

11 Aug 05

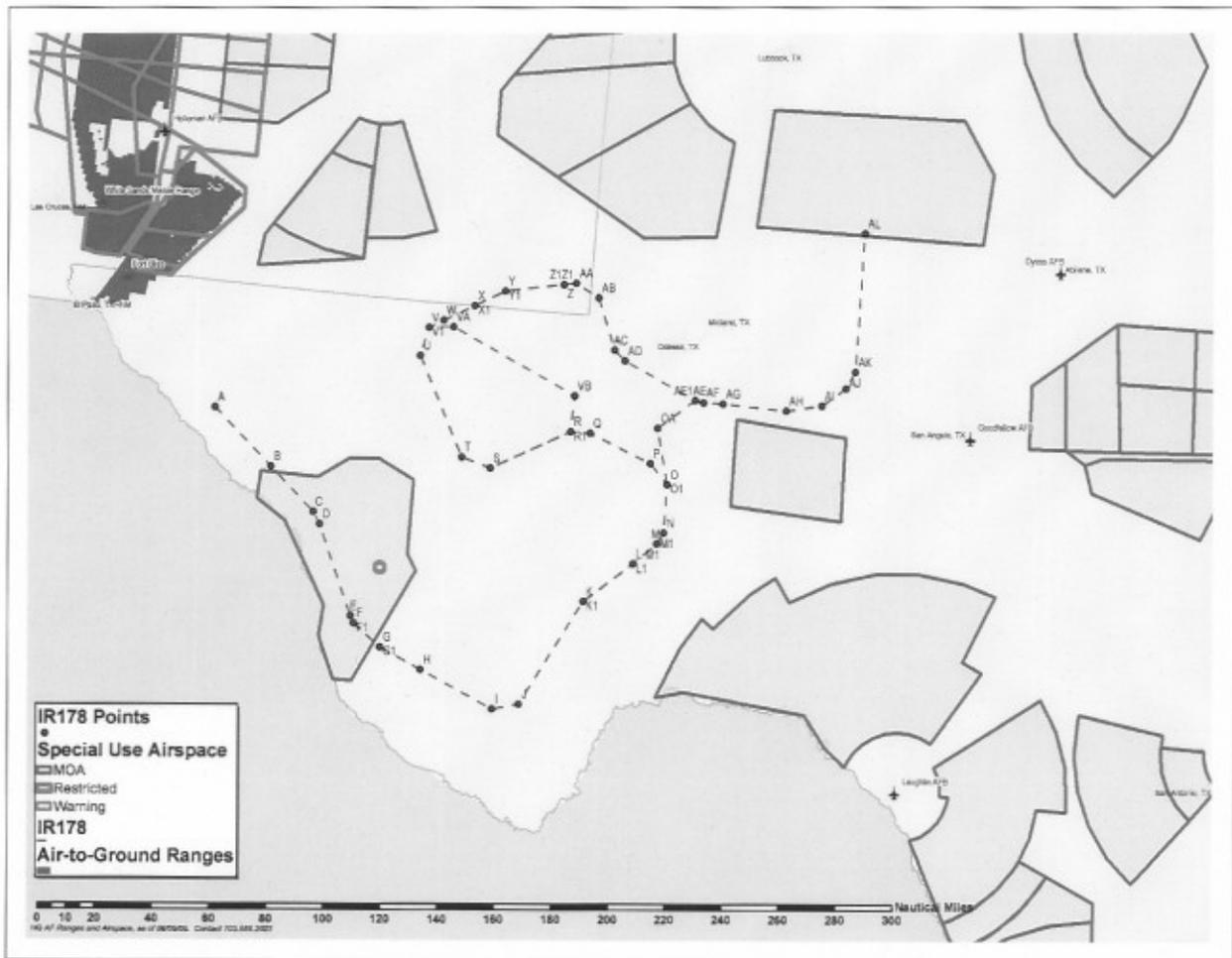
Inquiry Response

Re: BI-0212 (CT-0874) Dyess Airspace

Requester: BRAC Commission (Art Beauchamp, Air Force Analyst)

Question 1: How far are the closest entry and exit points for IR-178 to Dyess?

Response: The primary entry and exit points of MTRs were used to determine the base MCI values in the Air Force BRAC analysis. The primary entry point for Military Training Route IR-178 is 299 nautical miles from the Dyess AFB runway complex. The primary exit point, where the MTR enters Lancer MOA, is 69 nautical miles from the Dyess runway complex. These are the points most commonly used for entry and exit of the route. MTRs also consist of several points along the path of the route. In some instances, these points can also be used as entry or exit points. The map below depicts all these points along IR-178, which range from 69 to 299 nautical miles from Dyess AFB.



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Question 2: Can the Air Force duplicate the capability provided by the RBTI at other MOA/IR within 300 NM from Dyess?

Response: No, RBTI is a unique capability. The same capability could be replicated elsewhere, but the same NEPA process must be applied if a major change to military operations is proposed in the United States. The RBTI EIS was deemed acceptable for the proposed actions in all aspects, except for the lack of sufficient analysis of the effect of wing tip vortices and a single administrative issue. These two issues are not location specific to the "IR-178/Lancer Option" chosen in the EIS. Therefore, another location would not provide any relief from the requirement for a supplemental EIS.

Approved

A handwritten signature in black ink, appearing to read 'D. L. JOHANSEN', is written over a horizontal line. The signature is stylized and somewhat illegible.

DAVID L. JOHANSEN, Lt Col, USAF
Chief, Base Realignment and Closure Division