



NOTICE TO ALL CONCERNED

SUBJECT: CASE NO. 14-ANM-13NR

PROPOSAL TO MODIFY, EXPAND & ESTABLISH
SPECIAL USE AIRSPACE
WARNING AREA 570 & EEL MOA
OREGON

SUMMARY: The Federal Aviation Administration (FAA) is considering a proposal from the United States Air Force (USAF) to modify, expand and establish Special Use Airspace off the coast of Oregon. The USAF, 142d Fighter Wing (FW), is seeking to modify the configuration and vertical limits of Warning Area 570 (W-570) and convert the Bass/Bass South Air Traffic Control Assigned Areas (ATCAA) into Warning Areas. Additionally, the USAF is proposing to create a Military Operations Area (MOA) beneath the current EEL ATCAA.

BACKGROUND:

The 142 FW employs a fourth generation F-15C Single Seat Fighter Jet which can rapidly transit altitudes from the surface to 50,000 feet and fly at speeds exceeding 12 nautical miles (NM) per minute. Although, the over-water airspace of W-570 is uniquely suited for air-to air combat training by providing the pilots the ability to train high and low altitude, conduct supersonic flight tactics and featureless terrain, the current boundaries severely limit the tactical training available. W-570 is roughly 90 by 50 NM in size, which was adequate for training with F-4 Phantoms and older versions of the F-15. However, the advancements in avionics and weapons systems in the current generation of the F-15 have made the vertical and lateral boundaries of W-570 constrained and are insufficient to maximize pilot proficiency and experience to meet current training requirement.

Currently, there is a need to modify the configuration and vertical limits of W-570 and convert the Bass/Bass South ATCAAs into Warning Areas to more effectively meet the training requirements for the 142 FW. Additionally, due to frequent persistent poor weather which causes dangerous sea-states and prohibits over-water training due to Air Force regulations, there is a need to establish a MOA underneath the existing EEL ATCAA and to expand the vertical confines of the existing airspace. By establishing this increased airspace it will provide the 142

FW a viable training area, close to base, to conduct mission requirements of Basic Fighter Maneuvers and Air Combat Maneuver training when weather conditions preclude over-water flights.

The W-570, Bass/Bass South ATCAA proposal is a unique situation in that there are no changes to the current airspace lateral dimensions or altitudes based on scheduling agreements. Yet this configuration change dramatically improves the realistic mission oriented training of the 142 FW pilots. As advancements in threat technologies and tactics have improved, the requirement to train at all altitudes and longer ranges has increased. By simply reconfiguring the internal divisions of W-570 and the Bass/Bass South ATCAAs and increasing the vertical dimensions of the EEL ATCAA there is an instant increase in training and flexibility of scheduling.

Under the Proposed W-570, Bass/Bass South ATCAA action, the vertical limits and lateral configuration of W-570, Bass & Bass South ATCAA would be modified within their existing boundaries to meet training requirements of the 142 FW. W-570 would be renamed as W-570A; a new segment to be named W-570C would be created adjacent to the eastern boundary of W-570A from 11,000' above Mean Sea Level (MSL) to FL 500. The Bass/Bass South ATCAAs would be converted and reconfigured to W-570B and W-570D respectively and the floor of these segments would be lowered from FL 180 to 1,000' MSL. The ceilings of all W-570 segments would be FL 500. The proposed modification of the W-570 and Bass/Bass South ATCAA Complex would not have an increase in total 142 FW sorties; however, it would result in increased operations and time spent within the airspace complex over existing conditions. This increase of approximately 253 hours annually within the airspace would be in part due to the expanded vertical limits of the airspace accommodating additional training operations that cannot currently be supported.

Under the Proposed Action, the western-most ~3 NM of the existing EEL ATCAA would be converted into W-570C and the vertical limits of EEL would be expanded to include airspace from 11,000' MSL to FL 500. The proposed EEL MOAs would be established directly underneath the resulting configuration of the EEL ATCAA from 11,000' MSL up to but not including FL 180. The EEL Complex would be divided into four segments (A, B, C, and D). The proposed establishment and modifications to the EEL Complex would not result in an increase of total 142 FW scheduled sorties per year largely because W-570 would remain the primary training airspace and the expanded horizontal limits of EEL remain mostly unchanged. Aircraft currently transit through this airspace on their way to W-570. The EEL Complex would see an increase of activity of approximately 305 hours annually over existing conditions. This increase would be from additional training operations that cannot currently be supported inside the EEL ATCAA.

As mentioned to above, weather conditions over the Pacific Ocean, referred to as sea-states, prohibit training when wind velocity is greater than 25 knots and sea conditions have wind-wave heights exceeding 5 feet. Due to Air Force operational safety guidelines, these conditions prohibit over-water training operations. On average from 2008-2011, sea-states were out of limits approximately 23% of the scheduled time; reaching as high as 75% in a given month. In addition to inclement weather, factors such as adversary support, naval operations, and over-land training requirements further restrict airspace availability, requiring the 142 FW to utilize compatible backup airspace elsewhere, primarily utilizing the Juniper/Hart MOA Complex. This annual average of unavailability represents a significant impact to training. Options for other

suitable airspace areas are limited by their distance from Portland, size, or by scheduling needs of other military units in the region. In most cases, for distance, scheduling and availability, the only suitable over-land airspace is the EEL ATCAA, located adjacent to W-570 along the Oregon coast. Even though the over-land portions of EEL ATCAA are available when sea-states preclude over-water training, it is rarely utilized (except for air-to-air refueling) due to the limited, vertically constrained, altitude structure of 18,000' MSL to 27,000' MSL. This limited altitude block provides almost no benefit for F-15 mission requirement subsets of Advanced Handling Considerations, Basic Fighter Maneuvers and Air Combat Maneuvers, and cannot accommodate larger Offensive Counter-Air or Defensive Counter-Air training missions. Since realistic combat training requires a block of altitude much lower and higher than what is currently available within EEL ATCAA, the 142 FW currently utilizes the Juniper South and Hart North MOAs for training missions as a poor-weather, over-land backup airspace. The nearest border of Juniper South and Hart North MOAs however, is located approximately 170 NM from Portland. The closest over-land airspace suitable for Basic Fighter Maneuver is the Boardman MOA which is located 140 NM away, and the closest overland airspace most appropriate to support both Basic Fighter Maneuver and Air Combat Maneuver airspace when not using the Juniper/Hart or Boardman MOAs is the Olympic MOA, which is also located 140 NM from Portland. The large distance and length of time required to reach these training areas cause mission degradation. Between 22 and 36% of fuel that could be used for training is expended during transit to and from the Juniper/Hart, Boardman, or Olympic MOAs. This results in reduced time for training in the MOA and less flexibility to repeat a difficult mission task, which is the difference between a successful training flight and a failed mission.

The 142 FW is the primary alert squadron for the Pacific Northwest Western Area Defense Sector. To maintain proficiency in operating air defense combat air patrols, protecting Temporary Flight Restrictions for President of the United States support missions, and intercepts escorting distressed civilian aircraft, the 142 FW conducts weekly practice scrambles out of its alert facility. Often, due to poor over-water weather conditions, this training is cancelled for lack of adequate airspace or the ability to move a supporting Target of Interest to over-land airspace. These cancelations could be avoided by increasing the vertical over-land airspace. These cancelations could be avoided by increasing the vertical confines of EEL Complex and therefore allowing increased training opportunity of the alert mission.

Additionally, the majority of mission ready pilots in the 142 FW are what is known as, "traditional guardsmen." Traditional guardsmen have full time employment outside the Air National Guard. This limits the number of days they are available to participate in training. Regardless, these pilots are required to perform the same requirements as full time pilots but accomplish them with approximately 20% of the flying opportunities. Consequently, when weather prohibits use of W-570 and Juniper/Hart MOAs are not available, the time constraints for these pilots increase the difficulty of maintaining their combat readiness status.

PROPOSAL: Detailed descriptions of the proposed airspace. Refer to the enclosed map for a graphical presentation of the proposal.

Warning Area 570 (W-570):

Name: CHANGE NAME TO W-570A

Boundaries: Beginning at latitude 45°44'59"N, longitude 125°30'05"W;
to latitude 46°09'59"N, longitude 124°20'05"W;
to latitude 44°54'02"N, longitude 124°20'04"W;
thence south 12 miles from and parallel to the U.S. shoreline;
to latitude 44°50'35"N, longitude 124°21'21"W;
to latitude 44°37'59"N, longitude 124°28'04"W;
to latitude 44°10'59"N, longitude 125°30'05"W;
to point of beginning.

Note: There are no changes to the boundary of W-570. The proposed change is in name only.

Altitudes: Surface to FL 500

Note: There are no changes to the boundary of W-570. The proposed change is in name only.

Times of Use: Intermittent by NOTAM

Controlling Agency: FAA, Seattle Air Route Traffic Control Center

Note: There are no changes to the boundary of W-570. The proposed change is in name only.

Using Agency: USAF, Air National guard, 142 FW, Portland ANGB, OR

Warning Area 570B (W-570B):

Boundaries: Beginning at latitude 45°51'35"N, longitude 125°30'00"W;
to latitude 46°20'00"N, longitude 124°46'00"W;
to latitude 46°20'00"N, longitude 124°21'00"W;
thence south 12NM from and parallel to US shoreline;
to latitude 46°09'59"N, longitude 124°20'05"W;
to latitude 45°44'59"N, longitude 125°30'05"W;
to the point of beginning

Altitudes: 1,000 feet MSL up to but not including FL 500

Times of Use: Intermittent by NOTAM

Controlling Agency: FAA, Seattle Air Route Traffic Control Center

Using Agency: USAF, Air National Guard, 142 FW, Portland ANGB, OR

Warning Area 570C (W-570C):

Boundaries: Beginning at latitude 46°09'59"N, longitude 124°20'05"W;
thence south 12NM from and parallel to US shoreline
to latitude 45°58'00"N, longitude 124°15'53"W;
thence south 12NM from and parallel to US shoreline
to latitude 45°36'00"N, longitude 124°13'29"W;
thence south 12NM from and parallel to US shoreline
to latitude 45°12'00"N, longitude 124°15'26"W;
thence south 12NM from and parallel to US shoreline
to latitude 44°41'53"N, longitude 124°20'22"W;
to latitude 44°37'59"N, longitude 124°28'04"W;
to latitude 44°50'35"N, longitude 124°21'21"W;
to latitude 44°54'02"N, longitude 124°20'04"W;
to the point of beginning.

Altitudes: 11,000 feet MSL up to but not including FL500

Times of use: Intermittent by NOTAM

Controlling agency: FAA, Seattle Air Route Traffic Control Center

Using agency USAF, Air National Guard, 142 FW, Portland ANGB, OR

Warning Area 570D (W-570D):

Boundaries: Beginning at latitude 45°10'00"N, longitude 126°34'30"W;
to latitude 45°17'00"N, longitude 126°22'00"W;
to latitude 45°51'35"N, longitude 125°30'00"W;
to latitude 45°44'59"N, longitude 125°30'05"W;
to latitude 44°10'59"N, longitude 125°30'05"W;
to latitude 44°04'00"N, longitude 125°48'30"W;
to latitude 43°43'30"N, longitude 126°28'00"W;
to latitude 43°55'30"N, longitude 126°37'00"W;
to latitude 45°00'00"N, longitude 126°30'00"W;
to the point of beginning.

Altitudes: 1,000 feet MSL up to but not including FL500

Times of use: Intermittent by NOTAM

Controlling agency: FAA, Seattle Air Route Traffic Control Center

Using agency USAF, Air National Guard, 142 FW, Portland ANGB, OR

EEL A MOA:

Boundaries: Beginning at latitude 46°20'00"N, longitude 124°21'00"W;
to latitude 46°20'00"N, longitude 123°50'00"W;
to latitude 46°07'00"N, longitude 123°30'00"W;
to latitude 45°58'00"N, longitude 123°30'00"W;
to latitude 45°58'00"N, longitude 124°15'53"W;
thence north 12NM from and parallel to US shoreline
to latitude 46°09'59"N, longitude 124°20'05"W;
thence north 12NM from and parallel to US shoreline
to the point of beginning.

Altitudes: 11,000 feet MSL up to but not including FL180

Times of use: Intermittent by NOTAM

Controlling agency: FAA, Seattle Air Route Traffic Control Center

Using agency USAF, Air National Guard, 142 FW, Portland ANGB, OR

EEL B MOA:

Boundaries: Beginning at latitude 45°58'00"N, longitude 124°15'53"W;
to latitude 45°58'00"N, longitude 123°30'00"W;
to latitude 45°36'00"N, longitude 123°30'00"W;
to latitude 45°36'00"N, longitude 124°13'29"W;
thence north 12NM from and parallel to US shoreline to the point
of beginning.

Altitudes: 11,000 feet MSL up to but not including FL180

Times of use: Intermittent by NOTAM

Controlling agency: FAA, Seattle Air Route Traffic Control Center

Using agency USAF, Air National Guard, 142 FW, Portland ANGB, OR

EEL C MOA:

Boundaries: Beginning at latitude 45°36'00"N, longitude 124°13'29"W;
to latitude 45°36'00"N, longitude 123°30'00"W;
to latitude 45°12'00"N, longitude 123°30'00"W;
to latitude 45°12'00"N, longitude 124°15'26"W;
thence north 12NM from and parallel to US shoreline to the point
of beginning.

Altitudes: 11,000 feet MSL up to but not including FL180

Times of use: Intermittent by NOTAM

Controlling agency: FAA, Seattle Air Route Traffic Control Center

Using agency USAF, Air National Guard, 142 FW, Portland ANGB, OR

EEL D MOA:

Boundaries: Beginning at latitude 45°12'00"N, longitude 124°15'26"W;
to latitude 45°12'00"N, longitude 123°30'00"W;
to latitude 45°07'00"N, longitude 123°30'00"W;
to latitude 44°41'53"N, longitude 124°20'22"W;
thence north 12NM from and parallel to US shoreline to the point
of beginning.

Altitudes: 11,000 feet MSL up to but not including FL180

Times of use: Intermittent by NOTAM

Controlling agency: FAA, Seattle Air Route Traffic Control Center

Using agency USAF, Air National Guard, 142 FW, Portland ANGB, OR

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

This public notice is part of the USAF's Oregon Airspace Initiative. Two additional public notices have been released in conjunction with this notice detail additional airspace proposals. **Case # 14-ANM-25NR** details the 142 FW's proposal to establish the REDHAWK MOA in North/Central Oregon. **Case # 14-ANM-21NR** outlines the 173 FW's proposal to modify and expand the JUNIPER/HART MOA Complex. Those persons wanting information on these public notices should contact (425) 203-4562 or email your request to 7-ANM-OSG-Public-Notice-Inbox@faa.gov.

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

Kevin Marek, NGB/A7AM
Sheppard Hall
3501 Fetchet Avenue
Joint Base Andrews, MD 20762-5157
Usaf.jbanafw.ngb-a7.mbx.a7a-nepa-comments@mail.mil

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 forth 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

DEC 04 2015

Replies received no later than _____ will be considered before final action is taken on this proposal. In your reply, please refer to the Aeronautical Study Number: **14-ANM-13NR**.

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.

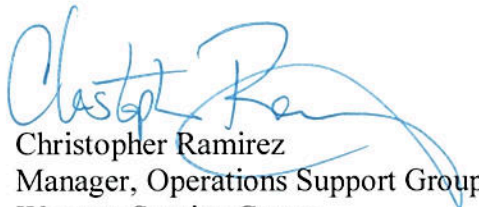
FOR FURTHER INFORMATION, CONTACT:

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 obtained by contacting (425) 203-4562 or emailing your request to 7-ANM-OSG-Public-Notice-Inbox@faa.gov

OCT 21 2015

Issued in Seattle, Washington on: _____

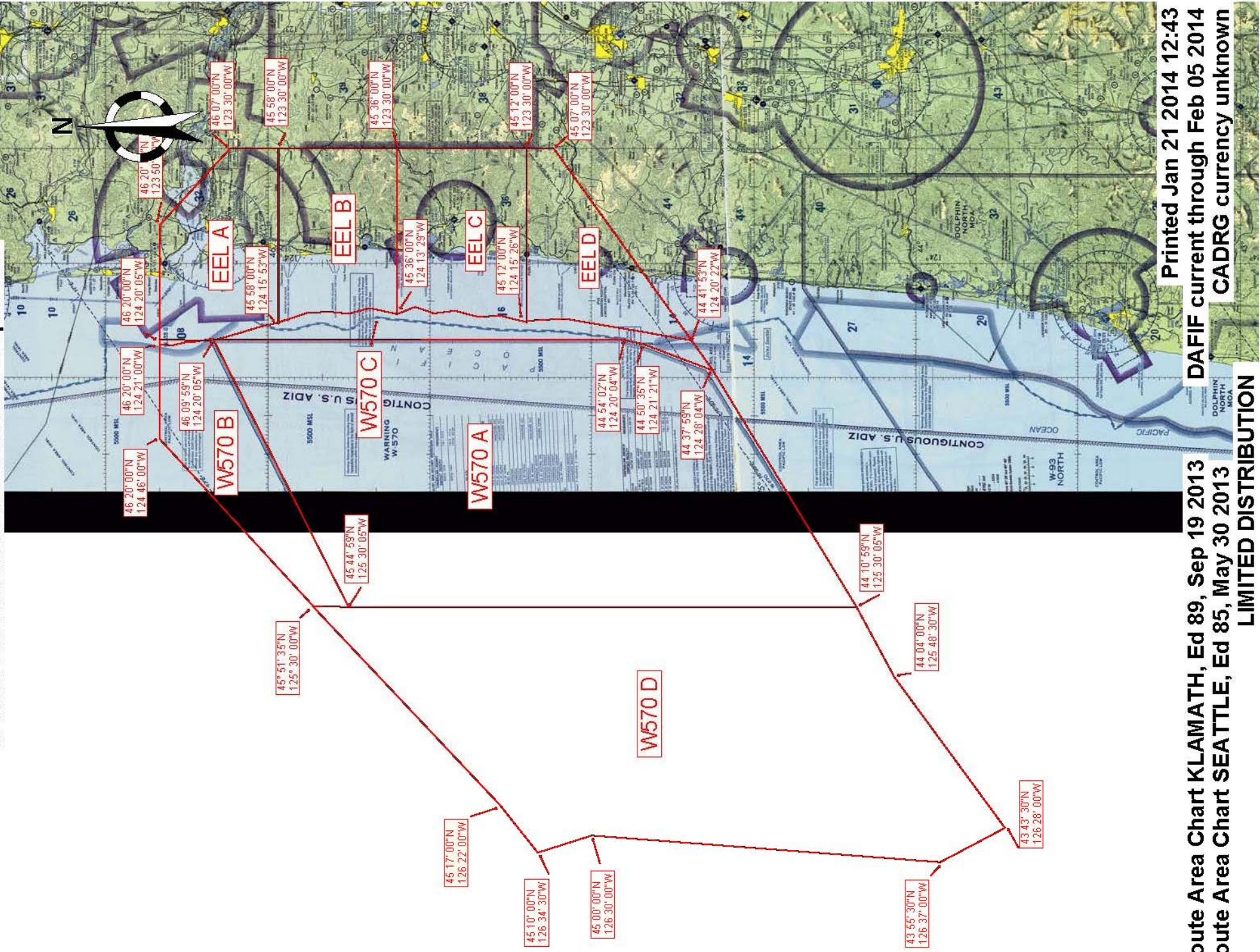


Christopher Ramirez
Manager, Operations Support Group
Western Service Center

Attachment: W-570/EEL MOA Graphic

cc: AJV-W2, ANM-910, ANM-920, ANM-930, ZSE, WA State Aviation Director, OR State Aviation Director, SEE DISTRIBUTION LIST

LIMITED DISTRIBUTION
CADRG Enroute Area Chart 1:500 K - Equal Arc



Enroute Area Chart KLAMATH, Ed 89, Sep 19 2013
Enroute Area Chart SEATTLE, Ed 85, May 30 2013

Printed Jan 21 2014 12:43
DAFIF current through Feb 05 2014
CADRG currency unknown

LIMITED DISTRIBUTION