Beauchamp, Arthur, CIV, WSO-BRAC

From: Rollins Jennifer A Maj 28 BW/XP [Jennifer.Rollins@ellsworth.af.mil]
Sent: Thursday, August 18, 2005 10:20 AM
To: Beauchamp, Arthur, CIV, WSO-BRAC
Cc: Garrett Dave S LtCol 28 BW/DS
Subject: FW: BRAC Questions: Suspense: ASAP

Mr. Beauchamp,

Below are our answers to # 3, 4, 5, 6; we are still working on # 1 and 2. Answers to question # 1 and 2 will fill in the "xxx's" mentioned in # 4. We cannot answer # 7 for Dyess.

V/r
Maj Rollins

P.S. I don't suppose you can pass the time at which the hearing on 27 Aug will take place?

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These answers are based upon scheduled sorties for the past year.

3. A round trip direct to and from Powder is 17 minutes. With 979 scheduled sorties to Powder, the 28 BW scheduled 277.4 hours (16,643 minutes) flying to and from Powder.
A round trip to and from Hays (going around Powder) is 76 minutes. With 72 scheduled sorties to Hays, the 28 BW scheduled 91.2 hours (5,472 minutes) flying to and from Hays.

4. The 28 BW scheduled 277.4 hours (16,643 minutes) flying to and from Powder. At $xx,xxx per flying hour, the 28 BW planned to spend $x,xxx,xxx flying to and from Powder.
The 28 BW scheduled 91.2 hours (5,472 minutes) flying to and from Hays. At $xx,xxxx per flying hour, the 28 BW planned to spend $x,xxx,xxx flying to and from Hays.

Note: These costs only reflect transit time to the MOAs and do not include the time flown in the MOAs to accomplish training. While most sorties spend an hour in the MOAs, 28 BW aircraft will occasionally spend up to two hours in the MOAs to accomplish required training.

5. The short answer is Powder, and Powder offers better training opportunities than RBTI.

The long answer is Lancer/IR178 is based on the same model as Powder/IR473/IR485/IR492 (low altitude instrument route feeding into MOA), so in theory, they both provide similar training opportunities. Both MOAs offer Electronic Scoring Sites (ESS) situated within the MOA. The ESS provides offensive and defensive training for the aircrews: offensive training is provided through the SEEK SCORE system and defensive training is provided by the MUTES/Mini-MUTES systems. Currently there are two Electronic Scoring Sites supporting the Lancer/IR178 combination: Pecos ESS provides low altitude training opportunities along IR178 and Snyder ESS provides high altitdue training opportunities within Lancer. Belle Fourche ESS provides both high and low altitude training opportunities within the Powder MOA.

The biggest difference between RBTI and Powder is the airspace constraints of the two MOAs themselves. For Powder, the airspace extends to the surface in half of the MOA and to 1000 feet in the other half. Perfect altitudes to accomplish day/night low altitude training. For Lancer, even before the RBTI litigation, the lowest the MOA went is 6,200 MSL (approximately 3,000 to 4,200 feet AGL). The Lancer MOA has never offered the B-1 a low altitude training opportunity since the aircraft must be at or below 2,000 AGL before aircrews can even accomplish terrain following training. So even if the RBTI litigation (which currently has raised the floor of the Lancer MOA even higher) is resolved, the B-1 will still not be able to accomplish low altitude training within the MOA. Dyess resolves this lack of low altitude training within the Lancer MOA by having crews fly IR178. While IR routes are good for procedural training (running checklists), they offer limited opportunity for aggressive, low altitude defensive training since aircrews must remain within route corridor limits (typically about 10nm wide) and they can never reverse course. Because Powder allows aircrews to freely maneuver the B-1 while at low altitude, Powder truly offers a better overall training experience for B-1 aircrews than RBTI does.

An interesting side note is there used to be multiple Electronic Scoring Sites located in the Hays MOA and along the IR routes within 300nm of Ellsworth. While budget constraints and a dwindling bomber force saw these sites close over time, it does highlight the capability certainly exists to expand training opportunities around Ellsworth should the equipment/funds become available.

6. No, to fly from Ellsworth to RBTI would be an unwise use of valuable training hours. Not totally clear on the second part of this question, but Ellsworth crews already receive superior training in Powder so there is no need to fly the extra hours to receive inferior training at RBTI.

From: Beauchamp, Arthur, CIV, WSO-BRAC [mailto:Arthur.Beauchamp@wso.whs.mil]
Sent: Monday, August 15, 2005 12:34 PM
To: Garrett Dave S LtCol 28 BW/DS; Beauchamp, Arthur, CIV, WSO-BRAC
Cc: Rollins Jennifer A Maj 28 BW/XP
Subject: RE: BRAC Request: PRT Utilization Rate (Suspense: ASAP)

Dave,

We're getting down to the wire so more questions may be coming your way.

New questions that are indirectly related to the Utilization questions:.

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

2. What is the cost per flying hr per B-1 at Ellsworth?

3. What are the number of transit hours to get to the airspace to Powder and Hays?

4. What is the estimated flying hour cost for Power and Hays in 2005 (if not available, use 2004 costs).

5. Does Ellsworth have any training capabilities within the 300 NW limitation that are equal or similar to that provided by the RBTI (i.e Lancer MOA and IR 178)? If so, what are they? Power?

6 Do Ellsworth crews fly B-1 from Ellsworth to the RBTI? Or do they receive the same

Beauchamp, Arthur, CIV, WSO-BRAC

From: Rollins Jennifer A Maj 28 BW/XP [Jennifer.Rollins@ellsworth.af.mil]
Sent: Monday, August 01, 2005 3:12 PM
To: Beauchamp, Arthur, CIV, WSO-BRAC
Subject: RE: Follow-Up Questions

Sir, great minds think a like I was just cutting and pasting the answers for you.

Answer to Question #1:

Restrictions for Powder River MOA are no chaff/flares or actual weapons releases within the MOA. Another restriction would be no supersonic flight down low, but this is typical of bomber MOAs. A restriction Powder MOA doesn't have is data link suitability since it already has frequency approval for Link16 within the MOA and surrounding area (tremendous future capability).

Portions of Powder MOA do permit training down to 300' AGL. Powder River A MOA extends all the way down to the surface and would permit training at 300' AGL or lower (Powder River B MOA goes down to 1000' AGL).

Additionally, all the IR routes (IR-473, IR-485, IR-492, and IR-499) in Ellsworth's "backyard airspace" (within 150 nm) extend down to 100' AGL and offer training opportunities at 300' AGL or lower.

The major benefit of Powder River MOA is it permits aircrews, within the confines of the MOA, to accomplish realistic, defensive maneuvers. To accomplish this defensive training only in an IR route would result in less than ideal training for the aircrews.

Answer to Question #2:

Operational B-1 units do not have a 300' AGL training requirement. Guidance from Air Combat Command currently limits routine low-altitude training to 500' for B-1 aircrews. However, two B-1 units that do have a requirements and permission to operate below 500' are the Weapon School (77 WPS) and the Test Squadron (337 TES). These units have special training/test requirements which occasionally require them to operate at 200' to 300' AGL. Both these squadrons used to be located at Ellsworth and while they were located here, they were able to meet their training objectives within Ellsworth's backyard airspace (Powder River A MOA and the nearby IR routes).

Answer to Questions #3:

An increase in the Mission Capable Rate of 3.4% will result in another aircraft (B-1) being available based on the 29 B-1's that we have at present. Increasing the number of aircraft would decrease the ratio, i.e. the 3.4%.

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From: Beauchamp, Arthur, CIV, WSO-BRAC [mailto:Arthur.Beauchamp@wso.whs.mil]
Sent: Tuesday, July 26, 2005 1:40 PM

Beauchamp, Arthur, CIV, WSO-BRAC

From: Garrett Dave S LtCol 28 BW/DS [Dave.Garrett@ellsworth.af.mil]
Sent: Friday, August 12, 2005 3:56 PM
To: Beauchamp, Arthur, CIV, WSO-BRAC
Cc: Rollins Jennifer A Maj 28 BW/XP
Subject: FW: BRAC Request: PRT Utilization Rate (Suspense: ASAP)

Art,

Let me know if this answers the mail. Have a good weekend...I be on email over the weekend

//Levi//
Dave S. Garrett, Lt Col, USAF
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Levi, I just compiled the data from the 28 BW's last 1,984 scheduled sorties (pretty much the last year). Here is the breakdown of the major training airspaces the wing utilized:

Powder: 49.4% (979 scheduled sorties)
UTTR: 18.1% (359 scheduled sorties)
Nellis: 6.4% (126 scheduled sorties)
Smoky Hill: 5.9% (118 scheduled sorties)
Hays MOA: 3.6% (72 scheduled sorties)

The other 16.6%, or 330 sorties, were flown to a wide variety of ranges/airspaces like Chocolate Mountain, White Sands Missile Range, Saylor Creek (Mt Home Range Complex), IR-499, Tiger MOA, for a variety of reasons (ROVING SANDS, other large force exercises, etc).

The answer to the question for airspace within 300nm: The second most used airspace is Hays MOA. 28 BW scheduled Powder 979 times (49.4%) and Hays 72 times (3.6%). 28 BW schedule Powder 13.5 times more frequently then the next most used training airspace within 300nm.

The answer to the question for outside 300nm: The most used airspace outside 300nm is the UTTR. 28 BW scheduled Powder 979 times (49.4%) and the UTTR 359 times (18.1%). 28 BW schedule Powder 2.7 times more frequently then the most used training airspace outside 300nm.

Analysis: The UTTR is the 28 BW's number two scheduled airspace because it is the wing's primary weapons release range. Inside of 300 nm, despite the high frequency of Powder usage, there are still plenty of time slots availabe to schedule Powder for training sorties. Additionally, Ellsworth has a lot of airspace within 300 nm (Hays MOA and all the IR routes the 28 BW owns) that hasn't even been tapped into yet due to the convenience of having Powder so close and its able to meet the majority of the wing's training needs. If the local B-1 training demand was to increase, the airspace within 300 nm of Ellsworth could easily accomodate the higher training load.

From: Garrett Dave S LtCol 28 BW/DS
Sent: Friday, August 12, 2005 5:58 AM
Subject: BRAC Request: PRT Utilization Rate (Suspense: ASAP)

Got a call from Art Beauchamp...BRAC commission requests data on how often, by percentage; Ellsworth uses the PRT relative to our next most utilized training airspace 1) Within 300nm 2) Outside 300nm.

Thanks
//Levi//
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