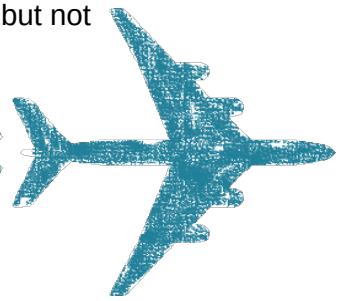
This is YOUR Opportunity to be Heard!

The 28th Bomb Wing (28th BW), at Ellsworth Air Force Base (AFB), South Dakota, is proposing to expand the existing Powder River Training Complex (PRTC) Military Operations Areas (MOA). The unit operates the B-1. An additional user would be Minot AFB, North Dakota that operates the B-52.

The proposed PRTC would consist of four primary MOA's (Powder River 1, 2, 3, 4) separated by corridors, or Gap MOA's (Gap A, B, C). Proposed altitudes are generally from 500 feet AGL to, but not including, FL 180.

The Facts



Current Powder River MOA

Low altitude = 5,900 square miles
High altitude = 14,100 square miles

Proposed Expansion of Powder River MOA

Almost 28,000 square miles in four states, ND, SD, WY and MT with most of it located in MT; one-third the size of South Dakota

The Gap MOA's are intended to provide navigation between active MOA's. However, with only 3 Gap MOA's, a pilot may be required to significantly deviate course in order to utilize a Gap MOA. In addition, during Large Force Exercises, the Gap MOA's will be **unavailable** to civilian aircraft.

Allows supersonic flight above 10,000 AGL

Will allow use of training chaff and flares

Significant impact to airport operations in the vicinity of Ashland, Baker, Broadus, Colstrip, Hardin and 40+ private airstrips in SE

Issues/Considerations

The proposed expansion will have a significant negative impact to Montana's economy (including oil exploration in the area), FBO's, and related businesses

There is no method to provide safe separation of military and civilian aircraft.

- Sharing the airspace with low-flying, high-speed bombers and fighters with no radar or communication is a safety concern
- Allowing greater than Mach 1 above 10,000' MSL is unsafe when you have VFR traffic in the same uncontrolled airspace
- May impact ability to check livestock and equipment

Access for emergency medical flights is unclear

Flight training will suffer – a prudent instructor will not launch a student into this area when active

By practice, IFR traffic is not allowed into or above an active MOA

Comments

Comments providing the factual basis that supports the views and suggestions presented are most helpful and must be **received** on or before April 3, 2014 to be considered. Submit to:

Manager, Operations Support Group, ATO Central Services Center, AJV-C2
Airspace Study 14-AGL-06NR
Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd
Fort Worth, TX 76137

For a copy of the complete proposal go to: www.mdt.mt.gov/aviation

Chart Legend

Powder River 1A, 1B, 1C*, 1D*, 2 Low MOA – 500 ft. AGL to, but not including, 12,000 ft. MSL except 1,500 ft. AGL within a 3-NM radius of public use airports

Powder River 3 Low MOA – 500 ft. AGL to, but not including, 12,000 ft. MSL except 2,000 ft. AGL within a 3-NM radius of public use airports

Powder River 1B, 1D, 2, 3, 4 High MOA – 12,000 ft. MSL to, but not including, FL 180

Time of use: 0730–1200 and 1800–2330 MT Mon –Thurs; 0730–1200 MT Fri; other times by NOTAM

*additional limits of use apply to Little Big Horn National Park & Northern Cheyenne Reservation

Powder River 1A, 1C High MOA – 12,000 ft. MSL to, but not including, FL 180

GAP A Low MOA – 500 ft. AGL to, but not including, 12,000 ft. MSL

GAP B Low MOA – 500 ft. AGL to, but not including, 12,000 ft. MSL except 1,500 ft. AGL within a 3-NM radius of public use airports

GAP C Low MOA – 500 ft. AGL to, but not including, 12,000 ft. MSL except 2,000 ft. AGL within a 3-NM radius of public use airports

GAP A, B, C High MOA – 12,000 ft. MSL to, but not including, FL 180

Time of use: By NOTAM