

rec'd 12/17



**Notice of Proposal to Establish
Special Use Airspace
Paradise Military Operations Area
Mt. Home Air Force Base, ID
Docket 10-ANM-16NR**

The Department of the Air Force is proposing to establish Military Operations Area's (MOA) in Idaho.

Paradise South MOA, ID

Proposed Boundaries - Beginning at 42°00'00"N 117°00'00"W to
41°20'00"N 117°00'00"W to
41°20'00"N 117°15'00"W to
41°47'00"N 117°46'00"W to
42°00'00"N 117°44'38"W to the point of beginning.

Altitudes - 3,000 AGL or 10,000 feet MSL whichever is higher, to 17,999' MSL.
1.2.3. Times of Use - 0730-2200 Monday through Friday; other times by NOTAM
(Expected use 230 days/year, 12 hours/day)

Owyhee North MOA, ID

Proposed Boundaries - Beginning at 42°45'00"N 116°00'00"W to
42°00'00"N 116°00'00"W to
42°00'00"N 117°00'00"W to
42°45'00"N 117°00'00"W to the point of beginning.
Excluding that airspace 500 feet AGL and below
encompassed by the coordinates beginning at:
42°45'00"N 116°40'00"W to
42°45'00"N 116°00'00"W to
42°39'00"N 116°00'00"W to
42°30'00"N 116°21'15"W to

42°32'45"N 116°28'45"W to the point of beginning.

Altitudes – 100' AGL to 17,999' MSL.

Times of Use - 0730-2200 Monday through Friday; other times by NOTAM (*Expected use 230 days/year, 12 hours/day*)

Owyhee South MOA, ID

Proposed Boundaries - Beginning at 42°00'00"N 116°00'00"W to
41°26'11.50"N 116°00'00"W to
41°20'00"N 116°14'00"W to
41°20'00"N 117°00'00"W to
42°00'00"N 117°00'00"W to the point of beginning.

Altitudes – 3,000' AGL or 10,000' MSL whichever is higher up to 17,999' MSL.

Times of Use - 0730-2200 Monday through Friday; other times by NOTAM (*Expected use 230 days/year, 12 hours/day*)

Jarbidge South MOA, ID

Proposed Boundaries - Beginning at 42°00'00"N 116°00'00"W to
42°00'00"N 115°02'00"W to
41°47'00"N 115°13'00"W to
41°26'11.50"N 116°00'00"W to the point of beginning.

Altitudes - 3,000' AGL or 10,000' MSL whichever is higher up to 17,999' MSL.

Times of Use - 0730-2200 Monday through Friday; other times by NOTAM (*Expected use 230 days/year, 12 hours/day*)

Airspace Statement of Need and Justification

The 366 FW requires access to airspace which provides a spatially viable combat training environment in order to increase aircrew capabilities, readiness, and achieve our national military objectives. Paradise MOA is generally scheduled concurrently with the Owyhee and Jarbidge structures because the current Paradise airspace size and geometrical configuration limits the effectiveness of the training received, specifically by boundary containment, and especially when coupled with the geographical location of the Duck Valley Reservation's (DVR) borders. Currently, the Air Force is limited to flights above 15,000 feet AGL within DVR borders, and over the City of Owyhee, no flights are allowed at any altitude. Supersonic flight is also prohibited over DVR and the City of Owyhee. This active, continuing constraint is a result of a settlement agreement as a part of civil action litigation brought by the Shoshone/Paiute Tribes against the U.S. Air Force in 1992 (92-1085). The Paradise MOA structures, because of the previously stated geographical limitations, and made even less operationally viable because of the DVR

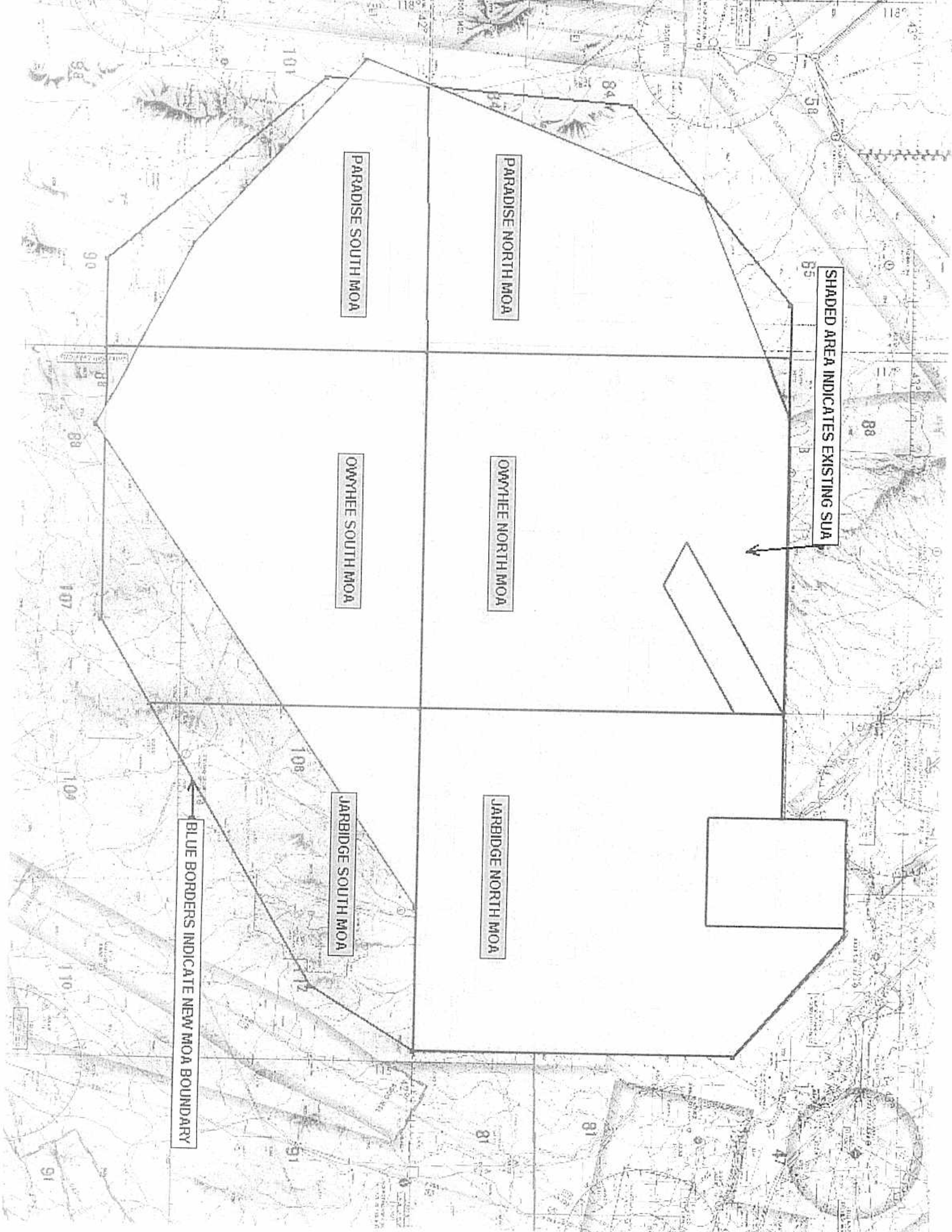
geographical location, has become an almost unusable area for many maneuvers. Basic Fighter Maneuvers (BFM) and Air Combat Maneuvers (ACM) training missions are limited due primarily to the vertical/lateral constraints the areas are currently saddled with: including the vertical dimension. Very limited Tactical Intercept (TI), Offensive/Defensive Counter-Air (OCA/ DCA) and surface attack tactic (SAT) missions take place, with some refueling/regeneration/marshalling needs added, as required just to make the areas more usable. Moving the lateral boundaries outward would open up new air-to-air training lanes east/west/north/south in both these structures, and in southeast portion of the defined areas particularly, to include supersonic operations: currently taking place above 30,000 feet. The vertical and lateral airspace requested by this action would allow aircrew to practice full-up doctrinally driven tactical training in a much more efficient manner. The proposed expanded airspace would enable full use of F-15E model capabilities and associated avionics packages over the desired set up lengths for air-to-air OCA/DCA, ACM, BFM, and SAT engagements. The weapons footprint of many of the munitions types that would be employed in actual combat require increased release distances to employ them successfully, and as they were designed to be used. As an example, supersonic capable airspace permits aircrews to practice profiles for effective employment of the Advanced Medium Range Air-to-Air Missile (AMRAAM) and Joint Direct Attack Munition (JDAM). Increasing the vertical dimensions approximately 4,500 feet (with ATCAA) will permit full-up air-to-air use of these areas within the altitude strata that the F-15 aircraft are most effective within. This modified airspace would allow 366 FW aircrew to train in a more realistic, though simulated combat environment, thereby enhancing survivability in actual combat operations (train as you fight). It is our belief that this expansion additionally seeks to minimize impact to the surrounding ATC environment, or at least presents some flexible airspace alternatives (envisioned Special Use Airspace (SUA) sub areas), and at the same time permits a robust and effective military training operations to continue, unabated.

Interested parties are invited to participate in the aeronautical study by submitting comments to the FAA office issuing this notice:

Mr. Robbie McGurn
Federal Aviation Administration, Northwest Mountain Region
Attn: Operations Support Group, AJV-W21
1601 Lind Ave S.W.
Renton, WA 98057

To be eligible for consideration, comments must be relevant to the effect the proposal will have upon the use of airspace. If you wish to comment to the proposal, please reply with a letter (or email robert.mcgurn@faa.gov) setting forth valid aeronautical reasons. Replies received no later than February 4, 2011, will be considered before final action is taken on this proposal. In your reply, please refer to the Aeronautical Study number: 10-ANM-16NR.

Issued in Renton, Washington on December 8, 2010.



SHADED AREA INDICATES EXISTING SUA



BLUE BORDERS INDICATE NEW MOA BOUNDARY

PARADISE NORTH MOA

PARADISE SOUTH MOA

OWYHEE NORTH MOA

OWYHEE SOUTH MOA

JARBRIDGE NORTH MOA

JARBRIDGE SOUTH MOA

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