

Proposed Delta Military Operations Area (MOA)

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Issue

- The Air Force proposes an additional Military Operations Area (MOA) that impacts the civil aviation transportation corridor south east of Fairbanks.
- When active, the MOA:
 - Increases exposure of civil aircraft operating under Visual Flight Rules (VFR)
 - Severs the only direct Instrument Flight route between Fairbanks and Delta, Tok, Northway

IFR Airway

IFR Airway

Legend:

- Cities & Towns
- Waterbodies
- Alaska
- Canada
- Eielson Air Force Base
- Major Highways
- Roads
- SPECIAL USE AIRSPACE**
 - Existing MOA
 - Bombing Ranges (Restricted Airspace)
 - Delta MOA

Scale:

- 0 10 20 30 40 50 Miles
- 0 10 20 30 40 50 Nautical Miles

Map Labels:

- Chukotinsk
- YUKON 5 MOA
- Fort Yukon
- Circle
- YUKON 2 MOA
- Central
- Circle Hot Springs
- Chena Hot Springs
- YUKON 4 MOA
- YUKON 3 & 3A MOA
- YUKON 3B MOA
- Chisana
- Delta Junction
- Proposed Delta MOA
- Tok
- Glennville
- R-2205
- YIPERK/B
- Fort Johnson Waterright
- Fairbanks
- North Pole
- R-2206
- Andromeda
- R-2211
- EIELSON MOA
- FOX 1 MOA
- FOX 2 MOA
- FOX 3 MOA
- R-2202B & C
- R-2202A & C
- Fort Greely Army Airfield
- BERTALMO MOA
- Delta Junction

— = IFR Airway

FIGURE ES-1. PROPOSED DELTA MOA COMPLEX RELATIVE TO OTHER AIRSPACE

Cross Section

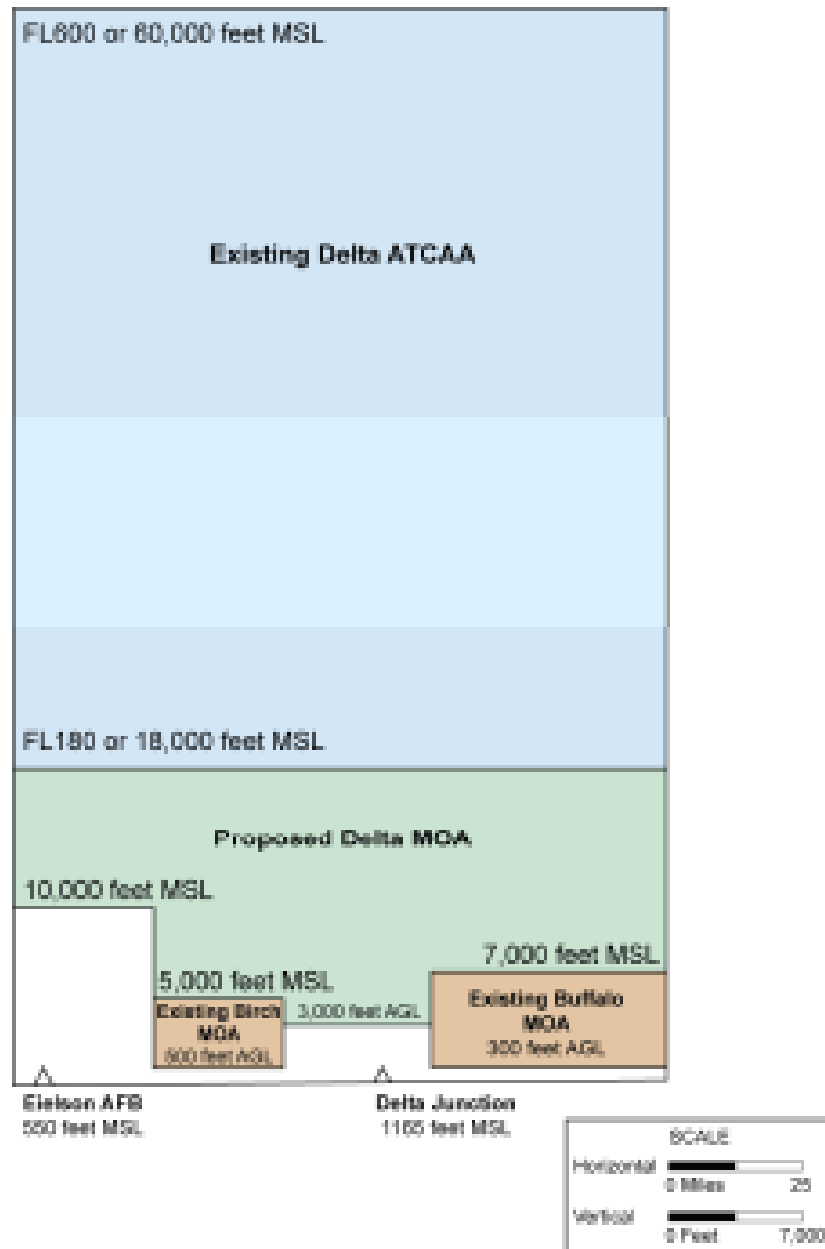
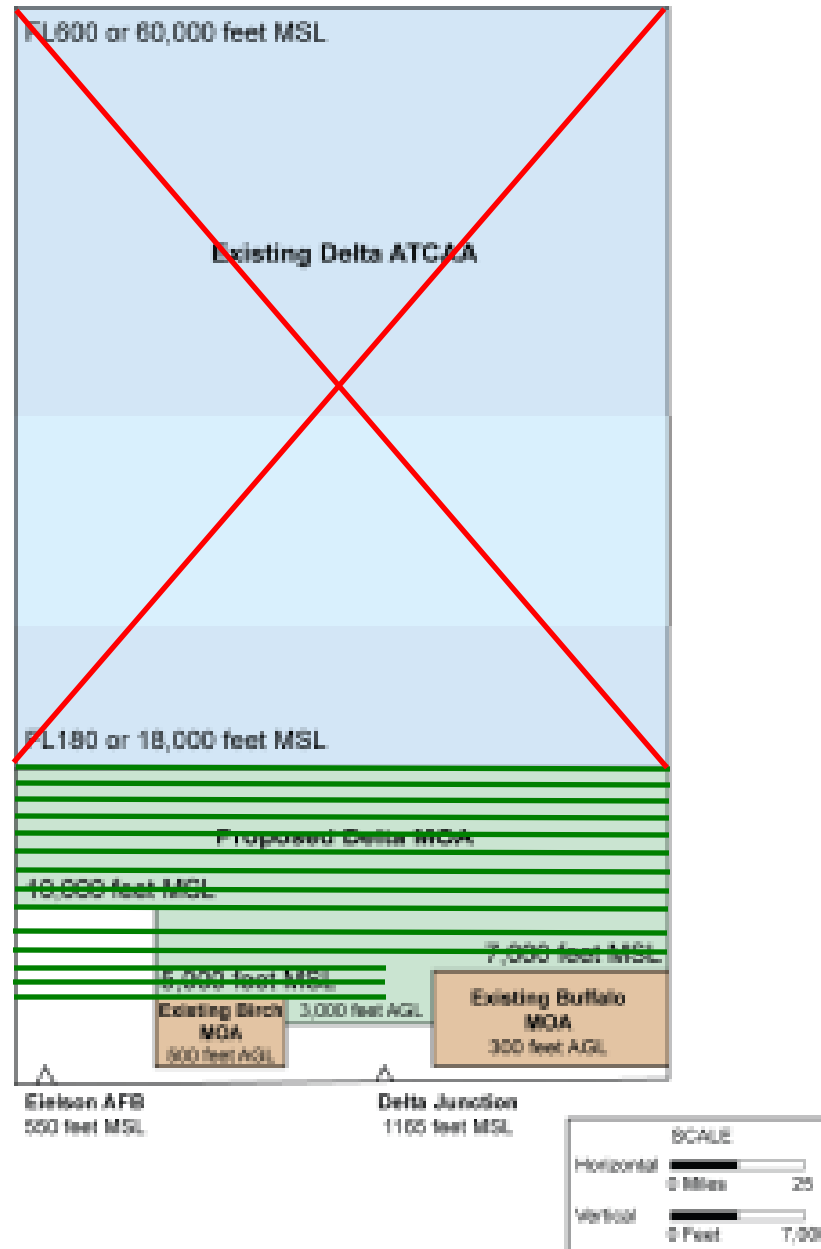


FIGURE 1.1-3. CROSS SECTION OF PROPOSED DELTA MOA

Today: Low Altitude Airways

- Airways above 18,000 ft are already shut down during military training
- Remaining IFR Airways are operated between 5,000 and 18,000 ft



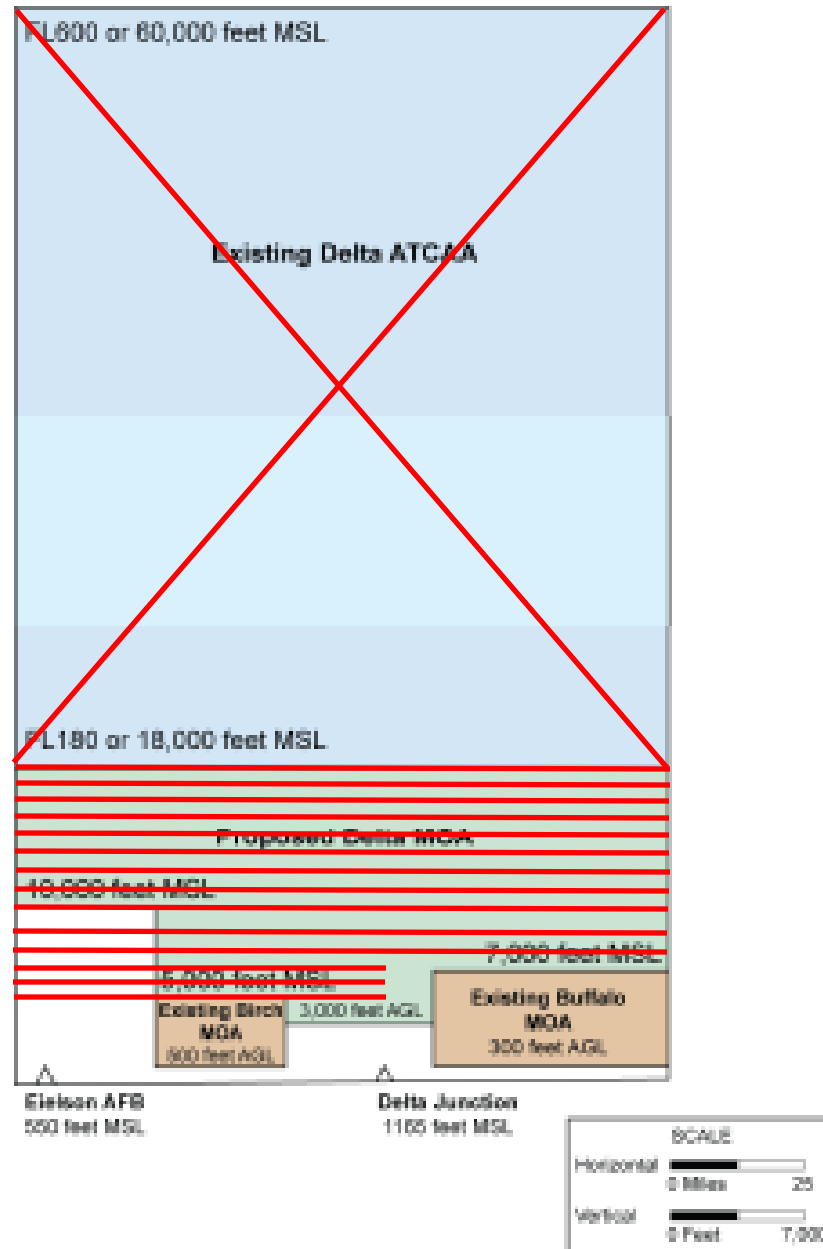
— = IFR Airway

FIGURE 1.1-3. CROSS SECTION OF PROPOSED DELTA MOA

Proposed MOA Active

When the proposed Delta MOA is active, civil aviation loses IFR Access

- Max 60 days/year
- Two blocks of up to 2.5 hours/day
- Emergency traffic only
- VFR traffic continues to have access



— = IFR Airway

FIGURE 1.1-3. CROSS SECTION OF PROPOSED DELTA MOA

AOPA proposal: Vertical Split

- Create Delta MOA Hi and Lo
- Military traffic has priority in Delta Hi
- Civil Traffic has priority in Delta Lo

Delta Lo

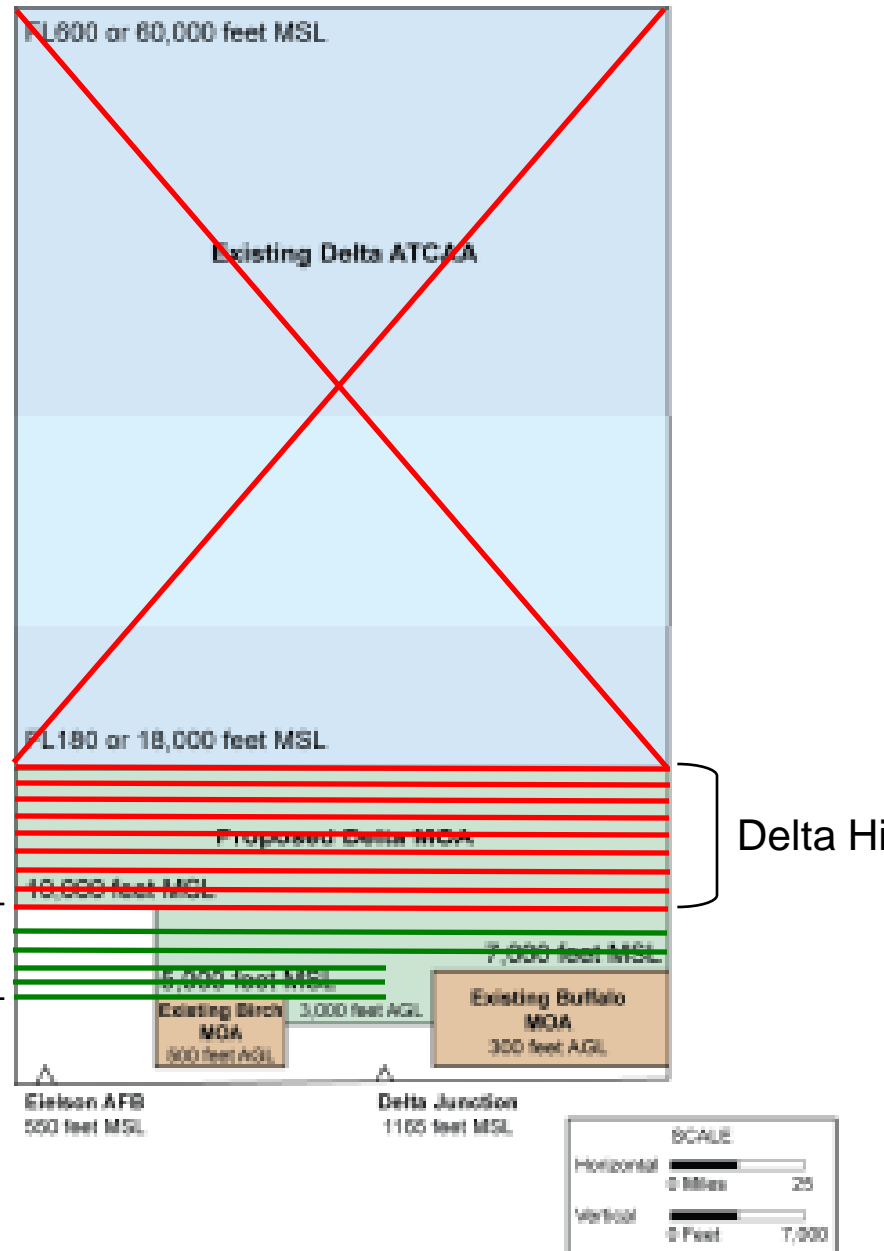


FIGURE 1.1-3. CROSS SECTION OF PROPOSED DELTA MOA

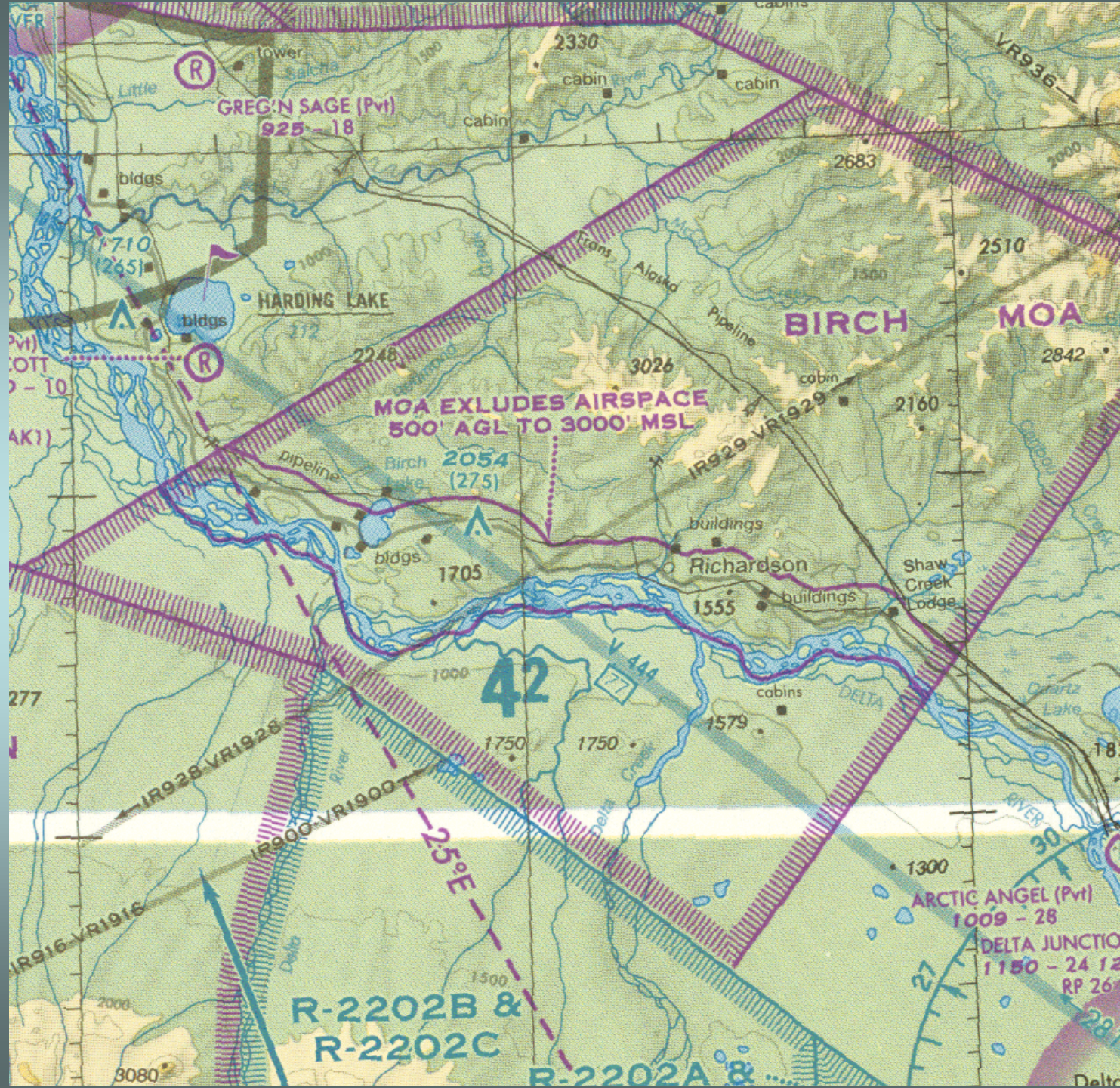
Summary

- Action as proposed reduces safety for civil traffic operating VFR in this transportation corridor
- MOA, when active, severs the only IFR airway between Fairbanks, Delta, Tok, Northway and Canada/Lower 48 states
- We believe splitting the airspace vertically will meet the Air Force need for training, and preserve limited IFR access for civil aviation

Background Slides

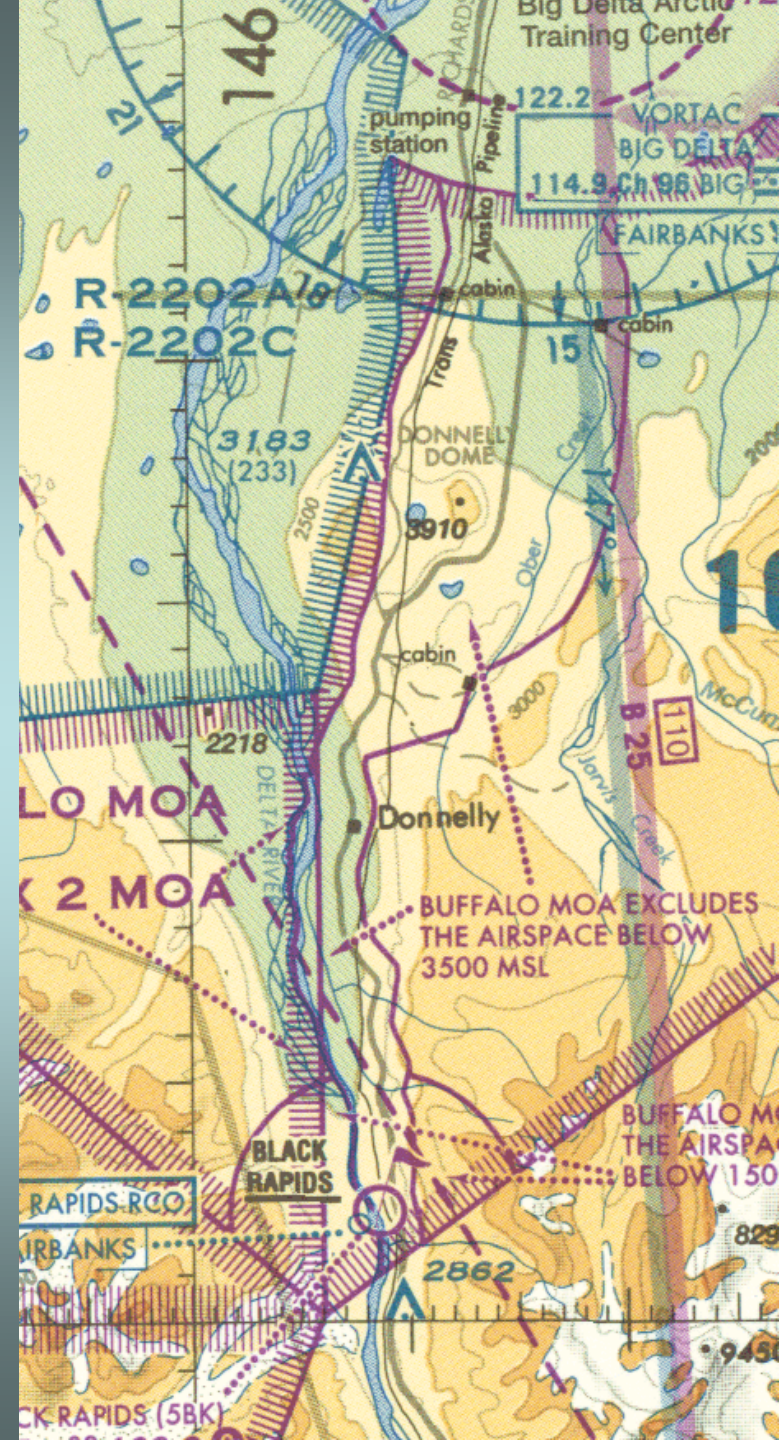
VFR Corridor

- Below 3,000' MSL
- About 1,500 feet AGL
- From 2-5 miles wide

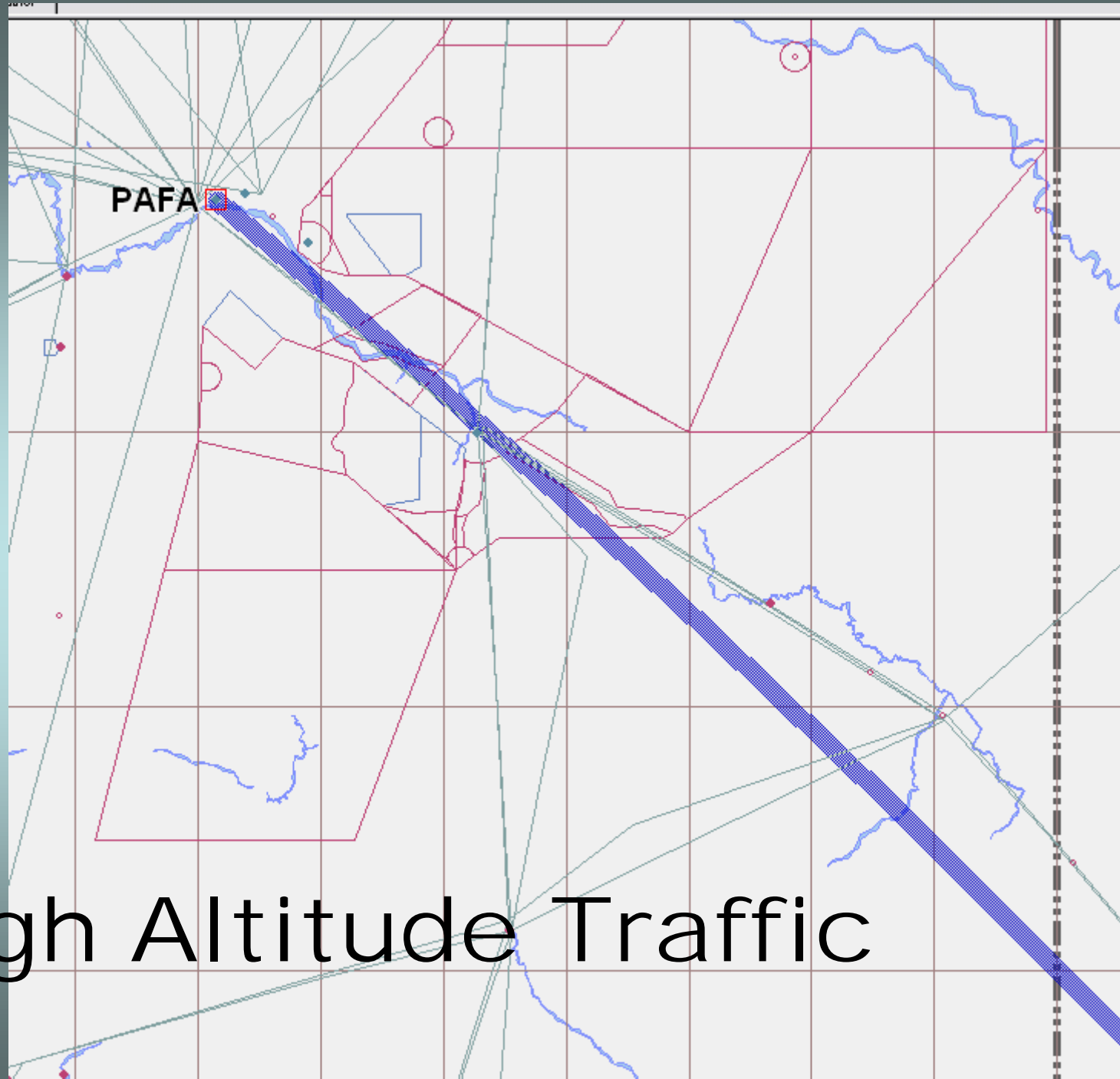


VFR Corridor

- Approximately 1,000' agl
- From 1-5 miles wide



- Great Circle Route from Seattle



Reroute for High Altitude Traffic

PAFA

WP 1

