

**NOTICE OF PROPOSAL TO ESTABLISH  
SPECIAL USE AIRSPACE  
(TEMPORARY MILITARY OPERATIONS AREAS)  
Aeronautical Study No. 08-AAL-44NR**

**PROPOSAL:** The 11<sup>th</sup> Air Force proposes to establish Temporary Military Operations Areas (TMOAs) to conduct Red Flag Alaska/Northern Edge training exercises in 2009 to augment established Military Operations Areas (MOAs) in the vicinity of the Alaska and Richardson Highways between Delta Junction and Eielson Air Force Base, Alaska. Aircraft training in this airspace would include F-15's, F-16's, A-10's, F-18's, F-22's, F-117's, C-17's, C-130's, B-1's, B-2's, B-52's, and EA-6Bs, and other aircraft with similar flight characteristics and mission requirements.

The 11<sup>th</sup> Air Force has informed the FAA that this proposal is necessary to alleviate detrimental impacts to readiness training. The 11<sup>th</sup> Air Force further asserts that the current airspace limitations and procedures impede efficient military aircraft training and employment; prevent all angle realistic surface attacks, threat reaction tactics, air-to-air combat maneuvering, and joint air-ground operations near Restricted Areas R2202 and R2205.

The proposal from the 11<sup>th</sup> Air Force also states that the current construct of MOAs forces fighter aircraft to fly at unrealistic altitudes and limits training and employment options during ingress and egress in the target areas. As the armed forces are emphasizing delivery of precision munitions, current Delta corridor restrictions prevent fighters from flying at the most likely altitudes for these deliveries.

Specifically, the 11<sup>th</sup> Air Force cites that aircraft transiting across the corridor over the Richardson and Alaska Highways, from southeast of Delta Junction northwest to Eielson Air Force Base, are not allowed to conduct air-to-air maneuvering due to the current floor of Flight Level 200 (20,000 feet mean sea level standard day), prohibiting fighter escort operations south of the Yukon MOAs just as striker aircraft reach their most critical point in their mission. Aircrew task saturation is increased in the target areas due to weapons attack mechanics, identifying targets, and reacting to simulated surface-to-air threats. To improve their combat skills, aircrews need to focus on target area tactics and reactions instead of placing an undesirable emphasis on unrealistic airspace constraints. The current practice of using the Birch and Buffalo MOAs during a North/South scenario is no longer a practical alternative since it forces aircraft into unrealistically low altitudes and funnels too many aircraft through such a small altitude block.

Additionally, the 11<sup>th</sup> Air Force cites that the use of this temporary training airspace in the spring and summer of 2008, "...resulted in minimal impact to the FAA and civilian aviation users". And they cite that they have discussed the 2009 Delta TMOA intentions with various aviation groups. The Air Force also plans to use the same mitigation in the 2009 exercises as was required in the 2008 exercises. Provisions will be included for emergency aircraft, aero-medical evacuation flights, and forest fire fighting aviation operations. The Air Force will establish an IFR flight corridor (coordinated with Anchorage ARTCC) through designated training airspace south of 63° North Latitude, from FL310 to FL350.

The 11<sup>th</sup> Air Force states that they plan to request a permanent MOA for use during Major Flying Exercises (as defined in the 1995 MOA Environmental Impact Statement) in the future. However, this TMOA request is necessary if the airspace is going to be approved for CY2009 exercises.

**IMPACTS TO ATC IFR SERVICE:** If approved, the proposal would activate the DELTA 1 TMOA, DELTA 2 TMOA, DELTA 3 TMOA, and the DELTA 4 TMOA for approximately 2 1/2 hours twice each day that Red Flag Alaska/Northern Edge is conducted (generally one block before noon and one afternoon with a three-hour break between activations). Each Red Flag Alaska/Northern Edge exercise is planned to run for two weeks. During times that these four TMOAs are active, the following Jet Routes and Federal Airways between Fairbanks and Northway Alaska will not be available: J502, J515, Amber 2, Amber 15, V444, V481, V515, T226 and T232. Also IFR service to Allen Army Airfield will not be available. Weather back up days will only include weekend days adjacent to the planned dates.

**NAME OF EXERCISES:** Red Flag Alaska 09-02, Northern Edge 2009, Red Flag Alaska 09-03, Red Flag Alaska 10-01

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**EFFECTIVE DATES:** (Red Flag Alaska 09-02, April 27 - May 8, 2009) (Northern Edge 2009, June 12-26, 2009), (Red Flag Alaska 09-03, July 27 – August 7, 2009), (Red Flag Alaska 10-01, October 5-16, 2009)

**NOTE:** To obtain current information on flight activities in a particular area during the exercise, contact the Special Use Airspace Information Service (SUAIS) provided by the Air Force at 1-800-758-8723, VHF 125.3, or any Automated Flight Service Station or Flight Service Station (AFSS or FSS) within 100 miles of exercise airspace, or contact Anchorage Air Route Traffic Control Center (ARTCC) at (907) 269-1104 or on published frequencies. When the actual schedule of block times is finalized, the 11<sup>th</sup> Air Force is directed to distribute the information in an aggressive public information distribution. If the airspace is approved and if the schedule is known prior to the Notice to Airmen Publication (NTAP) cut off date, the schedule will be published as well.

END OF SECTION – See next page.

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**DELTA 1 Temporary MOA, AK.**

**Boundaries:**

Beginning at lat. 64°47'00"N. long. 147°09'00"W.;;  
to lat. 64°38'30"N. long. 147°11'00"W.;;  
to lat. 64°34'00"N. long. 146°59'00"W.;;  
to lat. 64°33'23"N. long. 146°48'09"W.;;  
to lat. 64°33'23"N. long. 146°46'09"W.;;  
to lat. 64°33'23"N. long. 146°18'39"W.;;  
to lat. 64°31'17"N. long. 146°09'31"W.;;  
to lat. 64°17'43"N. long. 147°03'29"W.;;  
to lat. 64°19'58"N. long. 147°19'09"W.;;  
to lat. 64°29'58"N. long. 147°44'09"W.  
to the point of beginning.

**Altitudes:** 10,000 feet MSL to but not including FL 180.

**Times of Use:** Between 0700-2200 local, contact SUAIS or any FAA Flight Service Station. There will be no more than 5 hours of daily use.

**Controlling Agency:** FAA, Anchorage ARTCC.

**Using Agency:** USAF, 354 Fighter Wing, Eielson AFB, AK.

**NOTICE:** Times of Use are for NOTAM purposes only. Contact SUAIS, the nearest FSS, or Anchorage ARTCC for actual activation times.

**DELTA 2 Temporary MOA, AK.**

**Boundaries:**

Beginning at lat. 64°31'17"N. long. 146°09'31"W.;;  
to lat. 64°24'55"N. long. 145°42'07"W.;;  
to lat. 64°12'51"N. long. 146°03'31"W.;;  
to lat. 64°05'30"N. long. 146°16'31"W.;;  
to lat. 64°14'44"N. long. 146°43'23"W.;;  
to lat. 64°17'43"N. long. 147°03'29"W.  
to the point of beginning.

**Altitudes:** 5,000 feet MSL to but not including FL 180.

**Times of Use:** Between 0700-2200 local, contact SUAIS or any FAA Flight Service Station. There will be no more than 5 hours of daily use.

**Controlling Agency:** FAA, Anchorage ARTCC.

**Using Agency:** USAF, 354 Fighter Wing, Eielson AFB, AK.

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**DELTA 3 Temporary MOA, AK.**

**Boundaries:**

Beginning at lat. 64°24'55"N. long. 145°42'07"W.;;  
to lat. 64°12'28"N. long. 144°50'13"W.;;  
to lat. 64°04'12"N. long. 145°05'16"W.;;  
to lat. 63°56'00"N. long. 145°30'28"W.;;  
thence clockwise via a 7 NM arc from the Big Delta VORTAC, AK;  
to lat. 63°54'06"N. long. 145°50'27"W.;;  
to lat. 63°56'16" N. long. 145°49'38"W.;;  
to lat. 64°03'34" N. long. 146°10'58"W.;;  
to lat. 64°05'30" N. long. 146°16'31"W.  
to the point of beginning.

**Altitudes:** 3,000 feet AGL to but not including FL 180.

**Times of Use:** Between 0700-2200 local, contact SUAIS or any FAA Flight Service Station. There will be no more than 5 hours of daily use.

**Controlling Agency:** FAA, Anchorage ARTCC.

**Using Agency:** USAF, 354 Fighter Wing, Eielson AFB, AK.

**NOTICE:** Times of Use are for NOTAM purposes only. Contact SUAIS, the nearest FSS or Anchorage ARTCC for actual activation times.

**DELTA 4 Temporary MOA, AK.**

**Boundaries:**

Beginning at lat. 64°12'28"N. long. 144°50'13"W.;;  
to lat. 63°59'59"N. long. 144°00'08"W.;;  
to lat. 63°59'59"N. long. 143°00'00"W.;;  
to lat. 63°37'00"N. long. 144°13'00"W.;;  
to lat. 63°37'00"N. long. 145°33'00"W.;;  
to lat. 63°30'00"N. long. 145°54'00"W.;;  
to lat. 63°42'59"N. long. 145°54'09"W.;;  
to lat. 63°50'29"N. long. 145°50'08"W.;;  
to lat. 63°54'06"N. long. 145°50'27"W.;;  
thence counter-clockwise via a 7 NM arc from the Big Delta VORTAC, AK;  
to lat. 63°56'00"N. long. 145°30'28"W.;;  
to lat. 64°04'12"N. long. 145°05'16"W.  
to the point of beginning.

**Times of Use:** Between 0700-2200 local, contact SUAIS or any FAA Flight Service Station. There will be no more than 5 hours of daily use.

**Controlling Agency:** FAA, Anchorage ARTCC.

**Using Agency:** USAF, 354 Fighter Wing, Eielson AFB, AK.

**NOTICE:** Times of Use are for NOTAM purposes only. Contact nearest the SUAIS, FSS or ARTCC for actual activation times.

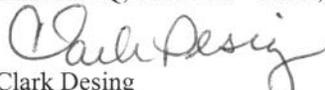
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The FAA is soliciting comment concerning aeronautical issues that will be considered prior to a decision to approve or disapprove the proposal. We would appreciate it, if you would review this proposal. You can concur by using the endorsement below. If you desire to object to the proposal, please state your aeronautical objection in a separate letter.

Replies received no later than November 24th, 2008, will be considered before final action is taken. Please address your reply to the Federal Aviation Administration, ATTN: Alaska Flight Service Information Area Group, AAL-530, 222 West 7<sup>th</sup> Avenue, #14, Anchorage, AK 99513-7687. You may also comment via email by sending it to: 9-aal-530-comments@faa.gov or by telephone to Gary Rolf at (907) 271-5898.

Color graphic information, along with this proposal can also be downloaded from the web at <http://www.alaska.faa.gov/at> in the Public Notices section. Look for the "Red Flag Alaska 2009 Notice of Proposal".

If you have any environmental or land use comments please submit them to Mr. James W. Hostman, 611 CES/CEVQ, 10471 20<sup>th</sup> Street, Suite 302, Elmendorf AFB, AK 99506-2200.

  
Clark Desing  
Manager, Operations Support Group, Western Service Area

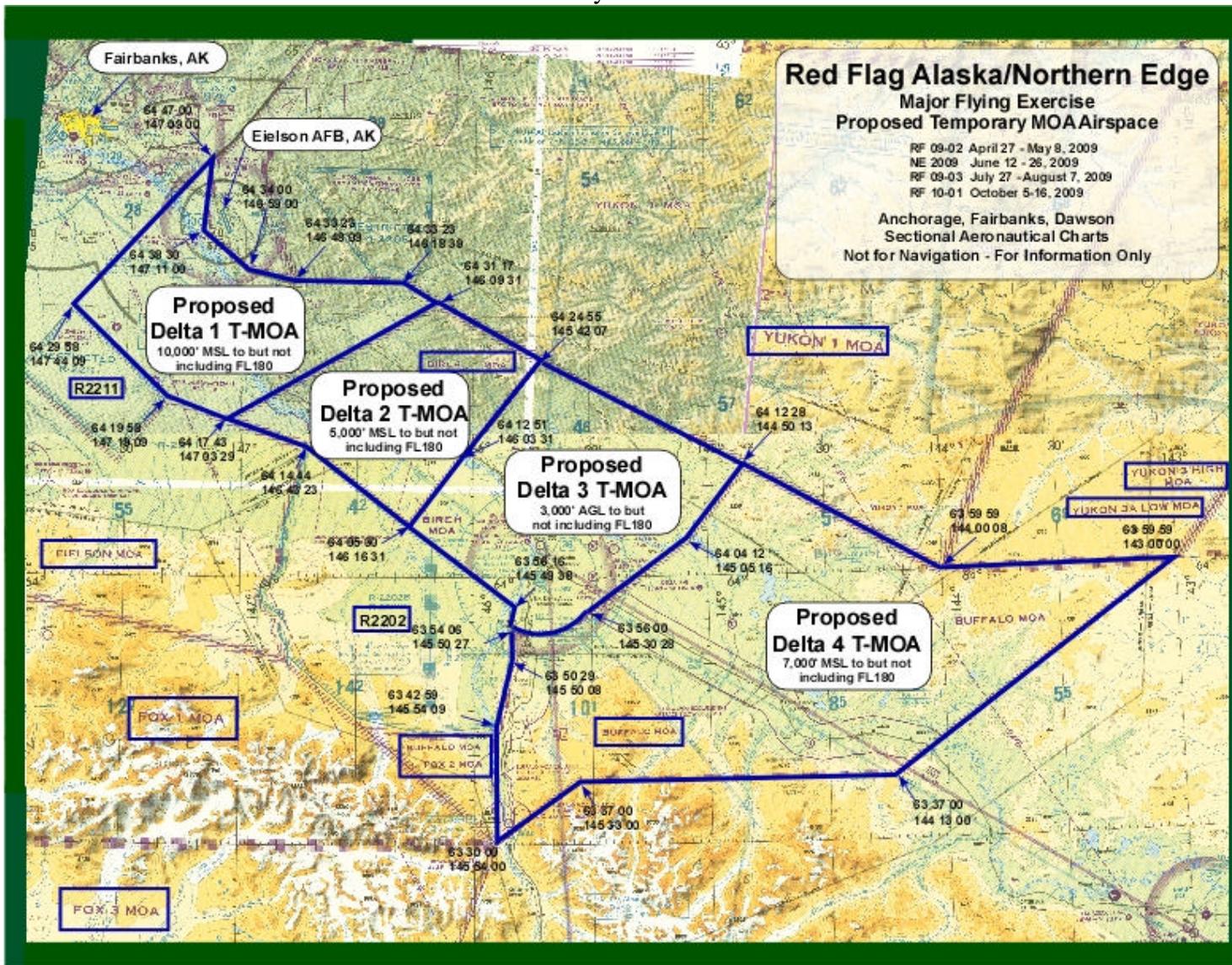
Issued in Renton, Washington, on October 8, 2008.

Aeronautical Study No. 08-AAL-44NR proposal has been reviewed and I have no objections.

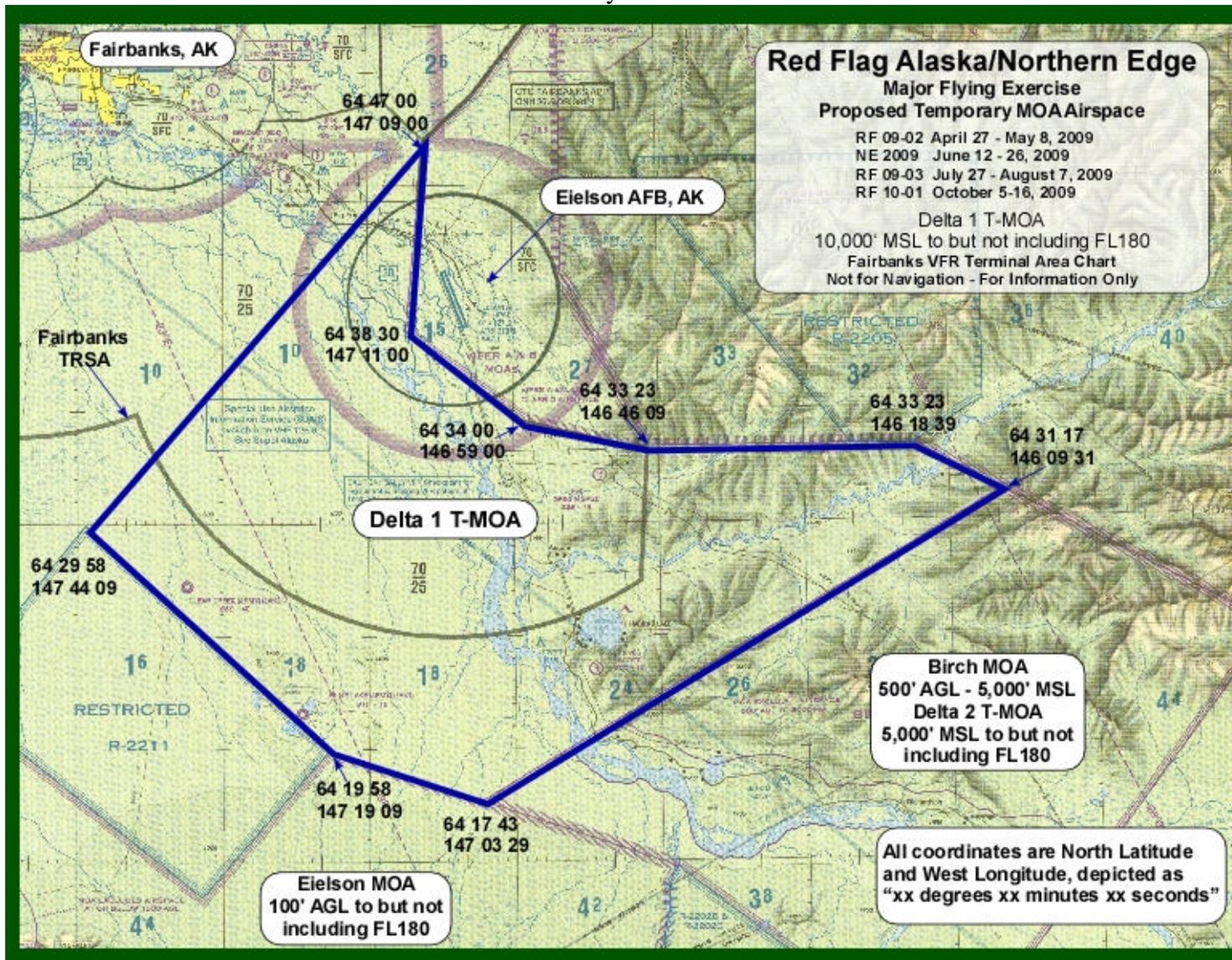
Signed \_\_\_\_\_ Date \_\_\_\_\_

Representing \_\_\_\_\_

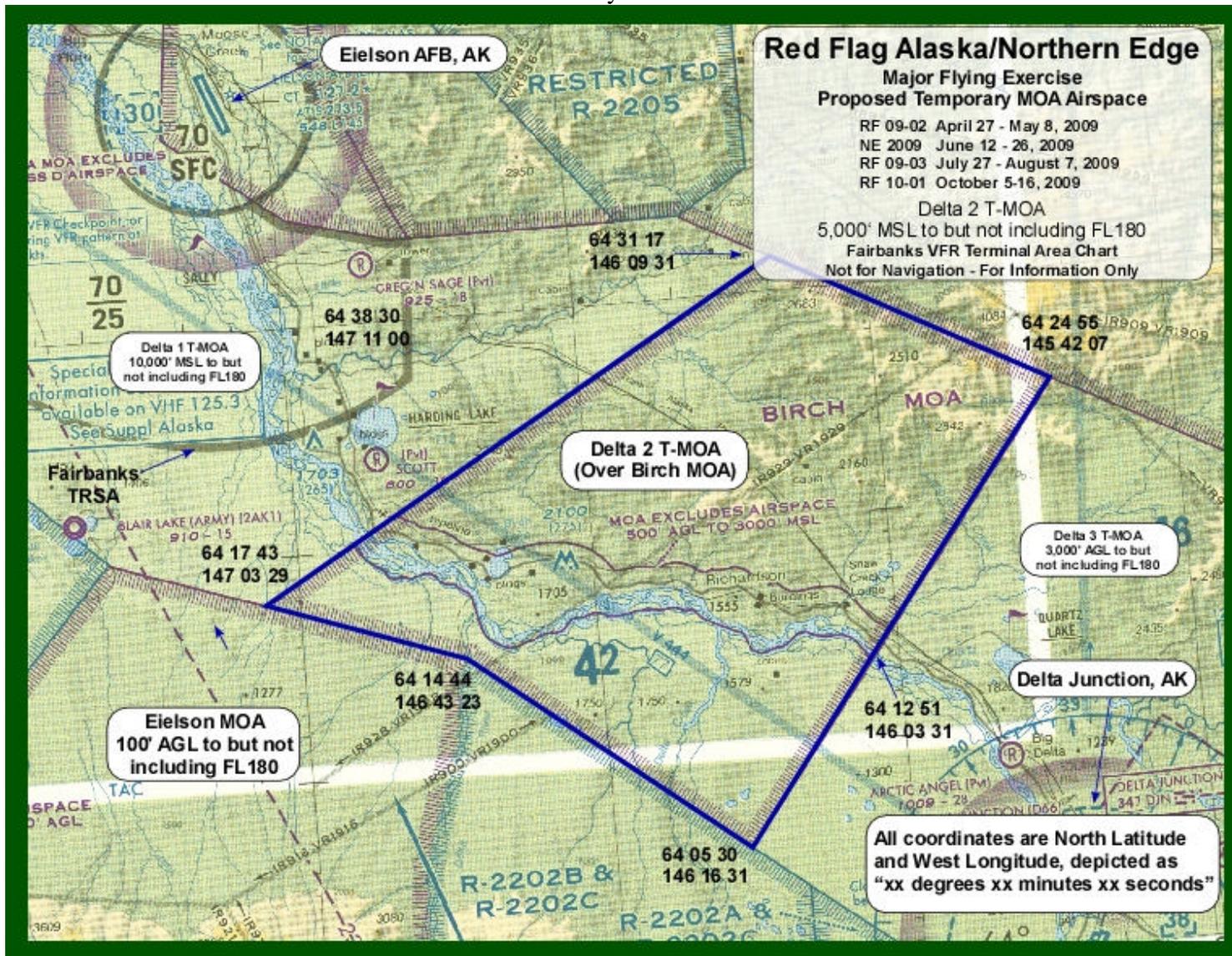
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