

Taylor, Bob (Thune)

From: Taylor, Bob (Thune)
Sent: Wednesday, August 10, 2005 10:21 AM
To: 'Beauchamp, Arthur, CIV, WSO-BRAC'
Subject: RE: Dyess info
Follow Up Flag: Follow up
Flag Status: Red

Art, it's my understanding this is an entry or exit point that Dyess supplied to DoD in the data call. Whether it's the entry point or exit point, it appears immaterial if it lies outside the 300 mile radius. Are you saying they only counted the closest point regardless if it was an entry or exit? If, so why did they claim this one?

Also, your understanding is that entry and exit points may be counted once. What about routes? Were installations allowed to count them twice – using both directions. If so, is there any standards applied, (e.g. installations may have counted routes twice if they routinely fly them in both directions, but may not have counted routes that they do not routinely fly in both direction, but there was no reason why they could not have both flown and counted them. Other installations may have taken the position that they should count every route they had twice. This would create inconsistency in the data calls and the scoring.)

From: Beauchamp, Arthur, CIV, WSO-BRAC [mailto:Arthur.Beauchamp@wso.whs.mil]
Sent: Tuesday, August 09, 2005 2:49 PM
To: Taylor, Bob (Thune)
Cc: Aarnio, James, CIV, WSO-BRAC
Subject: RE: Dyess info

Bob, we sent an inquiry to the Clearinghouse to ask the official closest point distance from IR 178 to Dyess. We also requested that Dyess provide the same information. Lastly, we just took a look ourselves at IR 178. It's important to note that there are many entry and exit points along IR 178 and its easy to mistake what the closest one it. When we took a look we found entry points much shorter than 335. That said, we'll wait for clarification.

The Air Force counts only that entry/exist point that is closest to an installation. We've asked the Air Force to confirm their scoring method. The way we understand it entry and exit points were counted only once. Regardless, our concern is that whatever standard applied applied to all installations. Will see what the clearinghouse replies on this inquiry. Tks.

Art

From: Taylor, Bob (Thune) [mailto:Bob_Taylor@thune.senate.gov]
Sent: Tuesday, August 09, 2005 2:35 PM
To: Beauchamp, Arthur, CIV, WSO-BRAC
Subject: RE: Dyess info

Art, if the entry point on IR-178 is 335 miles, can it be counted? If double counting is not permitted will you ask for a rescore? Thanks

From: Beauchamp, Arthur, CIV, WSO-BRAC [mailto:Arthur.Beauchamp@wso.whs.mil]
Sent: Tuesday, August 09, 2005 2:06 PM
To: Taylor, Bob (Thune)

7/20/2006

Subject: RE: Dyess info

Bob, thanks. According to the Air Force the scoring methodology for IR considered the relative distance of entry and exit points to an installation. But, routes should counted only once. The more routes within 300 NW the more points an installation received. Art

From: Taylor, Bob (Thune) [mailto:Bob_Taylor@thune.senate.gov]
Sent: Tuesday, August 09, 2005 1:55 PM
To: Beauchamp, Arthur, CIV, WSO-BRAC
Subject: FW: Dyess info

Art, we had some analysis done on the claimed Dyess routes and MOAs. One thing we noted is that the entry point for IR-178 just happens to be listed as 299 miles from Dyess just coming under the wire for scoring. That seeming to be just too much of a coincidence for us, so we had the mileage checked. We calculate it at closer to 335 miles, representing a 10 % error if true. You may want to check that one out. That apparently would affect the MCI score. We also noted some routes being counted twice when used in opposite directions. Is that permitted?