

**Taylor, Bob (Thune)**

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**From:** brian.langdon@faa.gov  
**Sent:** Monday, August 15, 2005 2:31 PM  
**To:** Taylor, Bob (Thune)  
**Subject:** RE: MOA Questions

I've forwarded this and asked for a quick turnaround.

Brian Langdon  
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"Taylor, Bob  
(Thune)"  
<Bob\_Taylor@thune  
.senate.gov> Brian Langdon/AWA/FAA@FAA To  
08/15/2005 02:05 PM cc  
RE: MOA Questions Subject

Brian, thanks. This helps. Our interest extends beyond the Valentine MOA to general rule/regulations pertaining to substantially changed usage and environmental impact on an MOA or IR. The sentence you provided....

"However, if the dimension, altitude, and/or time/hours of activity were to change, then a formal request, possibly an environmental study and Advisory Circular with 45 days of open public comment, would have to occur."

....really gets to what we are interested in. We were looking for a little more detail in this regard, particularly the FAA position, actual enforcement, and the ongoing talks between the Air Force and FAA on this issue, which one of your supervisors mentioned.

Do you think one of your folks, perhaps Edie, can provide this to me?  
Via e-mail is OK.

-----Original Message-----

From: brian.langdon@faa.gov [mailto:brian.langdon@faa.gov]

Sent: Monday, August 15, 2005 12:47 PM  
To: Taylor, Bob (Thune); Robert\_Taylor@thune.senate.gov  
Subject: MOA Questions

Below is what I received from Air Traffic. Let me know if you have additional questions.

Valentine Military Operations Area (MOA):

Usage:

The Valentine MOA is presently a very lightly used MOA and our records only show activity 76 times since August 15, 2002 (10 times in 2002, 20 times in 2003, 38 times in 2004 and only 7 times this year).

Change in Airframe:

Our initial review indicates that a change in aircraft type would not require any additional staff work except for notification of the new user. However, if the dimension, altitude, and/or time/hours of activity were to change, then a formal request, possibly an environmental study and Advisory Circular with 45 days of open public comment, would have to occur.

We are attempting to locate the original documentation to ensure that there are no unusual restrictions with this particular MOA. The Valentine MOA was established originally in 1978 as the "Van Horn" MOA. The MOA purpose stated in the nonrulemaking circular was "to provide an area in which to segregate/separate military flight training activities from nonparticipating IFR traffic and to identify for VFR traffic where those activities are conducted." The circular cited F-15 aircraft. The latest available utilization report indicates F-117 and T-38 aircraft usage. Normally, MOAs are not "aircraft type" specific. FAA policy intends that MOAs be made available for "shared use" by multiple military units to minimize the need for additional MOAs.

FAA telecon participants:

Edie Parish, Manager, Environmental Programs Group, and Acting Manager, Airspace and Rules Group  
Doug Gould, Manager, Strategic Operations Security Group, and Acting Manager, Tactical Operations Group  
Timothy D. Fruth, Lieutenant Colonel, USAF (military reimbursable)  
Gerry Shakley, Traffic Management Specialist Group

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