

**NOTICE OF PROPOSAL TO ESTABLISH  
SPECIAL USE AIRSPACE  
(MILITARY OPERATIONS AREAS)  
Aeronautical Study No. 08-AAL-22NR**

**PROPOSAL:** The 11<sup>th</sup> Air Force proposes to establish Military Operations Areas (MOAs) to conduct Red Flag Alaska/Northern Edge training exercises beginning in calendar year 2010 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 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 temporary MOA intentions with various aviation groups. The Air Force is also using the same mitigation in the 2009 exercises using the temporary MOAs, as was required in the 2008 exercises. Provisions are included for emergency aircraft, aero-medical evacuation flights, and forest fire fighting aviation operations. The Air Force has established 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 has written these actions in their proposal for the permanent Delta MOAs.

As a result of the 2007, 2008 and ongoing 2009 exercises using these temporary Delta MOAs, and in accordance with FAA Order 7400.2F, the 11<sup>th</sup> Air Force has expressed a need for continuing use and has submitted a permanent airspace proposal. The proposal cites that this airspace would be used only during Major Flying Exercises (as defined in the 1995 MOA Environmental Impact Statement), as is described for the Yukon 3B and Yukon 5 MOAs.

**IMPACTS TO ATC IFR SERVICE:** If approved, the proposal would activate the DELTA 1 MOA, DELTA 2 MOA, DELTA 3 MOA, and the DELTA 4 MOA 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 normally planned to run for two weeks, flying on the weekdays. The scheduling, timing and annual maximum days used will follow the guidance given in the 1997 MOA EIS Record of Decision (ROD). While the maximum number of days per annum is set at 60 days, the 11<sup>th</sup> AF typically schedules four 10-day exercises. The Air Force would also limit use to weekdays. During times that these four MOAs are active, the following Jet Routes and Federal Airways between Fairbanks and Northway Alaska will not be

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available: J502, J515, Amber 2, Amber 15, V444, V481, V515, T226 and T232. Also IFR service to Allen Army Airfield will not be available.

**NAME OF EXERCISES:** Red Flag Alaska and Northern Edge

**NOTE:** Approval of these MOAs would be contingent on the same use of the Special Use Airspace Information Service (SUAIS) as described in the 1997 MOA EIS ROD. To obtain current information on flight activities in a particular area during the exercise, pilots would be able to 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 could contact Anchorage Air Route Traffic Control Center (ARTCC) at (907) 269-1104 or on published frequencies. The 11<sup>th</sup> Air Force would be directed to distribute SUAIS information in an aggressive public information distribution IAW the 1997 MOA EIS ROD, including maximum use of the 11 AF Airspace Information web site, SUAIS pamphlet distribution, advertisements in major travel publications such as the Milepost Magazine, and land use agency outlets for distribution to the vacationing public.

END OF SECTION – See next page.

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**DELTA 1 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. Major Flying Exercise use only.

**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 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. Major Flying Exercise use only.

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

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

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**DELTA 3 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. Major Flying Exercise use only.

**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 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. Major Flying Exercise use only.

**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.

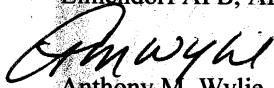
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The FAA is soliciting comment concerning aeronautical issues that will be considered prior to a decision to approve or disapprove the proposal. We would appreciate it, if you would review this proposal. You can concur by using the endorsement below.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

Replies received no later than September 1, 2009, will be considered before final action is taken. This should give the public enough time during their summertime activities to accomplish a timely review and submit their comments. Please address your reply to the Federal Aviation Administration, ATTN: Alaska Flight Services 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 "Delta MOA Permanent Airspace Proposal" link.

If you have any environmental or land use comments please submit them to the 11<sup>th</sup> Air Force's Environmental Engineer, Mr. James W. Hostman, 611 CES/CEVQ, 10471 20<sup>th</sup> Street, Suite 302, Elmendorf AFB, AK 99506-2200.



Anthony M. Wylie  
Manager, Alaska Flight Services Information Area Group

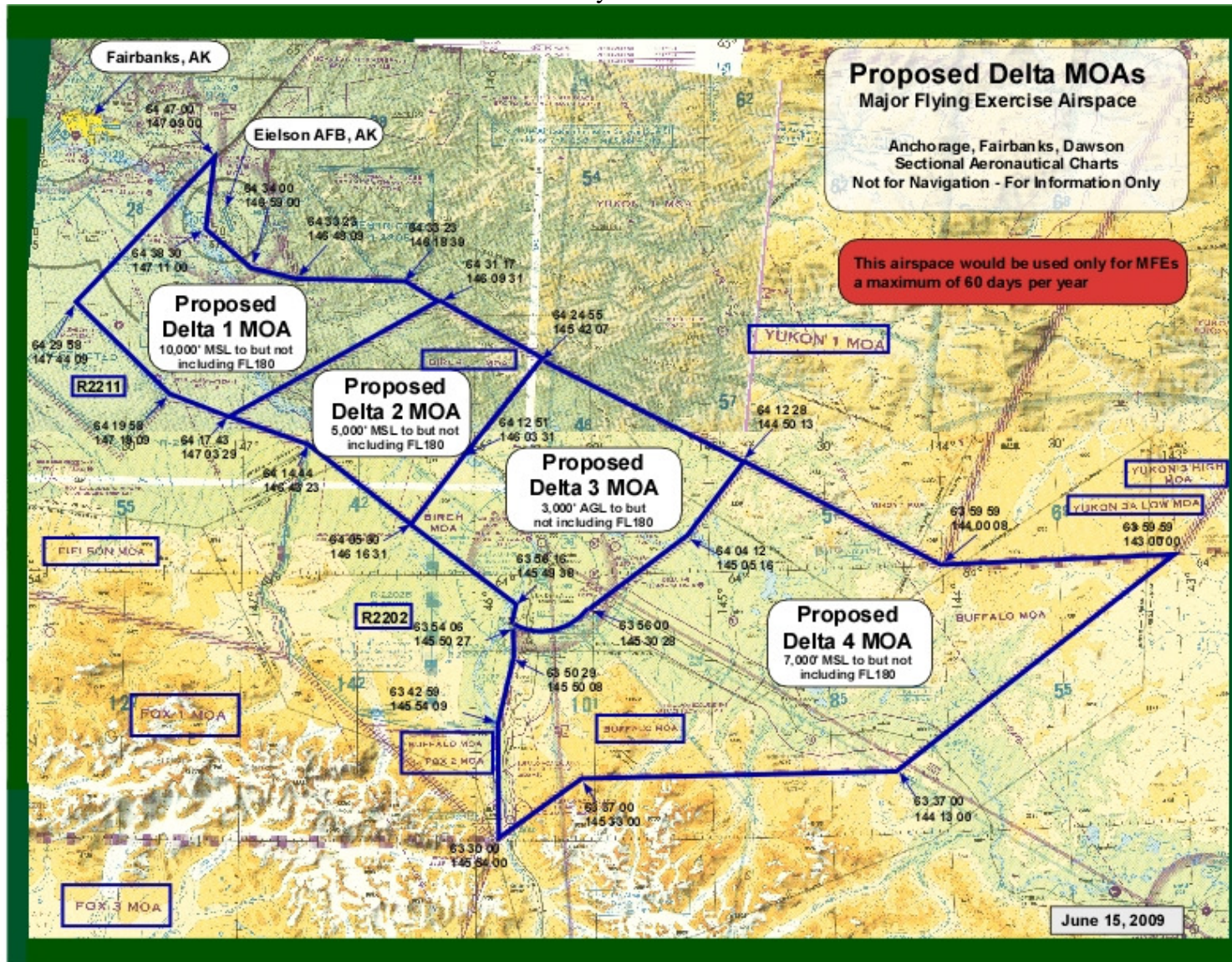
Issued in Anchorage Alaska, on June 26, 2009.

Aeronautical Study No. 08-AAL-22NR proposal has been reviewed and I have no objections.

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

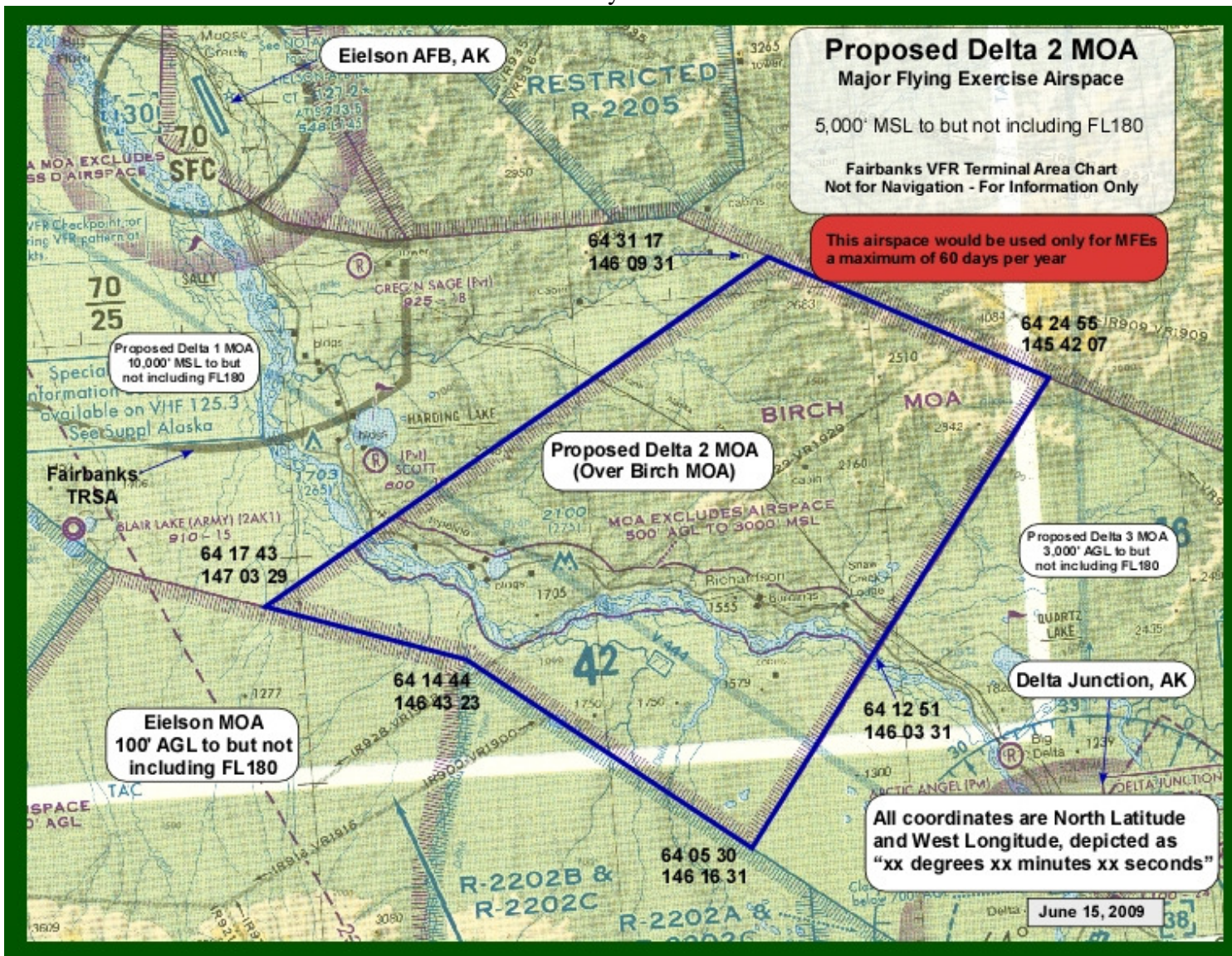
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