

17 Aug 2005

Inquiry Response

**Re:** Mr. Arthur Beauchamp Questions to LtCol Roland D Fenton, 7 BW/XP, Dyess AFB

**Requester:** BRAC Commission

**Question 1:** What is the total cost per flying hour budget for Dyess for 2005? If no 2005, 2004 data is fine.

**Answer:** 26,649 (per hour for B-1s only, does not include the C-130s).

**Question 2:** What is the cost per flying hr per B-1 at Dyess in FY05 (if no FY05, use FY04)?

**Answer:** 26,855 (per hour, actual flying hour cost for B-1s in FY05).

**Question 3A:** What are the number of transit hours to get to RBTI?

**Answer:** Lancer MOA is approximately 28 nms; 4-5 minutes from Dyess to Lancer MOA. IR-178 entry is just under 300 nms and is approximately 45 minutes away; the IR-178M exit is 170 nms from Dyess and takes approximately 24-25 minutes.

**Question 3B:** Given the total number of training sorties in FY05 at Dyess what is the utilization rate of the RBTI?

**Answer:** 310 of 533 total FY05 training sorties were flown in the component parts of the RBTI, for a utilization rate of 58%.

**Question 4:** What is the utilization for all major training airspaces used by Dyess other than the RBTI.

**Answer:** Bison/Smokey: 51 sorties - 10%  
Mt Dora: 42 sorties - 8%  
UTTR: 28 Sorties - 5%  
IR 126: 22 sorties - 4%  
WSMR: 13 sorties - 2%  
Warrior MOA: 11 sorties - 2%  
Melrose/Gecco: 11 sorties - 2%  
Brownwood: 10 sorties - 2%  
Pyote: 8 sorties - 1%  
Yuma: 7 Sorties - 1%  
Mt Home Range: 5 sorties - 1%

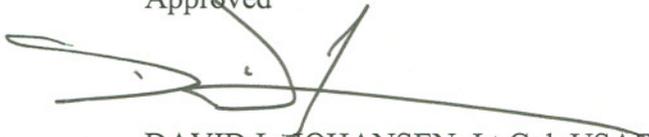
Chocolate Mountain: 4 sorties 1%  
W-157/158: 3 sorties - 1%  
Fallon: 2 sorties - 0.5%  
W-122: 2 sorties - 0.5%  
Eureka MOA: 2 sorties - 0.5%  
NTTR: 2 sorties - 0.5%

**Question 5:** What is (are) the primary weapons release range used by Dyess crews?

**Answer:** 65% of weapons releases are accomplished at the Smoky Range, with 25% at the Utah Test & Training Range, and the remaining 10% at Chocolate Mountain, Fallon, Patuxent River, and Saylor Creek.

**Note:** Recommend that this data not be used as the basis for BRAC decisions. It is **not certified data** and the accuracy cannot be verified. In addition, the operational and maintenance data are management related and should not be used. Many of the factors that effect this data are transitory in nature (spares, manning, aircraft age, weather) and do not reflect the military value of the installation.

Approved

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

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