellsworth is \$69.5 MILCON < Move to DYS. Do not believe this includes move of FTU and all the range capability



ECONOMIC RESOURCE IMPACT STATEMENT (ERIS)

Fiscal Year 2004



Prepared By:
7 Comptroller Squadron
Financial Management Analysis
DYESS AIR FORCE BASE, TEXAS



DCN: 11870

**Now Showing: May 26 edition of Air Force Television News**

5/23/2003 - **SAN ANTONIO, Texas (AFPN)** – The end of an era in Turkey and Air Force ground support in the wake of the war against Iraq spotlight the latest edition of Air Force Television News.

Senior Airman Israel Aviles reports on the end of Operation Northern Watch, a decade-old operation that enforced the northern no-fly zone over Iraq. Master Sgts. Erik Brazones and Rob Ivie are at the Baghdad, Iraq, airport to report on Air Force construction crews rebuilding the airport's main runway and the security forces who are guarding against terrorists while the work is being done.

At Dyess Air Force Base, Texas, Staff Sgt. Leigh Bellinger reports on the hiring of part-time firefighters from nearby Abilene to overcome a shortage of base firefighters caused by deployments in support of Operation Iraqi Freedom.

Staff Sgt. April Lawrence has two reports in the program. The first is from Fairchild AFB, Wash., where she reports on aircrews being trained on how to survive in hostile territory. Her second report profiles a neo-natal critical care unit in the Air Force, the only one of its kind in the military.

Staff Sgt. Joe Wallace follows the daily life of an airman at Scott AFB, Ill., who is taking care of her family while her husband is deployed, and who also appears regularly on a local radio talk-show to discuss her hectic life.

There are two stories in this edition dealing with recruiting. Master Sgt. Paul Firman follows one of the ten outstanding Air Force recruiters, while Bellinger is at McChord AFB, Wash., to highlight the Air Force Reserve Command recruiter program.

Last, Staff Sgt. Pachari Lutke features an airman whose career is back on the fast track after receiving a cochlear implant. After the surgery at Wilford Hall Medical Center at Lackland AFB, Texas, the airman is back on the job in Tennessee.

Air Force Television News is a biweekly production of Air Force News Service. It is distributed on videotape to more than 3,000 military and civilian outlets worldwide, and is seen on more than 700 cable television outlets nationwide. It is also available on the Internet at www.af.mil and can also be seen regularly on The Pentagon Channel. Profiles of the Electronic News Team reporting staff are also available at the web site. The program is the only military production offered with closed captioning. Viewers can comment on the program by sending e-mail to: aftvnews@afnews.af.mil.

DCN: 11870



Bases earn awards for energy, environmental management

7/22/2004 - **WASHINGTON (AFP)** – Several Air Force bases were among the winners of top awards for leadership in federal energy and environmental management during a presidential ceremony held July 15 at the State Department headquarters here.

The Leadership in Federal Energy Management Awards honor teams of federal employees who exemplify leadership in efficient energy management. The Air Force Renewable Energy Team was recognized for the use of renewable energy sources such as wind farms. Edwards Air Force Base, Calif., for instance, will save \$46 million over a five-year period through renewable energy sources. In addition, Dyess AFB, Texas, became the largest retail wind power purchaser in the United States when it converted entirely to wind energy.

Other winners were Homestead Air Reserve Base, Fla.; Robins AFB, Ga.; Tinker AFB, Okla.; and Vandenberg AFB, Calif. All received awards for reducing their hazardous materials and for their recycling efforts.

"The recognition at the presidential level of environmental efforts at our individual bases supports the concept of continuous improvement that exists throughout the Department of Defense, from the (leaders) to the individual Soldier, Sailor, Airman or Marine on the ground," said Alex Beehler, assistant deputy undersecretary of defense for environment, safety and occupational health. "We have the best trained military force in the world, while continuing to be world leaders in energy conservation, environmental management and conservation of our natural resources."

DCN: 11870



Air Force leads in purchase of reusable energy

4/25/2005 - **WASHINGTON (AFPN)** – The Air Force topped the list of purchasers of renewable energy in 2004, according to the Environmental Protection Agency.

The service bought nearly 321,000 megawatt-hours for use on bases nationwide. In fact, the Air Force was responsible for more than 40 percent of the renewable power purchased by the federal government in fiscal 2004, said the principal deputy for the assistant secretary of the Air Force for installations, environment and logistics.

"The Air Force continues to lead the way in helping to drive the development of new renewable energy sources for electricity generation," Maureen Koetz said. "And we continue to seek new projects and purchases to further expand use of green power to benefit the environment while we carry out the Air Force global mission."

Green power is electricity from environmentally renewable resources such as solar, wind or geothermal power. Green power currently accounts for about 2 percent of America's electricity supply, but voluntary purchasing of renewable energy is accelerating renewable energy development, officials said.

Some of the green power commitments made by individual Air Force bases participating in the Green Power Partnership include:

- Edwards Air Force Base, Calif., purchased 138,000 MWh of green power, enough to meet 60 percent of its power needs. This purchase mitigated the energy price increases occurring during the California energy crisis with cost avoidance projections of \$42 million during the five-year contract.
- Dyess AFB, Texas, is the first Department of Defense installation to be 100-percent powered by renewable energy and was a 2003 Green Power Partner of the Year. Consuming about 76 million kilowatts of wind energy annually, all the electrical power it uses is pollution free. In 2003, it was the largest purchaser of green power at a single site in the nation.
- Fairchild AFB, Wash., is nearly 100-percent green power. The focus behind the base's purchase was to support wind farms in the region. This commitment is a cost-effective way to support renewable energy while meeting goals of executive orders encouraging federal agencies to purchase their energy from clean sources.
- Minot AFB, N.D., purchased 13,960 MWh of green power, representing more than 12 percent of the base's annual electricity load. Two newly constructed wind turbines located just south of the base supply the power.
- Ellsworth AFB, S.D., purchased five years of output from a 750 kW wind turbine from a local Sioux tribe starting in 2003.
- Cannon AFB, N.M., began purchasing 1,800 MWh of wind power in 2002.
- Goodfellow AFB, Texas, joined the Green Power Partnership in 2003 and is purchasing 10,418 MWh of green power annually.
- Sheppard AFB, Texas, makes annual purchases of 3,284 MWh of electricity generated from wind. In addition, it received a Federal Energy Saver Showcase Award in 2003 for energy efficiency upgrades made to its central hot/chilled water plant.

The Green Power Partnership is an EPA voluntary program working to standardize green power procurement as part of best practice environmental management. The Green Power Partnership currently includes more than 550 partners, including Fortune 500 companies, states, federal agencies, trade associations and universities.

DCN: 11870

Abilene Reporter News

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URL: http://www.reporter-news.com/abil/nw_local/article/0,1874,ABIL_7959_3504728,00.html

Using sales tax to aid military areas makes sense to locals

By **Brian Bethel / Reporter-News Staff Writer**

January 28, 2005

The city's ability to attract new jobs through use of tax money wouldn't be harmed by proposed legislation allowing some of that money to be spent on improvements connected to Dyess Air Force Base, a variety of experts agree.

On Wednesday, a bill was introduced in the Texas Legislature that would allow some money collected through 4A and 4B city sales taxes to be used to make improvements around military bases, or to assist communities that lose a military base.

Abilene collects a 4A tax for economic development. The tax money is overseen by the Development Corporation of Abilene.

"I don't think that it would take away from the city's ability to assist and attract businesses," said Ken Burgess, a longtime member of the DCOA, who ended his tenure on the board last month. "I don't think the board would use all of its funds in any one element, but I'm one who thinks that we need to do everything we can to support the military and Dyess."

In fact, smart investment in Dyess could ultimately improve the city's overall economic picture, which in turn could ultimately help attract new businesses to the area, one local economic development leader said.

"By investing in the base, you are investing in business," said Bill Ehrie, executive director of the Abilene Industrial Foundation. "All too often, we tend to segregate the military and the wider community, but realistically, you can't do that."

Projects might include infrastructure upgrades, aiding in the privatization of base entities, and upgrading roads for traffic flow and security, Ehrie said.

Upgrades to utilities, such as water resources, might also be an acceptable project, as would be job training required for the promotion and development of the base, as well as improvements that might attract a new military mission to a base in active use.

Richard Burdine, assistant city manager for economic development, said the legislation would give the city "another tool in our toolbox."

"The goal of the legislation is to ideally help communities make improvements to improve their current bases," he said. "It could offer us several valuable options."

The city has been working with Dyess to improve Military Drive and access to the north entrance to the base, Burdine said. Several years ago, the city acquired land to help protect the base's runways.

The legislative changes would allow the city to have even more options when it comes to helping Dyess, Burdine said.

For example, the city can access a state loan pool that allows it to take out money for military base improvements. If the legislation passes, the city could pay back the loan with yearly contributions from its sales tax.

DCN: 11870

Ray Ferguson, president of the DCOA, said the development corporation would have to look at the greatest need of the community at any given time to best determine how to spend its sales-tax money.

"I don't want to see it become so broad that everyone just views it as a pot of money for any type of activity," he said. "You're trying to enhance the local economy, and you often have to do that by bringing in elements that are from outside your local economy."

But, he said, having the opportunity to consider Dyess when spending economic development funds could be favorable to all involved.

"If we could spend a little money and guarantee that the base will get a new mission that would double it in size, then I'd say that's a great investment," Ferguson said. "If we have a chance to get a new manufacturer who might add hundreds of new jobs to the community, then we might need to go with them."

Still, protecting Dyess should be a priority, he said.

Celia Davis, chair of the Abilene Chamber of Commerce Military Affairs Committee, agreed.

"The bottom line is that Dyess is a huge driver of our economy," she said. "Opening up DCOA money for use with military projects provides the city with a great amount of potential to help grow that economic base."

For example, an effluent water project at the base, completed in summer 2003, allowed Dyess to begin using wastewater for all base irrigation. The program reduced Abilene's overall potable water use by 2 percent.

If the sales-tax funding had been available at that time, it could have been used to help fund the project, Davis said.

The base provides a local economic impact of \$300 million per year, Ehrie said, which means that any option that would help protect it should be considered.

"Go look at some of the communities that have lost their military installations, and ask them what they would do to have them back," he said. "... If Dell Computer closed in Round Rock, what would that city do to try to keep them? We don't have Dell, but we do have Dyess."

\$80.4 million -- The amount the city has taken in in 4A sales-tax revenue since it began collecting in March 1990.

\$6.6 million -- Approximate 4A sales-tax revenue collected in 2004

\$8.5 million -- Funding approved in Fiscal Year 2004 (not all of those funds will be delivered in fiscal 2004).

\$4.6 million -- Largest 4A sales-tax project approved in Fiscal Year 2004 (it was to Tige Boats)

\$6.5 million -- Current total fund balance (dollars taken in but not spent on any project)

Contact Staff Writer Brian Bethel at 676-6739 or bethelb@reporternews.com.

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Mission Ready!
Abilene & Dyess

Military Value:
Bomber:
 Dyess scored better (56.70) than Ellsworth, Little Rock, Peterson and Elmendorf.
Airlift:
 Dyess scored better (65.95) than Little Rock, Ellsworth, Peterson and Elmendorf.

Total Military Value:
Large Aircraft Categories:
Dyess 67.07
 Little Rock 66.33
 Ellsworth 64.65
 Dyess ranks 12 of 154 Bases

Dyess Overview:

- History with multiple weapon systems
- Current ability to bed down 90+ aircraft
- Accommodates special missions:
 - POTUS
 - NEACAP
 - TACAMO
 - Space Shuttle

Dyess is Mission Ready!

Infrastructure:

- Runway - 13,500 x 300 (5.52 million sq ft)
- Parallel Taxi - 13,500 x 200 (5 million sq ft)
- Ramp Size - 10 million sq ft (1.4 million sq ft)
- Hydrant System - 41 Type III, 10 Vehicles
- Assault Strips - 2 (on base)
- Drop Zones - 13 (1 has ballistic capability)
- Ranges/Low-level routes - Excellent Proximity

Dyess is Mission Ready!

B-1B Operations:

- Dyess is the Center of Excellence to:
 - Initial Training and Instructor Training
 - Weapons School and Test Unit
 - Engine Regional Maintenance Center
 - Largest B-1B Simulator Complex
- Host the Realistic Bomber Training Routes
- Joint Activities with Army, Navy, Marine, Guard and Reserve Units in Texas

Dyess is Mission Ready!

B-1B Operations:

Proximity to Airspace Supporting Mission

N° of Areas	Closest Area
Dyess 126	Dyess 28
Ellsworth 34	Ellsworth 10

- Most heavily weighted bomber category
- Dyess earned 5.66 pts vs. Ellsworth 2.29 pts

Dyess is Mission Ready!

B-1B Operations:

Low-Level Routes Supporting Mission and Special Use Airspace Ranges

	Dyess	Ellsworth
IR	11	0
VR	21	0
SR	20	0

Scored 12 vs. 0

	Dyess	Ellsworth
Weapons Delivery	15	0
IRCC Capability	1	0
Electronic Combat	0	0
Lightning	33	1

Scored 49 vs. 1

Dyess is Mission Ready!

Fleet Consolidation:

Common Practice:

- U-2, F-117, B-2, JSTARS, Special Missions, etc.
- Policy of the future for small size fleets

Benefits:

- Higher readiness rating
- Efficiencies in training and operations
- Improves logistics and spare parts availability
- Decreases manpower requirement
- Better use of support equipment
- Consolidates contractor support on site

Dyess is Mission Ready!

Military Value:

Bomber:

Dyess	56.70
Little Rock	55.78
Ellsworth	50.81
Elmendorf	44.49
Peterson	30.11

Dyess is Mission Ready!

Military Value:

Airlift:

Dyess	65.95
Little Rock	63.28
Ellsworth	59.40
Peterson	57.20
Elmendorf	51.60

Dyess is Mission Ready!

C-130 Fleet:

Issues:

- Wing box cracks in the "E" and "H-1" models
- C-130air model conversion
- C-130J model acquisition strategy
- Role of the Guard and Reserve units
- No formal COBRA model analysis of Little Rock AFB

Dyess is Mission Ready!

C-130 Fleet:

- Manpower Savings:**
 - Dyess 1,680
 - Little Rock 225 manpower savings
 - Peterson 1,905
 - Elmendorf keeping C-130's at Dyess
- MILGON Cost Savings:**
 - Dyess \$367 mil
 - Little Rock \$16 million in savings
 - Peterson \$185 mil
 - Elmendorf keeping C-130's at Dyess

Dyess is Mission Ready!

C-130 Fleet:

- Base Loading:**
 - 118 aircraft
 - Multiple models - E, H, H-1, H-3, J
 - Congestion on
 - Visual low-level routes
 - Drop zones
 - Assault strips
 - Transition times

Dyess is Mission Ready!

C-130 Fleet:

- Base Loading:**
 - Take Off's and Landings
 - Little Rock 110,000
 - Dyess 38,000
 - Elmendorf 4,000

Dyess is Mission Ready!

C-130 Fleet:

- Dyess Air Force Base:
 - More than 40 years of successful operation
 - 2 assault strips - on Base
 - 2 active drop zones (on Base/ABC Capable)
 - 28 visual routes
 - 20 "SP" Routes
 - H-1 model simulator on Base
 - Joint training with the Army at Fort Bliss, Hoad and Sil

Dyess is Mission Ready!

Recommendation:

- Retain the 29 C-130's at Dyess AFB
- Add the four additional C-130's to Dyess from Elmendorf AFB
- Follow the Department of Defense recommendation to consolidate all 67 B-1's to Dyess

Dyess is Mission Ready!

Dyess is Mission Ready!

Impacts:

- More than \$400 million economic impact
- Largest employer in Abilene
- Building Abilene while accommodating Base growth
 - Effluent water systems saving the Air Force more than \$3.5 million
 - New \$21 million gateway linking H-20 with the Base

Dyess is Mission Ready!

Capacity:

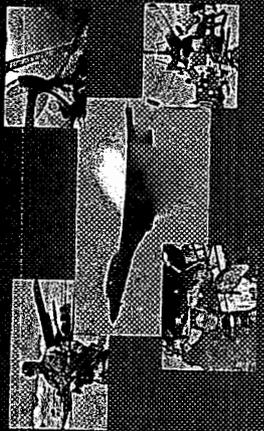
- \$79 million in new school construction
- Three medical centers
- Several new housing additions under construction
- Local educational opportunities for all levels of degree plans - Associate's thru Doctorate

Dyess is Mission Ready!

Community:

- Traffic and Commute times are excellent
- Excellent spousal job opportunities
- Fourth fastest job growth in Texas
- One of the lowest crime rates for all military communities in the Nation
- Rated as one of the top three communities for military families

Dyess is Mission Ready!



Dyess is Mission Ready!

Military Affairs Committee:

- All the information provided is factual.
- All information provided is certified by the Department of Defense and the Air Force

Dyess is Mission Ready!

Military Affairs Committee:

- Dyess has a higher military value for the B1 Bomber than Ellsworth
Dyess 56.70
Ellsworth 30.61
- Dyess has a higher military value for the C-130's than Little Rock
Dyess 65.95
Little Rock 63.23

Dyess is Mission Ready!

Military Affairs Committee:

- Ramp Space, hangar configuration, drop zones, assault strips, runway size are all ready for current and future missions
- The infrastructure and facilities can currently handle the entire B1-B fleet of 67 aircraft and 33 C-130's

Dyess is Mission Ready!

Military Affairs Committee:

- Dyess Is The Right Installation:
 - Value
 - Location
 - Facilities
 - Training Areas
 - Cost Effectiveness
 - Joint Use
 - Community Support

Dyess is Mission Ready!

TEAM DYESS:

- U.S. Senator Kay Bailey Hutchison
- U.S. Senator John Cornyn
- Representative Randy Neugebauer
- Gov. Rick Perry
- Continued support in the years preceding this process and the years to come

Dyess is Mission Ready!

Military Affairs Committee:



Air Mobility Command – annual award
 Awarded to the Base that best demonstrates Base Community partnership
 The Abilene Trophy!

Dyess is Mission Ready!

Recommendation:

- Follow the Department of Defense recommendation to consolidate all 67 B-1's to Dyess
- Retain the 29 C-130's at Dyess AFB
- Add the four additional C-130's to Dyess from Elmendorf AFB

Dyess is Mission Ready!

CONGRESSMAN'S OPENING STATEMENT

OPENING SLIDE

CHAIRMAN PRINCIPI, COMMISSIONERS:

IT HAS BEEN A LONG DAY AND I KNOW YOUR ARE TIRED. HOWEVER, WE HAVE SAVED THE BEST TEXAS PRESENTATION FOR LAST. SO PLEASE GIVE US YOUR UNDIVIDED ATTENTION FOR THE NEXT TWENTY FIVE MINUTES.

THE CIVIC LEADERS OF MY DISTRICT, WHICH ENCOMPASSES THE CITY OF ABILENE AND DYESS AFB, ARE GOING TO DISCUSS ISSUES OF NATIONAL DEFENSE IMPACTING OUR NATION BOTH NOW AND IN THE FUTURE.

OUR DEPARTMENT OF DEFENSE AND THE UNITED STATES AIR FORCE ARE LEAD BY NEW LEADERS WHO ARE FORMING NEW POLICIES THAT REQUIRE CHANGES IN HOW WE TRAIN, EMPLOY NEW TACTICS, AND UTILIZE ADDITIONAL AIRSPACE THAT CAN ACCOMMODATE THE NEW WEAPONS THAT WE HAVE AND WILL CONTINUE TO DEVELOP.

THE BASE REALIGNMENT AND CLOSURE PROCESS IS ABOUT THE FUTURE. WE ARE GOING THROUGH THIS PROCESS IN ORDER TO TRANSFORM OUR FORCES TO MEET THE NEW THREATS WE FACE IN 2005 AND BEYOND. THIS IS NOT ABOUT WHERE WE HAVE BEEN, BUT ABOUT WHERE WE ARE GOING.

ABILENE AND DYESS AFB ARE PREPARED TO BE PART OF THE NEW TOTAL FORCE STRUCTURE OF THE DEPARTMENT OF DEFENSE AND THE AIR FORCE WITH THE 67 B-1S AND 29 C-130S ASSIGNED TO THE BASE AND THE

BED-DOWN LOCATION FOR FUTURE EMERGING WEAPON SYSTEMS, SUCH AS AIRBORNE LASER (ABL) AND UNMANNED AEROSPACE VEHICLES (UAV).

SLIDE #2 DYESS AFB HAS ALWAYS SCORED IN THE TOP TIER ONE POSITION FOR LARGE AIRCRAFT BASES. THE 2005 BRAC IS NO EXCEPTION.

THE DOD-CERTIFIED DATA CLEARLY INDICATES THAT DYESS AFB HAS A HIGHER MILITARY VALUE THAN ELLSWORTH AFB IN REGARD TO THE BOMBER MISSION AND A HIGHER MILITARY VALUE THAN LITTLE ROCK AFB IN REGARD TO THE AIRLIFT MISSION.

USING THIS INFORMATION PROVIDED BY THE DEPARTMENT OF DEFENSE, DYESS AFB IS THE BASE OF CHOICE FOR ALL 67 B-1S, 29 C-130S AND FUTURE EMERGING MISSIONS.

I WOULD LIKE TO INTRODUCE RETIRED COLONEL BILL EHRIE, A FORMER DYESS WING COMMANDER, WHO IS THE PRESIDENT OF THE ABILENE INDUSTRIAL FOUNDATION AND SERVES AS THE CHAIRMAN OF THE TEXAS MILITARY PREPAREDNESS COMMISSION WHICH REPORTS DIRECTLY TO GOVERNOR RICK PERRY.

HE WILL PROVIDE YOU WITH CERTIFIABLE DATA ON WHY THE B-1S SHOULD BE CONSOLIDATED TO DYESS AFB AND THE C-130S RETAINED AT DYESS AFB.

BILL EHRIE'S COMMENTS

DATA

MR. CHAIRMAN, COMMISSIONERS:

MY COMMUNITY HAS REVIEWED ALL THE DATA COLLECTED AND GIVEN TO THE COMMISSION BY THE DEPARTMENT OF DEFENSE. WE FIND SOME SUBSTANTIAL DEVIATIONS IN THE ANALYSIS ESPECIALLY IN REGARD TO THE C-130 ISSUE.

WE HAVE SOME QUESTIONS WHICH WE HAVE ADDRESSED WITH THE BRAC STAFF ON JUNE 29TH. THEY WERE VERY HELPFUL IN RESOLVING SPECIFIC AREAS WHERE THERE APPEARS TO BE ANOMALIES.

HOWEVER, MOST STATISTICIANS WOULD TELL YOU THAT GIVEN THE MODEL USED AND THE WEIGHTED VALUES IN THIS DATA, EVEN IF THE CORRECTIONS ARE MADE, THE FINAL STANDINGS WILL NOT CHANGE SIGNIFICANTLY REGARDING THE MILITARY VALUE.

SLIDE #3 WE ASK YOU TO NOTE IN THOSE STANDINGS THAT DYESS AFB HAS A HIGHER MILITARY VALUE IN THE BOMBER AND AIRLIFT CATEGORIES THAN ELLSWORTH AFB AND LITTLE ROCK AFB AS CERTIFIED BY THE DOD.

AS A MATTER OF COMPARISON, IF THE MILITARY VALUE FOR ALL 154 BASES IN THE LARGE AIRCRAFT CATEGORY (BOMBER, TANKER, AIRLIFT) CONSIDERED BY THE AIR FORCE WERE TOTALED AND WEIGHTED, DYESS WOULD SCORE 12TH IN THE OVERALL RATING AHEAD OF THE OTHER INSTALLATIONS UNDER CONSIDERATION.

DYESS AFB IS MISSION READY TODAY AND FOR THE FUTURE.

DYESS HISTORY

SLIDE #4 DYESS AFB IS ONE OF THE LAST MAJOR MILITARY INSTALLATIONS TO BE BUILT IN THE LATE 1950'S. IT HAS ALWAYS BEEN HOME TO MULTIPLE WEAPONS SYSTEMS INCLUDING THE B-47, KC-135 AND C-21, THEN B-52, KC-135 AND C-130, AND TODAY'S SYSTEMS, THE B-1 AND C-130. THE TOTAL NUMBER OF AIRCRAFT ON THE BASE HAS BEEN IN EXCESS OF 90 FOR MANY YEARS.

IN ADDITION, DYESS IS AND CONTINUES TO BE ABLE TO ACCOMMODATE SPECIAL MISSION AIRCRAFT SUCH AS PRESIDENTIAL SUPPORT, NEACAP, TACAMO AND THE SPACE SHUTTLE.

THE STRENGTH OF DYESS AFB HAS AND WILL CONTINUE TO BE ITS ABILITY TO ACCOMMODATE MULTIPLE WEAPONS SYSTEMS ON THE EXISTING INFRASTRUCTURE, THEREBY MAXIMIZING ALL THE RESOURCES AVAILABLE TO THE MILITARY IN THE 300 NM REGION.

SLIDE #5 WHEN THERE ARE MULTIPLE WEAPONS SYSTEMS ON BASE, THEY ARE NOT COMPETING FOR THE SAME AIR SPACE, DROP ZONES, ASSAULT STRIPS, LOW-LEVEL ROUTES AND TRANSITION TIMES. RATHER, THEY COMPLEMENT EACH OTHER. THIS IS THE PRIMARY REASON WHY THE CO-LOCATION OF THE B-1S AND C-130S MAKES SENSE AT DYESS AFB.

THE INFRASTRUCTURE AS SEEN ON THIS SLIDE, HAS AND IS READY TO SUPPORT BOTH MISSIONS.

DYESS' SINGLE RUNWAY PRESENTS NO ISSUES TO OPERATIONS SINCE THERE IS A PARALLEL TAXIWAY THAT IS THE SAME LENGTH AS THE RUNWAY THAT CAN BE USED IN AN EMERGENCY AND WE FEEL ENGINEERING TEAMS

DCN: 11870

WOULD IMMEDIATELY BEGIN WORKING ON ANY REPAIRS NEEDED TO THE
PRIMARY RUNWAY.

B-1S

DYESS AFB CAN ACCOMMODATE ALL 67 B-1S ON THE EXISTING B-1 RAMP. THIS WAS VERIFIED ON MAY 17, 2005 IN TESTIMONY TO THE BRAC COMMISSION BY THE SECDEF, ACTING SECRETARY OF THE AIR FORCE AND THE CHIEF OF STAFF OF THE AIR FORCE.

THIS DOES NOT INCLUDE HAVING ANY AIRCRAFT IN THE 12 HANGARS (WHICH ARE USED FOR AIRCRAFT AND NOT RECREATION), TDY OR AT THE DEPOT.

SLIDE #6 DYESS IS THE CENTER OF EXCELLENCE FOR ALL:

- B-1B INITIAL TRAINING AND INSTRUCTOR TRAINING
- B-1B WEAPONS SCHOOL
- B-1B TEST AND EVALUATION UNIT
- THE ENGINE REGIONAL MAINTENANCE CENTER FOR ALL B-1 ENGINES WHICH HAS TWO EXISTING TEST CELLS ON SITE.
- THE LARGEST B-1 SIMULATOR OPERATION USED IN SUPPORT OF TRAINING FOR ALL B-1 CREWS.

DYESS IS RESPONSIBLE FOR ALL ACTIVITIES SCHEDULED IN THE REALISTIC BOMBER TRAINING ROUTES WHICH WAS DEVELOPED IN THE LATE 1990'S AND CONTAINS SCORING SITES FOR BOTH ECM AND SIMULATED BOMBING. THE ROUTE IS LOCATED IN THE VAST AIRSPACE OF WEST TEXAS.

ON A REGULAR BASIS, DYESS CONDUCTS JOINT OPERATIONS WITH UNITS FROM THE ARMY, NAVY, MARINES, GUARD AND RESERVE ASSETS IN

THE STATE OF TEXAS ON THE EXISTING RANGES AND MILITARY OPERATING AREAS AROUND THE 300 NM REGION.

SLIDE #7 REGARDING RANGES, THE DEPARTMENT OF DEFENSE DATA CERTIFIES THAT "DYESS HAS 126 NAMED AREAS WITH THE CLOSEST BEING 28 NM. ELLSWORTH HAS 34 NAMED AREAS WITH THE CLOSEST BEING 10 NM."

WHILE WE ACKNOWLEDGE THAT THE POWDER RIVER MOA IS WITHIN SEVEN MINUTES OF ELLSWORTH, IT IS QUESTIONABLE TO EXPECT ANY LARGE LONG RANGE STRIKE AIRCRAFT, EVEN WITH THE MOST QUALIFIED CREW, TO BE PREPARED TO ENTER ANY MOA SEVEN MINUTES AFTER TAKE-OFF AND NOT COMPROMISE SAFETY ISSUES THAT NEED TO BE ACCOMPLISHED IN SEQUENCE PRIOR TO ENTRY.

IT IS UNLIKELY THAT DYESS CREWS WOULD USE THE POWDER RIVER MOA WHICH IS TWO HOURS FLIGHT TIME FOR TRAINING; HOWEVER, THE REVERSE FOR ELLSWORTH CREWS IS MORE LIKELY GIVEN THE TRAINING RESOURCES IN TEXAS.

ALL READY AIRCREW PROGRAM (RAP) TRAINING REQUIREMENTS CAN BE ACCOMPLISHED WITHIN 300 NAUTICAL MILES OF DYESS AFB. THIS IS NOT TRUE FOR ELLSWORTH AFB TRAINING AREAS.

SLIDE #8 DYESS HAS ELEVEN (11) IR ROUTES WITHIN 300 MILES AND ELLSWORTH ONLY HAS EIGHT (8) AS CERTIFIED BY THE DOD DATA.

THE DYESS RANGES CAN ACCOMMODATE THE FULL ARRAY OF TRAINING REQUIREMENTS MANDATED BY THE AIR FORCE, TO INCLUDE:

- SCOREABILITY

- AIR-TO-GROUND ACTIVITY
- IMC WEAPONS DELIVERY
- ELECTRONIC COMBAT
- LASER FLARE DROP
- CHAFF DROP
- LIVE DROPS

ELLSWORTH HAS LIMITED CAPABILITY IN MANY OF THESE AREAS ACCORDING TO THE DOD-CERTIFIED DATA.

THE DEVELOPMENT OF THE NEW MEXICO TRAINING RANGE INITIATIVE SCHEDULED TO BE OPERATIONAL IN 2006 WILL ENHANCE THE TRAINING ENVIRONMENT AVAILABLE TO ALL CREWS AS STATED AT THE CLOVIS BRAC REGIONAL HEARING, 24 JUNE 2005. NMTRI IS WITHIN 300 NM OF DYESS AFB.

SLIDE #9 WITH REGARD TO CONSOLIDATED FLEETS, THE AIR FORCE HAS MADE A CONSCIOUS DECISION OVER THE YEARS TO CONSOLIDATE FLEETS OF 75 OR LESS AIRCRAFT IN ONE LOCATION. THIS INCLUDES B-58S AND F-111S IN THE PAST AND TODAY'S WEAPONS SYSTEMS SUCH AS THE U-2, F-117, B-2, JSTARS, SPECIAL MISSION, AND NOW B-1S.

IT IS INAPPROPRIATE TO MAKE A STATEMENT THAT THE THREAT ANALYSIS WOULD NOT HAVE BEEN DONE PRIOR TO THIS DECISION. CONSOLIDATION OF THE B-1 FLEET AT DYESS WILL CREATE EFFICIENCIES IN OPERATIONS, TRAINING, SUPPLY, LOGISTICS, MANPOWER, SUPPORT EQUIPMENT, AND NUMEROUS OTHER AREAS.

CONTRACTOR SUPPORT, ALREADY ESTABLISHED ON DYESS AFB, WOULD ALSO BE CENTRALIZED CREATING EFFICIENCIES FOR MODIFICATIONS AND ON-SITE REPAIR.

SLIDE #10 IN SUMMARY, PUTTING ALL 67 B-1S AT DYESS AFB AND RETAINING THE C-130S IS A GOOD DECISION BACKED UP BY DOD-CERTIFIED DATA WHICH SAYS DYESS HAS A HIGHER MILITARY VALUE THAN ELLSWORTH AND LITTLE ROCK BOTH NOW AND IN THE FUTURE.

C-130

SLIDE #11 COMPLEMENTING THE B-1 CONSOLIDATION DECISION IS THE RETENTION OF THE C-130S AT DYESS AFB WHICH HAS A DOD-CERTIFIED HIGHER MILITARY VALUE THAN LITTLE ROCK AFB.

THE AIR FORCE WILL ACHIEVE GREATER EFFICIENCIES AND COST SAVINGS BY FULLY UTILIZING DYESS IF THE FOLLOWING IS CONSIDERED:

SLIDE #12 THE C-130 FLEET HAS SEVERAL OUTSTANDING ISSUES THAT NEED TO BE RESOLVED PRIOR TO ANY REALIGNMENT. THEY ARE:

- RESOLUTION TO THE WING-BOX CRACKS IMPACTING THE E AND H-1 MODELS
- THE C-130 AMP MODEL CONVERSION
- THE C-130J FUTURE PROCUREMENT
- THE ROLE OF THE GUARD/RESERVE UNITS

DYESS HAS 29 OF THE 44 C-130 H-1 MODELS. IT IS SCHEDULED TO RECEIVE FOUR ADDITIONAL AIRCRAFT FROM ELMENDORF AFB, ALASKA.

THIS WOULD BRING THE TOTAL AIRCRAFT ON DYESS TO 33 WHICH ACCORDING TO THE AIR FORCE BASE CLOSURE EXECUTIVE GROUP (BCEG) LETTER DATED 24 AUGUST 2004 CAN BE ACCOMMODATED AT DYESS ALONG WITH 67 B-1S.

THIS IS FURTHER VERIFIED BY THE AIR FORCE RESPONSE TO THE TEXAS DELEGATION LETTER DATED 15 JUNE 2005 WHICH CLEARLY INDICATES THAT DYESS CAN ACCOMMODATE THE AIRCRAFT, BUT THAT NO FORMAL AIR

FORCE ANALYSIS WAS ACCOMPLISHED FOR LITTLE ROCK AFB REGARDING THE 118 PLANES TO BE STATIONED AT THAT LOCATION.

SLIDE #13 RETAINING THE C-130S AT DYESS WOULD CREATE DOD-CERTIFIED COST AND MANPOWER SAVINGS AS PER THE SLIDE THAT YOU SEE ON THE SCREEN. THE MOVE OF THE C-130S FROM DYESS TO LITTLE ROCK AFB, ELMENDORF AFB AND PETERSON AFB DOES NOT APPEAR TO BE IN THE BEST INTEREST OF COST AND MANPOWER SAVINGS.

SLIDE #14 WITH REGARD TO OPERATIONS, IF THE RECOMMENDATION IS NOT CHANGED, LITTLE ROCK WILL HAVE 118 AIRCRAFT ASSIGNED ON STATION.

THIS INCLUDES E MODELS, H, H-1, H-3 MODELS AND J MODELS WHICH COULD CREATE A LOGISTICS ISSUE WITH REGARD TO ENGINES, AVIONICS AND PARTS MANAGEMENT. ADDITIONALLY, THIS TYPE OF SATURATION AT ONE LOCATION WOULD CREATE CONGESTION ON VISUAL LOW LEVEL ROUTES, DROP ZONES, ASSAULT STRIPS AND TRANSITION TIMES WHICH IS UNNECESSARY GIVEN THE RESOURCES THAT DYESS HAS IN PLACE TO ACCOMMODATE THESE ACTIVITIES.

SLIDE #15 THE DOD-CERTIFIED DATA STATES THAT LITTLE ROCK ALREADY HAS 110,000 TAKE-OFFS AND LANDINGS PER YEAR ON THE SINGLE RUNWAY. THIS WOULD INCREASE PROPORTIONATELY WITH THE ADDITIONAL AIRCRAFT. DYESS ONLY HAS 36,000 PER YEAR WITH THE 36 B-1S AND 29 C-130S. ADDING ELLSWORTH'S AIRCRAFT WOULD ONLY PUT AN ADDITIONAL 4,300 PER YEAR. IT IS OBVIOUS THAT THE DATA DID NOT CONSIDER THE

DENSITY OF AIRCRAFT THAT WOULD BE AT LITTLE ROCK AND THE STRESS IT WOULD PLACE ON THE AIR CREWS FOR ACCESS TO TRAINING AREAS THAT WOULD BE NECESSARY TO ACCOMPLISH THEIR PROFICIENCIES. DYESS'S RESOURCES SHOULD BE USED TO COMPLEMENT LITTLE ROCK.

SLIDE #16 DYESS HAS HAD A LONG HISTORY - 40 YEARS PLUS - OF OPERATIONS WITH C-130S - LONGER THAN LITTLE ROCK. ITS TWO ASSAULT STRIPS, DROP ZONES (ONE OF WHICH IS ON BASE), NUMEROUS UNENCUMBERED VISUAL LOW LEVEL ROUTES, AND ITS H MODEL SIMULATOR ARE VALUABLE ASSETS THAT THE AIR FORCE WOULD LOSE ACCESS TO WITH THIS REALIGNMENT.

C-130 JOINT OPERATIONS, HAS WORKED SUCCESSFULLY FOR OVER 40 YEARS. IN COOPERATION WITH FORTS BLISS, HOOD, AND SILL, THE MISSION NEEDS TO BE KEPT AT DYESS WHERE THE OPERATION MEETS THE NEEDS OF THE ARMY UNITS AND COMPLEMENTS LITTLE ROCK RATHER THAN SATURATES LITTLE ROCK.

SLIDE #17 WE REQUEST THAT BASED ON THE DOD-CERTIFIED DATA, THE 29 C-130S BE RETAINED AT DYESS AND THAT THE FOUR ADDITIONAL C-130S BE TRANSFERRED FROM ELMENDORF AFB TO DYESS AFB AS SCHEDULED, THUS ROUNDING OUT THE TWO SQUADRONS TO THE OPTIMAL NUMBER - 16/16 OR 32 AIRCRAFT WITH ONE AIRCRAFT AS BACKUP INVENTORY. THIS WILL COMPLEMENT THE CONSOLIDATION OF THE 67 B-1S TO DYESS.

IT APPEARS THAT ANY MOVE AWAY FROM THIS POSITION WOULD VIOLATE MILITARY VALUE AS STATED BY THE DOD-CERTIFIED CRITERIA, AND THIS WAS IDENTIFIED BY THE RED TEAM.

PARAPHRASING THE COMMENTS "THE AIR FORCE AND DEPARTMENT OF DEFENSE ARE VIOLATING THEIR OWN CRITERIA WITHOUT SOUND MILITARY JUSTIFICATION."

IF THE RECOMMENDATION IS TO MOVE THESE AIRCRAFT TO LITTLE ROCK, THE NUMBER OF AIRCRAFT ON THE GROUND AT ANY ONE TIME WILL EXCEED THE NUMBER OF COMMERCIAL AIRCRAFT ON THE GROUND AT MANY MAJOR AIRPORTS.

IS IT WISE TO USE MILITARY JUDGMENT IN THIS CASE IN PLACE OF MILITARY VALUE CRITERIA??

AT THIS POINT I'D LIKE TO INTRODUCE THE MAYOR OF ABILENE, NORM ARCHIBALD, WHO WILL MAKE SOME COMMENTS REGARDING THE CITY AND DYESS AFB.

MAYOR NORM ARCHIBALD'S COMMENTS

CHAIRMAN PRINCIPI, COMMISSIONERS, THANK YOU FOR THIS OPPORTUNITY TO SHARE THE MESSAGE OF DYESS AIR FORCE BASE.

SLIDE #18 YOU HAVE HEARD OUR CASE. DYESS HAS AND CONTINUES TO BE PREPARED TO ACCEPT THE ASSIGNED MISSIONS. ABILENE IS GROWING AND ACCOMMODATING THE NEEDS OF DYESS.

OUR COMMUNITY HAS FORMED A GREAT PARTNERSHIP WITH DYESS OVER 50 YEARS. OUR CITIZENS HAVE BEEN PATRIOTS SINCE THE BASE BEGAN IN 1956. IT IS OUR LARGEST EMPLOYER. WE ARE HOME TO THOUSANDS OF RETIREES WHO HAVE BEEN STATIONED AT DYESS AND CHOSEN TO LIVE IN ABILENE.

SLIDE #19 OUR MESSAGE IS ONE OF CAPACITY TO GROW AND SUPPORT OF DYESS AFB AND ITS MEN AND WOMEN THROUGHOUT THE COMMUNITY.

THE CITY HAS WORKED CLOSELY WITH DYESS TO HELP SUPPORT THE INFRASTRUCTURE AT THE BASE. WE HAVE ESTABLISHED EFFLUENT WATER LINES FOR THE BASE. THIS WILL SAVE THE AIR FORCE MORE THAN \$3.5 MILLION OVER THE NEXT 20 YEARS.

OUR CITY HAS RECEIVED FUNDING AND COMPLETED THE PLANS FOR A \$21 MILLION GATEWAY DIRECTLY FROM INTERSTATE 20 TO DYESS. THE TRANSPORTATION AND INFRASTRUCTURE IMPROVEMENTS, INCLUDING A NEW MILITARY DRIVE ON THE NORTH SIDE OF THE BASE, WILL INCREASE SECURITY AND GIVE DYESS AN ALTERNATE ENTRY LOCATION.

WE HAVE MANAGED OUR THE TRANSPORTATION SO WELL AROUND THE BASE THAT WE ARE PROUD TO BE THE HOME TO A "10 MINUTE RUSH HOUR".

SLIDE #20 THE SCHOOLS DISTRICTS HAVE EXCESS CAPACITY TO HANDLE MORE THAN XXXX STUDENTS AND THE QUALITY OF OUR EDUCATION SYSTEM RANKED IN THE TOP TIER OF OUR STATE. IN FACT, THE ABILENE INDEPENDENT SCHOOL DISTRICT HAS JUST EMBARKED ON \$79 MILLION

DOLLARS OF NEW CONSTRUCTION TO TAKE ALL OF OUR FACILITIES TO THE NEXT LEVEL, INCLUDING TECHNOLOGICAL ADVANCES IN THE CLASSROOM.

WE HAVE THREE MEDICAL CENTERS WITH MORE THAN ADEQUATE CAPACITY AND OUR MEDICAL GROWTH IS PROCEEDING IN A STRONG WAY.

OUR HOUSING AVAILABILITY TODAY INDICATES MORE THAN ENOUGH CAPACITY FOR INCREASED MILITARY PERSONNEL. CITY COUNCIL APPROVED OVER 500 NEW HOUSING STARTS IN THE MONTH OF APRIL ALONE.

OUR CITY FIRE DEPARTMENT SHARES CALL WITH THE DYESS BASE FIRE DEPARTMENT WHEN DEPLOYMENTS OCCUR. THE CITY CROSS-TRAINS ITS FIRE PERSONNEL WITH THOSE AT THE DYESS FIRE DEPARTMENT TO MANAGE ANY UNEXPECTED EMERGENCY.

OUR THREE UNIVERSITIES, COMMUNITY COLLEGE AND TECHNICAL COLLEGE OFFER EXCELLENT PROGRAMS LOCATED ON THE BASE AND IN THE COMMUNITY FOR PERSONNEL SEEKING AN ASSOCIATE'S DEGREE THRU PHD LEVEL WORK.

SLIDE #21 ACCORDING TO A NATIONAL PUBLICATION, OUR METRO AREA HAS SOME OF THE HIGHEST RANKINGS AMONG COMMUNITIES WITH MILITARY POPULATIONS OVER 10,000. WE HAVE THE HIGHEST SCORE AMONG THE CATEGORIES OF TRAFFIC AND COMMUTING, SPOUSE EMPLOYMENT OPPORTUNITIES, LOW CRIME AND SAFETY, AND RANK THIRD OVERALL IN QUALITY OF LIFE.

SLIDE #22 AS I BEGAN, TODAY OUR MESSAGE IS ONE OF CAPACITY AND READINESS.

WE ARE READY TODAY TO ACCEPT THE CONSOLIDATION OF THE 67 B-1 BOMBERS AND RETAIN THE C-130'S. WE WILL NOT DISAPPOINT YOU. WE ARE PROUD TO SUPPORT DYESS AND WE ARE MISSION READY!

OUR CITY, COUNTY AND CHAMBER MILITARY AFFAIRS COMMITTEE HAVE WORKING GROUPS CONTINUALLY MEETING WITH THE LEADERSHIP OF DYESS AND ONE OF THOSE PEOPLE INVOLVED IS CELIA DAVIS, THE CHAIR OF OUR MILITARY AFFAIRS COMMITTEE WHO WILL SUMMARIZE OUR PRESENTATION.

CELIA DAVIS' CLOSING STATEMENT

SLIDE #23 MR. CHAIR, COMMISSIONERS:

THANK YOU FOR THE OPPORTUNITY YOU HAVE PROVIDED US TO GIVE YOU A BRIEF OVERVIEW OF ABILENE, AND MOST ESPECIALLY DYESS AFB. OUR FACTUAL PRESENTATION HAS BEEN BASED ON THE DOD-CERTIFIED DATA, AND I WANT TO SUMMARIZE THE POINTS MADE TODAY.

SLIDE #24 DYESS AFB HAS A HIGHER MILITARY VALUE THAN ELLSWORTH AFB FOR THE B-1 BOMBER. IN THE 1980S, DYESS WAS CHOSEN FOR THE BED-DOWN OF THE FIRST B-1 BOMBERS AND DESIGNATED THE CENTER OF EXCELLENCE FOR THE MISSION. OUR COMMUNITY HAS BEEN THERE FOR 20 YEARS FIGHTING FOR FUNDING TO MAKE THE B-1 THE BACKBONE OF THE BOMBER FLEET THAT IT IS TODAY. **THAT'S A FACT.**

DYESS AFB HAS A HIGHER MILITARY VALUE THAN LITTLE ROCK AFB FOR THE C-130 AIRLIFT MISSION. DROP ZONES, ASSAULT STRIPS, AND TRAINING AREAS ARE IN PLACE. THE CENTRAL LOCATION IS SUPERIOR, IN ADDITION TO

AVAILABLE FLYING DAYS. THE C-130S HAVE BEEN A VITAL MISSION AT DYESS SINCE THE 1960S. **THAT'S A FACT.**

SLIDE #25 THE AVAILABLE RAMP SPACE, HANGAR CONFIGURATION AND RUNWAY SIZE MAKE DYESS AN IDEAL CANDIDATE FOR FUTURE MISSIONS. THE PHYSICAL PLANT INFRASTRUCTURE AND FACILITIES ARE IN EXCELLENT CONDITION. DYESS CAN CURRENTLY HANDLE THE ENTIRE B-1 FLEET OF 67 AIRCRAFT AND 33 C-130S. **THOSE ARE THE FACTS.**

SLIDE #26 THE MILITARY VALUE, LOCATION, FACILITIES, PROXIMITY TO TRAINING AREAS, COST EFFECTIVENESS, ACCESS FOR JOINT USE, AND COMMUNITY SUPPORT ALL ADD UP TO MAKE DYESS AFB AND ABILENE....MISSION READY.

SLIDE #27 AS THE LAST TEXAS PRESENTER, I WOULD BE REMISS IF I DID NOT REITERATE THE GREAT SUPPORT GIVEN US BY SENATOR KAY BAILEY HUTCHISON, SENATOR JOHN CORNYN AND THEIR STAFFS. CONGRESSMAN NEUGABAUR AND THE OTHER 31 TEXAS CONGRESSMEN, AS WELL AS GOVERNOR PERRY, FOR OUTSTANDING SUPPORT, NOT JUST THROUGHOUT THIS PROCESS, BUT THROUGH THE YEARS. WE ARE PROUD TO CALL THEM MEMBERS OF THE ABILENE/DYESS TEAM.

SLIDE #28 ABILENE AND DYESS HAVE WORKED TOGETHER FOR 50 YEARS TO GAIN NOT ONLY WHAT IS GOOD FOR DYESS AND ABILENE, BUT WHAT BEST HELPS THE UNITED STATES AIR FORCE AND THE DEPARTMENT OF DEFENSE MEET STRATEGIC GOALS.

I REALIZE COMMUNITIES ACROSS THE COUNTRY HAVE TALKED ABOUT BASE/COMMUNITY RELATIONSHIPS, AND RIGHTLY SO. HOWEVER, THERE IS A HIGHLY COVETED ANNUAL AWARD GIVEN BY AIR MOBILITY COMMAND (AMC) TO THE BASE THAT BEST DEMONSTRATES BASE/COMMUNITY PARTNERSHIP. ABILENE AND DYESS WON THE TROPHY SO MANY TIMES WE WERE DISQUALIFIED FROM COMPETING. NOW THE AWARD IS CALLED "THE ABILENE TROPHY" AND IT IS OUR PRIVILEGE TO PRESENT IT TO THE WINNING BASE COMMUNITY. THAT, TOO, IS A FACT.

ABILENIANS ARE PRESENT AND ACCOUNTED FOR. WE STAND READY TO SUPPORT THE COMMISSIONERS AND THE PRESIDENT IN THE DECISIONS MADE IN THE COMING MONTH. THOSE STANDING REPRESENT CITIZENS WHO HAVE RIDDEN BUSES SINCE 5:30 AM TO GIVE YOU A SAMPLING OF THE SUPPORT OF OUR COMMUNITY FOR THE MILITARY AND THE MEN AND WOMEN WHO FIGHT FOR OUR FREEDOM. WE ARE HAPPY TO REPORT FOR DUTY. THAT IS A FACT.

SLIDE #29 TODAY, WE ARE HERE TO ASK THAT THE B-1 CONSOLIDATION RECOMMENDED BY CERTIFIED-DOD DATA BE MAINTAINED. ALSO, BASED ON THE CERTIFIED DOD DATA, OUR REQUEST IS TO RETAIN THE C-130S AT DYESS AIR FORCE BASE.

MAY GOD CONTINUE TO BLESS THE UNITED STATES OF AMERICA AND BLESS YOU IN YOUR DIFFICULT TASKS.



MAC THORNBERRY
13TH DISTRICT
TEXAS

Congress of the United States
House of Representatives

ARMED SERVICES COMMITTEE
PERMANENT SELECT COMMITTEE
ON INTELLIGENCE

July 8, 2005

The Honorable Anthony J. Principi
Chairman
2005 Base Realignment and Closure Commission
2521 South Clark Street, Suite 600
Arlington, Virginia 22202-3909

Dear Chairman Principi,

I first want to thank you, the other commissioners, and your staff, for your willingness to participate in this year's base closure and realignment process, as well as your past service to our nation.

As you know, Dyess Air Force Base, located in Abilene, Texas, could potentially gain personnel during the 2005 base realignment and closure round. The City of Abilene and Dyess have always worked in close partnership to support and improve the base and promote national security. The citizens in the area have also shown strong support for the base and the men and women who serve there. In addition, the Texas State Legislature has created a variety of incentives for communities that are home to military installations.

For all of these reasons, Dyess, and Abilene, are well equipped to accommodate increases in personnel and mission. I believe these increases will be good not only for the base, but Abilene, Texas, and our Armed Forces, as well.

Again, thank you for your service.

Sincerely,

Mac Thornberry
Member of Congress

WMT:bpw

The Senate of The State of Texas



TROY FRASER

July 5, 2005

2005 Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, Virginia 22202

Dear Commissioners:

I am writing you today enthusiastically supporting Dyess Air Force Base in Abilene. Dyess is a flagship base for the United States Air Force as well as our Lone Star State.

This joint-use base's resources include new modern permanent infrastructure, generous expansion space, negligible encroachment issues, abundant clear weather flying days, and light air traffic to name only a few. And, the Dyess-Abilene relationship is legendary.

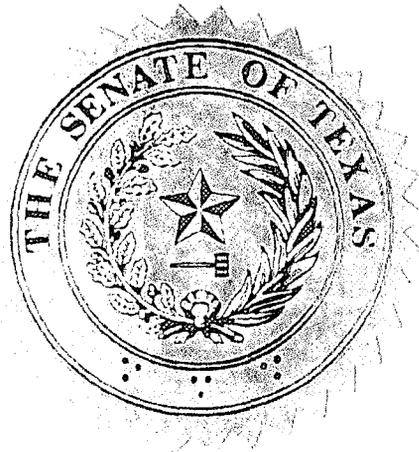
The state of Texas continues to aggressively support our military. Senate Bill 252, which I co-sponsored, allows economic development sales tax funds to be used to promote specific military base projects. Additionally, Governor Perry's Texas Military Preparedness Commission diligently works to assist defense related communities and businesses. As a member of the Senate Veterans' Affairs and Military Installations committee, we continually strive to improve and strengthen our state military assets.

I encourage you to allow Dyess, a base of strong military value, to continue to grow in both missions and personnel.

Sincerely,

A large, stylized handwritten signature in black ink, appearing to read 'Troy Fraser'.

Troy Fraser
Texas State Senator



DCN: 11870

STATE of TEXAS
HOUSE of REPRESENTATIVES

P.O. BOX 2910
AUSTIN, TEXAS 78768-2910
512-463-0718
512-463-6244 - FAX



P.O. BOX 1498
ABILENE, TEXAS 79604
325-677-0211
FAX - 325-674-2130

BOB HUNTER
DISTRICT 71

July 6, 2005

2005 Defense Base Closure and Realignment Commission
2521 S. Clark St., Ste. 600
Arlington, VA 22202

Dear BRAC Commissioners:

I want to commend each commissioner for the dedicated work that is being accomplished during the process of the 2005 BRAC.

As the Texas State Representative for the district that includes Abilene and Dyess Air Force Base, I am excited for the City of Abilene and our citizens for the proposal to bring additional military personnel to our base.

The Texas Legislature has focused on providing great incentives for communities with military bases, as well as for employment and education assistance for military personnel and their families. During the recent Legislative Session, legislation was passed to help in several ways, including a law allowing honorably discharged active military personnel to be exempt from payment of fees and tuition, with certain stipulations, from institutions of higher education, and another law creating a provision that students attending institutions of higher education who are called to active military duty will have their absences excused - important for Abilene due to having six institutions of higher education in our city.

In addition, a law was passed to require assistance from the Texas Workforce Commission to create programs in Texas' defense dependent communities to support military families by providing employment assistance to the spouses and dependents of military personnel who are assigned to duty in Texas, and a new law that authorizes local communities to use their economic development tax funds (4A/4B) for projects that will promote or support an active military base and assist in strengthening a community's infrastructure when new military missions are assigned to local military bases.

As a representative of the people of the Dyess AFB area and in the interest of all of our military facilities in Texas, my colleagues and I will work to make sure that future incentives are added and that our military base communities and personnel are supported in every possible way.

Sincerely,

A handwritten signature in cursive script, appearing to read "Bob Hunter".

Bob Hunter



DCN: 11870

TAYLOR COUNTY COURTHOUSE
300 OAK STREET
ABILENE, TEXAS 79602



Ph: (325) 674-1235
Fax: (325) 674-1365
newmang@taylorcountytexas.org

GEORGE A. NEWMAN, Ph.D.
COUNTY JUDGE

June 29, 2005

2005 Defense Base Closure and Realignment Commission
2521 South Clark St., Ste. 600
Arlington, VA 22202

Dear Commissioners:

The Taylor County Commissioners' Court and Dyess Air Force Base have a long history of cooperation. Together with the City of Abilene, we recognize the great importance of the mission of Dyess now and into the future. Our county is progressive and we are anxious to do our part in welcoming and providing for new personnel and their families.

In the past two years I personally have been involved, along with our commissioners, in negotiating agreements with corporations to make certain that we do not have encroachment issues concerning flight patterns for the B-1's and the C-130's. These negotiations have been successful and they have truly been a team effort with Dyess. We have ample space for low level flight maneuvers involving C-130's.

My office is always open to the leadership at Dyess to help with any matters that may arise at any time. It has been my responsibility to probate the wills of three of our servicemen killed in action in the past two years. I consider it an honor to provide sensitive and caring assistance to the families of these fallen warriors.

Taylor County is proud to be the home of Dyess Air Force Base and we pledge our full cooperation in future missions that are sent our way.

Thank you for assuming this most important role as a member of the 2005 Defense Base Closure and Realignment Commission.

With great respect,


George A. Newman

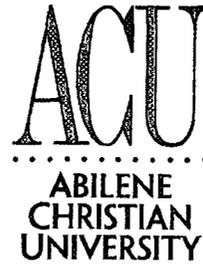
DCN: 11870

Educating Students for Christian Service and Leadership Throughout the World

Royce Money, Ph.D.

PRESIDENT

206 Hardin Administration Building, ACU Box 29100, Abilene, Texas 79699-9100
915-674-2412 • Fax 915-674-2958



July 7, 2005

2005 Defense Base Closure and Realignment Commission
2521 S. Clark St., Ste 600
Arlington, VA 22202

Dear Commissioners:

On behalf of the nearly 4,800 students and 800 faculty and staff members of Abilene Christian University, we are extremely proud to be a part of **Team Dyess**. We strongly endorse the proposed beddown of all B-1s at Dyess and strongly urge that Dyess's current C-130 mission be retained or expanded.

Like Abilene Christian, Dyess has room for expanded capacity in people and infrastructure. ACU begins its Centennial year in August 2005 as one of the largest private universities in the Southwest. We offer prospective students a liberal arts education with 60 baccalaureate degrees in over 100 areas of study, 27 master's degrees and one doctorate on our campus. Additionally, we offer two courses each semester on Dyess Air Force Base in our Organizational and Human Resources Development degree program. We scholarship all tuition costs above VA tuition aid for Dyess and other military personnel. Therefore, they may pursue their higher education with very little out-of-pocket costs. Though we are a large university, our faculty offers personalized instruction and creative alternatives when military deployments or temporary duties arise or conflict with academic requirements.

We also greatly value the experience and knowledge the men and women of Dyess and their family members bring to our community. Like many other Abilene entities, ACU offers employment opportunities to qualified dependents to become university staff members. Our Christian environment is very attractive to students and employees alike.

The Dyess-Abilene partnership is legendary--we, at ACU, are indeed honored to be on that team. We urge you to consolidate all B-1s at Dyess and keep the assigned C-130s in-place--Dyess and Abilene can easily handle the growth. ACU will be there to help!

Sincerely,

A handwritten signature in black ink, appearing to read "Royce Money". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Royce Money, Ph.D.
President



6250 HIGHWAY 83/84
ABILENE, TEXAS 79606
(325) 695-9900

June 30, 2005

2005 Defense Base Closure and Realignment Commission
2521 S. Clark St., Ste. 600
Arlington, VA 22202

Dear Sir or Madam:

As a point of introduction, my name is Mike Murphy, and I am the Chief Executive Officer at Abilene Regional Medical Center, one of three acute care hospitals that serve Abilene and the surrounding region, including Dyess Air Force Base. Abilene Regional Medical Center (ARMC) is a 180-bed hospital that has a significant interdependence with Dyess crossing several dimensions. Dyess represents millions of dollars of business to ARMC, including over 500 inpatient admissions per year, plus hundreds of babies, E.R. Visits and other outpatient tests/surgeries. Physicians at Dyess have staff privileges at ARMC, benefiting them and their patients. Many physicians in Abilene— from all three of our Hospitals-- were Air Force trained and spent time at Dyess before establishing a civilian practice in town. This makes Dyess an important, albeit indirect, source for physicians for this region.

Many of our 750 employees have a spouse based at Dyess, and vice-versa. Our children attend school together -- schools that have achieved academic, athletic and cultural excellence in large part because of the additional resources and tax dollars brought in by Dyess home-owners who live off-base in Abilene.

Dyess and Abilene Regional Medical Center are intertwined in many ways, and inter-dependent. Just as Dyess has expanded and reinvested in new infrastructure and technology, ARMC has as well. Even without our expansion, though, all three Hospitals currently have excess capacity, and will easily accommodate additional medical needs associated with the planned increase in personnel at Dyess.

On behalf of our Board of Directors, Medical Staff, Hospital Employees and, of course, our patients, we thank Dyess for its past support. We are looking forward to proudly working with Dyess in the years ahead for our mutual benefit and success.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael D. Murphy". The signature is written in a cursive style with a large, sweeping flourish at the end.

Michael D. Murphy
Chief Executive Officer



Big Country Home Builders Association

278 S Pioneer Drive Suite 105
Abilene, Texas 79605
Phone: 325-698-4232 Fax: 325-692-5844
1/800-657-9069
www.bigcountryhba.com

2005 Board of Directors

July 5, 2005

Executive Board

David Sivley
President

Tommie Harendt
First Vice President

Mike McLean
Second Vice President

Joann Dycus
Secretary

Don Faulkner
Treasurer

Jimmy McDonald
Past President

Directors

Mike Ward

Aaron Waldrop

Bill Brabbin

Rodney Briscoe

Howard Wells

Jerry Horton

Gary Pearce

Jon McDonald

2005 Defense Base Closure and Realignment Commission
2521 S. Clark Street, Suite 600
Arlington, VA 2202

To Whom It May Concern:

The Big Country Home Builders Association wishes to express support for Dyess Air Force Base, the B1 and the C130 aircraft. Our community is currently experiencing strong growth in residential construction and new land developments which means abundant housing to support new families and dependants. Our community offers ample housing, an excellent education system and sufficient employment opportunities.

Sincerely,

David Sivley
2005 President

TAB Honorary Life
Director & NAHB
Director
Bill Brabbin

TAB Director
Don Faulkner

Member of
*Texas Association
of Builders
&
National Association of
Home Builders*

FIRST FINANCIAL BANKSHARES

F. Scott Dueser
President and
Chief Executive Officer

July 6, 2005

2005 Defense Base Closure and Realignment Commission
2521 South Clark Street, Suite 600
Arlington, Virginia 22202

Dear Commissioners:

I am writing you to reflect the long term and enthusiastic support that Abilene has for Dyess Air Force Base. In fact, I have never seen a city more in love and supportive of the military than Abilene. As President of First Financial Bankshares and a Board of Regent of Texas Tech University, I want to outline some of the things that we do as organizations to support Dyess.

First Financial Bank of Abilene has played a very active role with the Family Support Office to make jobs available for Dyess spouses and retirees. Every one of our open positions are posted with the Family Support Office, and Pam Mann, our Human Resources Director, is a frequent speaker at the office. A large number of our present and past employees are tied to Dyess. Over the past several years, our employees and the bank have collected and mailed packages of toiletries and food to deployed spouses. We also make a special effort to make sure that our spouses of deployed personnel have the ability to leave work when needed to fulfill their role as a single parent during the deployment process.

Our staff is very active in supporting Dyess by volunteering for the annual Dyess Bar-B-Que, being Honorary Commanders and being active in the Military Affairs Committee. Bob Patterson, the President of First Financial Trust & Asset Management Company, is the Vice Chairman of the Military Affairs Committee at the present time.

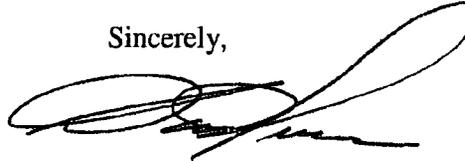
The bank provides financial services for Dyess personnel through our eight branches, with services ranging from free checking accounts, mortgage loans and consumer lending. Several years ago, we were asked by the Commander to provide cash for a deployment on a Sunday afternoon. Although our vaults were time-locked for the weekend, we had our tellers come in on Sunday afternoon, work the commercial deposit bags and were able to provide Dyess with the needed cash by 6:00 p.m. Sunday evening. This act just exemplifies Abilene's support of Dyess to do whatever it takes to help them excel in their mission.

2005 Defense Base Closure and Realignment Commission
Page 2

Texas Tech University in Lubbock, which is one of the three major universities in Texas, established a Graduate School of Engineering in Abilene, which offers a Masters of Computer Science program. Four Dyess officers were in the initial class; however, deployments have taken its toll on Dyess participation. Tech is very interested in continuing to expand other programs in Abilene, and is presently offering a Masters in Systems Engineering and Management through distance learning. These programs allow Dyess personnel to further their education beyond what is presently offered in Abilene at our three universities.

As you can see, Dyess and Abilene are ONE, and we are here to do whatever it takes to help Dyess be mission ready and successful.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Dueser", with a large, stylized flourish extending to the right.

Scott Dueser
President and
Chief Executive Officer

SD/gnk



CISCO JUNIOR COLLEGE

101 College Heights • Cisco, Texas 76437 • (254) 442-2567

John Muller, Ph. D.
President

jmuller@cisco.cc.tx.us

July 5, 2005

2005 Defense Base Closure and Realignment Commission
2521 S. Clark St., Ste. 600
Arlington, VA 22202

Dear Commissioners:

Cisco Junior College has had a successful and very effective partnership with Dyess Air Force Base that has been beneficial for military personnel, their families, the College, and the city of Abilene since the late 1970s. We are committed to our mission of providing quality post secondary educational opportunities for our service area in West Texas, and we pride ourselves on providing outstanding programs for academic transfer, career preparation, and continuing adult education that will meet the needs of Dyess Air Force Base.

CJC has a strong and supportive relationship with Dyess, and we are committed to supporting the special needs of the military personnel by offering courses on the Base as needed and at the Abilene Educational Center. All military personnel and family dependents pay in-state tuition regardless of their residency before being positioned at Dyess. Our faculty work one-on-one with students who are deployed during an academic semester to help them complete their courses. CJC has also dedicated a position to serving as the Educational Liaison to Dyess, and support is given to active duty personnel and dependents to assist them with establishing and achieving their short and long term educational goals. CJC has developed different types of classes and programs and has tailored both seven week classes and short mini-mester classes to meet the needs of the military. We also focus on veterans by helping them transition from military life to civilian life through educational planning.

In order to better serve Abilene and Dyess Air Force Base, CJC built a new campus that is now home for the CJC Abilene Educational Center and is easily accessible to Dyess. Completed in May 2004, the College began holding classes in the Center that summer. Along with our new facilities came new science labs, computer labs, educational technology, and new educational programs. We have also added ten new full-time faculty members and nine new service personnel to support our growth in numbers of students. We are always seeking qualified part-time instructors to teach for us in a

variety of disciplines, and we provide many opportunities for Dyess family members to serve as adjunct faculty or full-time faculty.

Cisco Junior College is positioned for growth and is prepared to build upon our successful partnership with Dyess Air Force Base to provide educational opportunities for military personnel, family members, and veterans as they make their homes in Abilene and surrounding towns in West Texas.

Sincerely,

A handwritten signature in cursive script that reads "John Muller". The signature is written in dark ink and is positioned above the printed name.

John Muller
President



**BlueCross BlueShield
of Texas**

Jackie Hamilton
Vice President

July 6, 2005

2005 Defense Base Closure and Realignment Commission
2521 South Clack Street, Suite 600
Arlington, Virginia 22202

Gentlemen:

Blue Cross Blue Shield of Texas (BCBSTX) is both proud and fortunate to be a corporate citizen of Abilene, Texas. With over 1100 employees and one of the city's largest employers, we have found this community to be one of the most accommodating throughout the great State of Texas. The City and the Development Corporation of Abilene's financial pledge to invest in our operation was pivotal in our decision to locate our full service unit here in 1997.

Dyess is both an important part of our community and a good neighbor to BCBSTX. Because we recognize the importance of the military, we have signed the Statement of Support for the Guard and Reserve. We also are keenly aware of the fact that military-employees are trained to be leaders/managers and have the skills and attitudes that are essential for companies such as ours. Some 240 of our employees (spouses, family members) have ties to Dyess.

We look forward to continuing our partnership with the City of Abilene and Dyess. It is our strong believe that collectively we can accommodate the future plans of Dyess that will result in a winning proposition for all of those involved.

Sincerely,

Jackie Hamilton, Vice President
Government Programs



July 7, 2005

2005 Defense Base Closure and
Realignment Commission
2521 S. Clark St., Ste 600
Arlington, VA 22202

Dear Sirs,

I will not bore you with a bunch of numbers on the economic impact that Dyess has on Abilene, I'm sure you know that better than we do. What I really feel this should be about is the quality of life and the relationship with our community that the enlisted men and women of Dyess enjoy in Abilene. Our community ranked #3 in the category of Best Metro for Quality of Life in communities with military populations between 10,000 and 19,999 in the 2004 Military Communities of Excellence Rankings. Abilene ranked #17 nationwide in quality of education, according to Business Development Outlook. Additionally, Abilene was ranked 39th best city in the Nation overall.

I have only been in Abilene for six years, but I can tell you the love this city holds for our men and women who serve this country is genuine.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Dunnahoo", written over a horizontal line.

Mike Dunnahoo
President-CEO
Star Family of Dealerships
Abilene, Texas



OFFICE OF THE PRESIDENT

July 5, 2005

2005 Defense Base Closure and Realignment Commission
2521 South Clark Street, Ste. 600
Arlington, VA 22202

Dear Base Closure and Realignment Commission:

This autumn, McMurry University marks its 45th year of partnership with Dyess Air Force Base. The McMurry-Dyess Air Force Base Program is designed to offer residential undergraduate coursework to active duty military personnel through on-base and on-campus offerings. Our Memorandum of Understanding (MOU) specifically permits the general education component of the Community College of the Air Force (CCAF) Program to be offered on-base at Dyess. The McMurry-Dyess Program has a full-time doctoral prepared director with offices at Dyess and McMurry.

During the most recent academic year, the McMurry-Dyess Program had approximately 175 active duty students, with most beginning coursework via the CCAF and in the general education courses that support that degree program. Dyess AFB airmen and their families pursue baccalaureate degrees in nearly every one of the 44 academic disciplines offered at McMurry University.

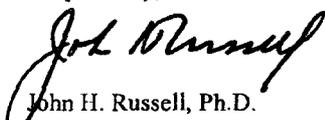
McMurry has supported the military members with a variety of scholarships and financial assistance considerations. The Dyess Scholarship covers all tuition costs that exceed the military Tuition Assistance (TA) allowance. During the recently completed academic year, McMurry funded and awarded more than \$206,000 in Dyess Scholarships for active duty airmen enrolled in either on-campus or on-base offerings. These students were required to pay only for textbooks. Family members are also supported financially through McMurry University institutional financial aid. A Dependent Scholarship provides a 20% tuition scholarship. In 2004-2005, almost \$73,000 was awarded to Dyess AFB family members. And finally, the Admissions Application Fee is waived for active duty airmen and their family members.

As the Air Force has evolved into a more deployable posture, the McMurry-Dyess AFB Program has worked hard to improve the scheduling and delivery of our educational programs to meet the special needs of military members and their units. A new initiative, Blue Streak, affords airmen an opportunity to complete the academic courses toward CCAF in a condensed format (5 ½ to 8 weeks) with offerings in all areas each semester. Since most of the McMurry faculty have had military members in class, they are eager to help with deployment issues such as early or extended leaves of absence. McMurry University is noted as a "military friendly site" for administration of the College Level Examination Program (CLEP) examinations and works well with the Dyess Education Center to ensure that airmen take full advantage of the opportunity to gain appropriate academic credit for the richness of their military experiences.

Our campus has a strong military tradition—45 years of collaboration with Dyess AFB is ample proof of that tradition. Nearly two dozen of our staff and faculty are veterans of the various branches of the Armed Forces—they nurture that tradition.

McMurry University continues to cherish its partnership with Dyess and does so with a firm commitment to recognize, honor and support the airmen and families of Dyess Air Force Base. Our tradition is a long and proud one as we do our best to serve those who have chosen to serve our country.

Respectfully,


John H. Russell, Ph.D.
President



Hendrick

HEALTH SYSTEM

Tim Lancaster, FACHE
President & CEO

July 7, 2005

2005 Defense Base Closure and Realignment Commission
2521 S. Clark Street, Suite 600
Arlington, Virginia 22202

Dear Commissioners:

Hendrick Health System is the largest private employer in Abilene with more than 2,800 employees. As the largest hospital in the Texas Midwest, I am writing in full support of Dyess Air Force Base and the men and women who serve our country.

Hendrick is an "External Resource Sharing" hospital to Dyess, one of only three such civilian hospitals in Texas. Since the Dyess Medical Group has no capacity for inpatient care, obstetrics, surgical services or emergency service, Dyess' physicians serve with full active privileges at Hendrick. They perform physician services at our facility and save the government a great deal of money by foregoing referrals to civilian providers. This arrangement also helps keep the Dyess physicians' skills fresh for deployments. Hendrick also is proud to offer Continuing Medical Education opportunities to the Dyess Medical Group.

Hendrick has assisted Team Dyess significantly by outwardly recruiting the private practice physicians in the city to contract as TRICARE Prime providers. This first occurred during the initial contracting and was a huge endeavor during the 2004 re-contracting when Humana replaced HealthNet as the TRICARE contractor. Hendrick has been successful in recruiting several key specialties to be accepting TRICARE providers in Abilene, thus facilitating a full complement of services.

Our hospital assists Dyess in managing Active Duty and dependents that come through our Trauma Center. The Trauma Center staff works with the Medical Group and the base commanders to account for personnel injured or ill, both on and off duty. The primary goal is to return personnel to work as soon as possible.

2005 Defense Base Closure and Realignment Commission
Page 2

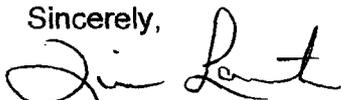
Hendrick is proud to assist Dyess in all these activities. Dyess and the troops have for years been an integral part of our community, and they are valued highly. To show our support to Dyess, Hendrick is sponsor of four (4) quarterly award winners from Team Dyess' awards program. We invest time and real dollars to recognize and honor hard-working Team Dyess awardees for their accomplishments.

Four of our executives serve as honorary commanders to four Dyess squadron/groups, and the base commander. I also have served as honorary commander for the 7th Medical Group and established lasting relationships. This investment contributes to AF officers' overall success and ability in their respective commands and enhances the community.

Two of our Vice-Presidents are actively involved in the Abilene Military Affairs Committee. As mayor of Abilene, Norman Archibald works diligently on matters relating to base and city relationships. Celia Davis serves as Chair of the committee, where she has had an active role for 10 years, leading the group since 2000.

The Dyess-Abilene partnership demonstrates how communities and bases can enhance the quality of life enjoyed by the men and women working to maintain and secure our freedom. Hendrick is proud to be a leading member of that team. Standing firm in our support of Dyess, Hendrick encourages the Commission to recognize the long-standing relationships and their value.

Sincerely,



Tim Lancaster, FACHE
President & CEO

TL/v

DCN: 11870

OFFICE OF THE PRESIDENT



June 29, 2005

2005 Defense Base Closure and Realignment Commission
2521 S. Clark St., Ste. 600
Arlington, VA 22202

325-235-7333
FAX: 325-235-7320
www.tstc.edu

re: *Dyess AFB; Abilene, TX*

To Whom It May Concern:

On behalf of Texas State Technical College West Texas, I offer you a sincere expression of our support for Dyess Air Force Base, Texas.

TSTC, an agency of the State of Texas and the only state supported technical college in the State, is uniquely suited to continue to meet the immediate and long-range educational needs of Dyess AFB personnel, as we have been proud to do so for many years. We provide an affordable educational opportunity for Dyess Active Duty, retired and Reserve Military, family members and civilian personnel.

Of particular interest for Dyess personnel is our Section 141 pilot training school, The TSTC Air Academy located at the Abilene Regional Airport. In support of the local and statewide aviation industry, TSTC also offers an Associate Degree in Aviation Maintenance. Additionally, our curriculum includes Associate of Applied Science Degrees and Certificates in Computer Technology, Industrial Electronics, Manufacturing Technology, Mechanical Technology, Allied Health and the Arts and Sciences fields.

Also helpful to Dyess personnel is TSTC's emphasis on "learning by thinking and doing," its strong relationships with business and industry, state-of-the-art laboratories, and a student-centered philosophy. At TSTC, we understand the uncertainty of deployment schedules, alerts and the nature of military life. Therefore, we work, diligently and—to the best of our ability—with each student individually to insure the continuity of an approved course of study and that no student loses college credit or money due to unexpected alerts and deployments.

We are committed to serve the current and future educational needs of Dyess AFB personnel and I urge your continued support for the growth and development of Dyess Air Force Base in our national security structure.

Sincerely,

Michael L. Reeser
President

650 E. HWY 80
ABILENE, TEXAS 79601
325-672-7091

307 N. BRECKENRIDGE AVE.
BRECKENRIDGE, TEXAS 76424
254-559-6556

305 BOOKER ST.
BROWNWOOD, TEXAS 76801
325-641-5987

300 COLLEGE DR.
SWEETWATER, TEXAS 79556
800-592-8784 / 325-235-7300

Dyess Air Force Base

The DoD Recommendation to Transfer B-1s to Dyess is Fully Consistent with the Selection Criteria

- Among the Bomber bases, Dyess ranks 20th; Ellsworth ranks 39th.
- Dyess is the ideal base for B-1 consolidation
 - Dyess is the only base for B-1 initial training and instructor training
 - Dyess houses the B-1 Weapons School and B-1 Test Unit
 - Dyess hosts the Realistic Bomber Training Initiative
 - All B-1s would be located at the B-1 Engine Regional Maintenance Center
 - Consolidation creates a central inventory for spare parts which would increase readiness
 - Dyess has a majority of the B-1 simulators
- Infrastructure at Dyess would need few improvements to accommodate additional aircraft and personnel and make the B-1 mission more cost effective
 - Since 1996, over \$180 million in new infrastructure has been built at Dyess
 - The ramp space at Dyess is large and contiguous. According to top DoD data it is larger than all of the total combined ramp space at Ellsworth
 - Dyess has 3 runways: 1 main runway (300 feet wide and 13,500 feet long); and 2 assault strips (60 feet by 3,500 feet for C-130 use). Parallel taxiway capable of serving as an emergency departure runway for B-1 and C-130
- Dyess has the necessary ramp space for all B-1s (67) and current and projected C-130 (33), a total of 100 aircraft. Dyess handled more than 90 aircraft in the 1990s when it had B-1s, C-130s, KC-135s and T-38s. Routine maintenance and deployments of C-130s and B-1s free additional space.
- Dyess has far more airspace, low level routes and ranges than Ellsworth
 - Dyess has 126 Airspace Supporting Mission areas; Ellsworth has only 34.
 - Dyess has 11 IR low level routes within 300 NM; Ellsworth has 8.
 - Crew Mission Ready requirements are available within a 150NM of Dyess
 - Dyess has 126 Special Use Airspace Areas within 300 NM; Ellsworth has only 17.
- The Abilene community has a longstanding record of strong support for the dedicated men and women serving Dyess
 - Within existing infrastructure, Abilene is capable of accommodating the additional personnel (associated with B-1 consolidation and C-130 retention) with housing, K-12 schooling.
 - The Air Force community support trophy is named after Abilene

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- Abilene provided an effluent water supply line to Dyess to decrease cost and save water resources
- Abilene is upgrading the access road to the alternate gate to increase security

Dyess Air Force Base

The DoD Recommendation to Transfer C-130s From Dyess to Lower Ranked Bases Will Be Costly and Inefficient

DoD Recommendation:

- The DoD recommends transferring Dyess's 32 C-130s to Little Rock, Elmendorf and Peterson. The DoD's proposal:
 - Transfers C-130s from a more highly ranked base to lower ranked bases.
 - Requires 225 additional military and civilian personnel.
 - Costs an additional \$18 million in MILCON funds.
 - Costs additional funds to transfer personnel.
 - Does not result in logistical efficiencies because Dyess's C-130H1 models would be mixed with C-130Es, C-130H3s and the new C-130J.
 - Puts unreasonable stress on Little Rock's single main runway, training ranges, assault strips and drop zones.
 - Is not supported by a certified capacity analysis of Little Rock.

Better Alternative:

- Recommend that the BRAC Commission keep the 32 C-130s at Dyess, which would give the Air Force two optimally-sized 16-aircraft C-130 squadrons.

Justifications:

- Criteria #1, 2, 3 and 4: The DoD recommends transferring Dyess's C-130s to Little Rock, Peterson and Elmendorf even though **Dyess had a higher MCI score than all these bases.**

	Rank	Score
Dyess	11	65.95
Little Rock	17	63.25
Peterson	30	57.2
Elmendorf	51	51.6

- Criteria #4: The Cobra Model shows that the AF will need **an additional 225 personnel** when C-130s are moved from Dyess.

	Additional Personnel (Mil and Civ)
Little Rock	+1,185
Peterson	+463
Elmendorf	+257
Subtotal:	+1,905
Less Dyess Personnel	(1,680)
Net Increase Requirement..	<u>+225</u>

Wood

Key note -

- AF using BRAC moves to help
- ① there w/ C-130 already issue & ops tempo
 - ② Installation need to win sep - BEAR
But PAA issue important
 - ③ Little Rock is a receiver base therefore no formal capacity analysis done.
? Separate base how feed into Little Rock (Separate analysis done by different commands)
 - ④ 128 AD C-130 until
 - ⑤ Core Wing Box Issue - 3 Yrs to fix entire fleet (H males) from 40 to \$10M per yr
 - ⑥ C-130 deploy in 4 step Package.
 - ⑦ Efficiency = Operational Availability
Larger pop of a/c allows more max (cancel), allows more fly opportunity, greater time to a/c rates.

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 inventory list: Post: @ Dyess 28 PAA (3 H5, 25 H1s)

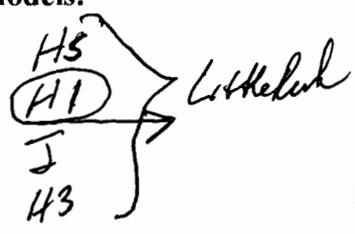
- The AF must also pay the **additional cost of transferring 1,680 personnel** to Little Rock, Peterson and Elmendorf.
- Criteria #5: The MILCON cost to consolidate the B-1s and to **move Dyess's C-130s** under DoD proposal is \$185M (Cobra Model). However, the AF's estimate to consolidate the B-1s at Dyess and **keep the C-130s at Dyess** is only \$167M (AF BCEG Minutes, Aug. 14, 2004). Thus, the AF will have to pay **an extra \$18 million to move the C-130s from Dyess.**

going to Little Rock. (6 C130 H5 ; 25 C130 H1s)

- Capacity and Efficiency of Operations: A key advantage of keeping the C-130s at Dyess is that all its 32 aircraft are the same, i.e., the H1 model. If the C-130s at Little Rock were identical, there might be efficiencies in terms of operations, maintenance and logistics. In fact, **Little Rock will have five significantly different C-130 models:**

Point: Like left (models) going to ANM/APR; AD. For Example all H5/H1/H3/J @ Little Rock

- C-130Es
 - C-130Hs (3) } Dyess 28
 - C-130H1s
 - C-130H3s
 - C-130Js
- 14 Little Rock



C-130Es: Built in the 1960s and early 1970s, using the Allison T56-A-7 engine.
C-130Hs: An upgraded "E" model.
C-130H1s: Introduced in 1974, using a different engine, the Allison T56-A-15 engine.
C-130H3s: Digital cockpits that are different from the C-130Es and C-130H1s.
C-130Js: Introduced in 1999, it is substantially different from the older C-130 models. It has a Rolls Royce AE2100D3 engine, fully integrated digital cockpit, improved fuel, environmental and ice protection systems and an enhanced cargo-handling system.

No analysis needed

- Having 118 C-130s at Little Rock will put stress on its single main runway and existing training ranges, assault strips and drop zones. Little Rock's single main runway may already be at its capacity with the 87 aircraft stationed there today. Per DoD certified data, Little Rock logs 110,000 takeoffs/landings each year, more than triple the activity at Dyess, which has 36,200. Adding the 4,300 takeoffs/landings for Ellsworth's B-1s would give Dyess a total of 40,500. Little Rock has more than double this amount with its existing C-130s.

- It is unclear whether Little Rock has sufficient ramp space for 118 C-130s. More importantly, it appears that the DoD did not prepare a formal, certified capacity analysis. In response to a question from Senators Hutchison and Cornyn and Congressman Neugebauer, the Air Force stated:

"no formal capacity analysis was accomplished for Little Rock AFB by the Air Force because Little Rock AFB fell under the purview of the Education and Training Joint Cross Service Group. During the scenario phase of the Air Force analysis the Air Education and Training Command was asked if Little Rock had adequate capacity to bed down additional C-130 aircraft. **Their**

198 AT @ 130 such

4 Aft Chubs.

8 PDCN: 11870

1/2 (2) A1 B-130 bna
Considered

informal analysis confirmed that adequate capacity existed to accommodate the Dyess C-130 aircraft.”

- Such an “informal analysis” is not sufficient for this major realignment proposed by the DoD.

Bottom Line:

- Given (1) Dyess’s higher military value, (2) the additional MILCON costs, (3) the additional manpower and personnel costs, (4) the efficiencies of having C-130H1 models at Dyess, (5) the inefficiencies of having four different C-130 models at Little Rock, and (6) the stress on Little Rock’s facilities and ranges, the DoD recommendation to transfer Dyess’s C-130s to Little Rock **substantially deviates** from selection criteria 1, 2, 3, 4 and 5.

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