



U.S. AIR FORCE

# SHIRLEY MOA



## SHIRLEY MOA

25,000-29,000 FT
20,000-24,000 FT
15,000-19,000 FT
10,000-14,000 FT

For training purposes, the Air Force normally uses 4000 ft blocks for Air Combat Training (ACT) with a 1,000 ft safety buffer between each 4,000 ft block. That is to say, 5,000 ft would be needed for a 4,000 ft block plus a 1,000 ft safety buffer for the next 4,000' block above it.

Shirley MOA has four full blocks, as depicted to the left, within 19,000 ft of vertical airspace. However, we apparently did not receive any credit for its volume because it was not at least 20,000 ft in altitude. The training value for the Shirley MOA's 19,000 ft volume is the same as if it were 20,000 ft, but its point value for volume was zero under the DOD's formula.



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# HOG MOA



## HOG MOA

15,000-18,000 FT
10,000-14,000 FT
5,000-9,000 FT
100-4,000 FT

The same reasoning applies to the Hog MOA which has an altitude volume from 100 ft to 18,000 ft. This altitude block gives three full ACT blocks and one block that is 1,000 ft short of being a full 4,000 ft. Again, this altitude volume (as depicted to the left) received zero points for airspace volume under the DOD formula, but provides essentially the same training as a full 20,000 ft altitude volume.



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# RAZORBACK RANGE



Surface to 30,000	
RWR Lite Threat Emitter	
Laser Use Authorization	24/7/365
SAM Launch Simulation	
Scoreable	
Heavy Weight Capable	
IMC Weapons Release	
Lights Out Capabilikty	
Chaff and Flare Authorization	

Razorback Range is owned, operated, and scheduled by the 188th, and is . . .

**SURFACE TO 30,000 FEET**

**Only Air National Guard Range with Secure UHF/VHF, HaveQuick, and SADL**

**50NM Look from South End of Hog MOA**

**10 Miles off end of runway**

*Ready-Reliable-Relevant*

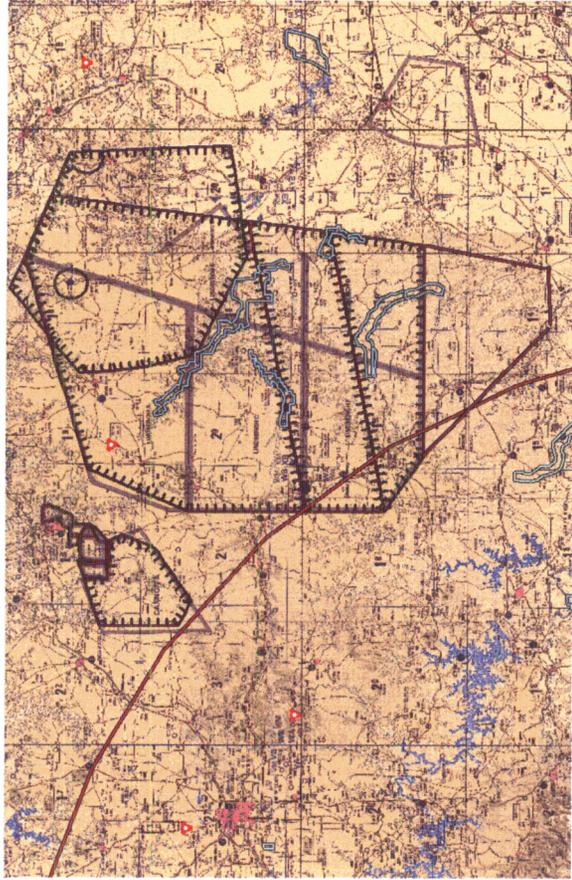


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# LINDBERGH MOA/ATCAA



## LINDBERGH MOA/ATCAA



The Lindbergh MOA/ATCAA altitude blocks range from 7,000 ft to 50,000 ft. However, when entering the MOA/ATCAA from the south which is within 150 NM of Fort Smith (see 150 NM ring on map below), we get cleared to use all sectors of the Lindbergh MOA/ATCAA. In the DOD BRAC data, it appears we did not receive credit for the entire Lindbergh MOA/ATCAA.



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# AIRSPACE AND RANGE SCORING

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- The formula and calculations were so complex, there are no tools available at the unit/base level to go back and check the outcome. However, we do know some areas where we were penalized
- It appears the minimum threshold for scoring in the Airspace Volume category was a minimum of 20,000' altitude block. The Shirley MOA missed it by 1000' the HOG MOA by 2000', and it appears we received no credit for Lindberg, although it is within 150NM.
- We're unsure how the computer handled the common scenario of when a MOA or a range is divided into various subparts, even though clearance typically includes the entire MOA,
- Units located within 150NM of AETC airspace, Test Ranges, etc. (whether they ever get to use them or not) appear to have been credited under the BRAC formula. In other words, availability and scheduling authority were not factored. It appears that some locations received credit for up to 17 scoreable ranges, although they may only have access to one or two of those ranges.