



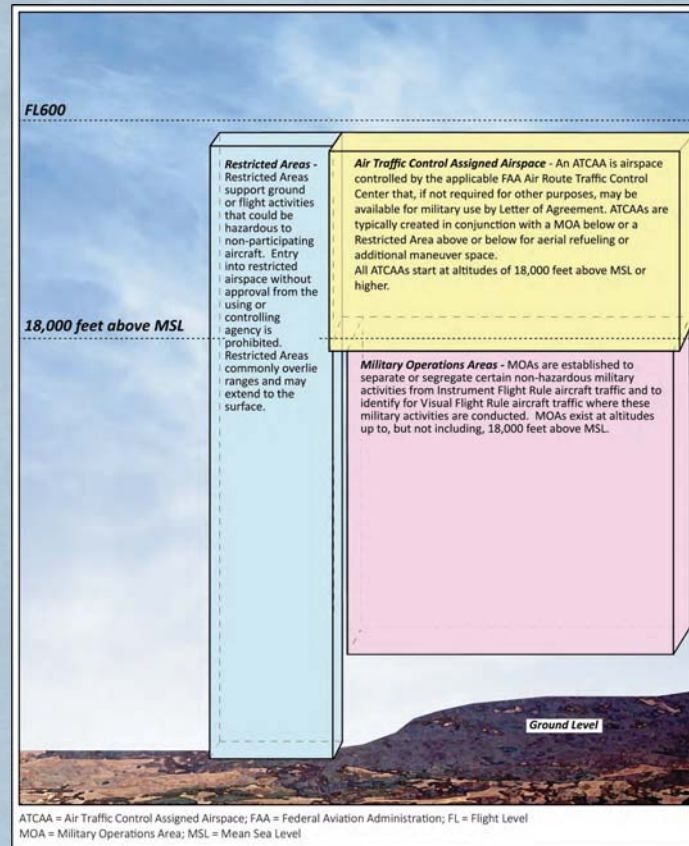
# Special Use Airspace (SUA) Utilized by Holloman AFB

## Special Use Airspace (SUA) Utilized by Holloman AFB

Holloman AFB completes Initial Qualification Training (IQT) for nearly 300 F-16 pilots annually. The training syllabus requires that pilots be trained using a specific sequence of mission types resulting in less scheduling flexibility than training for pilots assigned to operational units.

IQT requires use of SUA with specific dimensions (area and altitudes). Dimensions are determined by the type of mission being flown and the number of individual aircraft to be flown simultaneously. Competing demands for the use of SUA in the vicinity of Holloman AFB results in training delays. These delays disrupt the progress of the trainees and could result in the inability to complete the IQT program in a timely manner.

IQT missions occur in either a Military Operations Area (MOA) with an overlying Air Traffic Control Assigned Airspace or within a Restricted Area. No changes to Restricted Areas are proposed. MOAs do not limit use by civilian aircraft flying using visual flight rules but alert pilots to be aware of military training in the area.



Types of Training Airspace

## Proposed Action

Holloman AFB needs to modify the existing SUA so it fully supports today's aircraft and training requirements. The existing airspace that was developed for legacy aircraft more than 30 years ago does not have the optimum volume, proximity, configuration, or attributes needed to support the current training mission.

Under the Proposed Action, modifications to MOAs would occur, new airspace would be created, and some airspace would be returned to the National Airspace System.

### Proposed Aircraft Operations

Up to 10,000 annual sorties are proposed in the modified MOA. Training that includes the use of live ordnance would not change; it will continue to occur in the Restricted Areas currently available and will not be covered in the EIS.

Supersonic flights are those that exceed the speed of sound. F-16 aircraft would employ supersonic flight above Flight Level (FL) 300 (approximately 30,000 feet above mean sea level) during some IQT sorties.

### Proposed Use of Chaff and Flares

Chaff and flares are the principal defensive countermeasures dispensed by military aircraft to avoid detection or attack by the enemy's air defense systems. A bundle of chaff consists of approximately five million fibers that are cut to reflect radar signals. When released from aircraft the fibers form an electronic "cloud" that breaks the radar signal and temporarily hides the aircraft from radar detection. Flares provide high-temperature heat sources that mislead heat-sensitive or heat-seeking targeting systems. Flares burn for three to four seconds at a temperature in excess of 2,000 degrees Fahrenheit. F-16 aircraft would utilize up to 15,360 each of chaff and flare annually within the proposed airspace.

	Proposed Operations			
	Day (number/percent)	Night (number/percent)	Total	Supersonic
Annual Sorties	9,000 (90%)	1,000 (10%)	10,000	1,000 (10%)

Note: A sortie consists of a single aircraft from takeoff to landing.

	Proposed Chaff and Flare Use	
	Chaff	Flare
Annual Use	15,360	15,360

