



MCMWTC Walker East/West Military Operating Area and Restricted Area Proposal



MWTC Mission Statement



The Marine Corps Mountain Warfare Training Center conducts unit and individual training courses to prepare USMC, Joint, and Allied Forces for operations in mountainous, high altitude and cold weather environments; and the development of war fighting doctrine and specialized equipment for use in mountain and cold weather operations.



MOA/RA Justification



- MWTC's training imperative to USMC's capability to fight in any climate or location.
- MWTC is DOD's only mountain warfare training venue, essential to USMC training requirements.
- SUA enhances MWTC aviation ops, heightens safety, reduces risk of mid-air collision.
- Segregates significant military activity, identification for VFR traffic, separation for IFR traffic.
- MWTC military air ops progressed over 50 years without airspace development, increasing midair risk.



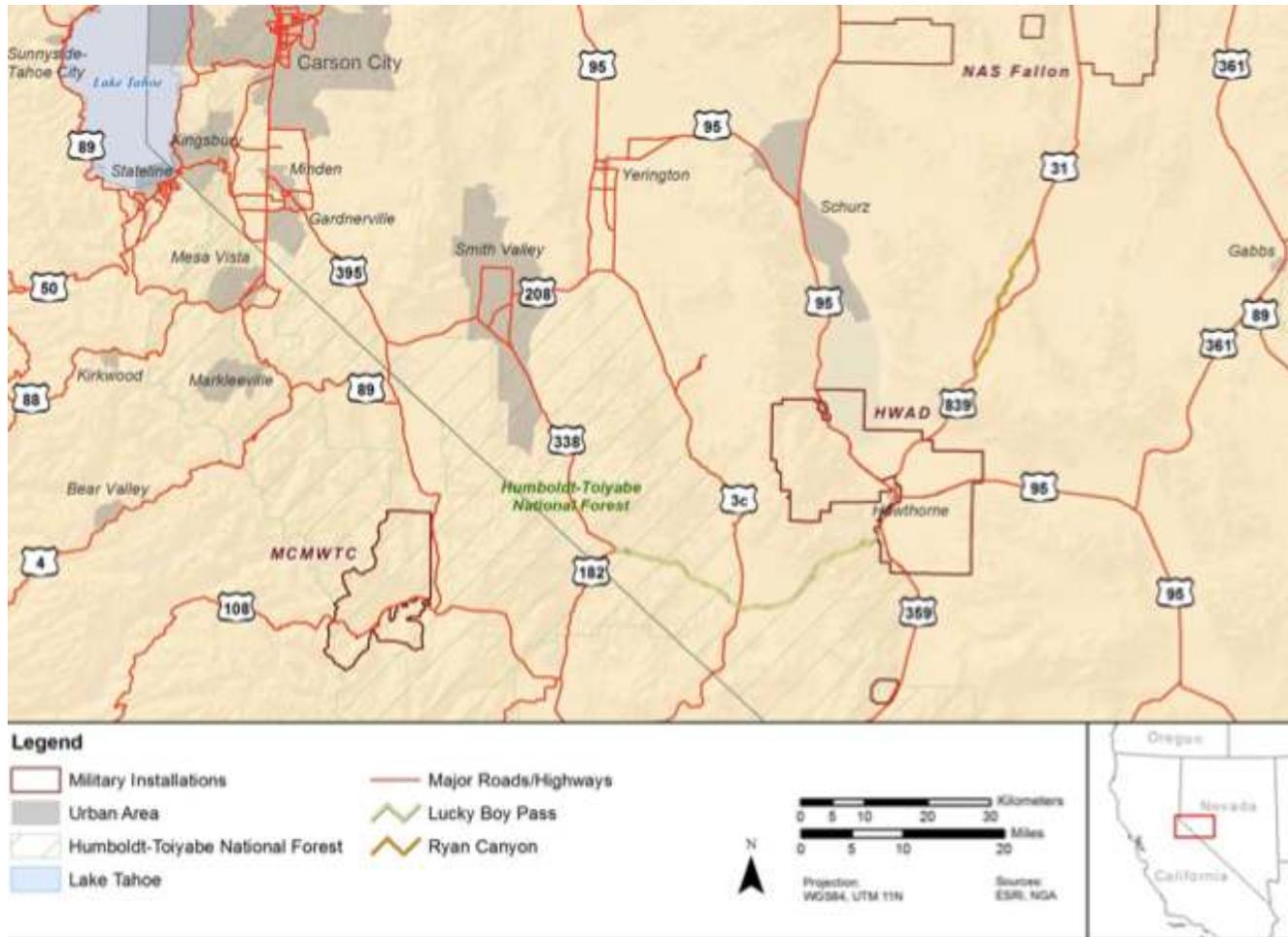
MTX Aviation Operations



UNIT	AIRCRAFT
HMLA-167	4 x UH1Y
USAF CSAR	1 x UH-60
160th SOAR	4 x MH-60
ODTC High Altitude Training	4 x Bell 407
NAS Fallon SAR	1 x UH-60
160th SOAR	3 x MH-47
HMMT-164	6 x CH-46
VMM-162	6 x MV-22
USAF	3 x MC-12
Contract CAS	2 x Hawker Hunter
USAF 61st Airlift	4 x C-130
NV NG	4 x CH-47
HMLA-369	2 x UH1Y & 2 x AH-1W
VMM-162	3 x MV-22
Contract UAS	1 x Surrogate UAS

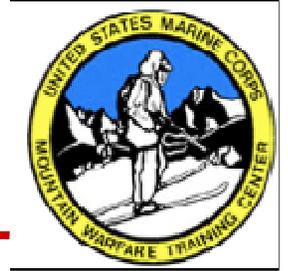


MWTC Regional Area





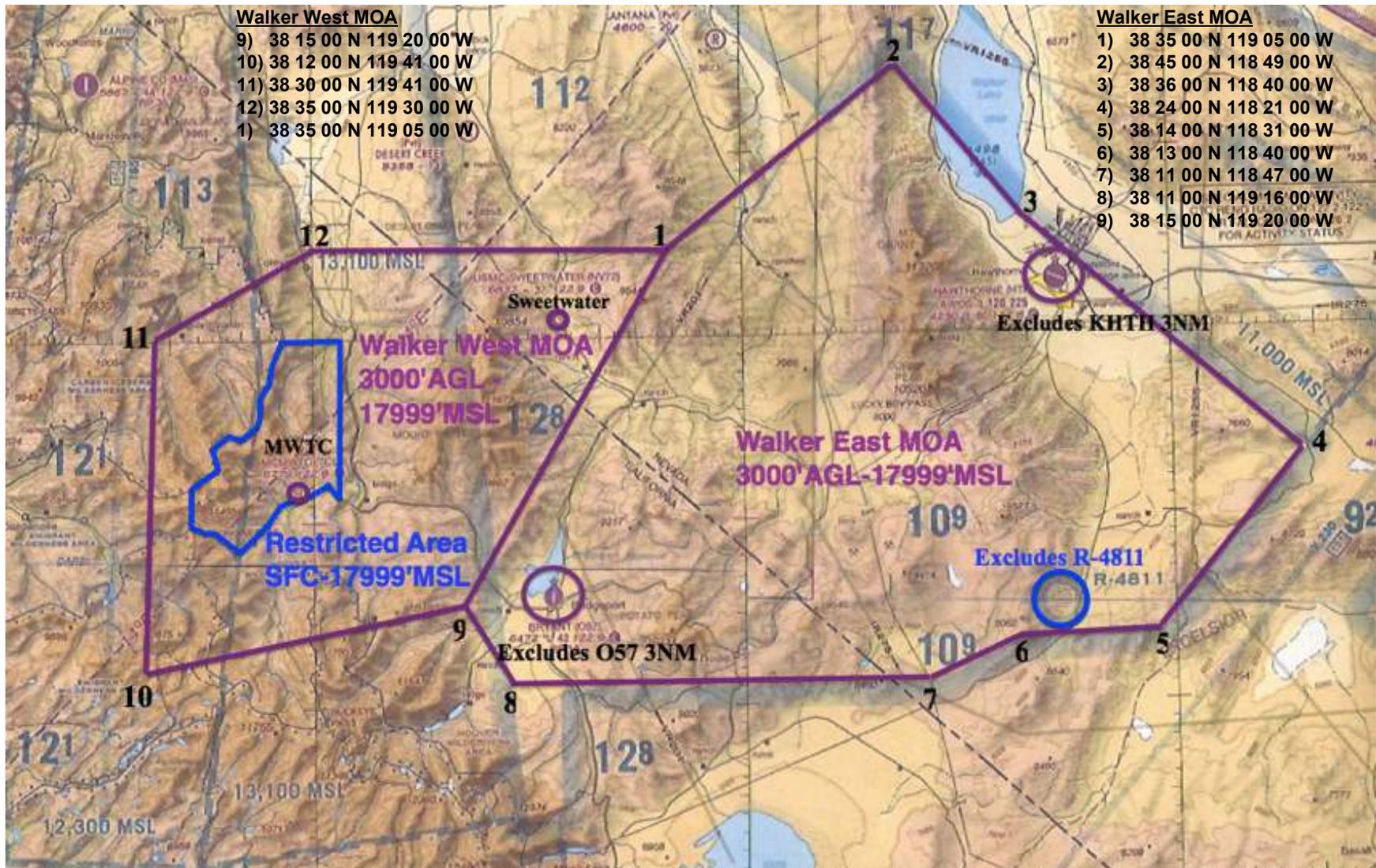
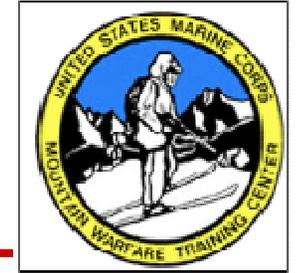
Civil Airports Near MWTC



Reno	Bridgeport - Bryant	North Valley	Yosemite
Carson City	Minden	Hawthorne	Manzanita
Truckee	South Lake Tahoe	Bear Valley	Pine Mtn. Lake
Dayton	Yearington	Lee Vining	Bishop
Fernly	Markleeville - Alpine Co.	Mammoth Lakes	Pinenut
Silver Springs	Rosaschi	Desert Creek	Mina
Fallon	Farias	Lantana	Circle L



Proposed MOA & RA





Proposed Restricted Area



MCMWTC Proposed SUA PDARS

Oakland Center PDARS analysis indicates no significant impact to VFR/IFR nonparticipant traffic from creation of proposed SUA.

RUSME2 Flights must cross SNKIS below FL190 and TARVR at 14,000'

20nm from airspace boundary to SNKIS

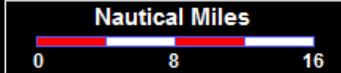
Walker West MOA

Walker East MOA

KRNO RUSME2 Arrival MEA 16,000'

V-165 MEA 13,000'

Nevada - California border





Altitudes



- Walker East MOA - 3000' AGL to 17,999' MSL, excluding, R-4811, 3NM of KHTH & 057
- Walker West MOA - 3000' AGL to 17,999' MSL, excluding MWTC proposed restricted area.
- Restricted Area – surface to 17,999'MSL.



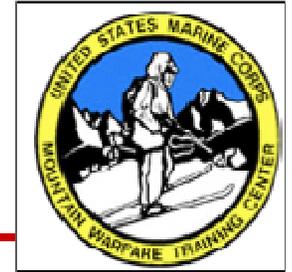
Times, Control, Use



- Times - intermittent activation by NOTAM for MTX, 8 annual, periodically between MTX, 15 hrs/day, 100 days/year.
- Controlling Agency - FAA Oakland Air Route Traffic Control.
- Using Agency - Commanding Officer, MCMWTC Bridgeport, CA.



Communications & Radar



- MWTC range safety LOS VHF & UHF communication with MOA/RA aircraft.
- No military ATC available for controlling agency.
- Minimal radar coverage within MOA/RA
- MOA/RA military participants governed by detailed range regulations.
- Nonparticipant MOA activity - ARTCC or NOTAM and RA clearance via ARTCC.



Environmental & Public



- Specific environmental assessment to be completed for proposed Restricted Area.
- Proposed MOA floor >3,000' AGL exempted by OPNAVINST 5090.1B & MCO P5090.2 for certification of environmental effect.
- Walker East/West MOA's and RA will be joint use airspace with timely and reasonable access to underlying land accommodated.
- Meetings with public, land owners/managers, & aviation interest in progress.



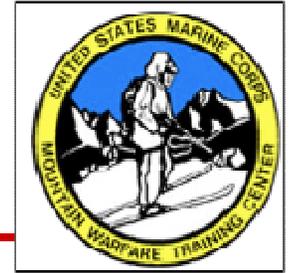
SUA BENEFITS



- Unfettered access to MOA/ RA participants.
- Reduction in total air traffic volume over land below MOA/RA.
- Reduces mid-air collision probability.
- Controlled and communicated SUA magnifies aviators situational awareness of activity in MOA/RA.
- Improves ability to control airspace during emergencies (fire fighting, SAR).



MCMWTC MOA



Questions