



U.S. Department
of Transportation
**Federal Aviation
Administration**

Southern Region

P. O. Box 20638
Atlanta, Georgia 30320

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STATE CLEARINGHOUSE

**PROPOSAL TO ESTABLISH THE BULLDOG C AND E
MILITARY OPERATIONS AREAS (MOAs)
07-ASO-039-NR
MILLEN, GA**

TO ALL CONCERNED:

This is a circularization of the proposed establishment of the Bulldog C and E Military Operations Areas (MOAs) near Millen, GA. The Federal Aviation Administration (FAA) is providing a comment period to solicit comments regarding the aeronautical impacts of the proposal prior to reaching a final decision. This circularization includes data regarding the specific types of operations/activities planned for each MOA and the expected frequency of use of the proposed airspace.

The 20th Fighter Wing at Shaw Air Force Base (AFB), South Carolina, and the 169th Fighter Wing at nearby McEntire Joint National Guard Base (JNGB) are an integral part of the U.S. Air Force's Air Expeditionary Force (AEF) and are a part of contingency deployments worldwide. The F-16CJ aircraft at Shaw AFB and McEntire JNGB comprise 70% of the Air Force's CONUS-based Suppression of Enemy Air Defenses (SEAD) and Destruction of Enemy Air Defenses (DEAD) assets. The effectiveness of these combat air forces and pilot survivability during wartime depends on realistic training during peacetime. Consequently, these fighter wings must have access to training airspace that provides a realistic combat training environment. This, in turn, requires special use airspace configurations that allow pilots to practice and train for their primary mission of SEAD/DEAD using the full spectrum of current tactics and to make full use of the F-16's capabilities.

Currently, the SUA areas available to these two fighter wings have been in place for decades and were designed for older combat aircraft and weapons systems. Air Force weapons systems have advanced significantly in the past decade with the advent of new sensors with longer standoff capability and newer munitions with increased performance characteristics. These new capabilities have resulted in advanced fighter tactics requiring flight profiles that require redesigned airspace and ranges. To this end, the 20th and 169th Fighter Wings have a mission-driven need to redesign the special use airspace (SUA) currently at its disposal.

This airspace initiative will provide an airspace environment that will allow the fighter wings to not only perform the legacy "suppression" mission which is accomplished at greater target distances and higher altitudes, but also the new "destruction of enemy air defense" mission which requires access to lower altitudes in the vicinity of "enemy" air defense sites (a.k.a. Multiple Threat Emitter Systems). The specifics are outlined in the paragraph below.

Currently, the Bulldog B MOA procedurally restricts flights to operations at or above 11,000 feet MSL, which is a constraint to all air-to-ground and air-to-air missions in this airspace. Lowering the current 11,000 feet MSL floor to 500 feet AGL—to match the published floor of Bulldog A MOA—would remove this constraint and allow execution of the full range of tactics against the two electronic warfare mini-MUTES (Multiple Threat Emitter System) sites that lie along the eastern edge of Bulldog B airspace. Additionally, other types of missions, such as surface attack tactics and close air support, would also be available to the fighter wings.

The original airspace proposal (submitted in 2005) had the northern boundary of Bulldog C extending north to match the lateral confines of Bulldog B. To mitigate impacts to air traffic at Augusta Regional Airport (AGS), the proponent agreed to move the northern boundary of Bulldog C approximately 19 NM to the south. Additionally, the proponent agreed to accommodate IFR traffic at Millen (2J5) and Swainsboro/Emanuel County (SBO) Airports by temporarily raising the floor of the MOA until such time the IFR traffic is clear. At a minimum, all airports within the lateral confines of the Bulldog MOAs (public and private) will be avoided by at least 1,500 feet and 3 NM.

The F-16s assigned to the 20th and 169th Fighter Wings will be the primary users of the proposed Bulldog C and E MOA airspace. Of the 5,506 total sorties flown in FY06 in Bulldog A and B MOAs, F-16 aircraft accounted for over 60% of this utilization with the remaining aircraft consisting of F-15s, F-18s and AV-8s. There are no changes in utilization expected for the current or the proposed MOAs. The Bulldog A, B, C, and E MOAs will be scheduled approximately 240 days per year (Monday–Friday) for an average of approximately eight hours per day spread out over morning, afternoon and evening hours with occasional light usage on the weekends for up to two hours per day on Saturday and/or Sunday. Note: Friday operations are usually conducted in the morning hours only; Bulldog D MOA is rarely scheduled for air operations in conjunction with R-3004.

The specifics of these two proposed MOAs are as follows:

Bulldog C MOA, GA

Boundaries. Beginning at lat. 32°55'30"N., long. 82°01'46"W.;
to lat. 32°53'56"N., long. 81°50'47"W.;
to lat. 32°34'01"N., long. 81°55'59"W.;
to lat. 32°33'46"N., long. 81°57'49"W.;
to lat. 32°32'46"N., long. 82°03'44"W.;
to lat. 32°32'55"N., long. 82°05'53"W.;
to lat. 32°50'01"N., long. 82°00'59"W.;
to the point of beginning, excluding that airspace
at or below 1,500 feet AGL within a 3-NM radius of
the Millen Airport (2J5) located at lat. 32°53'37"N.,
long. 81°57' 55"W.

Designated altitudes. 500 feet AGL to, but not including, 10,000 feet MSL.

Times of use. 0700-2400 daily; other times by NOTAM.

Controlling agency. FAA Atlanta ARTCC.

Using agency. U.S. Air Force, 20th Fighter Wing, Shaw AFB, SC.

Bulldog E MOA, GA

Boundaries. Beginning at lat. 32°37'51"N., long. 82°43'59"W.;
to lat. 32°50'01"N., long. 82°00'59"W.;
to lat. 32°32'55"N., long. 82°05'53"W.;
to lat. 32°34'31"N., long. 82°25'29"W.;
to the point of beginning, excluding that airspace
at or below 1,500 feet AGL within a 3-NM radius of
the Swainsboro/Emanuel County Airport (SBO)
located at lat. 32°36'33"N., long. 82°22'12"W.

Designated altitudes. 500 feet AGL to, but not including, 10,000 feet MSL.

Controlling agency. FAA Atlanta ARTCC

Using agency. U.S. Air Force, 20th Fighter Wing, Shaw AFB, SC

Graphic Description

See attachment.

This circularization 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 regarding the environmental aspects of this proposal are to be addressed to:

HQ ACC/A7ZP
Attn: Ms. Linda DeVine
129 Andrews Street, Suite 102
Langley Air Force Base, VA 23665-2769

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

Federal Aviation Administration
ATO, Eastern Service Center
Attn: AJO2-E2C.2
P.O. Box 20636
Atlanta, Georgia 30320

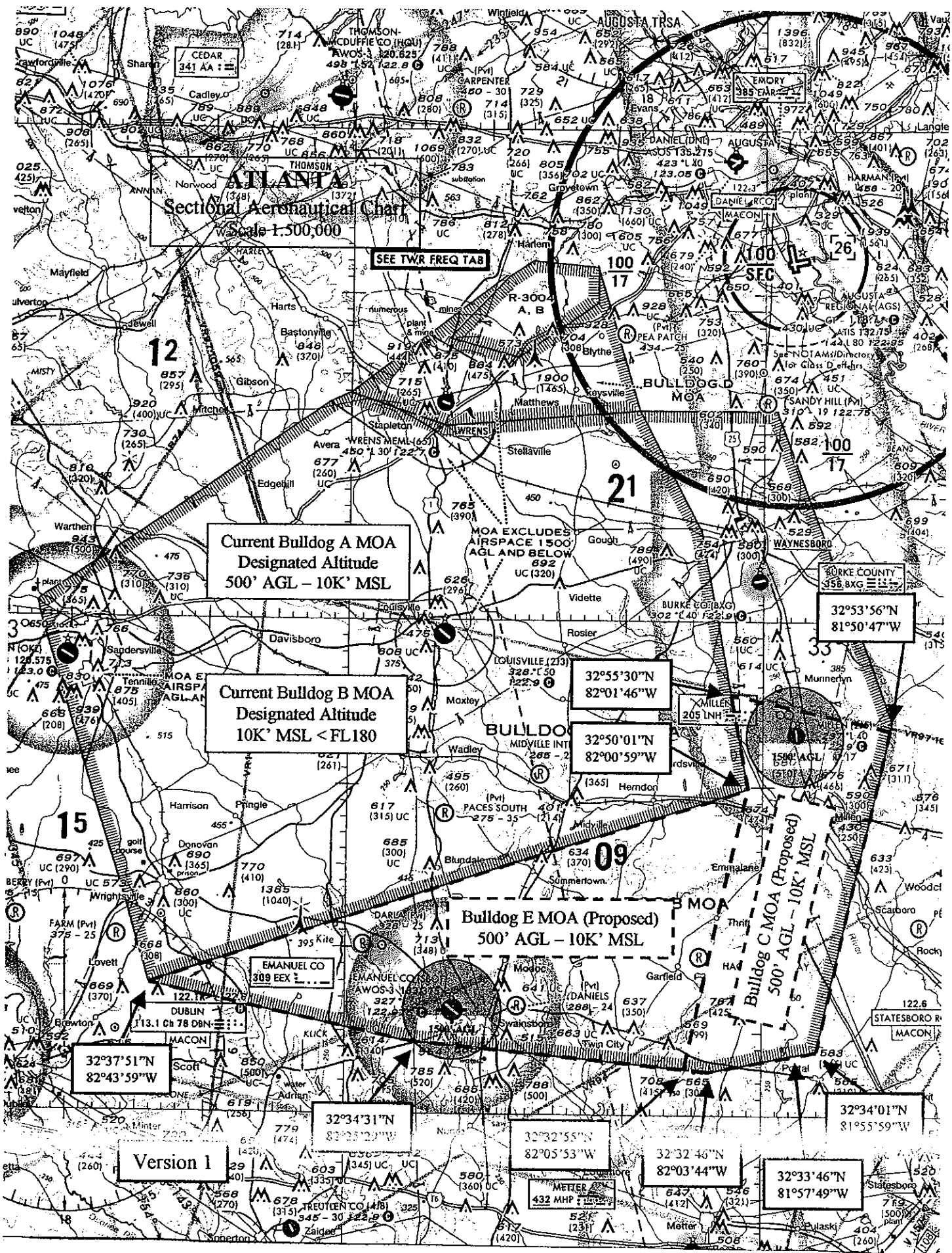
All communications received prior to JAN. 26, 2008 will be considered before final action is taken on this proposal.



Mark D. Ward
Manager, System Support Group
Eastern Service Area

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ATLANTA
Sectional Aeronautical Chart
Scale 1:500,000

SEE TWR FREQ TAB

Current Bulldog A MOA
Designated Altitude
500' AGL - 10K' MSL

Current Bulldog B MOA
Designated Altitude
10K' MSL < FL180

32°55'30"N
82°01'46"W

32°50'01"N
82°00'59"W

Bulldog E MOA (Proposed)
500' AGL - 10K' MSL

Bulldog C MOA (Proposed)
500' AGL - 10K' MSL

32°37'51"N
82°43'59"W

32°34'31"N
82°25'29"W

32°32'55"N
82°05'53"W

32°32'46"N
82°03'44"W

32°33'46"N
81°57'49"W

32°53'56"N
81°50'47"W

Version 1