



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

**PROPOSAL TO MODIFY THE EVERS MILITARY OPERATIONS AREA
AIRSPACE STUDY 19-AEA-102-NR
EVERS MOA, WV**

TO ALL CONCERNED:

The Federal Aviation Administration is considering a request by the United States Air Force to modify the Evers Military Operations Area (MOA). The purpose of this proposal is to laterally and vertically expand the existing Evers MOA and split the airspace into five total MOAs in order to meet current military training needs for the 113th Wing stationed at Joint Base (JB) Andrews, MD. Prior to reaching a final decision, the FAA is providing an opportunity for the public to comment on any aeronautical impacts that would result should this request be approved.

The 113th Wing flies F-16Cs requiring a combined 1,000 overland sorties to meet annual training requirements. The training environment needed must enable effective and accurate simulation of several F-16C mission sets, to include Defensive Counter Air, Offensive Counter Air – Attack Operations (OCA-AO), Combat Search and Rescue, Close Air Support (CAS), Forward Air Control (FAC/A) and Air Interdiction. For a notional air-to-air intercept timeline of the F-16C and realistic surface attack/close air support scenario, 80 nautical mile (NM) x 40 NM would represent the minimum lateral airspace required to effectively train for Basic Fighter Maneuvering, Aerospace Control Alert, Tactical Intercepts and Air Combat Maneuvering. This is over twice the lateral area of the current Evers MOA, which is 30 NM x 16 NM. Also, due to the F-16C's air-to-ground utility, low altitude airspace is essential for maintaining currency and proficiency in combat operations, including OCA-AO, Basic Surface Attack, CAS and FAC/A. These surface attack missions represent 45 percent of all 113th Wing Ready Aircrew Program sorties.

The 113th Wing readiness reporting for CY2017 demonstrated the negative impacts of "over land" training airspace non-availability and its weakening effect on pilot combat mission readiness. This report detailed that over 70 percent of aircrew assigned (21 of 30 pilots) were unable to meet the readiness required training for OCA-AO due to local airspace availability. The impact of this readiness deficiency was determined to be severe and directly impacting the 113th Wing's ability to deploy and attack the enemy in a near peer engagement. The proposed modification of Evers MOA along with the creation of three Air Traffic Control Assigned Airspace (ATCAAs) over the proposed MOA expansion would provide the vertical and lateral airspace needed to meet the 113th Wing's training requirements.

The proponent expects the Evers MOAs will experience a typical utilization rate of approximately 2 hours a day for 260 days per year. Joint-use procedures are in place. When the MOAs are not active, the airspace will be returned to the Controlling Agency.

The specifics of the proposed airspace follow:

Evers MOA, WV [RESCIND]

Evers Low MOA, WV [ESTABLISH]

Boundaries. Beginning at lat. 38°36'06"N., long. 80°12'04"W.;
to lat. 38°38'34"N., long. 79°59'29"W.;
to lat. 38°38'43"N., long. 79°33'25"W.;
to lat. 38°05'31"N., long. 79°43'15"W.;
to lat. 38°06'10"N., long. 80°21'49"W.;
to the point of beginning.

Designated altitudes. 1,000 feet AGL to but not including 11,000 feet MSL.

Time of designation. Sunrise to Sunset, Daily; other times by NOTAM.

Controlling agency. FAA, Washington ARTCC.

Using agency. D.C. Air National Guard, 113th Wing, JB Andrews, MD.

Evers East MOA, WV [ESTABLISH]

Boundaries. Beginning at lat. 38°38'43"N., long. 79°33'25"W.;
to lat. 38°38'48"N., long. 79°19'49"W.;
to lat. 38°24'00"N., long. 79°19'49"W.;
to lat. 38°24'00"N., long. 79°37'47"W.;
to the point of beginning.

Designated altitudes. 1,000 feet AGL to but not including FL 180.

Time of designation. Sunrise to Sunset, Daily; other times by NOTAM.

Controlling agency. FAA, Washington ARTCC.

Using agency. D.C. Air National Guard, 113th Wing, JB Andrews, MD.

Evers North MOA, WV [ESTABLISH]

Boundaries. Beginning at lat. 39°05'00"N., long. 80°18'00"W.;
to lat. 39°04'00"N., long. 79°26'00"W.;
to lat. 38°44'27"N., long. 79°31'43"W.;
to lat. 38°45'29"N., long. 80°23'31"W.;
to the point of beginning.

Designated altitudes. 11,000 feet MSL to but not including FL 180.

Time of designation. Sunrise to Sunset, Daily; other times by NOTAM.

Controlling agency. FAA, Washington ARTCC.

Using agency. D.C. Air National Guard, 113th Wing, JB Andrews, MD.

Evers Center MOA, WV [ESTABLISH]

Boundaries. Beginning at lat. 38°45'29"N., long. 80°23'31"W.;
to lat. 38°44'27"N., long. 79°31'43"W.;
to lat. 38°05'31"N., long. 79°43'15"W.;

to lat. 38°06'27"N., long. 80°34'28"W.;
to the point of beginning.

Designated altitudes. 11,000 feet MSL to but not including FL 180.

Time of designation. Sunrise to Sunset, Daily; other times by NOTAM.

Controlling agency. FAA, Washington ARTCC.

Using agency. D.C. Air National Guard, 113th Wing, JB Andrews, MD.

Evers South MOA, WV [ESTABLISH]

Boundaries. Beginning at lat. 38°06'27"N., long. 80°34'28"W.;
to lat. 38°05'31"N., long. 79°43'15"W.;
to lat. 37°46'00"N., long. 79°49'00"W.;
to lat. 37°47'00"N., long. 80°40'00"W.;
to the point of beginning.

Designated altitudes. 11,000 feet MSL to but not including FL 180.

Time of designation. Sunrise to Sunset, Daily; other times by NOTAM.

Controlling agency. FAA, Washington ARTCC.

Using agency. D.C. Air National Guard, 113th Wing, JB Andrews, MD.

Diesel Air Traffic Control Assigned Airspace (ATCAA)

The Diesel ATCAAs will have the same lateral dimensions, times of use, Using Agency, and Controlling Agency as the Evers MOAs. The altitude will be from FL180 to FL230. The associated ATCAAs will always be activated when the Evers MOAs are in use.

Diesel North ATCAA, WV

Boundaries. Beginning at lat. 39°05'00"N., long. 80°18'00"W.;
to lat. 39°04'00"N., long. 79°26'00"W.;
to lat. 38°44'27"N., long. 79°31'43"W.;
to lat. 38°45'29"N., long. 80°23'31"W.;
to the point of beginning.

Altitudes. FL 180 to FL 230.

Times of use. Sunrise to Sunset, Daily; other times by NOTAM.

Controlling agency. FAA, Washington, D.C. ARTCC.

Using agency. D.C. Air National Guard, 113th Wing, JB Andrews, MD.

Diesel Center ATCAA, WV

Boundaries. Beginning at lat. 38°45'29"N., long. 80°23'31"W.;
to lat. 38°44'27"N., long. 79°31'43"W.;
to lat. 38°05'31"N., long. 79°43'15"W.;
to lat. 38°06'27"N., long. 80°34'28"W.;
to the point of beginning.

Altitudes. FL180 to FL230.

Times of use. Sunrise to Sunset, Daily; other times by NOTAM.

Controlling agency. FAA, Washington, D.C. ARTCC.

Using agency. D.C. Air National Guard, 113th Wing, JB Andrews, MD.

Diesel South ATCAA, WV

Boundaries. Beginning at lat. 38°06'27"N., long. 80°34'28"W.;
to lat. 38°05'31"N., long. 79°43'15"W.;
to lat. 37°46'00"N., long. 79°49'00"W.;
to lat. 37°47'00"N., long. 80°40'00"W.;
to the point of beginning.

Altitudes. FL180 to FL230.

Times of use. Sunrise to Sunset, Daily; other times by NOTAM.

Controlling agency. FAA, Washington, D.C. ARTCC.

Using agency. D.C. Air National Guard, 113th Wing, JB Andrews, MD.

Graphic Description (See attachment)

Comments or recommendations regarding the effect that this proposal may have on aeronautical activity should be submitted to:

FAA Eastern Service Center
Operations Support Group (AJV-E23)
Military Liaison Officer
1701 Columbia Ave.
College Park, GA 30337

All communications received prior to February 7, 2019, will be considered before final action is taken on this proposal.

Issued in College Park, Georgia on December 12, 2019.



Ryan W. Almasy
Manager, Operations Support Group
Eastern Service Center, Air Traffic Organization

