DCN 8540

18 Aug 2005

Inquiry Response

Re: BI-0234, CT-0930, RBTI Follow-up Questions

Requester: BRAC Commission

Question:
1) What percent of the time do the B-1s from Dyess AFB use the RBTI relative to other MOAs/IRs available? Please limit your consideration to MOAs and ranges within 300 NM of Dyess AFB?

2) If the recommendation to consolidate the B-1s at Dyess AFB is approved, what is the projected increase in training sorties to the RBTI? For the last year what is the current average number of sorties to the RBTI per fiscal quarter?

Answer: The Realistic Bomber Training Initiative was developed to establish a system of electronic scoring sites linked to military airspace so as to provide realistic training over variable terrain within 600 miles of Dyess and Barksdale Air Force Bases. It can best be understood in terms of its component parts - IR-178 affords low level access to the electronic scoring sites at Pecos and Snyder, as well as the Lancer Military Operating Area (MOA).

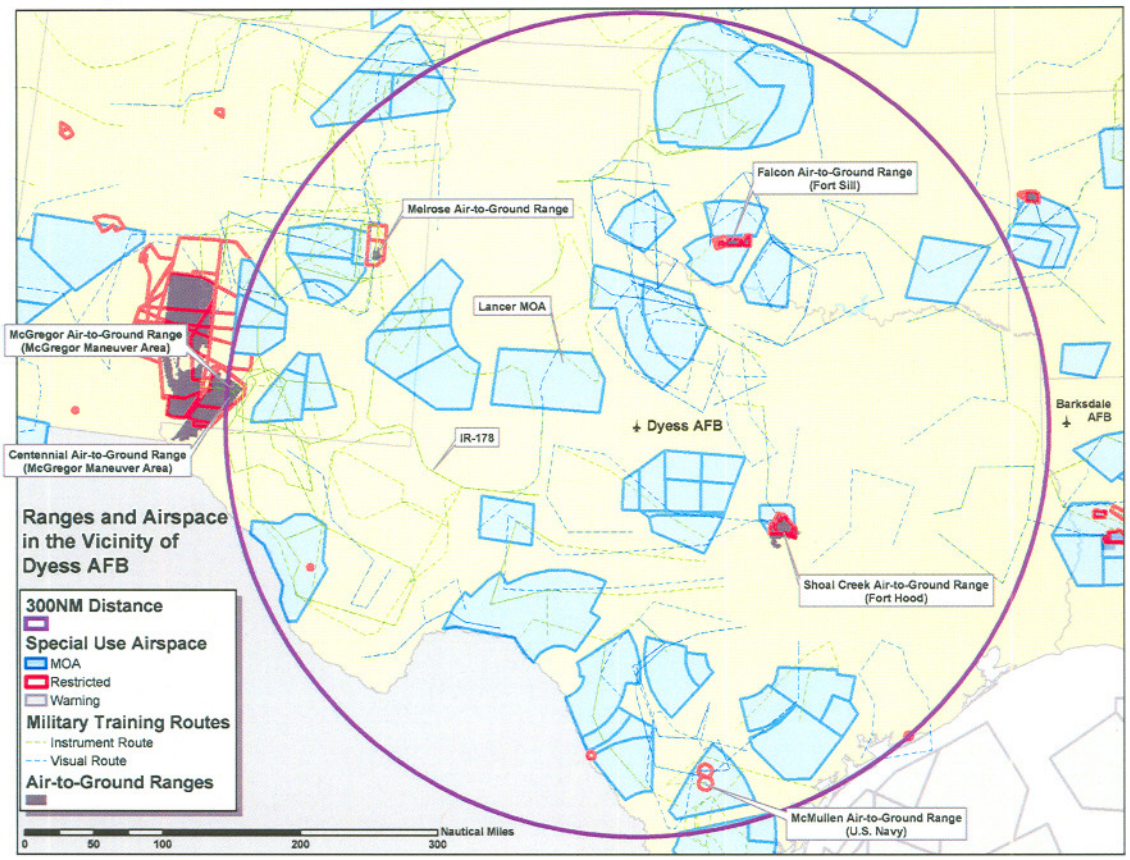
While the individual components of this system can be and often are used separately, when used together they provide the required level of realistic training for bomber aircrews. The combination of IR-178, Pecos and Snyder Electronic Scoring Sites, and Lancer MOA (RBTI) affords a complementary training set of terrain, distance and range infrastructure. Since data is only recorded for the component parts of RBTI, a direct answer to question 1, posed by the BRAC clearing house, is not possible within the given suspense.

The following data points are pertinent to both questions:

- The bomber platforms from Dyess and Barksdale AFB use the RBTI airspace because it was specifically established for their use, not because it is the only airspace in vicinity of the bases. Similar training is also available in the numerous, currently established, volumes of airspace, military training routes and air-to-ground ranges within 300NM of Dyess AFB shown in the picture below.

- In 2004, IR-178 recorded 1015 sorties, and Lancer recorded 1648 sorties. The average sorties per quarter for each airspace was 254 and 412 respectively. Less than half of the amount studied in the EIS (2,660 annual sorties for IR178 and 2,340 annual sorties for the new Lancer MOA).

- The Record of Decision limits bomber sorties in IR-178 to 1560 sorties per year, and Lancer MOA to 2350 sorties per year. The 1560 number is a historical number used for IR178 in FY1997 and it was used as the baseline for the EIS. The EIS proposed 2,660 annual sorties for IR178 and 2,340 annual sorties for the new Lancer MOA.



- In 2004, The Pecos and Snyder Electronic Scoring Sites were in use 41% of the time during which they were available for use under the terms of the contracts which operate them.

- Following all the BRAC actions affecting these sites, including Dyess and Ellsworth, their utilization rate is projected to be at 47%.

- At Pecos, which is on IR-178, 80% of the sorties are flown by B-1s. At Snyder, which is in the Lancer MOA, 70% of the sorties are flown by B-52s.

- 80% of the B-1 sorties on IR-178 are flown by the B-1 Formal Training Unit (FTU) at Dyess, and 20% by the 9 BS. Thus, of the 1015 sorties which used the route in 2004, only 203 were flown by the operational squadron.

- The addition of two squadrons from Ellsworth will potentially increase the total sorties on the route by 406, for a projected post BRAC total of 1421, or 91% of current capacity.

This is very close to the 375 sorties programmed for other bomber units and is substantially below the EIS proposed 2,660 annual sorties for IR178 and 2,340 annual sorties for the new Lancer MOA.

- At Lancer, 70% of the sorties are flown by B-52s, and 30% by B-1s. Of the 495 B-1 sorties, 20% are flown by the 9 BS, and 80% by the FTU.

- The addition of two squadrons from Ellsworth, therefore, would potentially increase post BRAC B-1 sorties at Lancer by 198 for a post BRAC total of 1846, or 79% of capacity.

Approved

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