

APPENDIX A

Proposed Modification of Military Training Routes

Proposed Modification of Military Training Routes

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Table A-1 Proposed Modification to the Military Training Route Structure in Alaska

MTR	Visual Route	Visual Route Reverse	Instrument Route	Instrument Route Reverse								
931	VR-931	VR-932	IR-901	IR-911								
933	VR-933	VR-934	IR-903	IR-913								
935	VR-935	VR-936	IR-917	IR-918								
937	VR-937	VR-938	IR-919	IR-921								
940	VR-940	VR-941	IR-922	IR-923								
954	VR-954	VR-955	IR-952	IR-953								
960	<i>VR-960</i>	<i>VR-961</i>	<i>IR-962</i>	<i>IR-963</i>								
970	<i>VR-970</i>	<i>VR-971</i>	<i>IR-972</i>	<i>IR-973</i>								
1900	VR-1900	VR-1916	IR-900	IR-916								
1902	VR-1902	VR-1912	IR-902	IR-912								
1905	VR-1905	VR-1915	IR-905	IR-915								
1909	VR-1909	VR-1939	IR-909	IR-939								
1926	VR-1926	VR-1927	IR-926	IR-927								
1928	VR-1928	VR-1929	IR-928	IR-929								
	<table border="1"> <tr> <td style="background-color: #FFC0CB;"></td> <td>Eliminated</td> </tr> <tr> <td style="background-color: #ADD8E6;"></td> <td>Modified</td> </tr> <tr> <td style="background-color: #FFFF00;"></td> <td><i>Withdrawn from Proposed Action</i></td> </tr> <tr> <td></td> <td>No Physical Change</td> </tr> </table>					Eliminated		Modified		<i>Withdrawn from Proposed Action</i>		No Physical Change
	Eliminated											
	Modified											
	<i>Withdrawn from Proposed Action</i>											
	No Physical Change											

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Table A-2 Summary of Proposed Changes to Military Training Routes

MTR	Proposed Changes
931	Connect MTR to the coast. Narrow route width on Segment D-E to minimize impact on Katmai National Park and Preserve.
933	Shorten MTR 933 between old points C and G. The MTR will end at the southern edge of the Naknek MOA. Changed the majority of the route to avoid noise sensitive areas.
935	Redirect MTR 935 further to the east (adding new point C) to avoid an airstrip used by mining companies. The previous alternate exit point is being changed.
937	Move MTR 937 west to avoid severe restrictions imposed along the Richardson Highway and Delta River corridors. Alternate Exit Track B from point G to G1 provides access to R2202. Alternate Exit Track A provides access to MTR 940 to the east.
940	Provide a bridge between MTR 937 and MTR 940 at points C and A (respectively). This will provide an alternate entry track for MTR 940 and an alternate exit route for MTR 937. The action extends MTR 940 from the southern end of Fox MOA allowing an easterly routing into R2202. Changed entry point to avoid severe restrictions imposed along the Richardson Highway and Delta River corridors. Incorporated a segment of MTR 1926.
954	No physical change.
960 Withdrawn	Begin new MTR 960 at MTR 1900 point A. This action will provide access to R2202 from the north. Route was altered from original proposal to avoid the Beaver Creek Wild and Scenic River and to mitigate safety concerns of civilian aviators in the Fairbanks airspace.
970 Withdrawn	Locate new MTR 970 north of MTR 960.
1900	Remove the present end points E and AT from MTR 1900, redirect the primary exit point to R2211, and provide access to MOAs. The new Alternate Exit A to the east is essentially the same as MTR 1928 (to be removed) and the new Alternate Exit B provides access to R2202.
1902	Move entry point A of MTR 1902 to a new location coincident with point E on proposed MTR 1905 routing. MTR 1902 extends to the coastline and will be an alternate exit track.
1905	Align MTR 1905 with the Anchorage ATRCC airspace at the start of the route. The route will be shortened, offering more efficient use. The re-routing also avoids significant operational constraints present below the Galena MOA. The route will provide connectivity with MTR 1902 and MOA entry. Current reverse routing for IR 905 is shown without the last two points and it is proposed to make the two ground tracks coincidental.
1909	No physical change.
1926	Eliminate MTR 1926.
1928	Eliminate MTR 1928.

Table A-3 Military Training Route Coordinates (Proposed Action)

MTR	VR	VR Reverse	IR	IR Reverse	FLIP Point	Latitude (north)	Longitude (west)
931	VR-931	VR-932	IR-901	IR-911	A	60 45.89	156 43.16
					B	60 27.63	155 31.81
					C	59 59.85	156 01.07
					D	59 13.77	155 19.55
					E	59 16.81	154 07.30
933	VR-933	VR-934	IR-903	IR-913	A	61 42.08	153 55.17
					B	61 24.61	154 24.61
					C	61 12.43	155 43.97
					D	60 45.89	156 43.16
					E	60 13.66	157 46.65
					F	59 54.00	157 38.00
					G	59 42.00	158 00.00
					H	59 32.23	157 51.16
935	VR-935	VR-936	IR-917	IR-918	A	64 38.00	143 27.00
					B	64 46.00	141 47.00
					C	64 29.21	141 35.65
					D	64 13.00	143 05.00
			(none) ¹	(none)	E	63 54.00	144 16.00
					F	64 09.00	145 08.00
					G	64 28.00	145 45.00
					H	64 44.00	146 28.00
					I	64 39.00	146 36.00
			IR-917	IR-918	<i>Alternate Exit Track</i>		
					D	64 13.00	143 05.00
		D1	64 17.53	143 45.36			

¹ MTRs 935 and 917 are coincidental only through point D1.

Table A-3 (continued)

Military Training Route Coordinates (Proposed Action)

MTR	VR	VR Reverse	IR	IR Reverse	FLIP Point	Latitude (north)	Longitude (west)
937	VR-937	VR-938	IR-919	IR-921	A	62 13.77	146 55.48
					B	62 45.57	147 29.81
					C	62 58.36	146 31.83
					D	63 18.82	146 51.22
					E	63 29.86	147 46.60
					F	63 47.07	147 33.32
					G	63 55.11	146 58.65
					H	64 05.00	147 10.00
					I	64 17.11	147 24.96
					<i>Alternate Exit Track A</i>		
					C	62 58.36	146 31.83
					C1	62 53.23	145 09.07
					<i>Alternate Exit Track B</i>		
					G	63 55.11	148 58.65
G1	63 55.14	146 31.40					
940	VR-940	VR-941	IR-922	IR-923	A	62 53.23	145 09.07
					B	63 17.35	145 05.05
					C	63 29.65	143 48.32
					D	63 44.29	143 13.18
					E	64 13.00	143 05.00
					F	63 46.30	144 45.00
					G	63 35.91	145 22.82
					H	63 36.24	145 40.06
					I	63 43.23	146 34.24
					J	63 55.11	146 58.65
					<i>Alternate Exit Track</i>		
					I	63 42.23	146 34.24
					I1	63 51.55	146 27.10

Table A-3 (continued)

Military Training Route Coordinates (Proposed Action)

MTR	VR	VR Reverse	IR	IR Reverse	FLIP Point	Latitude (north)	Longitude (west)					
954	VR-954	VR-955	IR-952	IR-953	A	64 46.00	141 47.00					
					B	65 00.00	141 54.00					
					C	65 30.00	141 51.00					
					D	65 36.00	141 56.00					
					E	65 57.00	142 42.00					
					F	65 55.50	143 12.00					
					G	65 33.00	143 38.00					
					H	65 22.50	143 52.00					
					I	64 55.00	144 20.00					
					J	64 53.00	144 25.00					
					K	64 35.00	145 02.00					
					L	64 32.00	145 23.00					
					M	64 42.00	146 34.00					
					N	64 47.00	146 42.00					
					O	64 53.00	146 42.00					
					P	65 18.00	146 09.00					
					Q	65 18.00	146 00.00					
										<i>Alternate Racetrack into R-2205</i>		
										N	64 47.00	146 42.00
										N1	64 56.00	146 20.00
					N2	64 46.00	145 08.00					
					L	64 32.00	145 23.00					
					M	64 42.00	146 34.00					
					N	64 47.00	146 42.00					
960 WITHDRAWN	VR-960	VR-961	IR-962	IR-963	A	64 16.00	151 44.00					
					B	64 45.83	151 11.59					
					C	65 07.28	150 55.34					
					D	65 21.90	148 48.07					
					E	65 17.00	146 59.00					
					F	65 13.66	146 07.94					
					G	64 55.48	146 40.63					
					H	64 42.53	146 27.89					
970 WITHDRAWN	VR-970	VR-971	IR-972	IR-973	A	64 45.83	151 11.59					
					B	65 51.05	151 06.74					
					C	65 48.02	149 25.76					
					D	65 59.95	147 56.80					
					E	66 04.20	145 58.20					
					F	65 13.66	146 07.94					
					G	64 55.48	146 40.63					
					H	64 42.53	146 27.89					

Table A-3 (continued)

Military Training Route Coordinates (Proposed Action)

MTR	VR	VR Reverse	IR	IR Reverse	FLIP Point	Latitude (north)	Longitude (west)
1900	VR-1900	VR-1916	IR-900	IR-916	A	64 16.00	151 44.00
					B	64 05.17	149 31.27
					C	64 08.11	148 31.55
					D	64 05.00	147 10.00
					E	64 17.11	147 24.96
					<i>Alternate Exit Track A</i>		
					D	64 05.00	147 10.00
					D1	64 28.00	145 45.00
					<i>Alternate Exit Track B</i>		
					D	64 05.00	147 10.00
					D2	63 55.14	146 31.40
1902	VR-1902	VR-1912	IR-902	IR-912	A	62 17.59	154 54.46
					B	62 44.00	156 10.00
					C	63 04.00	158 04.00
					D	63 45.00	159 02.00
					E	64 02.00	158 11.00
					<i>Alternate Exit Track</i>		
					D	63 45.00	159 02.00
					D1	63 37.33	161 00.90
1905	VR-1905	VR-1915	IR-905	IR-915	A	61 44.44	151 23.48
					B	61 55.74	151 59.55
					C	61 39.53	152 40.88
					D	61 42.08	153 55.17
					E	62 17.59	154 54.46
					F	62 58.00	153 50.00
					G	63 42.53	153 51.84
					H	64 10.44	153 03.04
					I	64 16.00	151 44.00
1909	VR-1909	VR-1939	IR-909	IR-939	A	63 54.0	144 16.0
					B	64 14.5	143 50.0
					C	64 28.0	145 45.0

Table A-4 Military Training Route Segment Parameters (Proposed Action)

MTR	VR	VR Reverse	IR	IR Reverse	Segment	MTR Width (NM)	Minimum VR Altitude (feet AGL)	Maximum VR Altitude (feet)	Minimum IR Altitude (feet AGL)	Maximum IR Altitude (feet AMSL)	
931	VR-931	VR-932	IR-901	IR-911	A-B	10	100	7,200 AMSL	100	7,200	
					B-C	10	100	7,200 AMSL	100	7,200	
					C-D	10	100	7,200 AMSL	100	7,200	
					D-E	5N/1S ²	100	7,200 AMSL	100	7,200	
933	VR-933	VR-934	IR-903	IR-913	A-B	10	100	12,000 AMSL	100	12,000	
					B-C	10	100	8,100 AMSL	100	8,100	
					C-D	10	100	6,500 AMSL	100	6,500	
					D-E	10	100	6,500 AMSL	100	6,500	
					E-F	10	100	6,500 AMSL	100	6,500	
					F-G	10	100	6,500 AMSL	100	6,500	
					G-H	10	100	6,500 AMSL	100	10,000	
935	VR-935	VR-936	IR-917	IR-918	A-B	10	100	9,500 AMSL	100	10,600	
					B-C	10	100	9,500 AMSL	100	10,600	
					C-D	10	100	9,500 AMSL	100	10,600	
			(none)	(none)	D-E	10	100	1,500 AGL	(none)	(none)	
					E-F	5N/0.5S ³	100	1,500 AGL			
					F-G	10	100	1,500 AGL			
					G-H	10	100	1,500 AGL			
			IR-917	IR-918	<i>Alternate Exit Track</i>					100	10,600
					D-D1	10	100	1,500 AGL			

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² 5 NM north of centerline and 1 NM south of centerline for this segment.

³ 5 NM north of centerline and 0.5 NM south of centerline for this segment.

Table A-4 (continued) Military Training Route Segment Parameters (Proposed Action)

MTR	VR	VR Reverse	IR	IR Reverse	Segment	MTR Width (NM)	Minimum VR Altitude (feet AGL)	Maximum VR Altitude (feet)	Minimum IR Altitude (feet AGL)	Maximum IR Altitude (feet AMSL)
937	VR-937	VR-938	IR-919	IR-921	A-B	10	100	11,000 AMSL	100	11,000
					B-C	10	100	11,000 AMSL	100	11,000
					C-D	10	100	11,000 AMSL	100	11,000
					D-E	10	100	14,700 AMSL	100	14,700
					E-F	10	100	14,700 AMSL	100	14,700
					F-G	10	100	14,700 AMSL	100	14,700
					G-H	10	100	10,800 AMSL	100	10,800
					H-I	10	100	6,900 AMSL	100	6,900
					<i>Alternate Exit Track A</i>					
					C-C1	10	100	11,000 AMSL	100	11,000
					<i>Alternate Exit Track B</i>					
					G-G1	10	100	8,600 AMSL	100	8,600

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Table A-4 (continued) Military Training Route Segment Parameters (Proposed Action)

MTR	VR	VR Reverse	IR	IR Reverse	Segment	MTR Width (NM)	Minimum VR Altitude (feet AGL)	Maximum VR Altitude (feet)	Minimum IR Altitude (feet AGL)	Maximum IR Altitude (feet AMSL)
940	VR-940	VR-941	IR-922	IR-923	A-B	10	100	12,500 AMSL	100	12,500
					B-C	10	100	12,700 AMSL	100	12,700
					C-D	10	100	6,800 AMSL	100	6,800
					D-E	10	100	8,500 AMSL	100	8,500
					E-F	10	100	9,200 AMSL	100	9,200
					F-G	10	100	12,000 AMSL	100	12,000
					G-H	10	100	12,200 AMSL	100	12,200
					H-I	10	100	16,200 AMSL	100	16,200
					I-J	10	100	13,500 AMSL	100	13,500
					<i>Alternate Exit Track</i>					
					I-I1	10	100	16,200 AMSL	100	16,200
954	VR-954	VR-955	IR-952	IR-953	A-B	10	100	9,500 AMSL	100	11,000
					B-C	10	100	9,500 AMSL	100	17,000
					C-D	10	100	7,000 AMSL	100	9,000
					D-E	10	100	6,000 AMSL	100	9,000
					E-F	10	100	6,000 AMSL	100	9,000
					F-G	10	100	5,000 AMSL	100	9,000
					G-H	10	100	6,000 AMSL	100	11,000
					H-I	10	100	5,000 AMSL	100	11,000
					I-J	10	100	8,500 AMSL	100	11,000
					J-K	10	100	8,000 AMSL	100	11,000

Table A-4 (continued) Military Training Route Segment Parameters (Proposed Action)

MTR	VR	VR Reverse	IR	IR Reverse	Segment	MTR Width (NM)	Minimum VR Altitude (feet AGL)	Maximum VR Altitude (feet)	Minimum IR Altitude (feet AGL)	Maximum IR Altitude (feet AMSL)				
954	VR-954	VR-955	VR-952	IR-953	K-L	10	100	9,000 AMSL	100	11,000				
					L-M	10	100	7,000 AMSL	100	11,000				
					M-N	10	100	7,500 AMSL	100	11,000				
					N-O	10	100	6,000 AMSL	100	11,000				
					O-P	10	100	6,000 AMSL	100	11,000				
					P-Q	10	100	9,500 AMSL	100	11,000				
					<i>Alternate Racetrack into R-2205</i>									
					N-N1	10	100	7,000 AMSL	100	17,000				
					N1-N2	10	100	7,500 AMSL	100	17,000				
					N2-L	10	100	7,000 AMSL	100	17,000				
					L-M	10	100	7,000 AMSL	100	11,000				
M-N	10	100	7,500 AMSL	100	11,000									
960 Withdrawn	VR-960	VR-961	IR-962	IR-963	A-B	10	100	5,800 AMSL	100	5,800				
					B-C	10	100	5,800 AMSL	100	5,800				
					C-D	10	100	7,000 AMSL	100	7,000				
					D-E	3N/5S ⁴	100	5,600 AMSL	100	5,600				
					E-F	10	100	5,700 AMSL	100	5,700				
					F-G	10	100	7,400 AMSL	100	7,400				
					G-H	7	100	5,700 AMSL	100	5,500				
970 Withdrawn	VR-970	VR-971	IR-972	IR-973	A-B	10	100	8,200 AMSL	100	8,200				
					B-C	10	100	8,000 AMSL	100	8,000				
					C-D	10	100	5,300 AMSL	100	5,300				
					D-E	10	100	7,300 AMSL	100	7,300				
					E-F	10	100	7,900 AMSL	100	7,900				
					F-G	10	100	7,400 AMSL	100	7,400				
					G-H	7	100	5,700 AMSL	100	5,500				

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⁴ 3 NM north of centerline and 5 NM south of centerline for this segment.

Table A-4 (continued) Military Training Route Segment Parameters (Proposed Action)

MTR	VR	VR Reverse	IR	IR Reverse	Segment	MTR Width (NM)	Minimum VR Altitude (feet AGL)	Maximum VR Altitude (feet)	Minimum IR Altitude (feet AGL)	Maximum IR Altitude (feet AMSL)					
1900	VR-1900	VR-1916	IR-900	IR-916	A-B	10	100	1,500 AGL	100	7,000					
					B-C	10	100	1,500 AGL	100	7,700					
					C-D	10	100	1,500 AGL	100	10,800					
					D-E	10	100	1,500 AGL	100	8,300					
					<i>Alternate Exit Track A</i>										
					D-D1	10	100	1,500 AGL	100	10,000					
					<i>Alternate Exit Track B</i>										
					D-D2	10	100	1,500 AGL	100	10,300					
1902	VR-1902	VR-1912	IR-902	IR-912	A-B	10	100	1,500 AGL	100	5,800					
					B-C	10	100	1,500 AGL	100	7,000					
					C-D	10	100	1,500 AGL	100	4,000					
					D-E	10	100	1,500 AGL	100	4,000					
					<i>Alternate Exit Track</i>										
					D-D1	10	100	1,500 AGL	100	5,600					
1905	VR-1905	VR-1915	IR-905	IR-915	A-B	10	100	1,500 AGL	100	8,100					
					B-C	10	100	1,500 AGL	100	13,700					
					C-D	10	100	1,500 AGL	100	12,500					
					D-E	10	100	1,500 AGL	100	11,900					
					E-F	10	100	1,500 AGL	100	8,300					
					F-G	10	100	1,500 AGL	100	6,100					
					G-H	10	100	1,500 AGL	100	6,200					
					H-I	10	100	1,500 AGL	100	6,200					

Table A-4 (continued) Military Training Route Segment Parameters (Proposed Action)

MTR	VR	VR Reverse	IR	IR Reverse	Segment	MTR Width (NM)	Minimum VR Altitude (feet AGL)	Maximum VR Altitude (feet)	Minimum IR Altitude (feet AGL)	Maximum IR Altitude (feet AMSL)
1909	VR-1909	VR-1939	IR-909	IR-939	A-B	10	100	1,500 AGL	100	10,600
					B-C	10	100	1,500 AGL	100	10,600

Table A-5 Mitigation for the Proposed Action¹

MTR	Mitigation ^{2,3}
931	<p>Remain clear of the Moraine Creek drainage area near Kukaklek Lake used for bear viewing and fishing from Kukaklek Lake to Spectacle Lake by 3 NM, from 1 May through 30 September. Remain clear for bear hunting in odd years from approximately 1-21 October and during even years from approximately 10-25 May.</p> <p>Remain above 2,000 feet AGL from point B to 2 NM north of the Lake Iliamna shoreline from 1 June through 15 September.</p>
933	No environmental mitigation necessary.
935	<p>Seasonal Fortymile caribou herd sensitive area along entire route from May 15 through July 15. The 611 AOS coordinates specific mitigation with ADFG each year as the herd moves.</p> <p>Remain clear of the Native village of Healy Lake by 3 NM radius around N 63 59.00, W 144 45.00 or 6,000 feet MSL continuously.</p> <p>Remain clear of three Salcha River areas bounded by N 64 29.20, W 146 55.00 thence via a 4 NM arc centered at N 64 25.30, W 146 51.00 counterclockwise to N 64 22.15, W 146 46.00 to N 64 32.00, W 146 05.00 to N 64 34.00, W 146 15.00 to N 64 34.00, W 146 35.00 to point of beginning by 8,000 feet MSL for fighters and 1,500 feet AGL for all others continuously, and by the area beginning at N 64 34.00, W 146 15.00 to N 64 37.00, W 146 12.00 to N 64 41.00, W 145 46.00 to N 64 40.00, W 145 38.00 to N 64 32.00, W146 05.00 to point of beginning by 1,000 feet AGL continuous and 5,000 feet MSL from 1-20 September for fighters, and by the area bounded by 2 NM either side of Salcha River from N 64 39.30, W 145 45.00 to N 64 39.00, W 145 20.15, by 5,000 feet MSL for fighters and 1,000 feet AGL for all other aircraft from 1-20 September.</p>
937	<p>Remain clear of caribou hunting area by 1000 feet AGL from May 1 through June 30. Area is bounded by 5 NM either side of the line from N 62 51.00, W 147 09.00 to N 62 59.00, W 145 54.00.</p> <p>Remain clear of Delta Wild & Scenic River by 5 NM either side of the river or 5000 feet MSL from June 27 through July 11. The restriction runs from N 63 03.00, W 145 59 00W to N63 34.00, W 145 53.00.</p> <p>Remain clear of Gulkana National Wild & Scenic River 5 NM either side of the river from N 62 52.00, W145 36.00 to N 62 31.00, W145 31.00 or 5,000 feet MSL from 27 June to 11 July.</p> <p>Remain clear of sheep area above 5,000 feet AGL 15 May to 15 June and 15 November to 15 December. Area bounded by N 64 00.00, W 148 00.00, to N 63 34.00, W 148 00.00 to N 63 34.00, W 146 24.00 to N 63 40.00, W 146 58.00 to N 63 55.00, W 147 15.00 to N 63 58.45, W 147 13.20 to N 64 00.00, W 147 15.00 to point of beginning.</p> <p>See MTR 940 if using this alternate routing for additional mitigation.</p>

¹ See 11th Air Force Noise/ Flight Sensitive Areas List for additional information.

² Specific information for remote cabins and lodges is not currently available. These areas will be avoided consistent with FAR 91.119 which states that no aircraft may operate below 500 feet AGL, except over sparsely operated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle or structure (FAA, 2005).

³ Safety-related mitigation is not listed in this table. It can be referenced in the FLIP AP/1B.

Table A-5 (continued) Mitigation for the Proposed Action¹

MTR	Mitigation ^{2,3}
940	Remain clear of Delta Wild & Scenic River by 5 NM either side of the river or 5000 feet MSL from June 27 through July 11. The restriction runs from N 63 03.00, W 145 59.00 to N 63 34.00, W 145 53.00.
	Remain clear of Gulkana National Wild & Scenic River 5 NM either side of the river from N 62 52.00, W 145 36.00 to N 62 31.00, W 145 31.00 or 5,000 feet MSL from 27 June to 11 July.
	Remain clear of Fielding Lake State Recreation Site (SRS) (N 63 10.0, W 145 40.0 and N 63 11.6, W 145 38.0) by 2000 feet AGL or 1 NM from May 15 through September 30.
	Remain clear of sheep lambing area bounded by N 63 21.00, W 145 05.00 to N 63 33.00, W 144 05.00 to N 63 22.00, W 144 05.00 to N 63 10.00, W 145 05.00 to point of beginning by 1000 feet AGL from May 1 through June 30.
	Seasonal Fortymile caribou herd sensitive area along northern portion of route from May 15 through July 15.
	Maintain 1500 feet AGL minimum when within 10 NM of point C for annual moose hunting season, September 1-20 (approximate dates).
	Remain clear of the Native village of Healy Lake by 3 NM radius around N 63 59.00, W 144 45.00 or 6,000 feet MSL continuously.
	Remain clear of Lake George by 2 NM (N 63 47.00, W 144 32.00) by 1,500 feet AGL continuously.
	See MTR 937 mitigation if using that alternate entry routing.
954	Seasonal Fortymile caribou herd sensitive area along northern portion of route from May 15 through July 15.
	Remain clear of Chena River SRS by 1,500 feet AGL on Segment M-P from May 1 through September 30. Area is bounded by N 64 59.59, W 146 16.00 to N 64 59.59, W 146 05.00 to N 64 52 00, W 146 05.00 to N 64 49.00, W 146 09.00 to N 64 49.00, W 146 15.00 to N 64 51.00, W 146 35.00 to N 64 55.33, W 146 35.00 to N 64 57.00, W 146 18.00 to point of beginning.
	Remain clear of Pleasant Valley Subdivision by 6,000 feet MSL on Segment N-O. Area is bounded by N 64 55.00, W 147 00.00 to N 64 55.00, W 146 45.00 to N 64 51.30, W 146 45.00 to N 64 50.00, W 146 50.00 to N 64 50.00, W 147 00.00 to point of beginning.
	Remain Clear of Peregrine Falcon corridors and Yukon River recreation interests bounded by 2 NM either side of the centerline of the following rivers: -Upper Yukon River between N 64 41.00, W 141 00.00 and N 65 46.00, W 144 00.00 (from the Alaska-Canada border to approximately Circle, Alaska) -Charley River from the upstream limit of N 64 41.00, W 143 38.00 to its confluence with the Yukon River exclusion area. -Kandik River from the upstream limit of N 65 44.00, W 141 17.00 to its confluence with the Yukon River exclusion area.

¹ See 11th Air Force Noise/ Flight Sensitive Areas List for additional information.

² Specific information for remote cabins and lodges is not currently available. These areas will be avoided consistent with FAR 91.119 which states that no aircraft may operate below 500 feet AGL, except over sparsely operated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle or structure (FAA, 2005).

³ Safety-related mitigation is not listed in this table. It can be referenced in the FLIP AP/1B.

Table A-5 (continued) Mitigation for the Proposed Action³

MTR	Mitigation ^{1,2}
954	<p>Routine sorties for aircraft home-based in Alaska only:</p> <ul style="list-style-type: none"> -Yukon River same as Major Flying Exercise (MFE) except when weather conditions would preclude or restrict safe flight operations if 2,000 feet were maintained. In such cases, crossing the river corridor above 1,500 feet AGL is permitted. -Charley River same as MFE. Kandik River same as MFE. Time of year: April 15 to September 15.
	<p>Avoidance limits within the exclusion area: All MFE sorties and all aircraft not home-based in Alaska:</p> <ul style="list-style-type: none"> -Yukon River avoid terrain by 2,000 feet minimum separation distance. Envision a 2,000 foot bubble around the aircraft, and while flying within the avoidance area do not allow the bubble to contact any terrain. -Charley River from the upstream limit to its junction with the Yukon River exclusion area: maintain an altitude of at least 5,000 feet MSL. -Kandik River from the upstream limit to its junction with the Yukon River exclusion area: maintain an altitude of at least 5,000 feet MSL.
	<p>Remain clear of three Salcha River areas bounded by N 64 29.20, W 146 55.00 thence via a 4 NM arc centered at N 64 25.30, W 146 51.00 counterclockwise to N 64 22.15, W 146 46.00 to N 64 32.00, W 146 05.00 to N 64 34.00, W 146 15.00 to N 64 34.00, W 146 35.00 to point of beginning by 8,000 feet MSL for fighters and 1,500 feet AGL for all others continuously, and by the area beginning at N 64 34.00, W 146 15.00 to N 64 37.00, W 146 12.00 to N 64 41.00, W 145 46.00 to N 64 40.00, W 145 38.00 to N 64 32.00, W 146 05.00 to point of beginning by 1,000 feet AGL continuous and 5,000 feet MSL from 1-20 September for fighters, and by the area bounded by 2 NM either side of Salcha River from N 64 39.30, W 145 45.00 to N 64 39.00, W 145 20.15, by 5,000 feet MSL for fighters and 1,000 feet AGL for all other aircraft from 1-20 September.</p>
960*	<p>Remain clear of Chena River SRS by 1,500 feet AGL on Segment M-P from May 1 through September 30. Area is bounded by N 64 59.59, W 146 16.00 to N 64 59.59, W 146 05.00 to N 64 52.00, W 146 05.00 to N 64 49.00, W 146 09.00 to N 64 49.00, W 146 15.00 to N 64 51.00, W 146 35.00 to N 64 55.33, W 146 35.00 to N 64 57.00, W 146 18.00 to point of beginning.</p>
	<p>Remain clear of Pleasant Valley Subdivision by 6,000 feet MSL on Segment N-O. Area is bounded by N 64 55.00, W 147 00.00 to N 64 55.00, W 146 45.00 to N 64 51.30, W 146 45.00 to N 64 50.00, W 146 50.00 to N 64 50.00, W 147 00.00 to point of beginning.</p>
970*	<p>Remain clear of Chena River SRS by 1,500 feet AGL on Segment M-P from May 1 through September 30. Area is bounded by N 64 59.59, W 146 16.00 to N 64 59.59, W 146 05.00 to N 64 52.00, W 146 05.00 to N 64 49.00, W 146 09.00 to N 64 49.00, W 146 15.00 to N 64 51.00, W 146 35.00 to N 64 55.33, W 146 35.00 to N 64 57.00, W 146 18.00 to point of beginning.</p>
	<p>Remain clear of Pleasant Valley Subdivision by 6,000 feet MSL on Segment N-O. Area is bounded by N 64 55.00, W 147 00.00 to N 64 55.00, W 146 45.00 to N 64 51.30, W 146 45.00 to N 64 50.00, W 146 50.00 to N 64 50.00, W 147 00.00 to point of beginning.</p>

¹ Specific information for remote cabins and lodges is not currently available. These areas will be avoided consistent with FAR 91.119 which states that no aircraft may operate below 500 feet AGL, except over sparsely operated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle or structure (FAA, 2005).

² Safety-related mitigation is not listed in this table. It can be referenced in the FLIP AP/1B.

³ See 11th Air Force Noise/ Flight Sensitive Areas List for additional information.

* Withdrawn from Proposed Action

Table A-5 (continued) Mitigation for the Proposed Action¹

MTR	Mitigation ^{2,3}
1900	Remain clear of Clear Creek cabins by 1 NM continuous.
	Remain clear of Birch Lake SRS by 1 NM from May 15 through September 30.
	Remain clear of Shaw Creek Youth Camp by 1,500 feet AGL or 1 NM continuous.
	Seasonal caribou calving areas from May 15 through July 15.
1902	During odd numbered years, avoid over flight below 1,500 feet AGL on Segment B-C and on Segments C-E a minimum of 1 NM east of the Yukon River shore during the Iditarod sled dog race (approximately the first two weeks in March).
	Remain above 1,500 feet AGL on Segments C-E during moose hunting season, August 27 through September 30.
	Segments B-E and Alternate exit routing are flown over the Innoko National Wildlife Refuge and Wilderness Areas. Remain clear of human activity if seen by a minimum of 0.5 NM from 1 May through 30 September.
	Remain clear of Yukon River shore on Segment D-E by 1 NM or 2,000 feet AGL from 15 April through 31 August.
1905	On Segment E-F, maintain minimum altitude of 1500 feet AGL on the South Fork of the Kuskokwim River during the Iditarod sled dog race (approximately the first two weeks in March).
	Remain clear of Lake Clark National Park immediately south of routing (Segment C-D).
	During the fishing season, Segment A-B will be deactivated, and the entry point for MTR 1905 will be Point B.
1909	Seasonal Fortymile caribou herd calving area entire route from May 15 through July 15.
	Remain clear of the Native village of Healy Lake by 3 NM radius around N 63 59.00, W 144 45.00 or 6,000 feet MSL continuously.
	Remain clear of Lake George by 2NM (N 63 47.00, W 144 32.00) by 1,500 feet AGL continuously.

¹ See 11th Air Force Noise/ Flight Sensitive Areas List for additional information.

² Specific information for remote cabins and lodges is not currently available. These areas will be avoided consistent with FAR 91.119 which states that no aircraft may operate below 500 feet AGL, except over sparsely operated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle or structure (FAA, 2005).

³ Safety-related mitigation is not listed in this table. It can be referenced in the FLIP AP/1B.

APPENDIX B

Military Training Routes – No Action Alternative

Military Training Routes – No Action Alternative

Tables

B-1	Military Training Route Coordinates - No Action Alternative	B-1
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Table B-1 Military Training Route Coordinates (No Action Alternative)

MTR	VR	VR Reverse	IR	IR Reverse	FLIP Point	Latitude (north)	Longitude (west)
931	VR-931	VR-932	IR-901	IR-911	A	60 54.9	156 44.1
					B	60 45.4	156 01.1
					C	60 01.0	156 00.0
933	VR-933	VR-934	IR-903	IR-913	A	61 29.3	157 27.4
					B	61 34.0	155 42.4
					C	60 54.9	156 44.1
					D	60 28.4	158 07.2
					E	59 53.6	157 37.7
					F	59 41.6	157 59.5
					G	59 24.8	157 48.1
935	VR-935	VR-936	IR-917	IR-918	A	64 38.0	143 27.0
					B	64 46.0	141 47.0
					C	64 13.0	143 05.0
					D	64 54.0	144 16.0
					D1	64 14.5	143 50.0
			(none)	(none)	E	64 09.0	145 08.0
					F	64 28.0	145 45.0
					G	64 44.0	146 28.0
					H	64 39.0	146 36.0
937	VR-937	VR-938	IR-919	IR-921	A	62 17.0	148 00.0
					B	62 51.0	147 09.0
					C	62 56.0	146 00.0
					D	63 10.1	145 28.3
					E	63 37.0	146 00.0
					F	63 45.0	146 48.0
					G	64 05.0	147 10.0
					F1	63 51.0	146 22.0
					G1	63 49.0	146 38.2
940	VR-940	VR-941	IR-922	IR-923	A	63 10.1	145 28.3
					B	63 28.5	144 05.0
					C	63 45.0	143 10.0
					D	64 13.0	143 05.0

Table B-1 (continued) Military Training Route Coordinates (No Action Alternative)

MTR	VR	VR Reverse	IR	IR Reverse	FLIP Point	Latitude (north)	Longitude (west)
954	VR-954	VR-955	IR-952	IR-953	AA	64 46.0	141 47.0
					A	65 00.0	141 54.0
					B	65 30.0	141 51.0
					C	65 36.0	141 56.0
					D	65 56.5	142 42.0
					E	65 55.0	143 12.0
					F	65 32.5	143 38.0
					G	65 22.0	143 52.0
					H	64 55.0	144 20.0
					I	64 52.5	144 24.5
					J	64 34.5	145 02.0
					K	64 32.0	145 22.5
					L	64 42.0	146 33.5
					M	64 47.0	146 42.0
					N	64 52.5	146 42.0
					O	65 18.0	146 09.0
					P	65 18.0	146 00.0
M1	64 47.0	146 42.0					
N1	64 56.0	146 20.0					
O1	64 46.0	145 08.0					
K1	64 32.0	145 22.2					
1900	VR-1900	VR-1916	IR-900	IR-916	A	64 16.3	151 44.2
					B	64 08.0	149 22.7
					C	64 10.0	148 58.0
					D	64 05.0	147 10.0
					E	64 12.0	146 36.0
					E1	64 22.5	147 40.0
1902	VR-1902	VR-1912	IR-902	IR-912	A	62 31.0	154 43.0
					B	62 44.1	156 10.0
					C	63 04.0	158 04.0
					D	63 45.0	159 17.0
					E	64 02.0	158 11.0
					F	64 47.0	157 55.0

Table B-1 (continued) Military Training Route Coordinates (No Action Alternative)

MTR	VR	VR Reverse	IR	IR Reverse	FLIP Point	Latitude (north)	Longitude (west)
1905	VR-1905	VR-1915	IR-905	(none)	A	61 15.0	151 58.6
					B	61 22.8	152 41.3
				IR-915	C	61 36.5	152 54.0
					D	61 36.3	153 39.5
					E	61 29.3	154 27.4
					F	61 41.2	154 51.0
					G	62 15.2	155 36.0
					H	62 31.0	154 43.0
					H1	62 44.1	156 10.0
					I	62 57.5	153 49.8
					J	63 36.0	154 07.0
					K	63 53.4	154 18.0
					L	64 09.6	153 14.5
					M	64 16.3	151 44.2
1909	VR-1909	VR-1939	IR-909	IR-939	A	63 54.0	144 16.0
					B	64 14.5	143 50.0
					C	64 28.0	145 45.0
1926	VR-1926	VR-1927	IR-926	IR-927	A	63 54.0	144 16.0
					B	63 45.0	144 50.5
					C	63 51.2	145 15.0
					D	61 51.2	146 03.5
					C1	61 37.0	146 00.0
1928	VR-1928	VR-1929	IR-928	IR-929	A	64 28.0	145 45.0
					B	64 09.8	147 00.0

Table B-2 Military Training Route Segment Parameters (No-Action Alternative)

MTR	VR	VR Reverse	IR	IR Reverse	Segment	MTR Width (NM)	Minimum VR Altitude (feet AGL)	Maximum VR Altitude (feet)	Minimum IR Altitude (feet AGL)	Maximum IR Altitude (feet AMSL)
931	VR-931	VR-932	IR-901	IR-911	A-B	10	100	5,500 AMSL	100	6,500
					B-C	10	100	6,500 AMSL	100	7,200
933	VR-933	VR-934	IR-903	IR-913	A-B	10	100	8,000 AMSL	100	7,000
					B-C	10	100	5,000 AMSL	100	6,000
					C-D	10	100	6,500 AMSL	100	7,400
					D-E	10	100	6,500 AMSL	100	6,400
					E-F	10	100	5,500 AMSL	100	6,400
					F-G	10	100	5,500 AMSL	100	6,400
935	VR-935	VR-936	IR-917	IR-918	A-B	10	100	9,500 AMSL	100	10,600
					B-C	10	100	9,500 AMSL	100	10,600
					C-D	10	100	1,500 AGL	100	10,600
					C-D1	10	100	1,500 AGL	100	10,600
			(none)	(none)	D-E	10	100	1,500 AGL	(none)	(none)
					E-F	10	100	1,500 AGL		
					F-G	10	100	1,500 AGL		
					G-H	10	100	6,000 AGL		
937	VR-937	VR-938	IR-919	IR-921	A-B	10	500	11,000 AMSL	500	11,000
					B-C	10	500	8,500 AMSL	500	9,300
					C-D	10	500	8,500 AMSL	500	11,000
					D-E	10	500	6,000 AMSL	500	11,000
					E-F	10	100	12,900 AMSL	100	16,700
					F-G	10	100	16,700 AMSL	100	16,700
					E-F1	10	100	11,300 AMSL	100	11,300
					F-G1	10	100	16,700 AMSL	100	16,700

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Table B-2 (continued)

Military Training Route Segment Parameters (No Action Alternative)

MTR	VR	VR Reverse	IR	IR Reverse	Segment	MTR Width (NM)	Minimum VR Altitude (feet AGL)	Maximum VR Altitude (feet)	Minimum IR Altitude (feet AGL)	Maximum IR Altitude (feet AMSL)
940	VR-940	VR-941	IR-922	IR-923	A-B	10	100	12,500 AMSL	100	14,500
					B-C	10	100	9,500 AMSL	100	10,000
					C-D	10	100	9,000 AMSL	100	10,600
954	VR-954	VR-955	IR-952	IR-953	AA-A	10	100	9,500 AMSL	100	11,000
					A-B	10	100	9,500 AMSL	100	17,000
					B-C	10	100	7,000 AMSL	100	9,000
					C-D	10	100	6,000 AMSL	100	9,000
					D-E	10	100	6,000 AMSL	100	9,000
					E-F	10	100	5,000 AMSL	100	9,000
					F-G	10	100	6,000 AMSL	100	11,000
					G-H	10	100	5,000 AMSL	100	11,000
					H-I	10	100	8,500 AMSL	100	11,000
					I-J	10	100	8,000 AMSL	100	11,000
					J-K	10	100	9,000 AMSL	100	11,000
					K-L	10	100	7,000 AMSL	100	11,000
					L-M	10	100	7,500 AMSL	100	11,000
					M-N	10	100	6,000 AMSL	100	11,000
					N-O	10	100	6,000 AMSL	100	11,000
					O-P	10	100	9,500 AMSL	100	11,000
					M1-N1	10	100	7,000 AMSL	100	17,000
N1-O1	10	100	7,500 AMSL	100	17,000					
O1-K1	10	100	7,000 AMSL	100	17,000					

Table B-2 (continued)

Military Training Route Segment Parameters (No Action Alternative)

MTR	VR	VR Reverse	IR	IR Reverse	Segment	MTR Width (NM)	Minimum VR Altitude (feet AGL)	Maximum VR Altitude (feet)	Minimum IR Altitude (feet AGL)	Maximum IR Altitude (feet AMSL)
1900	VR-1900	VR-1916	IR-900	IR-916	A-B	10	100	1,500 AGL	100	7,000
					B-C	10	100	1,500 AGL	100	7,700
					C-D	10	100	1,500 AGL	100	9,000
					D-E	10	100	1,500 AGL	100	8,300
					D-E1	10	100	1,500 AGL	100	7,700
1902	VR-1902	VR-1912	IR-902	IR-912	A-B	10	100	1,500 AGL	100	4,000
					B-C	10	100	1,500 AGL	100	7,000
					C-D	10	100	1,500 AGL	100	4,000
					D-E	10	100	1,500 AGL	100	4,000
1905	VR-1905	VR-1915	IR-905	(none)	A-B	10	100	1,500 AGL	100	17,000
				IR-915	B-C	8-10	100	1,500 AGL	100	17,000
					C-D	8-10	100	1,500 AGL	100	13,500
					D-E	10	100	1,500 AGL	100	14,500
					E-F	10	100	1,500 AGL	100	9,000
					F-G	10	100	1,500 AGL	100	8,300
					G-H	10	100	1,500 AGL	100	7,300
					G-H1	10	100	1,500 AGL	100	7,000
					H-I	10	100	1,500 AGL	100	5,000
					I-J	10	100	1,500 AGL	100	7,000
					J-K	10	100	1,500 AGL	100	8,600
					K-L	10	100	1,500 AGL	100	7,500
L-M	10	100	1,500 AGL	100	7,500					

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Table B-2 (continued)

Military Training Route Segment Parameters (No Action Alternative)

MTR	VR	VR Reverse	IR	IR Reverse	Segment	MTR Width (NM)	Minimum VR Altitude (feet AGL)	Maximum VR Altitude (feet)	Minimum IR Altitude (feet AGL)	Maximum IR Altitude (feet AMSL)
1909	VR-1909	VR-1939	IR-909	IR-939	A-B	10	100	1,500 AGL	100	10,600
					B-C	10	100	1,500 AGL	100	10,600
1926	VR-1926	VR-1927	IR-926	IR-927	A-B	10	100	1,500 AGL	100	5,000
					B-C	5.5	100	1,500 AGL	100	8,000
					C-D	6-8	100	1,500 AGL	100	8,000
					B-D1	6-10	100	1,500 AGL	100	9,000
1928	VR-1928	VR-1929	IR-928	IR-929	A-B	10	100	1,500 AGL	100	6,000

Table B-3 Current Mitigation for the No Action Alternative¹

MTR	Mitigation
931	Remain clear of lodge on the Mulchatna River on Segment B-C, by 1,500 feet AGL or 1 NM from May 1 through September 30.
933	Remain clear of Tikchik Lodge on Nuyakuk Lake west of Segment D-E, by 1,500 feet AGL or 3 NM.
935	Seasonal caribou calving area for the entire route from May 15 through July 15. Remain clear of uncharted airstrip on Segment B-C by 1,500 feet AGL or 1 NM. For Segment F-G, maintain clearance from Salcha River Valley and on Segment D-E remain clear of Healy Lake. Remain clear of Pogo Mine on Segment E-F by 5 NM or 4,500 feet AMSL and clear of the Goodpaster River by 2 NM or 4,500 feet AMSL from southern border of Yukon 1 MOA. Remain above 3,500 feet AMSL when within 2 NM of the Alaska highway (in Buffalo MOA) or within 0.5 miles north of the highway to the southern bank of the Tanana River (in Birch MOA).
937	Remain clear of caribou calving area; Segment A-B, by 1,000 feet AGL for the entire route segment from May 1 through June 30. Remain clear of caribou hunting area; Segment B-C, by 1,000 feet AGL for the entire route segment from August 1 through September 30. Remain clear of the Fielding Lake SRS on Segment C-D by 2,000 feet AGL or 1 NM from May 15 through September 30. Remain clear of the Delta National Wild and Scenic River on Segment C-E by 5 NM either side of the river or 5,000 feet AMSL from June 27 through July 11. Remain clear of the Donnelly Creek SRS, near point E, by 2,000 feet AGL or 1 NM from May 15 through September 30. Remain clear of the Black Rapids Airport, near point E, by 3 NM or 1,500 feet AGL. Remain clear of the Newman Creek Airstrip on Segment F-G by 5,000 feet AGL or 1 NM from May 15 through June 15 and November 15 through December 15. Maintain 1,000 feet AGL on Segments E-F and F-G during the month of September.
940	Maintain 500 feet AGL or 6,000 feet AMSL until 8NM (whichever is a higher minimum) past point A. Remain clear of the Fielding Lake SRS on segment A-B by 2,000 feet AGL or 1 NM from May 15 through September 30. Descend below 14,000 feet AMSL prior to crossing Point B. Remain clear of the Delta National Wild and Scenic River on Segment A-B by 5 NM either side of the river or 5,000 feet AMSL from June 27 through July 11. Remain clear of dall sheep lambing area beginning 18 NM NE of Point A to Point B, from 3 NM left of centerline to 5 NM right of centerline by 1,000 feet AGL from May 1 through June 30.

¹ See 11th Air Force Noise/ Flight Sensitive Areas List for additional information.

Table B-3 (continued) Current Mitigation for the No Action Alternative

MTR	Mitigation
940	Remain above 3,500 feet AMSL when within 2 NM of the Alaska highway (in Buffalo MOA) or within 0.5 miles north of the highway to the southern bank of the Tanana River (in Birch MOA).
	Seasonal caribou calving area on Segment C-D within Yukon 3A Low MOA from May 15 through July 15.
	Remain clear of Monte Lake Fishing Lodge on Segment B-C by 1 NM.
	Maintain 1,500 feet AGL minimum on Segment B-C during yearly moose hunting season, September 1- September 20.
954	Remain clear of Pogo Mine on adjacent to point K by 5 NM or 4,500 feet AMSL and clear of the Goodpaster River by 2 NM or 4,500 feet AMSL from southern border of Yukon 1 MOA.
	Remain clear of the Salcha River on Segment K-M.
	Remain clear of Pleasant Valley Subdivision by 6,000 feet AMSL on segment N-O.
	Remain clear of Chena River SRS by 1,500 feet AGL on Segment M-P from May 1 through September 30.
	Seasonal caribou calving area on the entire route from May 15 through July 15.
1900	Remain clear of Newman Airstrip on Segment C-D by 1 NM or 5,000 feet AGL from May 15 through June 15 and November 15 through December 15.
	Remain clear of hunting cabins in the vicinity of Gold King Creek on Segment C-D by 3 NM or 1,500 feet AGL continuous.
	Remain above 3,500 feet AMSL from the south side of the Tanana River to 0.5 NM north of the Alaska Highway.
1902	During odd numbered years, avoid overflight below 1,500 feet AGL on Segment B-C during the Iditarod sled dog race. On Segment C-E, remain at least 1 NM east of the Yukon River shore during the race.
	Remain above 1,500 feet AGL on Segments C-D and D-E during moose hunting season, August 27 through September 30.
	Segments B-E are flown over Innoko NWR and Wilderness Areas. Remain clear of human activity if seen by at least 0.5 miles from May 1 through September 30.
1905	Avoid overflight below 1,500 feet AGL on Segment H-I on the South fork of the Kuskokwim River during the Iditarod sled dog race.
	On Segment K-L, remain clear of Nowitna National Wild and Scenic River by 2 NM or 2,000 feet AGL from May 15 to July 15.
1909	Seasonal caribou calving area entire route from May 15 through July 15.
	Remain above 3,500 feet AMSL when within 2 NM of the Alaska highway (in Buffalo MOA) or within 0.5 miles north of the highway to the southern bank of the Tanana River (in Birch MOA).
	Remain clear of Pogo Mine on Segment B-C by 5 NM or 4,500 feet AMSL and clear of the Goodpaster River by 2 NM or 4,500 feet AMSL from southern border of Yukon 1 MOA.

Table B-3 (continued) Current Mitigation for the No Action Alternative

MTR	Mitigation
1926	Remain clear of Lake George on segment A-B by 1 NM continuous.
	Remain clear of the Donnelly Creek SRS; Segment C-AC by 2,000 feet AGL or 1 NM from May 15 through September 30.
	Remain clear of Black Rapids Airport on Segment C-AC by 3 NM.
	Remain clear of the Delta National Wild and Scenic River on Segment B-AC by 5 NM either side of the river or 5,000 feet AMSL from June 27 through July 11.
	Seasonal caribou calving area on segment A-B, primarily within Yukon 3A Low MOA, possibly south into Buffalo MOA from May 15 through July 15.
1928	Remain clear of Clear Creek cabins by 1 NM continuous.
	Remain clear of Birch Lake SRS by 1 NM from May 15 through September 30.
	Remain clear of Shaw Creek Youth Camp by 1,500 feet AGL or 1 NM continuous.
	Seasonal caribou calving areas from May 15 through July 15.