

FAAO 7400.2J
Section 3. SUA PROPOSALS

21-3-3. PROPOSAL CONTENT

a. Proponent's Transmittal Letter. See proceeding.

b. Area Description.

Redhawk A MOA, OR

Boundaries.	Beginning	at lat. 45°33'00"N, long. 120°52'00"W; to lat. 45°30'00"N, long. 120°15'30"W; to lat. 45°00'00"N, long. 120°24'00"W; to lat. 45°06'00"N, long. 121°01'00"W; 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 ARTCC
Using agency.		USAF, Air National Guard, 142 FW, Portland ANGB, OR

Redhawk B MOA, OR

Boundaries.	Beginning	at lat. 45°30'00"N, long. 120°15'30"W; to lat. 45°23'00"N, long. 119°08'00"W; to lat. 44°35'00"N, long. 119°09'00"W; to lat. 45°00'00"N, long. 120°24'00"W; 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 ARTCC
Using agency.		USAF, Air National Guard, 142 FW, Portland ANGB, OR

Redhawk C MOA, OR

Boundaries.	Beginning	at lat. 45°06'00"N, long. 121°01'00"W; to lat. 45°00'00"N, long. 120°24'00"W; to lat. 44°35'00"N, long. 119°09'00"W; to lat. 44°25'00"N, long. 119°09'00"W; to lat. 44°27'00"N, long. 121°01'00"W; 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 ARTCC
Using agency.		USAF, Air National Guard, 142 FW, Portland ANGB, OR

c. Airspace Statement of Need and Justification.

1. Describe the purpose and need for the proposed airspace.

This Airspace Proposal, in conjunction with the Oregon Military Training Airspace EIS, proposes the establishment of a new over-land Redhawk MOA Complex which is needed by the 142d Fighter Wing as a "weather contingency" airspace to enable air-to-air training when weather or sea states restrict overflight of the coastal airspace areas. The location, size and proximity of this airspace will ensure that the 142 FW will be able to maintain proficiency and training requirements in preparation for combat against emerging technologies of adversary aircraft.

The 142 FW employs fourth generation F-15C Single Seat Fighter Jets which can rapidly transit altitudes from the surface to 50,000 feet and fly at speeds exceeding 12 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 over the Pacific Ocean that extend into the coastal airspace ranges often produce 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 ATCAA 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 (AHC), Basic Fighter Maneuvers (BFM), Air Combat Maneuvering (ACM), and Aerospace Control Authority (ACA)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 (TI),

Defensive Counter Air (DCA) and Offensive Counter Air (OCA) 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 operational safety guidelines contained in Air Force Instructions (AFI), these conditions prohibit over-water training operations in W-570 and the Bass/Bass South ATCAAs. Historically, sea-states were out of limits approximately 23 percent of the scheduled time (2008-2011); reaching as high as 75 percent 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 airspace elsewhere, primarily 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 proposed Eel ATCAA/ MOA complex, located adjacent to W-570 along the Oregon coast. Unfortunately, this airspace isn't a functional alternative to accommodate larger TI, OCA) or DCA training missions.

The 142 FW currently utilizes the Juniper South and Hart North MOAs for BFM, ACM, TI, ACA, OCA, and DCA training missions when poor weather conditions require over-land 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 causes mission degradation. Between 22 and 36 percent 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 142d FW transit to and from the Juniper/Hart MOA Complex per year. This is nearly 10 percent 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. Finally, increased transit time results in additional fuel and maintenance costs for the F-15. This issue is further exacerbated by the implementation of the Domestic Reduced Vertical Separation Minimum (DRVSM) airspace. The long distances flown to other over-land airspaces that would normally be flown at higher altitudes to conserve fuel are now more difficult to schedule due to the FAA-mandated procedures for non- DRVSM approved aircraft such as the F-15. 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 (RAND Corporation 2001). 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 (OCA) or Defensive Counter-Air (DCA) training missions.

142 FW is the primary Aerospace Control Authority (ACA) squadron for the Pacific Northwest Western Area Defense Sector (WADS). To maintain proficiency in operating air defense combat air patrols, protecting Temporary Flight Restrictions (TFR) for President of the United States (POTUS) support missions, and intercepts escorting distressed civilian aircraft, the 142 FW conducts weekly practice scrambles out of its alert facility. This end-to-end system training provides WADS controllers, PDX Tower, FAA TRACON, Seattle Center controllers, and pilots proficiency for this critical no fail mission in defense of the United States. 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 (TOI) to over-land airspace. These cancelations could be avoided through the establishment of a new over-land Redhawk MOA Complex therefore allowing increased training opportunity of the ACA mission.

Moreover, 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 RAP requirements as full time pilots but accomplish them with approximately only 20 percent 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 CMR status.

This year the 142 FW requested 3700 flying hours to maintain proficiency and conduct training requirements. The NGB has only authorized the 142 FW to fly 3319 hours for the year. Budgetary requirements are beginning to reduce the much needed flying hours and the trend is anticipated to only continue. As flight hours are reduced, the cumulative effect of 320 plus hours of transit time is magnified through the lack of on station training time available to each pilot. The ability to fly for a reduced time while maintaining, or increasing training time is profound in its ability to generate more sorties, increase training, and improve the overall fighting ability of the unit.

In the current economic climate, Air National Guard units must find ways to maintain mission readiness and avoid losing critical capabilities by increasing training efficiency in difficult budgetary times. By creating alternative airspace closer to the home station, units could balance their needs against fiscal challenges and increase training efficiency by as much as 36 percent per flying hour. As good stewards of our tax-payers dollars it is only right to create a new over-land Redhawk MOA Complex and provide the 142 FW the ability to bolster the nation's combat effectiveness through reduce transit, increased on station time, and improved tactics.

PROPOSED ACTION

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. This location was determined through coordination with the FAA Seattle ARTCC, which controls the airspace in this area. The proposed Redhawk MOAs (A, B, and C) would be established from 11,000 feet MSL to, but not including FL 180 (18,000 feet MSL). 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 (50,000 feet MSL). The proposed Redhawk MOA Complex would have the sufficient lateral and vertical space to efficiently provide enough maneuvering airspace to support the majority of Ready Aircrew Program (RAP) 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.

Aeronautical impact:

The proposed action will have minimal impact on the multiple Victor Routes which run below the proposed Redhawk MOA. When the MOA is in use, it would be active down to 11,000' which would impact VFR traffic on these routes however this airspace would remain only a backup option in poor weather conditions and further be limited through the activation of only those segments that are needed. Through a Letter of Agreement with Seattle ARTCC that will be created, when the Victor Routes are needed, controllers can curtail military operations in order to allow joint use of the airspace and ensure deconfliction. Additionally, the location for this airspace will have the least impact on civilian traffic through the prior coordination with Seattle Center providing the historical flight path data around that area. One feeder point on the published HHOOD TWO arrival is located inside the western boarder of Redhawk A MOA. After discussions with Seattle Center, Redhawk A MOA would only be released so to not interfere with inbound airline traffic into Portland and therefore be restricted in altitude. This will have no effect on civilian traffic, only to military operations.

2. Joint use. The Airspace will be available for joint use. The FAA joint-use policy per FAAO 7400.2J para 21-1-8 will be recognized. A Letter of Agreement with Denver ARTCC will outline procedures for scheduling, activating, and de-activating the airspace.

d. Air Traffic Control Assigned Airspace (ATCAA). Yes, ATCAAs will be required to support the proposed airspace.

Redhawk A ATCAA, OR

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

Altitudes. FL180 up to but not including FL510

Times of use. Intermittent by NOTAM

Controlling agency. FAA, Seattle ARTCC

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

Redhawk B ATCAA, OR

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

Altitudes. FL180 up to but not including FL510

Times of use. Intermittent by NOTAM

Controlling agency. FAA, Seattle ARTCC

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

Redhawk C ATCAA, OR

Boundaries. Beginning at lat. 45°06'00"N, long. 121°01'00"W;
to lat. 45°00'00"N, long. 120°24'00"W;
to lat. 44°35'00"N, long. 119°09'00"W;
to lat. 44°25'00"N, long. 119°09'00"W;
to lat. 44°27'00"N, long. 121°01'00"W;
to the point of beginning.

Altitudes.	FL180 up to but not including FL510
Times of use.	Intermittent by NOTAM
Controlling agency.	FAA, Seattle ARTCC
Using agency.	USAF, Air National Guard, 142 FW, Portland ANGB, OR

e. Activities.

1. For areas that will contain aircraft operations.

(a) The number and types of aircraft that will normally use the area.

F-15C:

Redhawk MOAs – 800 sorties per year
Redhawk ATCAAs – 1,100 sorties per year

(b) Specific Activities and the maximum altitudes required for each type of activity planned.

Tactical combat training maneuvering by fighter fixed wing aircraft involving abrupt, unpredictable changes in altitude, attitude, and direction of flight. Maximum altitude for training missions can be up to FL510.

(c) Supersonic Flight. Supersonic flight operations will only be conducted above FL300.

2. Surface-to-surface or surface-to-air weapons firing. N/A.

f. Environmental and land use information.

1. Mr. Devin Scherer
NGB/A7AM, Bldg 3501
JB Andrews, MD 20762-5157
devin.scherer.ctr@ang.af.mil

2. 173 FW agrees to provide reasonable and timely aerial access to the underlying public and private land. This access will be coordinated via a proposed direct communication line with the 173 FW Airspace Office.

3. Not applicable.

g. Communications and Radar.

1. Ground based radar and radio communications will be used by Seattle ARTCC to monitor the airspace.

2. N/A.

h. Safety considerations.

1. Activity will be contained within the MOA using geographic references, inertial navigation, global positioning systems and TACAN radial/DME references. In addition, the 140WG uses a Situational Awareness DATA Link (SADL) display in which airspace boundaries are depicted and area borders easily defined.

2. The employment of flares above 5,000 feet AGL will be authorized. The all aircrew will reference and take into consideration the fire danger and restrict usage when the fire danger is high.

3. Malfunctions will be handled in accordance with aircraft technical orders, Service Directives, and FARs.

i. Coordination summary.

National Guard Bureau/A3AA,
Seattle ARTCC,
Air Force Representative, Lt Col Richard Farnsworth, FAA Western Services Area

j. Area Chart. Please see attached.

k. Environmental Documents. All applicable environmental documents will be provided separately.

l. Graphic Notice Information. N/A

m. Other. N/A