



# WRP Military Readiness, Homeland Security, Disaster Preparedness and Aviation Committee: Marine Corps Air Ground Combat Center (MCAGCC) Twentynine Palms

Major Brian Welsh, Regional Airspace Coordinator, Marine Corps Installations West and Mr. Jim Ricker, Assistant Chief of Staff, G5 Plans, Community Liaison/Public Affairs MCAGCC

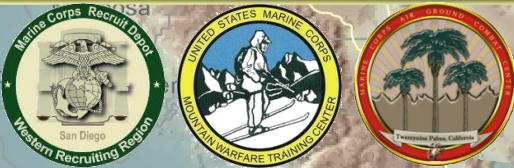
29 March 2016

# MCIWEST-MCB CAMPEN INSTALLATIONS

## HIGHER



## SERVICE LEVEL TRAINING



## ADJACENT



## AIR STATIONS



## SUPPORTING/ SUPPORTED



## BASES



MCB Camp Pendleton  
MCAS Camp Pendleton

MCAS Miramar

MCRD SD

MCAS Yuma

Barry M. Goldwater  
Gunnery Range

Chocolate Mountain  
Aerial Gunnery Range

Twentynine  
Palms

MAGTFTC 29 Palms

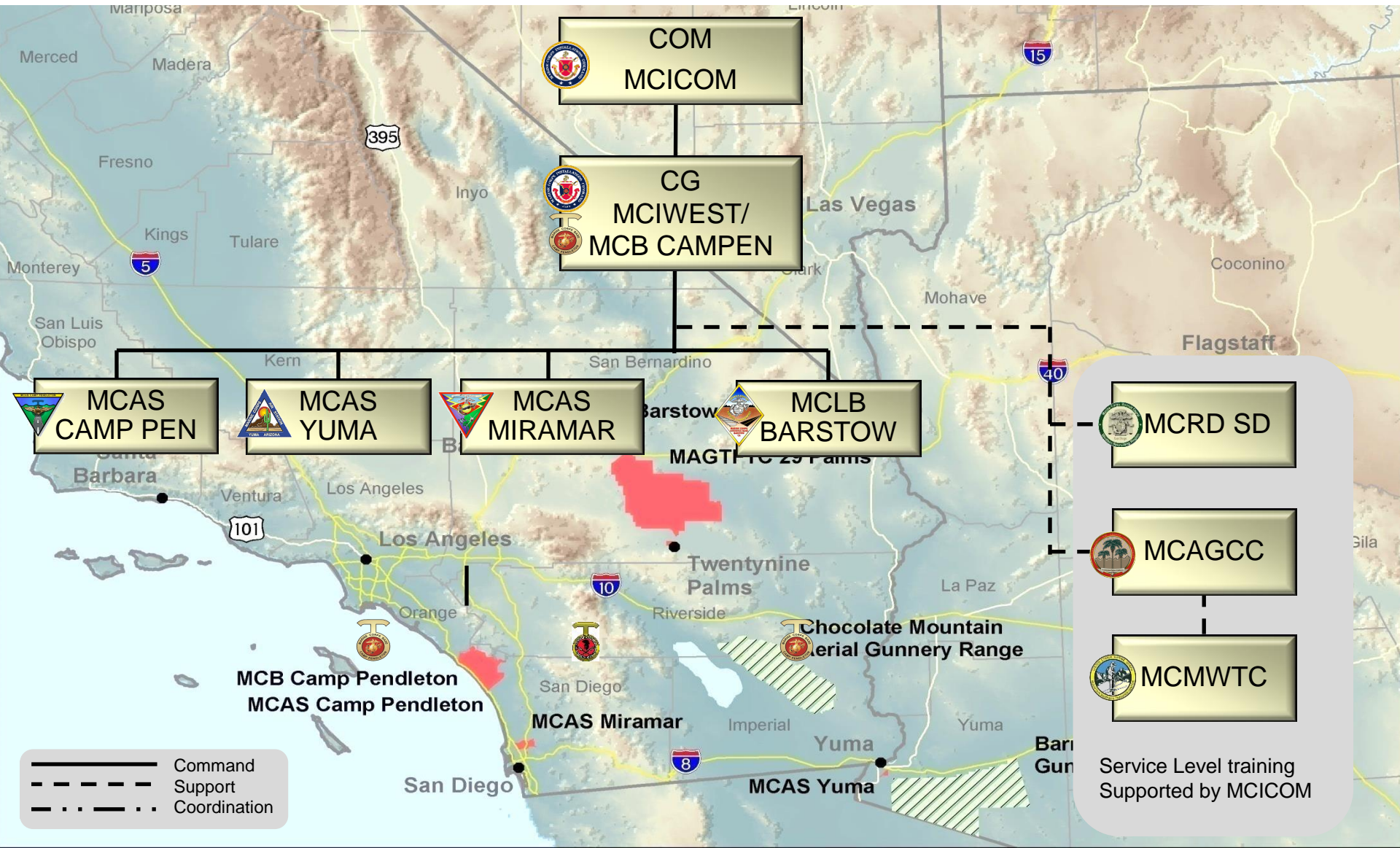
MCLB Barstow

MWTC Bridgeport





# Command Organization



# Organization

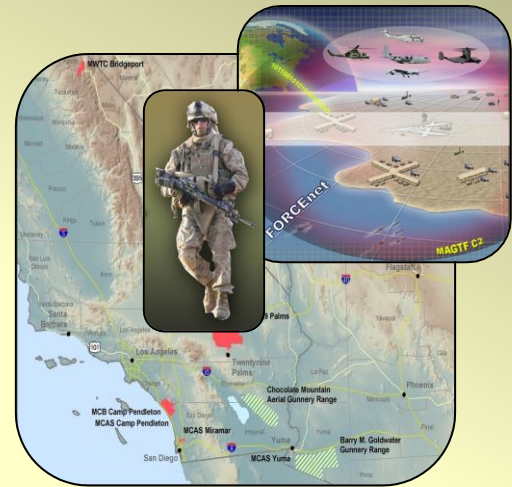
- The Commanding General, MCIWEST-MCB CAMPEN serves as both the Regional MCIWEST Commanding General and the Installation Commanding General of MCB CAMPEN
- MCIWEST-MCB CAMPEN is a Regional Marine Corps Installations (MCI) Command under the command of the Commanding General, MCICOM.
- CG MCIWEST-MCB CAMPEN has a single staff to conduct MCIWEST Regional and MCB CAMPEN Installation command and staff actions



# Concept of Employment

---

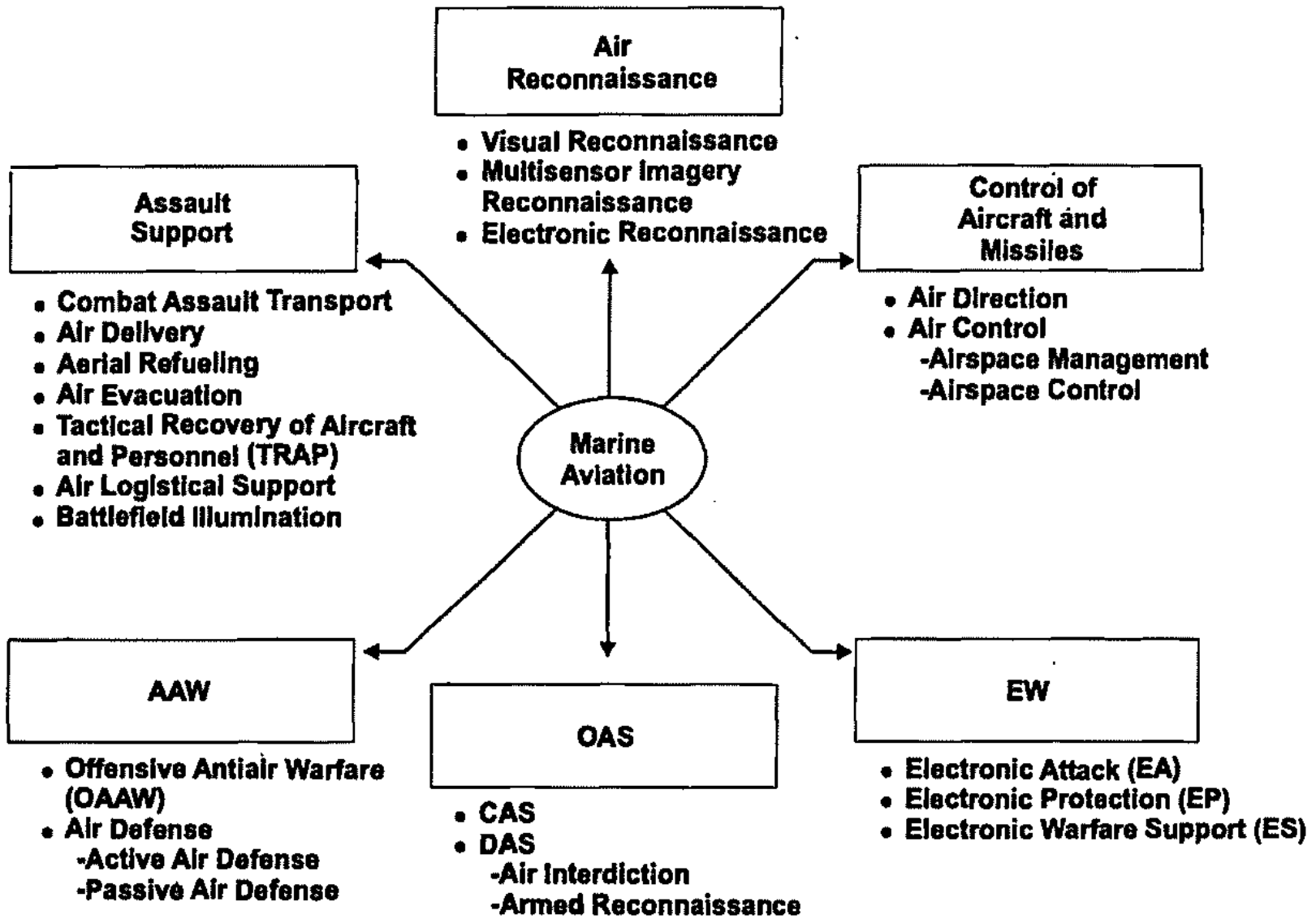
- Provide regional unified action
- Unity of command and Installation support
- Synchronized employment of the Installation Management Functions and Lines of Operation (LOOs).
- Ensure effective execution of:
  - Regional policies
  - Regional strategies
  - Regional plans
- Prioritize and allocate resources.
- Provide advocacy, services, direction and oversight



# G-3/5 Aviation Operations

## Mission

- Coordinate, develop, and implement Regional Aviation Policies, Programs and Operations as the Regional Aviation advocate
- All activities associated with providing aviation operations support to include weather services; foreign object damage control and flight management; air traffic control services, air traffic control maintenance; airspace coordination, and range sustainment; recovery; aircraft rescue firefighting; airfield management; airfield system and equipment maintenance; customs and air terminal operations; transient aircraft and fueling services. Excludes the maintenance and operation of aircraft
- MCPC 631498: Aviation Operations Services Support- Consists of all activities associated with providing aviation operations support to include air traffic control, air traffic control maintenance, crash, fire and rescue, weather services, foreign object damage control for runways, taxiways and aircraft parking ramps, customs and air facility management. Excludes the Maintenance and Operation of aircraft.
- Plan and manage budget activity





# AV-8B

---



Representing, arguably, the greatest breakthroughs in aircraft technology, the Harrier was the first VSTOL-capable (vertical/short takeoff and landing) jet in the Marine inventory, giving MAGTF commanders new flexibility on the battlefield. With the ability to attack anywhere, the Harrier forces the enemy to defend everywhere, exposing vulnerabilities the enemy must divert resources to protect.



# F/A-18

---



A basic tenet of all Marine aircraft is the requirement for usability in multiple missions, and the Marine F/A-18 upholds this doctrine. Able to be quickly configured for fighter or attack missions, or a combination of both, the twin-engine, all-weather, day or night Marine jet can be used for fighter escort, enemy air defense suppression, reconnaissance, air control and the calling card of Marine Aviation: close air support.

# F-35

---



The United States Marine Corps plans to purchase 340 F-35Bs, to replace current inventories of both the FA-18 Hornet (A, B, C and D-models), and the AV-8B Harrier II, in the fighter and attack roles. The Marines plan to use the F-35B from "unimproved surfaces at austere bases" but with "special, high-temperature concrete designed to handle the heat." The USMC declared Initial Operational Capability with about 50 F-35s running interim Block 2B software on 31 July 2015. The United States Marine Corps will also purchase 80 F-35Cs, enough for five squadrons, for use with navy carrier air wings.

# KC-130

---



To achieve the global reach and rapid deployability our nation requires, Marine Aviation must be able to deliver Marines, fuel and cargo where needed. Answering the call is the Marine KC-130 Hercules. A tactical tanker/transport aircraft that stretches more than 90 feet in length and 130 feet wing to wing, the KC-130 Hercules can resupply austere battle zones, provide battlefield illumination, insert ground troops and perform medevac operations. It is during the mission of tactical aerial refueling, however, that the Marine KC-130 has earned the reputation for being best in the world.

# MV-22

---



With the speed and range of a turboprop, the maneuverability of a helicopter and the ability to carry 24 Marine combat troops twice as fast and five times farther than previous helicopters, the Osprey greatly enhances the advantages Marines have over their enemies. The Osprey's impact was felt immediately upon its arrival in Iraq. Commenting on its advanced expeditionary capabilities and staggering operational reach, a top Marine commander went as far as to say it turned his battle space "from the size of Texas into the size of Rhode Island."



# AH-1/UH-1

---



No single aircraft provides a better blend of all six Marine Aviation functions than the Marine UH-1. A case study in Offensive Air Support, Assault Support, Command and Control, and Aerial Reconnaissance, the Marine utility helicopter of choice is truly a microcosm of Marine Aviation. With low-flying AH-1s aimed in on the hostile street ahead and hovering UH-1s covering adjacent rooftops, combat Marines can engage under the watchful eye of close air support.

# CH-53

---



The heavy-lift helicopter of the Marine Corps can carry a 26,000-pound Light Armored Vehicle, 16 tons of cargo 50 miles and back, or enough combat-loaded Marines to lead an assault or humanitarian operation; but perhaps what's most amazing about the largest military helicopter in the U.S. is what it achieves despite its size. Though powerful enough to lift every aircraft in the Marine inventory except the KC-130, the CH-53E Super Stallion is compact enough to deploy on amphibious assault ships, and has the armament, speed and agility to qualify as much more than a heavy lifter.

# Training Environment

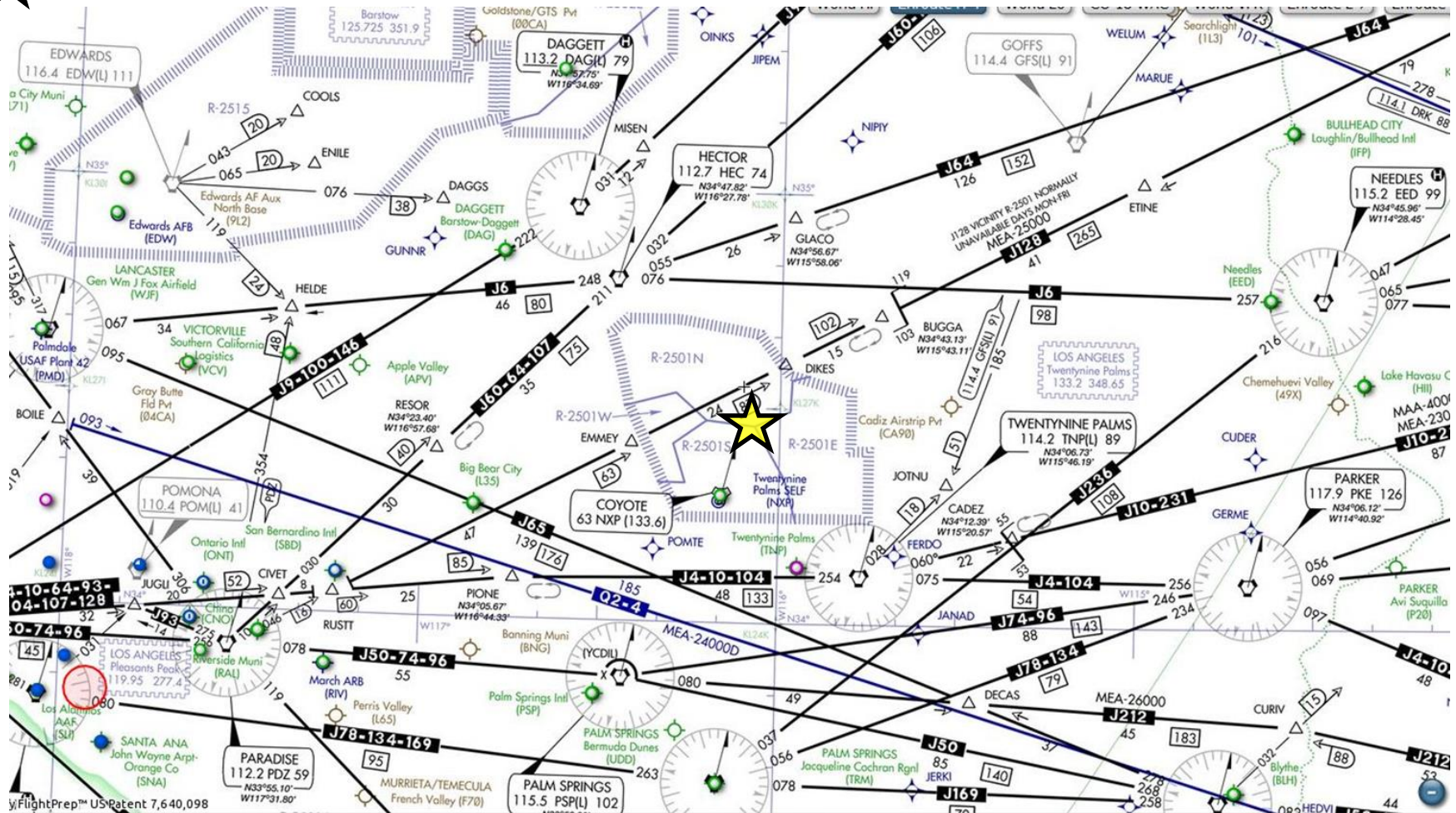


**MCIWEST-MCB CAMPEN AO has:  
85% of DOD Airspace  
67% of USMC Live Fire Ranges**



# Surrounding Airspace

## ★ MCAGCC 29 Palms



Enroute Airways Chart





# Background and Evolution

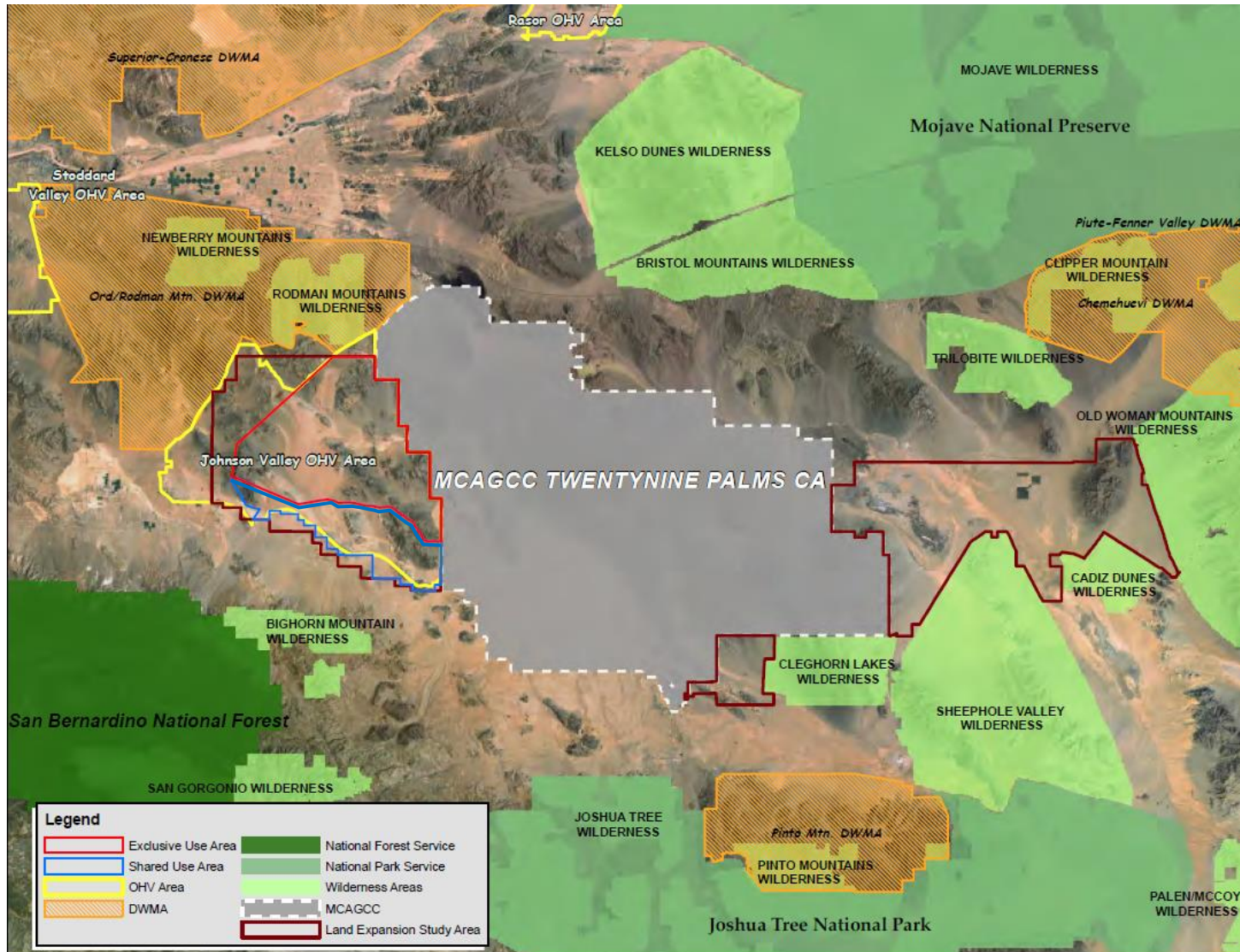
- **Marine Corps Strategy 21 (2000)** – Identified MEB for smaller-scale contingencies.
- **Universal Needs Statement (2002)** – Identified need for training area and facility to conduct realistic, live-fire training for all elements of MEB-level Marine Air Ground Task Force (MAGTF).
- **Center for Naval Analyses (2004)** – Tasked by TECOM to identify MEB training requirements (2004).
  - **Combat Center identified as best suited for MEB training, but requires expansion.**
- **OSD Report to Congress (2004)** – Acknowledged that “the Marine Corps does not have a range capable of supporting MEB-sized fire and maneuver combined-arms exercises.”
- **Land Use Requirements Study (2005)** – Evaluated the adequacy of the Combat Center to support MEB exercises.
- **MROC – (Nov 2006)** Approved UNS for Large-Scale MAGTF Training Area.
- **MROC – (Dec 2006)** Approved plan to acquire 198,000 acres, with dedicated program office and implementation plan for NEPA study of proposed acquisition area.
- **Land Withdrawal Application to BLM (Aug 2008).**
- **Notice of Intent To Prepare an EIS for the Proposed Acquisition of Lands and Establishment of Airspace Contiguous to MCAGCC, 29 Palms, Calif. (Oct 2008)**
- **Description of Proposed Action Alternatives released for review and Scoping Period (Oct 2008-Jan 2009)**



# Schedule for Completion

✓ MROC Approval	06 Nov 06
✓ Notice of Intent (Withdrawal)	21 Nov 08
✓ Scoping	Oct 08 – Jan 09
✓ DEIS Publication	25 Feb 11
✓ Public Review of Draft EIS	25 Feb – 26 May 11
✓ ESC (FEIS)	02 Apr 12
✓ FEIS Notice in <i>Federal Register</i>	27 Jul 12
✓ 30-Day Wait Period	27 Jul – 27 Aug 12
✓ DASN(E) Brief (ROD)	14 Jan 13
✓ PDASN Brief (ROD)	18 Jan 13
✓ ROD published in <i>Federal Register</i>	15 Feb 13
• Legislative Proposal/Congress Approval	26 Dec 13
• FAA Special Use Airspace Rulemaking	2013-16
• Land Purchase	2013-16
• Commence MEB Training	NET 2016

# Study Areas & Surrounding Lands

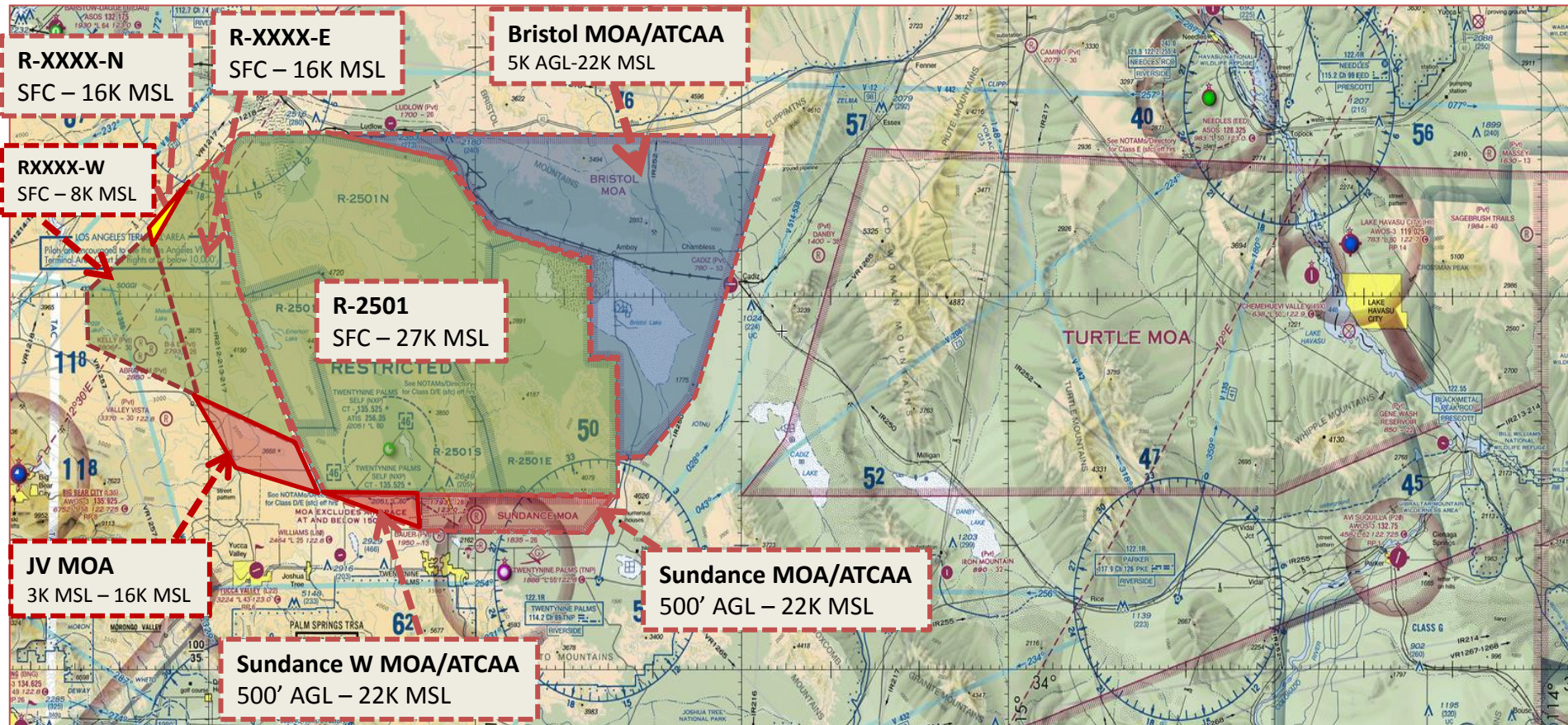


Note: Shared Use Area is now called "Restricted Public Access Area"



# LSE-16 TEMP SUA

## 1-11 Aug 2016



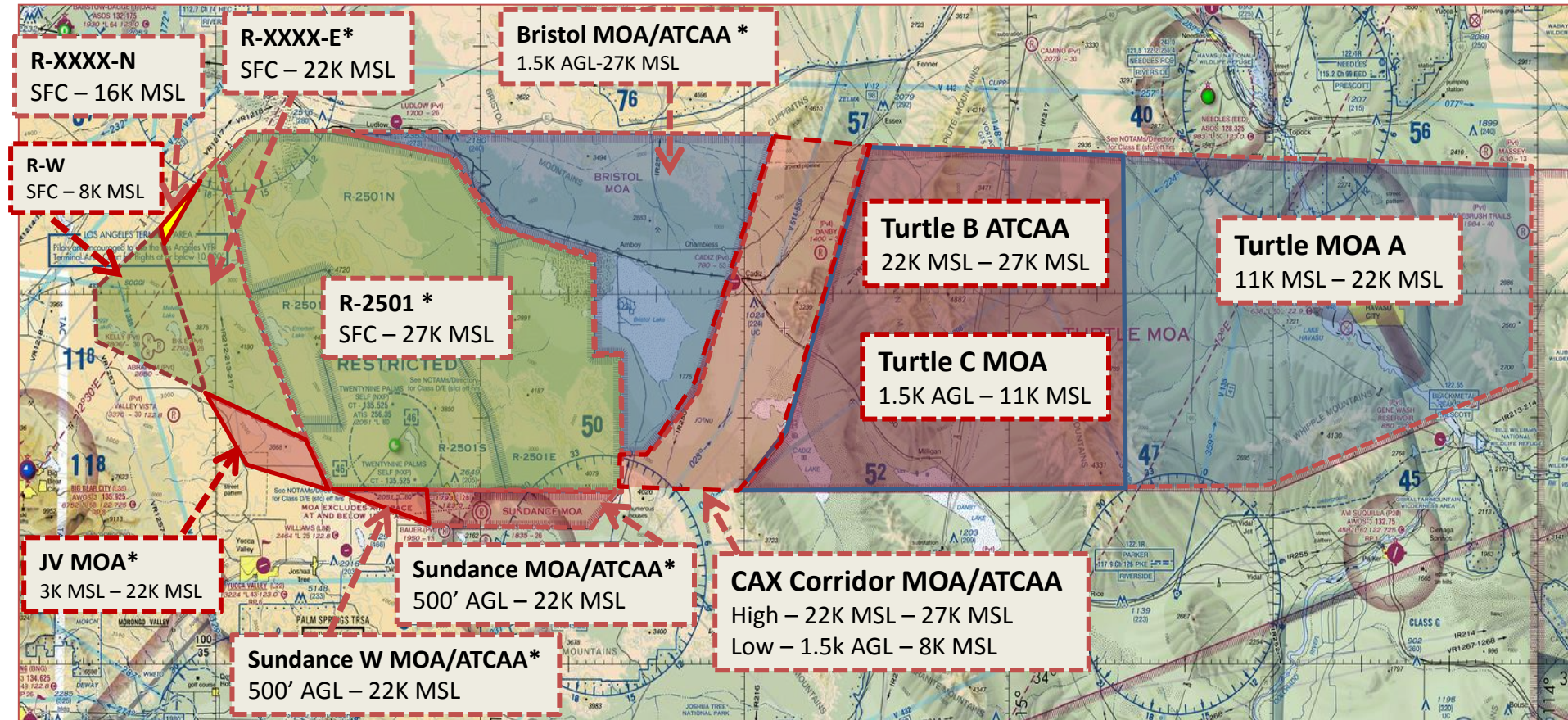
### LSE-16 – Days 1-11

- USMC utilizes current R-2501, Bristol, and Sundance MOAs at various altitudes up to 27K' MSL
- FAA agreed to 3 Temporary Restricted Areas (RA) R-XXXX E/W/N and 2 Temporary MOAs JV and Sundance West.
- The three Temp RAs are over the newly acquired and shared use area lands



# LSE-16 TEMP SUA

## 13-18 Aug 2016



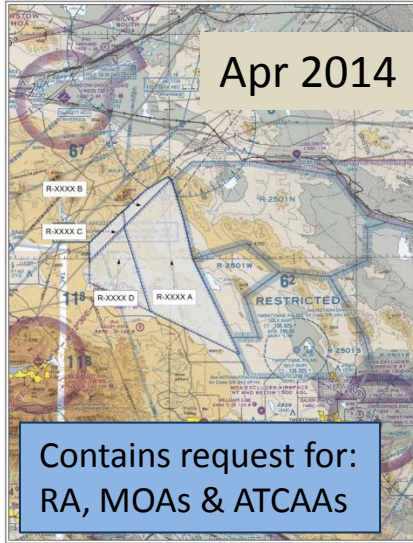
### LSE-16 – Days 13-18

- USMC utilizes current R-2501, Bristol, Sundance and Turtle MOAs at various altitudes up to 27K' MSL
- FAA agreed to 3 Temporary Restricted Areas R-XXXX E/W/N and 6 Temporary MOAs JV, Sundance West, CAX (High & Low) & Turtle (B&C).
- FAA requires R-XXXXN remain SFC to 16K' MSL & R-XXXXW remain SFC to 8K' MSL throughout LSE-16
- \* FAA agreed to high area from 22K'/27K' to 40K' MSL for use during 2 x 2hour blocks on 14/15 Aug 16

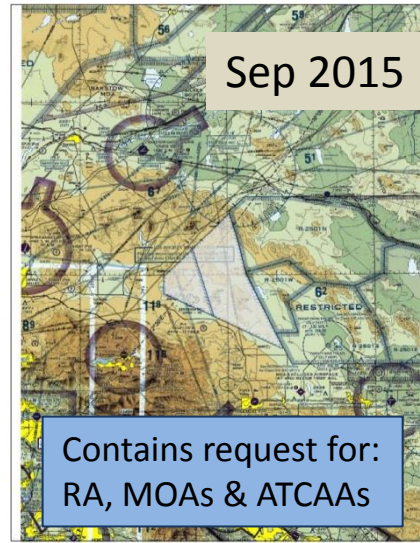
# MCAGCC SUA Expansion

## Currently 3 Types of SUA Proposals Underway

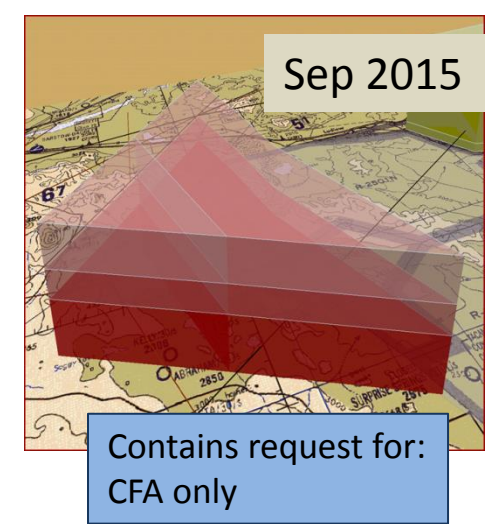
### Permanent SUA Proposal



### Temporary SUA Proposal



### Controlled Firing Area (CFA) Proposal



### Types of Airspace Used or Potentially Used at MCAGCC

**Restricted Area (RA):** Non-military aircraft are prohibited from entering during military training activities that involve live fire; MCAGCC releases RA for use by all aircraft in the National Airspace System when not needed for military training.

**Military Operations Area (MOA):** A MOA is airspace designated outside of Class A airspace (18,000 –60,000 feet) to separate or segregate certain nonhazardous military activities from Instrument Flight Rule (IFR) traffic and to identify for Visual Flight Rule (VFR) traffic where these activities are conducted.

**Air Traffic Control Assigned Airspace (ATCAA):** Similar to a MOA (and usually overlying a MOA) within Class A airspace, only non-hazardous military activities may be undertaken in ATCAA.

**Controlled Firing Area (CFA):** This is airspace designated to contain activities that if not conducted in a controlled environment would be hazardous to nonparticipating aircraft. CFAs provide a means to accommodate, without impact to aviation, certain hazardous activities that can be immediately suspended if a nonparticipating aircraft approaches the area.

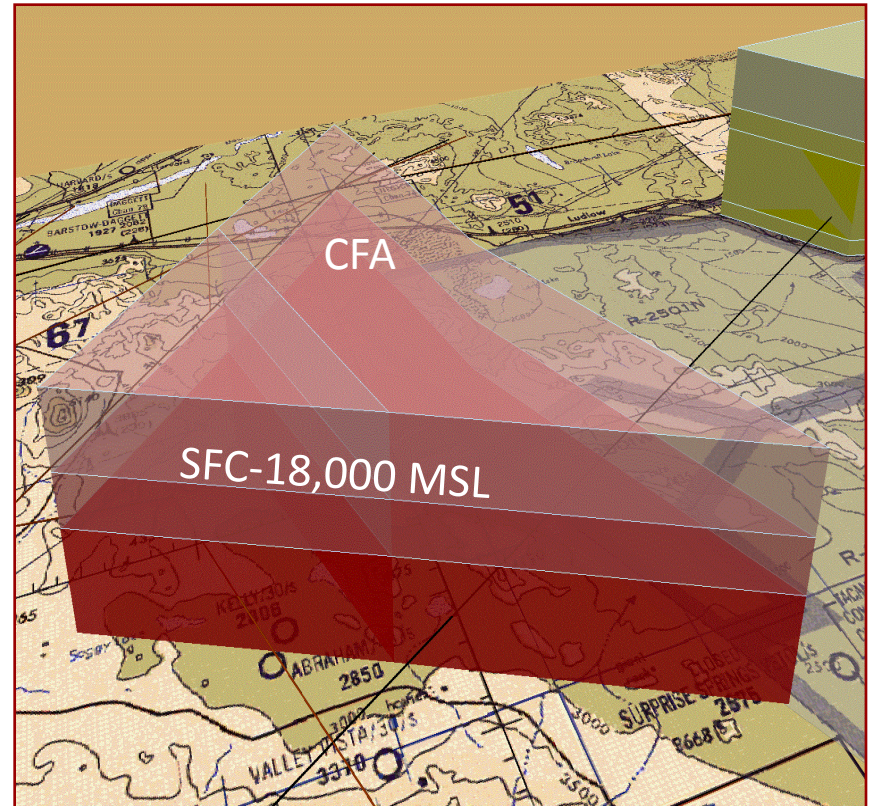


# Controlled Firing Area (CFA) Request

## MEB Building Block Training

### CFA Proposal - Submitted: Sept 2015

- CFA: Activities must be suspended immediately when a nonparticipating aircraft approaches the area.
  - Direct & Indirect Fire Ground Weapons Systems only - Demolitions, hand grenade use, and live fire from; pistols, rifles, machine guns, mortars, tanks, and artillery
  - No Aviation Fires
- CFA supports MEB Building Block training in newly acquired lands
  - 200 days/year
  - Separate and distinct from proposed SUA for MEBEX
- Surface to 18,000 feet MSL (approx. 15,000 feet AGL)
- Only Activated to the altitude necessary
- De-activated daily upon training completion





# Summary

---

- The Marine Corps is working with the FAA to acquire permanent additional joint-use SUA above these new lands to meet the MEBEX training requirement which will be used no more than two one-month periods each year.
- Gaining permanent joint-use SUA can take several years to complete; therefore, temporary measures are being pursued to accommodate a MEB Large Scale Exercise (LSE) in August 2016.
- The Temporary SUA proposal to support LSE 16 is for no more than 19 days.
- The Temporary SUA will be activated only in support of the planned LSE and proposed utilization of Temporary SUA above 18,000' MSL is confined to no more than 8 days or less.
- The Temporary SUA will be described and activated via Notice to Airmen (NOTAM) and may also be circularized and/or published in the same manner as Temporary Flight Restriction (TFR) notices.
- During the remainder of the year, not to exceed 200 days; the airspace directly over the new lands of the MCAGCC training range complex would be under a planned Controlled Firing Area (CFA) which will not impact civilian or commercial aviation.