Frequently Asked Questions

Q1. What is a military operations area?
A1. MOAs (military operations area) consist of airspace with defined vertical and lateral limits established for the purpose of separating certain military training activities−like air combat tactics, air intercepts, low altitude tactics−from commercial and general aviation traffic. Whenever a MOA is not actively in use traffic may transient the MOA freely. If the MOA is in use, ATC (air traffic control) provides aircraft separation services.

Q2. Where was the D.C. Air National Guard training before EVERS and for how long? Who owned the airspace?
A2. The Evers MOA is the DCANG's first training airspace operated by the DCANG. Prior to gaining the Evers MOA, the DCANG trained by coordinating and borrowing airspace from 177th Fighter Wing (New Jersey ANG, F-16s), 4th Fighter Wing (Seymour Johnson AFB, N.C., F-15Es), 193rd SOW (Fort Indiantown Gap, Pa.), Naval Air Station Oceana (Virginia, F-18s), and 1st Fighter Wing (Joint Base Langley-Eustice, Va., F-22s and T-38s).

Q3. What were the major deficiencies of the past MOAs?
A3. In the past, the DCANG had no primary airspace to use for daily F-16 training. Previously to schedule training, the DCANG had to coordinate with other units to borrow their airspace. This coordination often negatively limited the DCANG's training frequency and types of training missions for our pilots. Additionally, past MOAs forced the DCANG to use airspace during in-between times with other units, which cut DCANG training short and forced inefficient maintenance scheduling.

Q4. Why modify the Evers MOA now? You have been flying the F-16 for years.
A4. The Evers training area is a perfect training area for multirole F-16s, which often train for air-to-air and air-to-ground missions. Firstly, the proposed airspace is much larger than currently available. This large defined airspace allows for multi-ship simulated air-to-air an air-to-ground training exercises. Secondly, the airspace is located over land. Previously, the DCANG was limited to nearly all training over water. This limitation negatively impacted the unit's ability to training for air-to-ground missions. Thirdly, the Evers airspace is located above a very low population density.

Q5. What is the current size of the Evers MOA and how large is it being expanded?
A5. Evers MOA is increasing from approximately 450 square nautical miles to 3,500 square nautical miles.

Q6. Why does the unit need a large airspace?
A6. Combat F-16 pilots must continually train and exercise certain mission skills and tactical scenarios. For this training to occur, a large over land airspace is required to properly separate aircraft from one another to simulate realistic air-to-air and air-to-ground training.

Q7. Why are the current military operations area dimensions deficient for training purposes?
A7. Original poor design of the Evers MOA, plus additions over the 60-year evolution of the airspace has resulted in non-optimal parcels of airspace, which negatively impact current 4th generation fighter training and civilian aviation.

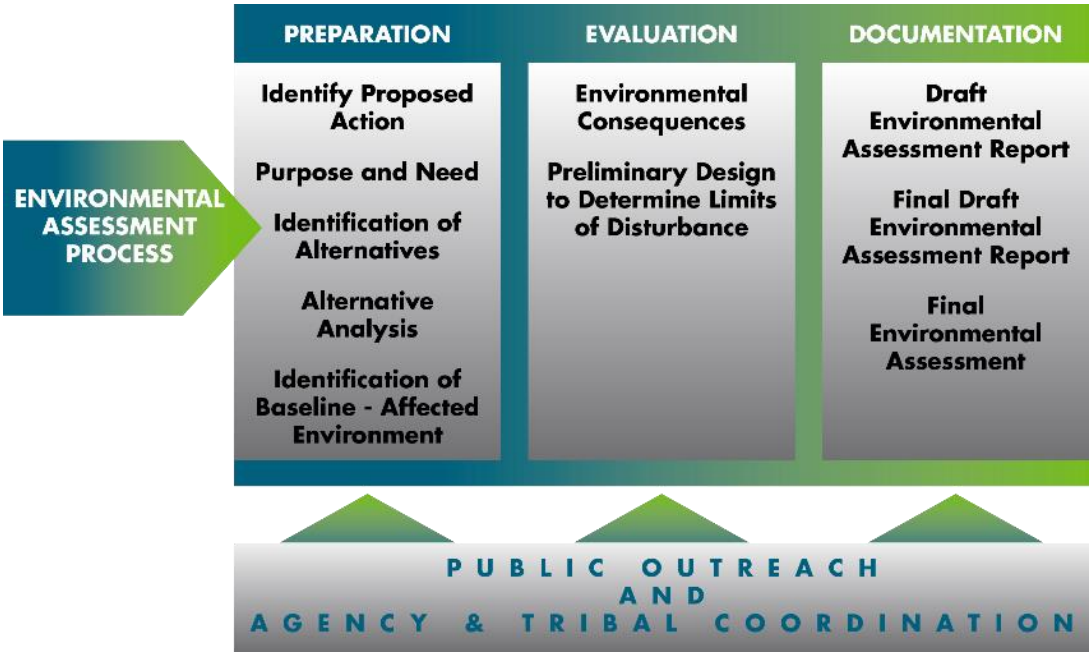
Q8. Why utilize the Evers MOA?
A8. The Evers training area is a perfect training area for multirole F-16s, which often train for air-to-air and air-to-ground missions. Firstly, the proposed airspace is much larger than currently available. This large defined airspace allows for multi-ship simulated air-to-air and air-to-ground training exercises. The increased size of Evers, spreads the airborne presence over a larger landmass. This is to the benefit of residence on the ground and to the local wildlife. Secondly, the airspace is located over land. Previously, the DCANG was limited to nearly all training over water. This limitation negatively impacted the unit's ability to training for realistic air-to-ground missions. For example, the Close Air Support (CAS) and

Forward Air Controller Airborne (FACA) mission sometimes requires a real Joint Terminal Attack Controller's (JTAC) presence on the ground for realistic training. Thirdly, the Evers airspace is located above a very low population density.

Q9. What has changed? Why was the previous airspace sufficient for training, but now it is not?
A9. Due to technological advances, airspace dimensions need to expand to fully exploit the capabilities of several combat aircraft (to include current and next generation fighters and tactical airlift) for aircrews to realistically train against emerging threats.

Q10. What happens if the current airspace is not expanded?
A10. No action would mean local and deployed units will continue to lose adequate training opportunities to ensure the readiness of our combat pilots. The current airspace will remain inadequate for current generation aircraft and tactics and would restrict support for future aircraft, tactics, and techniques. Existing and emerging fighters will be forced to deploy to more costly, limited access, airspace venues elsewhere to fulfill training requirements; reducing the training provided to a number of personnel limited by funding and availability for deployment.

Q11. What is the environmental process for the modification of the Evers MOA?



Q12. What is the history of the Evers MOA?
A12. Previously, the 1st Fighter Wing has owned and operated the Evers MOA and has occasionally used it for F-22 training. Since the area has proven unsuitable for F-22 flights, an agreement was reached for the DCANG to take ownership of the area in early 2018.

Q13. What units currently train in the Evers MOA?
A13. Units that currently train in the Evers MOA include: 175th Fighter Wing (Maryland ANG, A-10s), 177th Fighter Wing (New Jersey ANG, F-16s), 1st Fighter Wing (Joint Base Langley-Eustis, Va. F-22s and T-38s), and 4th Fighter Wing (Seymour Johnson AFB, F-15Es).

Q14. What factors influenced the choice of the proposed military operations area shape and location?
A14. The DCANG has worked closely with other local and federal aviation interests to find a redesign proposal that can be seen as a "win/win" for military, commercial, and civilian aviation. Moreover, this proposed expansion was conceived and built in coordination with the Federal Aviation Administration

representatives at Washington Center ARTCC/ZDC to minimize civilian air traffic encroachment while maintaining its boundaries within a single air traffic controlling Center.

Q15. Why is a modified Evers MOA so important?
A15. In short, the modification of the Evers MOA laterally and vertically as proposed would create the most tactically diverse and valuable "over land" training environment that exists on the eastern seaboard. Both its proposed shape and depth would allow both fighter aircraft and heavy units to simulate weapons and stores delivery at both low and medium altitudes, while simulating targeting and being targeted, at a realistic range, from both surface and air threats, providing the necessary and critical training our pilots need.

Q16. Is there another MOA that can be used or expanded?
A16. The DCANG has looked at the Duke MOA and the Kinzua Air Traffic Control Assigned Airspace (ATCAA) located in Pennsylvania. Unfortunately, at nearly 200 miles away, these airspaces are far from the DCANG. This distance creates numerous complications, including loss of training time and additional transit fuel, which effectively reduces training impact by 20-percent. Furthermore, Duke or Kinzua airspace cannot be used concurrently, because two different ATC Centers control the airspace—Cleveland and New York Center. Duke MOA extends from 8,000 feet to 17,999 feet MSL. Kinzua continues the airspace from FL180 to FL220. However, fighter training requires concurrent airspace from the bottom of Duke to the top of Kinzua to realistically provide air-to-air and air-to-ground training. Under current guidance, it is impossible for the FAA to provide this required concurrent airspace.

Q17. How often will the D.C. Air National Guard use the Evers MOA?
A17. The Evers airspace will be the primary MOA for the DCANG moving forward. This means that the DCANG's daily flying training will largely take place within this MOA. The DCANG flies approximately 5 days a week once or twice a day for an average sortie duration of 90 minutes.

Q18. What other aircraft uses the EVERS MOA? Will there be an increase in the military's use of the MOA?
A18. F-16s will be the primary aircraft training in Evers. Though the number of F-16 sorties in Evers will slightly increase, the increased vastness of Evers spreads these sorties over a larger land area. Evers MOA is increasing from approximately 450 to 3,500 square nautical miles. This increase in land mass in turn decreases overall Air Force presence to the layperson on the ground. Occasionally, F-22, A-10s, and F-15Es will also training within this MOA, but no increase in use is expected from these platforms.

Q19. How many military aircraft will fly in the MOA at any given time?
A19. Due to the size constraints of the airspace, up to a max of eight aircraft will train in the MOA at any given time.

Q20. This will be very noisy. What will be the impact of noise levels for those of us on the ground? What will be your noise complaint process?
A20. Though the airspace will be more active, the noise levels to those on the ground will decrease. As described above, the Evers airspace is increasing from approximately 450 to 3,500 square nautical miles. This increase in land mass in turn decreases overall Air Force presence to the layperson and wildlife on the ground. Additionally, the altitude at which training is conducted makes for an almost unnoticeable Air Force presence for those on the ground. Just as airliners fly overhead and may be seen but often remain unheard, much of the military flight training within Evers is the same. The simulated air-to-air and air-to-ground training occurs at an altitude that provides no significant noise level to those on the ground. However, if a noise complaint is to be made, the public affairs office of the113th Wing, D.C. Air National Guard will address these complaints and may be contact at the following number (240) 612-4428.

Q21. If citizens have noise complaints, how will they know whom to call?
A21. The DCANG is a good neighbor and provides citizens an outlet for providing feedback about aircraft noise. The 11th Wing, Joint Base Andrews, Md. maintains a public Noise Complaint Hotline at (240) 612-4428. Additionally, the public can complete an online noise complaint form at https://www.jba.af.mil/Units/Public-Affairs. Unlike complaints about noise from commercial and general

aviation flights, citizens have direct access to the military and flight operators who can research and resolve noise issues.

Q22. How does this impact general aviation in the affected area?
A22. The Evers airspace has a top altitude of 23,000 feet MSL, so the vast majority of commercial airliners will simply fly over the airspace and occasionally around the airspace when actively in use. GA (general aviation) aircraft may fly through the Evers MOA anytime the airspace is not in use by the military. If the airspace is in use by the military, the FAA recommends that GA aircraft are to avoid the defined airspace by flying over, under, or around to not impede military training.

Q23. How often and when will the military operations areas be used?
A23. Generally, operations conducted within the Evers MOA require the use of airspace regularly throughout the daytime hours Monday through Friday. Night operations are periodically scheduled throughout the year. These operations and their duration widely vary due to several factors, such as participating units, type of training being conducted, mission complexity, and requirements.

Q24. Will there be an increase in the military's usage of the military operations area?
A24. Generally speaking, the number of aircraft using the airspace on a regular basis will largely remain unchanged.

Q25. Will "lights out" training missions be conducted in this MOA?
A25. "Lights out" training, chaff, and flares is authorized and permitted within the Evers airspace.

Q26. Are there any air speed restrictions within this MOA for non-military aircraft?
A26. There are no additional prescribed speed restrictions within the MOA for non-military aircraft.

Q27. Who is the "Controlling Agency" for the MOA to answer inquiries about air space access by general aircraft?
A27. GA aircraft should exercise extreme caution while flying within a MOA when military activity is being conducted. The activity status (active/inactive) of MOAs may change frequently. Therefore, pilots should contact FSS within 100 miles of the area to obtain accurate real-time information concerning the MOA hours of operation. Prior to entering an active MOA, pilots should contact the controlling agency for traffic advisories.

Q28. What's so important about "over land" training?
A28. Over land training is necessary to provide multirole fighters, such as the F-16, with realistic simulated employment opportunities for the most realistic air-to-ground training possible. Additionally, the DCANG trains to CAS and FACA, which sometimes requires a geo-located JTAC to help train and facilitate these mission sets.

Q29. What role does the Federal Aviation Administration play in the proposal?
A29. The Federal Aviation Administration (FAA) manages the National Airspace System (NAS) and will review, comment, and approve the airspace change. This is important in terms of environmental oversight, aircraft separation, and disseminating information to all aviators.

Q30. Other ways to get the latest real-time status information about Evers MOA airspace updates?
A30. General aviation aviators may contact FSS by phone to obtain real-time information about the Evers MOA.

Q31. What is an Air Traffic Control Assigned Airspace (ATCAA)?
A31. An ATCAA is airspace of defined vertical and lateral limits, assigned by ATC, for the purpose of providing air traffic segregation between the specified activities being conducted within the assigned airspace and other IFR air traffic. Typically, these blocks of airspace start at Flight Level (FL) 180 or 18,000 feet MSL and, in some cases, are contoured to the dimensions of the MOAs beneath them.

Q32. What are the ceiling and floor thresholds for VFR (Visual Flight Rules) traffic and IFR traffic navigating through this Evers MOA training space?
A32. The Evers MOA extends from 1000' AGL to 11,000MSL. In general when the MOA is active, VFR traffic may fly around or underneath. In general when the MOA is active, IFR traffic will be vectored over, under, or around the MOA by ATC. VFR aircraft allowed transit through the active MOA should exercise caution. When the MOA is not active, all VFR and IFR traffic are free to transient as outlined by the FAA.

Q33. How are altitudes measured or specified?
A33. Airspace altitudes are primarily defined in terms of Mean Sea Level (MSL), which is measured from the surface of the ocean. Where the height of the airspace floor above the ground or sea is important, the airspace floor can be measured in terms of Above Ground Level (AGL) or above Mean Sea Level (MSL). Airspace altitudes starting at 18,000 feet are defined in terms of Flight Level (FL).

Q34. What is a Restricted Area?
A34. A Restricted Area is airspace established within which the flight of aircraft, while not wholly prohibited, is subject to restriction, when determined necessary to confine or segregate activities considered hazardous to nonparticipating aircraft. These activities can include, but are not limited to, weapons employment, non-eye-safe laser employment, and small arms fire.

Q35. Is the Evers MOA a Restricted Area?
A35. No, no part of the Evers airspace is classified as Restricted. The Evers airspace is comprised of a concurrent MOA and ATCAA.