



NOTICE TO ALL CONCERNED

SUBJECT: CASE NO. 14-ANM-25NR

**PROPOSAL TO ESTABLISH
SPECIAL USE AIRSPACE
REDHAWK MOA
CENTRAL OREGON**

SUMMARY: The Federal Aviation Administration (FAA) is considering a proposal from the United States Air Force (USAF) to establish Special Use Airspace in North/Central, Oregon. The USAF, 142d Fighter Wing (FW), is seeking to establish the REDHAWK Military Operations Area (MOA) as an over-land weather contingency training airspace to enable air-to-air training when weather or sea states restrict overflight of the coastal airspace areas.

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. The primary training area for the 142 FW is W-570, an over-water airspace off the coast of Oregon. Frequent weather conditions of the Pacific Ocean that extend into the coastal airspace ranges often produces sea states and weather conditions that prohibit over-water training. Airspace further inland and east of the cascade mountain range is generally unaffected by these weather systems. Further, although the proposed modification to the EEL Air Traffic Control Assigned Airspace (ATCAA) (**Case #14-ANM-13NR**) would provide valuable over-land training airspace that the 142 FW needs, it would not support all mission types in which the pilots are required to train. The modified EEL airspace would only provide space for Advanced Handling Characteristics, Basic Fighter Maneuvers, Air Combat Maneuvering and Aerospace Control Authority missions. Therefore, the 142 FW has a need for suitable over-land airspace that will allow its pilots to more efficiently conduct the full suite of realistic training operations of Tactical Intercepts, Defensive Counter Air and Offensive Counter Air to be prepared to fulfill their mission requirements.

Weather conditions over the Pacific Ocean cause out of limit sea-states which prohibit training when wind velocities are greater than 25 knots and/or wind-wave heights exceed 5 feet. Due to

Air Force operational safety guidelines these conditions prohibit over-water training operations in W-570 and the BASS/BASS SOUTH ATCAAs. 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 separately proposed EEL MOA/ATCAA complex, located adjacent to W-570 along the Oregon coast. Unfortunately, this airspace isn't a functional alternative to accommodate larger training missions. The 142 FW currently utilizes the JUNIPER SOUTH and HART NORTH MOAs for training missions when poor weather conditions require overland training. The nearest border of JUNIPER SOUTH and HART NORTH MOAs is located approximately 170 NM from Portland. The distance and time required to reach this area for over-land training can cause mission degradation. Between 22 and 36% of fuel that could be used for training is expended during transit to and from the available backup areas; JUNIPER/HART, Boardman, and Olympic MOA. This results in reduced time for training in the MOA and less flexibility to repeat a difficult mission task, which could be the difference between a successful training flight and a failed mission.

With the over-water weather conditions unique to the Northwest, and the lack of a suitable alternative airspace, approximately 320 additional transit hours are flown by the 142 FW transit to and from the JUNIPER/HART MOA Complex per year. This is nearly 10% of the 142 FW's annual flying hour allocation and is enough hours to maintain three pilot's combat mission ready requirements throughout the year. These hours, if reallocated, would be used to better provide 142 FW pilots with sufficient flying training to achieve higher mission readiness. Potential suitable airspace for the 142 FW includes the JUNIPER/HART MOA Complex and the Boardman and Olympic MOAs, which all exceed the researched maximum desired distances to training airspace. Establishment of a new REDHAWK MOA Complex would provide excellent over-land backup training airspace, within the maximum desired distance, for small Offensive Counter-Air or Defensive Counter-Air training missions.

Under the Proposed Action, a new over-land MOA Complex would be established approximately 100 miles east-southeast of Portland in central/northern Oregon, roughly bound by Highway 97/197 on the West, the towns of Wasco and Lexington on the North, U.S. Highway 395 on the East, and U.S. Highway 26 on the South. The proposed REDHAWK MOAs (A, B, and C) would be established from 11,000 feet MSL to, but not including FL 180. Given that the majority of residents in this region of Oregon generally reside at elevations of 5,000 feet MSL or below, the proposed MOAs would be established at an elevation equivalent to approximately 6,000 feet above ground level (AGL). In addition, associated ATCAAs would be established directly above the proposed REDHAWK MOA from FL 180 to FL 500. The proposed REDHAWK MOA Complex would have the sufficient lateral and vertical space to efficiently provide enough maneuvering airspace to support the majority of aircrew training requirements for the 142 FW.

Establishment of the proposed REDHAWK MOA Complex would help to alleviate concerns related to scheduling conflicts, or prohibitive weather conditions, with other regional airspaces.

Dividing the complex into three segments would allow for the greatest scheduling flexibility and efficient use and responsible stewardship of the airspace. The proposed airspace segments would be activated on an as-needed basis as a whole, or individually.

ADDITIONAL INFORMATION

Activities expected in the airspace are tactical combat training maneuvering by fighter fixed wing aircraft involving abrupt, unpredictable changes in altitude, attitude and direction of flight. The employment of flares will be authorized above 5,000 feet AGL will be authorized. Supersonic flight operations will only be conducted above FL 300 in an associated ATCAA.

AIRSPACE PROPOSAL

REDHAWK A MOA:

Boundaries: Beginning at latitude 45°33'00"N, longitude 120°52'00"W;
to latitude 45°30'00"N, longitude 120°15'30"W;
to latitude 45°00'00"N, longitude 120°24'00"W;
to latitude 45°06'00"N, longitude 121°01'00"W;
to the point of beginning.

Altitudes: 11,000 feet MSL up to but not including FL 180

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

REDHAWK B MOA:

Boundaries: Beginning at latitude 45°30'00"N, longitude 120°15'30"W;
to latitude 45°23'00"N, longitude 119°08'00"W;
to latitude 44°35'00"N, longitude 119°09'00"W;
to latitude 45°00'00"N, longitude 120°24'00"W;
to the point of beginning.

Altitudes: 11,000 feet MSL up to but not including FL 180

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

REDHAWK C MOA:

- Boundaries:** Beginning at latitude 45°06'00"N, longitude 121°01'00"W;
to latitude 45°00'00"N, longitude 120°24'00"W;
to latitude 44°35'00"N, longitude 119°09'00"W;
to latitude 44°25'00"N, longitude 119°09'00"W;
to latitude 44°27'00"N, longitude 121°01'00"W;
to the point of beginning.
- Altitudes:** 11,000 feet MSL up to but not including FL 180
- 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 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-13NR** details the 142 FW's proposal to modify the configuration and vertical limits of Warning Area 570 and convert the Bass/Bass South ATCAAs into Warning Areas. Additionally, the 142 FW is seeking to create a MOA beneath the current EEL ATCAA. **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
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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

Replies received no later than DEC 02 2015 will be considered before final action is taken on this proposal. In your reply, please refer to the Aeronautical Study Number: **14-ANM-25NR**.

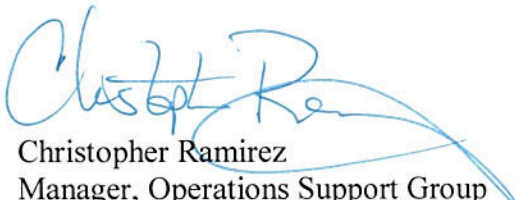
NOTICE DISTRIBUTION: Persons interested in being placed on a mailing list for future notices should submit such requests to the Federal Aviation Administration at the address listed above.

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

Issued in Seattle, Washington on: OCT 19 2015

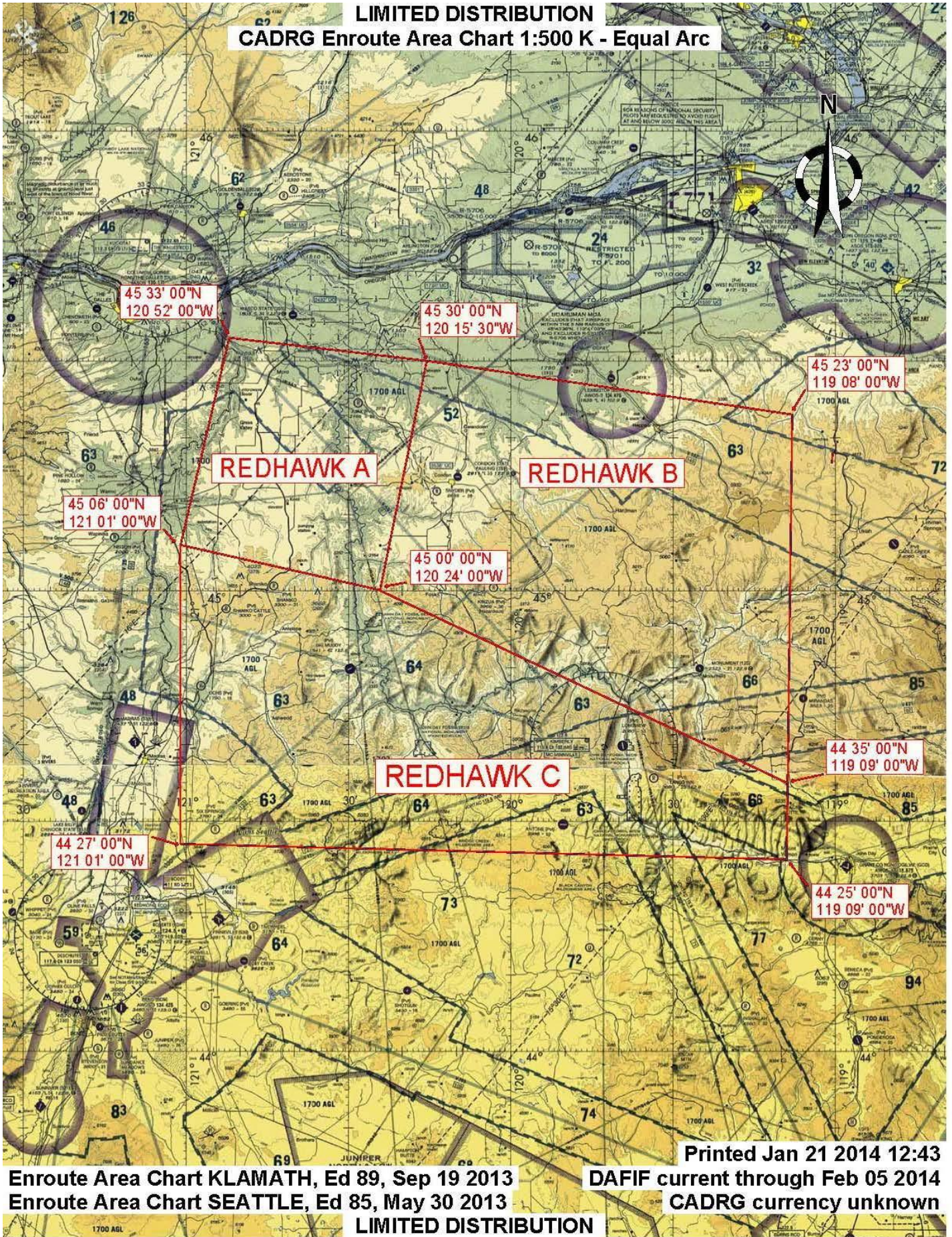


Christopher Ramirez
Manager, Operations Support Group
Western Service Center

Attachment: REDHAWK 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



Printed Jan 21 2014 12:43

Enroute Area Chart KLAMATH, Ed 89, Sep 19 2013

DAFIF current through Feb 05 2014

Enroute Area Chart SEATTLE, Ed 85, May 30 2013

CADRG currency unknown

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