



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Southern Region

P. O. Box 20636  
Atlanta, Georgia 30320

**PROPOSAL TO ESTABLISH  
MILITARY OPERATIONS AREAS  
04-ASO-006-NR  
CHERRY POINT, NORTH CAROLINA**

**TO ALL CONCERNED:**

This is a second formal circularization of the above proposed Military Operations Areas (MOA). The Federal Aviation Administration (FAA) is providing a new comment period to solicit additional comments regarding the aeronautical impacts of the proposal prior to reaching a final decision. All comments received in response to the previous circularization will be retained on file and it is not necessary for those individuals who commented previously to resubmit comments. The FAA will fully consider all previously submitted comments along with those received in response to this recircularization.

This recircularization includes additional data regarding the specific types of operations/activities planned to be conducted in each MOA, and the expected frequency of use of the proposed airspace, as the initial circularization was vague in addressing these specific items.

A proposal has been received from the U.S. Marine Corps to establish MOAs, located in the vicinity of Cherry Point, North Carolina. The 2nd Marine Aircraft Wing has identified and requested additional special use airspace (SUA) in order to reduce flight operations from congesting within a particular area and to provide more realistic training activities and maneuvers.

This proposed SUA would also permit connectivity between existing SUA airspace, thus allowing Marine units to fulfill critical War-at-Sea strike scenarios and coordinate flight operations from multiple directions. Presently the restricted areas are congested with hazardous operations and conflict with non-hazardous type missions that are using the same airspace, creating prominent military aviation safety concerns. This proposed airspace would allow non-hazardous attack activities to be shifted/located away from hazardous activities by permitting a more firm segregation of mission types and scenarios.

The proposed Gunny MOA will contain activities including air combat maneuvers, aircraft acrobatics associated with flight training, close air support, formation flying, low altitude training (above 3,000 feet), simulated stand-off weapons training and maneuvers, air to air intercept, functional check flights, and other non-hazardous missions, and which would require the activation of the proposed MOA for 7 hours of use in any 24-hour period.

Use by altitude strata has been estimated and would vary by aircraft type and mission. On an average training day, the approximate altitude distribution projected for the Gunny MOA shows 25% of the sorties would occur between 3,000 feet and 10,000 feet MSL and 75% would occur above 10,000 MSL.

The proposed Core MOA will contain primarily high-speed tactical ingress/egress flights transiting between R-5306A, and W-122.

Use by altitude strata has been estimated and would vary by aircraft type and mission. On an average training day, the approximate altitude distribution projected for the Core MOA shows 35% of the sorties would occur between 3,000 feet and 5,000 feet MSL, 45% of the sorties would occur between 5,000 feet and 10,000 feet MSL. The remaining 20% of the sorties would occur at 10,000 feet MSL and above. The Marine Corps would restrict military flights to navigate perpendicular to (i.e., across) the Core Banks, and not fly parallel to the island. There would be no lingering of military aircraft within the proposed Core MOA.

Existing SUA was examined and found to be inadequate to create the needed transition between existing SUAs and the segregation of hazardous and non-hazardous missions.

When the proposed SUA is active, non-participating IFR aircraft that are under Cherry Point Approach Control will be allowed to transit through this airspace with Cherry Point Approach Control providing standard IFR separation from the participating military users.

The specifics of these two proposed MOAs are as follows:

### Gunny MOA

#### A. Boundaries:

Beginning at 35° 43' 51.00"N 076° 35' 29.00"W.;  
to 35° 40' 26.00"N 076° 12' 24.00"W.; to 35° 39' 21.00"N  
076° 04' 59.00"W.; to 35° 38' 55.00"N 076° 00' 52.00"W.;  
to 35° 36' 46.00"N 076° 01' 19.00"W.; to 35° 18' 16.00"N  
076° 16' 39.00"W.; to 35° 23' 16.00"N 076° 34' 39.00"W.  
to 35° 08' 01.00"N 076° 51' 19.00"W.; to the point of beginning

B. Altitude: 3,000 feet MSL, to but not including FL180

### Core MOA

#### A. Boundaries:

Beginning at 35° 04' 31.00"N., 076° 04' 29.00"W.;  
to 35° 00' 31.00"N., 076° 00' 59.00"W.; thence southwest  
3 NM from and parallel to the shoreline to 34° 40' 41.00"N.,  
076° 25' 08.00"W.; to 34° 46' 01.00"N., 076° 29' 59.00"W.;  
to 34° 46' 46.00"N., 076° 24' 44.00"W.; to the point of beginning

B. Altitude: 3,000 feet MSL, to but not including FL180

Time of use

0700-2300 Local, Monday through Friday, other times by NOTAM.

Controlling Agency

Cherry Point Approach Control.

Using Agency

Commanding General, Marine Corps Air Station Cherry Point, N. C.

Graphic Depiction

See attachments.

This recircularization is intended to provide the public with the opportunity to review and comment to the effect this proposal may have on aeronautical activity prior to making a final determination.

Comments or recommendations regarding the effect this proposal may have on aeronautical activity should be submitted to:

Federal Aviation Administration  
Air Traffic Division/ASO-530.8  
P.O. Box 20636  
Atlanta, Georgia 30320

All communications received prior to February 14, 2005 will be considered before final action is taken on this proposal.



Mark D. Ward  
Manager, Operations Branch  
Air Traffic Division

Issued in College Park, GA.,  
on December 14, 2004.

DISTRIBUTION: ZAT-03/Special

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Airspace Study 04-ASO-006-NR

This proposal has been reviewed and no objections are interposed.

Signed \_\_\_\_\_ Representing \_\_\_\_\_