



U.S. Department
of Transportation

**Federal Aviation
Administration**

10/11/91 ✓
RECEIVED
Western-Pacific Region
OCT 13 1991
BUDGET DIRECTOR

P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

OCT 11 1991

Ms. Danna G. Sturm, Coordinator
Nevada State Clearinghouse/SPOC
Capitol Complex
Carson City, Nevada 89710

Dear Ms. Sturm:

Thank you for your letter of October 9, 1991, wherein you mentioned your concerns relevant to the Delta Military Operations Area (MOA) proposal.

I have enclosed several copies of our circular advertising the proposal. We will extend the comment period until November 15, 1991, in order that you may have ample opportunity to distribute the requested copies.

The establishment of a MOA does not preclude use of that airspace by general aviation aircraft. The Delta MOA is proposed to encompass aircraft which are currently exiting R-4803 after delivering their practice ordnance. These aircraft are in a climbing and turning attitude when they exit the restricted area, and thus the development and charting of a MOA enhances aviation safety by identifying this area to all users.

Should you be in need of further information please contact Bud Riebel, Supervisor, Airspace Section, AWP-531, at (213) 297-1180.

Sincerely,

Sabra W. Kaulia
Manager, System Management Branch

Enclosures



U.S. Department
of Transportation

**Federal Aviation
Administration**

FAA

Western-Pacific Region

P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

NOTICE TO ALL CONCERNED

SUBJECT: CASE NO. 91-AWP-17NR
NAVAL AIR STATION, FALLON, NEVADA
ESTABLISHMENT OF DELTA MOA
AMENDMENT TO GABBS CENTRAL MOA

The Federal Aviation Administration and the Department of the Navy are requesting the establishment of the DELTA Military Operating Area (MOA) just south of the Hazen VORTAC and along the western edge of Restricted Areas 4803 North and South. This MOA, approximately 3 nautical miles by 13 nautical miles in area, will separate/segregate non-hazardous military operations from IFR traffic and will identify for VFR traffic where these activities are conducted.

DELTA MOA will be used by Navy, Marine Corps and Air Force tactical aircraft whose pilots will bear the burden to remain within the confines of the MOA. In addition, the Fallon Air Traffic Control Facility will assist the aircrews to remain within assigned airspace and, when requested, provide radar advisories to non-participating (general aviation) aircraft.

DELTA MOA will have designated altitudes of 1,200 feet AGL to 9,000 feet MSL operating from 0715-2330 local Monday-Friday, 0745-1815 local Saturday, and other times by NOTAM. The Controlling Agency will be FAA, Oakland Air Route Traffic Control Center and the Using Agency will be the Naval Air Station at Fallon, NV.

The following is the legal description of the proposed DELTA MOA:

Beginning at lat. 39°30'00"N., 118°58'30"W;
to lat. 39°20'07"N., 118°56'03"W;
thence via the arc of a 3 NM radius circle centered
at lat. 39°20'40"N., 118°52'15"W;
to lat. 39°18'00"N., 118°52'00"W;
to lat. 39°17'00"N., 118°59'10"W;
to lat. 39°29'30"N., 119°02'40"W;
to the point of beginning.

Please see the attached chart depicting the proposed airspace.

In addition, the Navy, in concert with the FAA, is proposing to amend the boundaries of the Gabbs Central MOA by excluding that airspace encompassed by a 3 NM radius circle centered on Gabbs Airport, NV., from the surface to 2,000 feet AGL. This exclusion,

along with the already existing 3 NM circle exclusion centered on the city of Gabbs, NV., should provide aerial access to private and public use land and for terminal VFR and IFR flight operations. Please see the attached map for details.

The FAA is providing an opportunity for all interested persons to comment on the acceptability of this proposal. Additional information may be requested from Gene Enstad, System Management Branch, FAA Western-Pacific Regional Headquarters, Los Angeles, California at (213) 297-0010 or FTS 984-0010. Aeronautical comments must be submitted to the Manager, System Management Branch, AWP-530, P. O. Box 92007, WWPC, Los Angeles, CA 90009. Comments must be received by October 11, 1991.

Sabra W. Kaulia

Sabra W. Kaulia
Manager, System Management Branch
Air Traffic Division

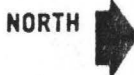
Attachments (maps)



SAN FRANCISCO

SECTIONAL AERONAUTICAL CHART

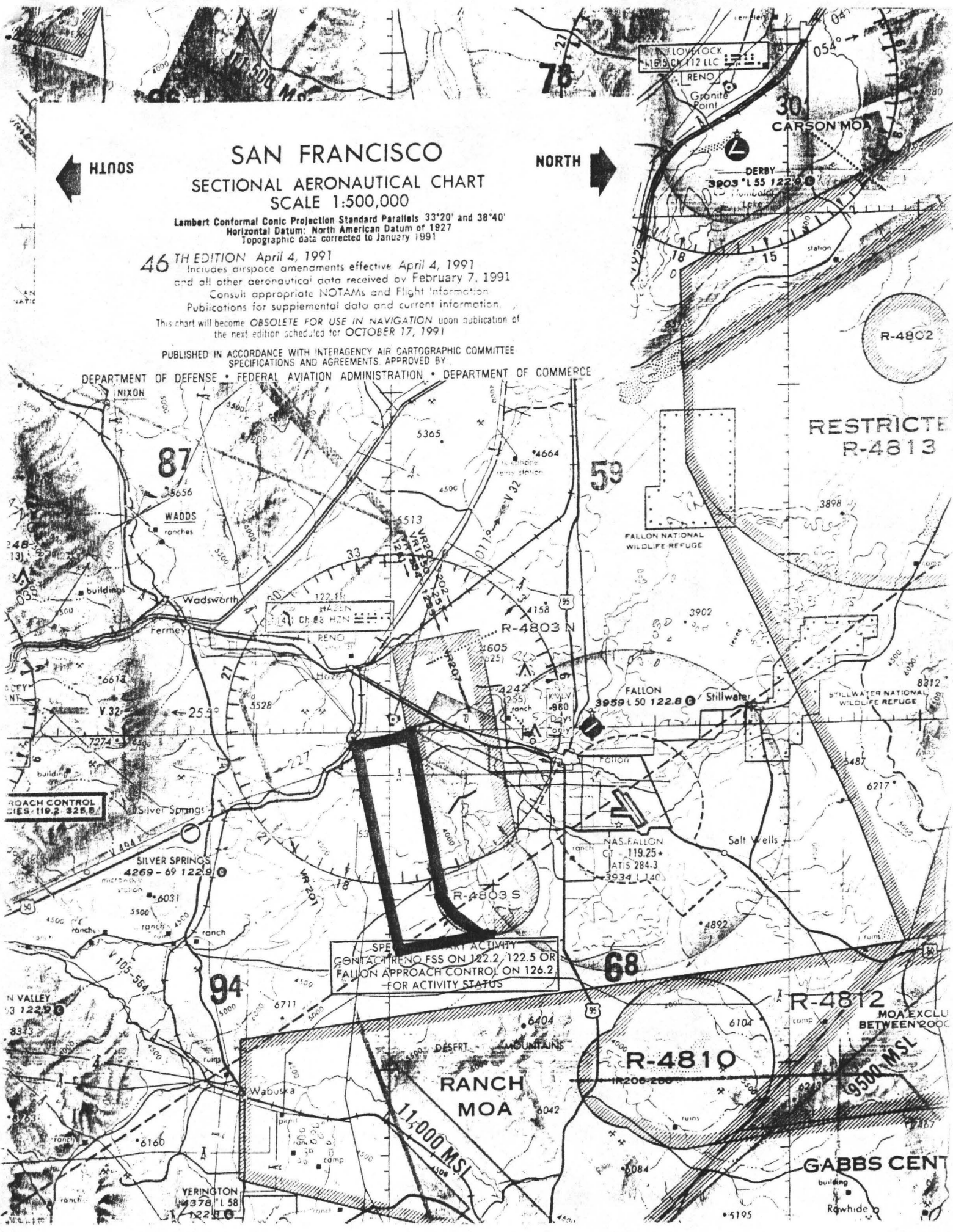
SCALE 1:500,000



Lambert Conformal Conic Projection Standard Parallels 33°20' and 38°40'
 Horizontal Datum: North American Datum of 1927
 Topographic data corrected to January 1991

46TH EDITION April 4, 1991
 Includes airspace amendments effective April 4, 1991
 and all other aeronautical data received by February 7, 1991
 Consult appropriate NOTAMS and Flight Information
 Publications for supplemental data and current information.
 This chart will become **OBSOLETE FOR USE IN NAVIGATION** upon publication of
 the next edition scheduled for **OCTOBER 17, 1991**

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE
 SPECIFICATIONS AND AGREEMENTS APPROVED BY
 DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE



SPECIALTY ACTIVITY
 CONTACT RENO FSS ON 122.2, 122.5 OR
 FALLON APPROACH CONTROL ON 126.2
 FOR ACTIVITY STATUS

RESTRICTED
 R-4813

R-4810

R-4812
 MOA EXCLUDED
 BETWEEN 2000
 9500 MSL

RANCH
 MOA

GABBS CENT

FOR ADVISORY SERVICE TRANSITING THE MILITARY OPERATIONS AREAS CONTACT FALLON APPROACH CONTROL ON VHF 126.2

RESTRICTED
R-4816N

GABBS NORTH MOA
EXCLUDES R-4802, R-4804, R-4810, R-4812, R-4813, R-4816N, AND R-4816S

GABBS NORTH MOA
EXCEPT 3000' AGL OVER FALLON AND STILLWATER RINWR

RESTRICTED
R-4816S

R-4804 & R-4812 EXCLD. PORTION FROM 2000' AGL UP TO 8500' MSL WHICH LIES NORTH OF & 1 NM FROM US 50 BTN THE INT. OF US 50 WITH LONG. 118°25'50" & 118°07'30"

MOA EXCLUDES AIRSPACE BETWEEN 2000' AGL & 10,500' MSL

MOA EXCLUDES AIRSPACE BETWEEN 2000' AGL AND 10,500' MSL

R-4812
MOA EXCLUDES AIRSPACE BETWEEN 2000' AGL & 8500' MSL

9500 MSL

GABBS NORTH MOA

104

TRANSITING THE MILITARY OPERATIONS AREAS CONTACT FALLON APPROACH CONTROL ON VHF 126.2

GABBS CENTRAL MOA

AL MOA

TRANSITING THE MILITARY OPERATIONS AREAS CONTACT FALLON APPROACH CONTROL ON VHF 126.2

MOA EXCLUDES AIRSPACE BELOW 2000' AGL

GABBS SOUTH MOA

FOR ADVISORY SERVICE TRANSITING THE MILITARY OPERATIONS AREAS CONTACT FALLON APPROACH CONTROL ON VHF 126.2

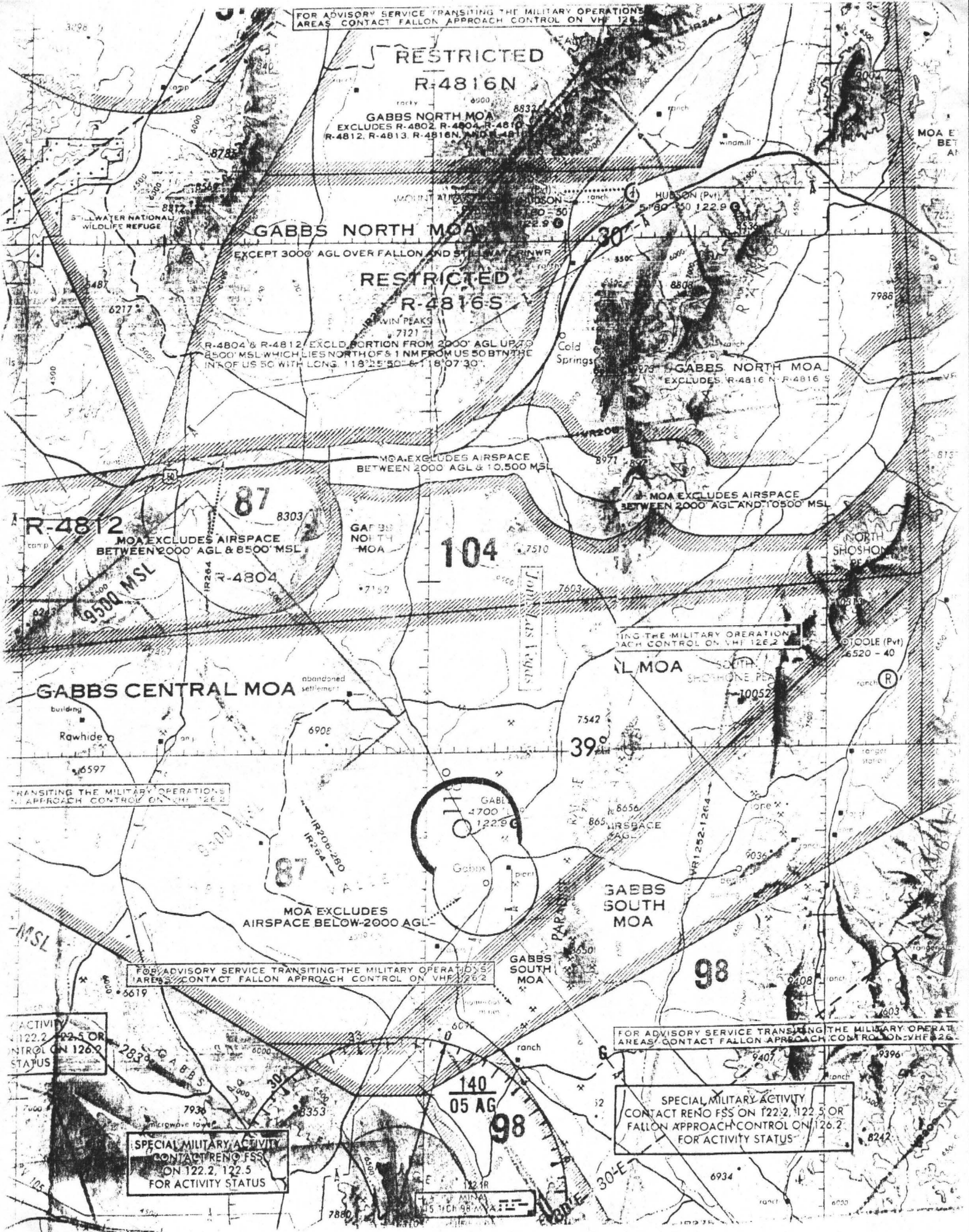
FOR ADVISORY SERVICE TRANSITING THE MILITARY OPERATIONS AREAS CONTACT FALLON APPROACH CONTROL ON VHF 126.2

ACTIVITY 122.2 OR 122.5 OR CONTACT ON 126.2 FOR ACTIVITY STATUS

SPECIAL MILITARY ACTIVITY
CONTACT RENO FSS ON 122.2, 122.5 FOR ACTIVITY STATUS

SPECIAL MILITARY ACTIVITY
CONTACT RENO FSS ON 122.2, 122.5 OR FALLON APPROACH CONTROL ON 126.2 FOR ACTIVITY STATUS

140
05 AG
98



BOB MILLER
Governor

Nellis
STATE OF NEVADA

10-27-91
CATHERINE BARCOMB
Executive Director



**COMMISSION FOR THE
PRESERVATION OF WILD HORSES**

Stewart Facility
Capitol Complex
Carson City, Nevada 89710
(702) 687-5589

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Reno, Nevada

Nellis

October 27, 1991

Ms. Danna G. Sturm, Coordinator
Nevada State Clearinghouse/SPOC
Capitol Complex
Carson City, Nevada 89710

Dear Ms. Sturm,

The Commission for the Preservation of Wild Horses in Nevada regrets that we cannot support additional use of airspace.

Despite the fact the MOA does not preclude use of the airspace by general aviation aircraft, it severely restricts the ability to use the airspace at all times, and certainly makes that use more hazardous.

At least with "restricted" airspace, general use can only use it when absolutely clear. With the MOA, the "use at own risk" prevails. This "intermittent" use restricts the BLM's ability to census, monitor, and capture, at times when such activity is less hazardous to the animals health and welfare.

As experience has shown with the MOA's, even with previous appointments, the military cannot guarantee what the military in Lemoore or somewhere else may send in. Several times one of our Commissioners has been flying when unexpected military air craft has threatened the safety of the agency personnel as well as accompanying personnel.

The Commission recognizes the positive benefits from the military in Nevada, but we strongly feel that absolutely no more restrictions should be placed on air space that would hinder or prohibit protection, management, and control of wild horse populations in Nevada.

If you have any questions, please feel free to call.

Sincerely,

Catherine Barcomb

CATHERINE BARCOMB
Executive Director