U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of the Air Traffic Organization
Western Service Area

1601 Lind Avenue Southwest
Renton, Washington 98057

AMENDED

NOTICE OF PROPOSAL TO MODIFY, EXPAND AND ESTABLISH -
SPECIAL USE AIRSPACE
JOINT PACIFIC ALASKA RANGE COMPLEX
JOINT BASE ELMENDORF-RICHARDSON, ALASKA
STUDY #14-AAL-22NR

SUMMARY: The Federal Aviation Administration (FAA) is considering a proposal from the Department of the Air Force (USAF) to modify, expand and establish Special Use Airspace (SUA) in the Joint Pacific Alaska Range Complex (JPARC). The USAF proposes to establish the new Paxon Military Operations Area (MOA) which will be contained within the currently existing Paxon Air Traffic Control Assigned Airspace (ATCAA) boundaries. Additionally, the USAF is seeking to expand the Fox 3 MOA both vertically and laterally. Finally, the USAF is proposing to extend the times of use for all established MOAs within the JPARC training area.

This proposal has been previously circulated on January 25, 2015 with a comment end date of April 10, 2015. Due to the amended text the public comment period has been extended for an additional 30 days. The new public comment close out date is **May 10, 2015.

BACKGROUND: JPARC consists of all air, land, and sea training capacity and assets in Alaska. This includes, but is not limited to, the ranges, training areas, restricted areas, and MOAs associated with Fort Greely; Fort Wainwright; Joint Base Elmendorf-Richardson (JBER); Eielson Air Force Base (AFB); Donnelly, Tanana Flats, Yukon, Gerstle River, and Black Rapids Training Areas; and the U.S. Navy's Temporary Maritime Activities Area located in the Gulf of Alaska.

The military currently uses the JPARC to conduct testing and unit-level training and to support various joint exercises and mission rehearsals. The JPARC was originally developed to support older and in some cases now-obsolete weapons and tactics. Its current configuration cannot fully meet the training requirement for military forces and exercises conducted in Alaska. The JPARC requires a more contemporary and versatile design and improved infrastructure to meet the present and future needs of the military. The proposed JPARC modernization and enhancements would enable realistic joint training and testing to support emerging technologies, respond to recent battlefield experiences, and train with tactics and new weapons systems to meet combat and national security needs. Four trends drive the need to modernize and enhance JPARC:

- Technological advances in military equipment and systems
- Advances in combat tactics and techniques
- A continued need for diversified, efficient, and realistic training
- The need to maximize the utility of scarce resources and increase joint training through common Infrastructure

As the fifth generation of U.S. Air Force fighters (F-22 and F-35 aircraft) are developed, fielded, and deployed in combat, pilots will need to train in the skills and tactics appropriate for these aircraft within an airspace best configured for such training. Combat conditions have proven that the ability to engage a threat flying at low altitude is a critical tactic for combat success. Both Eielson AFB and JBER aircraft require access to this airspace, and the Paxon/Fox MOAs would be ideal since they are located between the two bases. Combining the Paxon MOA airspace with the proposed expanded Fox 3 MOA will allow multidirectional attack axis's which is essential in replicating a true combat environment and thus making exercise and routine training mission activities as realistic as possible. Currently, engagements are restricted to a north–south axis only, which limits offensive and defensive tactics and scenarios.

The Air Force proposes to expand the existing Fox 3 MOA and establish new, adjacent Paxon MOAs to provide the vertical and horizontal airspace structure needed to better accommodate low-altitude threat and multi-axis aircraft training mission requirements during JPARC training exercises. Additionally, the USAF proposes to extend the current JPARC MOA operating hours to allow Air Force tactical flight operations until midnight with landing by 1:00 a.m., local time, during all months of the year for Major Flying Exercises (MFEs) and also for all Air Force routine training purposes.

The purpose of the proposed Paxon MOAs, used in conjunction with the proposed expanded Fox 3 MOA/ATCAA, would provide the additional vertical and horizontal airspace structure required by fighter aircraft to conduct advanced air combat tactics under those more diversified, multi-axis mission profiles that are most characteristic of a realistic combat environment. Currently, aircrews cannot execute such diverse profiles within the lateral and vertical constraints of the existing Fox MOAs, or entirely within the additional airspace proposed for the expanded Fox 3 MOA/ATCAA.

The Paxon A Low and Paxon B MOAs would be activated by NOTAM between 0700-0000, for MFE use only with a maximum usage of 5 hours daily. The Paxon Low and Paxon B MOAs will not be activated more than 60 days per year, and would not be scheduled in September, December, January, or the week prior to and the week after the 4th of July. There will be a minimum two weeks interval between MFEs.

The Paxon A High MOA would be available for daily training and MFEs. For routine training, airspace use would be used up to 12 hours per day (typically in two, 2 to 3 hour blocks), an average of 240 days per year. MFEs will also take place during this 240-day time period, but MFEs will not exceed 60 days per year (typically in two, 2.5 to 4 hour activation periods, and typically last for two weeks). The extent to which the proposed Paxon A High MOA is activated on a daily basis would vary with the types of exercise/training mission event(s) to be conducted. It is expected the Paxon A High MOA will typically be activated in conjunction with the Fox 3 MOA. It is not anticipated that actual daily times of use would differ significantly from current Fox 3 MOA activation timeframes. The high and low (MFE only) sectors of the MOA may each be activated separately, together, or in conjunction with other SUA.

****AMENDED TEXT**** *The purpose of the proposed expansion of the Fox 3 MOA is to provide the vertical and horizontal airspace structure needed to better accommodate low-altitude threat and multi-axis mission activities during JPARC training exercises. This proposal was designed to meet the minimum lateral and vertical parameters necessary to support the varying air-to-air and air-to-ground flight maneuvers conducted during JPARC exercises and routine training activities.*

For routine training, Fox 3 MOA airspace use would be up to 12 hours per day (typically two, 2 to 3 hour blocks), an average of 240 days per year. MFEs will also take place during this 240-day time period, but MFEs will not exceed 60 days per year. The extent to which the proposed Fox 3 MOA/ATCAA and high/low subdivisions are activated on a daily basis would vary with the type of exercise/training mission event(s) to be conducted and the aircraft types/numbers performing those events. The high/low sectors of the MOA and the ATCAA may each be activated separately, together, or in conjunction with other SUA. It is not anticipated that actual daily times of use would differ significantly from current timeframes.

ADDITIONAL INFORMATION

****AMENDED TEXT**** *VFR Flight Corridors: As an extra safety measure, the Air Force will extend the VFR flight corridor over the Richardson Highway between Delta Junction and Glennallen to include the highway segment under the new Paxon MOA. The corridor laterally will be 3 miles on either side of the Richardson Highway and vertically extend from the surface up to 4,500 feet MSL from the southern MOA border to the north end of Paxson Lake (approximately N62°59'), and 5,500 feet MSL from the north end of Paxson Lake to the northern MOA border . The MOA floor would provide a 500-foot buffer and therefore be 5,000 feet MSL over the southern part of the corridor, and be 6,000 feet MSL over the northern part of the corridor.*

These MOAs would be included as part of the Special Use Airspace Information Service (SUAIS) that is currently used on a 24-hour basis to inform civilian pilots when the MOAs and restricted areas within central Alaska are being scheduled and used (activated) for conducting planned military operations. This would afford pilots the opportunity to better schedule their flight activities around those times when this airspace is active or otherwise plan their flight profiles around or thru this airspace. This service would allow limited real time situational awareness updates if desired/requested.

The proposed airspace will be joint use. Airspace will be returned real time to Anchorage ARTCC as soon as the training/exercise periods are complete. In the event of inclement weather, Range Control will notify the ARTCC of training/exercise flying period cancellation and release of MOA airspace back to the NAS.

Flight activities would include MFEs and routine training with the same current mission types being flown in Fox 3, but conducted over a larger area with more varied, multi-axis profiles, and at lower altitudes. This airspace would continue to be used for the non-hazardous components of military aviation training conducted in the MOA and restricted area complex. Mission sets include: air combat training, basic fighter maneuvers, surface attack tactics, air combat

maneuvers, close air support, air-to-air refueling, marshaling of forces, tactical intercepts, surface attack, air combat tactics, time sensitive targeting, composite force training, low altitude training, and temporary flight restriction training.

Supersonic aircraft operations are permitted in the existing Fox 3 MOA/ATCAA: 5,000 feet AGL or 12,000 feet MSL, whichever is higher, and above. The proposed Paxon MOA and expanded Fox 3 MOA would have the same supersonic restrictions (higher of 5,000' AGL or 12,000' MSL).

Chaff and flare operations are conducted throughout Alaska's training airspace. Chaff and flares are used in air combat exercises as countermeasures to air- or ground-based threats. The existing chaff and flare restrictions for Fox 3 MOA are expected to be carried forward to the expanded Fox 3 MOA and proposed Paxon MOA: Chaff is authorized, and Flares are authorized 1 Jun – 30 Sep: above 5,000' AGL, 1 Oct – 31 May: above 2,000' AGL.

PROPOSAL: Detailed descriptions of the MOAs and proposed Times of Use are listed below. Refer to the enclosed map for a graphical presentation of the proposal.

Paxon A Low MOA:

Boundaries: Beginning at 63° 30' 00" N, 145° 54' 00" W
to 63° 37' 00" N, 145° 33' 00" W
to 63° 37' 00" N, 144° 33' 14" W
to 63° 32' 22" N, 144° 16' 22" W
to 62° 30' 00" N, 145° 00' 00" W
to 62° 26' 53" N, 145° 51' 33" W
to 63° 23' 00" N, 146° 00' 00" W
to the point of beginning.

Altitudes: 500 feet AGL up to but not including 14,000 feet MSL

Times of Use: By NOTAM 0700-0000L during MFE only; expected use during MFE 5 hours/day, 60 days/year

Controlling Agency: FAA, Anchorage Air Route Traffic Control Center

Using Agency: USAF, 354th Fighter Wing, Eielson AFB, AK

Paxon A High MOA:

Boundaries: Beginning at 63° 30' 00" N, 145° 54' 00" W
to 63° 37' 00" N, 145° 33' 00" W
to 63° 37' 00" N, 144° 33' 14" W
to 63° 32' 22" N, 144° 16' 22" W
to 62° 30' 00" N, 145° 00' 00" W
to 62° 26' 53" N, 145° 51' 33" W
to 63° 23' 00" N, 146° 00' 00" W
to the point of beginning.

Altitudes: 14,000 feet MSL up to but not including FL180

Times of Use: 0800-1800 Monday – Friday, other times between 0700-0000 including weekends by NOTAM; expected use 12 hours/day 240 days/year

Controlling Agency: FAA, Anchorage Air Route Traffic Control Center

Using Agency: USAF, 354th Fighter Wing, Eielson AFB, AK

Paxon B MOA:

Boundaries: Beginning at 63° 37' 00" N, 144° 33' 14" W
to 63° 37' 00" N, 144° 13' 00" W
to 63° 32' 22" N, 144° 16' 22" W
to the point of beginning.

Altitudes: 500 feet AGL up to but not including FL 180

Times of Use: By NOTAM 0700-0000L during MFE only; expected use during MFE 5 hours/day, 60 days/year

Controlling Agency: FAA, Anchorage Air Route Traffic Control Center

Using Agency: USAF, 354th Fighter Wing, Eielson AFB, AK

Fox 3 Low MOA:

Boundaries: Beginning at latitude 63° 30' 00" N, longitude 145° 54' 00" W
to latitude 63° 23' 00" N, longitude 146° 0' 00" W
to latitude 62° 26' 53" N, longitude 145° 51' 33" W
to latitude 62° 13' 35" N, longitude 148° 50' 50" W
to latitude 62° 30' 00" N, longitude 148° 50' 50" W
to latitude 63° 30' 00" N, longitude 148° 16' 46" W
to the point of beginning.

Altitudes: 500 feet AGL up to 5,000 AGL

Times of Use: By NOTAM 0700-0000L including weekends; expected use 12 hours/day 240 days/year

Controlling Agency: FAA, Anchorage Air Route Traffic Control Center

Using Agency: USAF, 354th Fighter Wing, Eielson AFB, AK

Fox 3 High MOA:

Boundaries: Beginning at latitude 63° 30' 00" N, longitude 145° 54' 00" W
to latitude 63° 23' 00" N, longitude 146° 0' 00" W
to latitude 62° 26' 53" N, longitude 145° 51' 33" W
to latitude 62° 13' 35" N, longitude 148° 50' 50" W
to latitude 62° 30' 00" N, longitude 148° 50' 50" W
to latitude 63° 30' 00" N, longitude 148° 16' 46" W
to the point of beginning.

Altitudes: 5,000 feet AGL up to but not including FL 180

Times of Use: 0800-1800L Monday – Friday; other times between 0700-0000 including weekends by NOTAM; expected use 12 hours/day 240 days/year

Controlling Agency: FAA, Anchorage Air Route Traffic Control Center

Using Agency: USAF, 354th Fighter Wing, Eielson AFB, AK

EXTENDING MOA TIMES OF USE:

Boundaries: All existing and proposed MOA boundaries in Alaska. Existing MOAs include: Birch, Buffalo, Delta 1, Delta 2, Delta 3, Delta 4, Eielson, Fox 1, Fox 2, Fox 3, Galena, Naknek 1, Naknek 2, Stony A, Stony B, Susitna, Viper A, Viper B, Yukon 1, Yukon 2, Yukon 3 High, Yukon 3A Low and Yukon 4 as published in J.O. 7400.8.

Times of Use: 0800-1800L Monday – Friday; other times between 0700-0000 including weekends by NOTAM; expected use 12 hours/day 240 days/year

Controlling Agencies: FAA, Anchorage Air Route Traffic Control Center

Using Agency: USAF, 354th Fighter Wing, Eielson AFB, AK

MISCELLANEOUS: No restrictions will be imposed on nonparticipating Visual Flight Rules (VFR) aircraft. VFR pilots are expected to exercise vigilance while transiting the MOA. They are strongly encouraged to contact the nearest flight service station and request the latest NOTAM information, or contact Anchorage ARTCC to ascertain the status of the MOAs.

ENVIRONMENTAL/LAND USE ASPECTS: For questions or comments on the environmental and land use aspects of the proposal please contact:

Mr. Wade Gilpin
Environmental Compliance Manager
611 CES/CEIE
10471 20th Street, Ste 339
JBER AK 99506-2201
Ernest.gilpin@us.af.mil
Comm: 907-552-4151
DSN: 317-552-4151
FAX: 907-552-2161

COMMENTS INVITED: The purpose of this notice is to invite interested persons to submit in writing any comments they may have regarding the overall aeronautical aspects of the proposal

presented in this notice. To be eligible for consideration, comments must be relevant to the effect the proposal will have upon the efficient and navigable use of airspace. Persons wishing to comment should submit correspondence to the address or email listed below setting for the valid aeronautical reasons.

Department of Transportation
Federal Aviation Administration
Operations Support Group, Western Service Center
Attn: Michele Cruz
1601 Lind Ave S.W.
Renton, WA 98057

7-ANM-OSG-Public-Notice-Inbox@faa.gov

Replies received no later than **May 10, 2015** will be considered before final action is taken on this proposal. In your reply, please refer to the Aeronautical Study Number: **14-AAL-22NR.**

NOTICE DISTRIBUTION: Persons interested in being placed on a mailing list for future notices should submit such requests to the Federal Aviation Administration at the address listed above.

FOR FURTHER INFORMAION, CONTACT:

Department of Transportation
Federal Aviation Administration
Operations Support Group, Western Service Center
Attn: Michele Cruz
1601 Lind Ave S.W.
Renton, WA 98057
(425) 203-4562

An electronic copy of this notice can be found on the Joint Base Elmendorf-Richardson website at http://www.jber.af.mil/jparc.asp

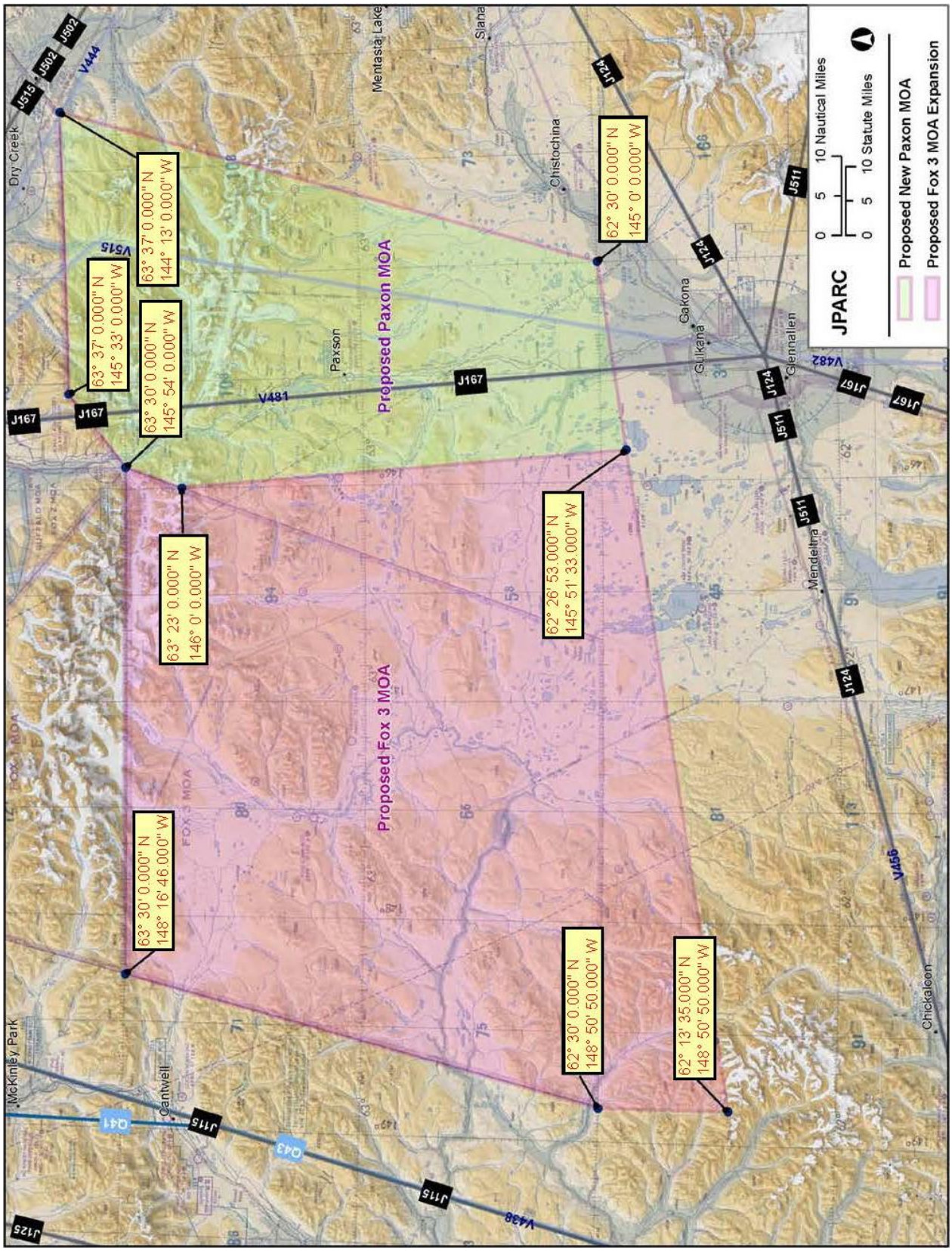
Issued in Seattle, Washington on: MARCH 20, 2015

Christopher Ramirez
Acting Manager, Operations Support Group
Western Service Center

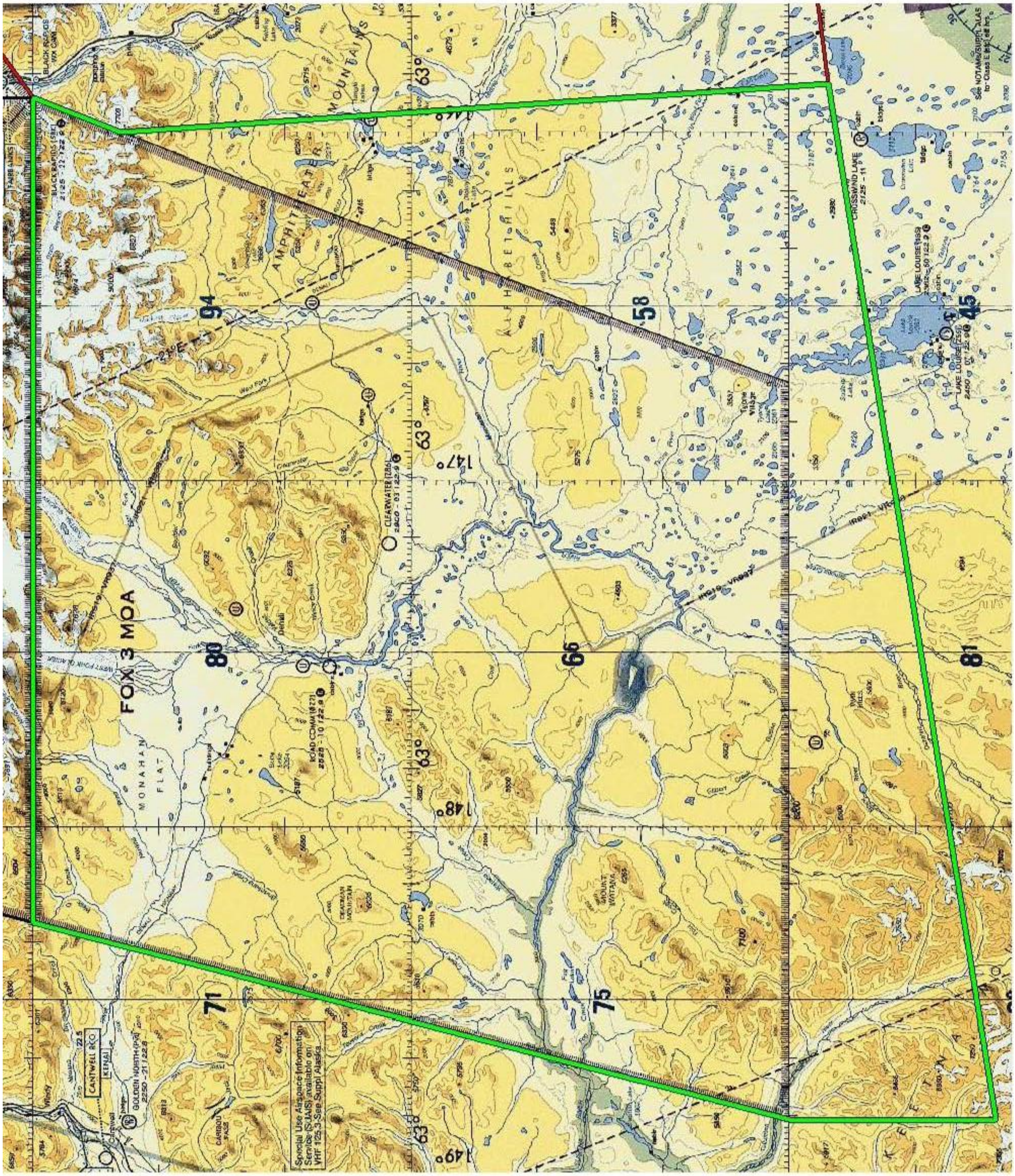
Attachments: Fox/Paxon MOA Graphics

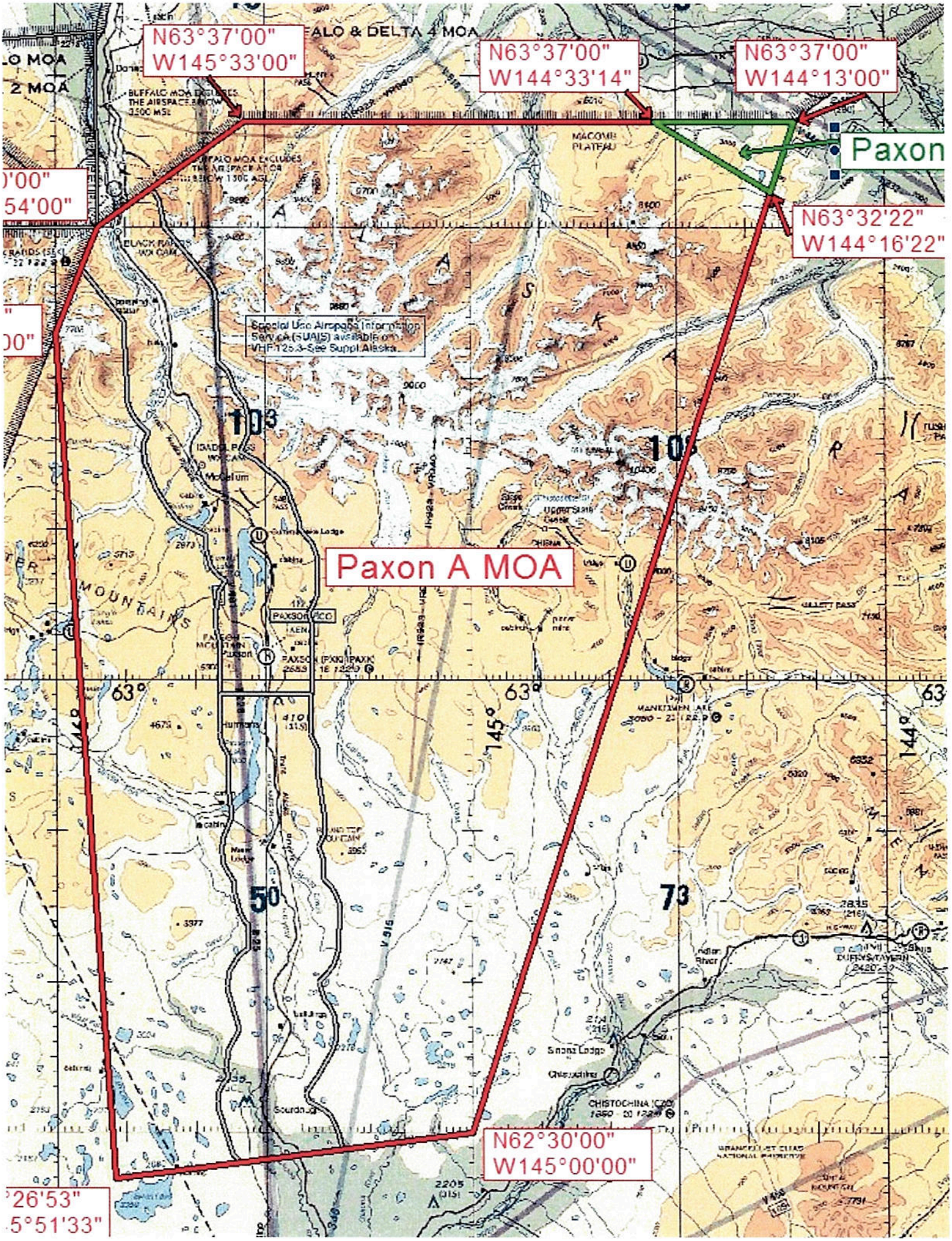
cc: AJV-W2, ANM-910, ANM-920, ANM-930, ZAN, AAL-ADO, Alaska Flight Standards, Alaska State Aviation Director. SEE DISTRIBUTION LIST

Fox 3 and Paxon MOA



Fox 3 MOA




N63°37'00"
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W144°13'00"
Paxon
N63°32'22"
W144°16'22"
Paxon A MOA
N62°30'00"
W145°00'00"
Special Use Airspace Information Service (SUAIS) available on VHF 125.3-See Suppl Alaska
BUFFALO MOA EXCLUDES THE AIRSPACE BELOW 3500 MSL
MACOMB PLATEAU
PAXSON (PXK) (PAXK)
MANKOMEN LAKE
CHISTOCHINA (CZO)
Sinona Lodge
Chistochina
Indian River
Sourdough
Humpers
Mountains
63°
145°
144°
10³
50
73