Tri-County Council
for the Lower Eastern Shore of Maryland

31901 Tri-County Way
Suite 203
Salisbury, Maryland 21804
Phone: 410-341-8989
Fax: 410-341-8988
www.lowershore.org

October 19, 2015

Gary A. Norek
Manager, Airspace Policy and Regulations Group
U.S. Department of Transportation
Docket Operations, M–30
West Building Ground Floor, Room W12–140
1200 New Jersey Avenue SE
Washington, DC 20590-0001

Subject: FAA Docket No. FAA–2015–2776 and Airspace Docket No. 15–AEA–5

Dear Mr. Norek:

The Tri-County Council for the Lower Eastern Shore of Maryland (TCCLES) respectfully extends its sincere thanks for the opportunity to review the proposal for the above subject that was published in *The Federal Register* on September 10, 2015.

TCCLES is a regional council of governments that serves Somerset, Wicomico and Worcester Counties on the lower Eastern Shore of Maryland.

TCCLES strongly supports the prompt adoption of the above subject proposed rule for expanding the restricted airspace at Chincoteague Inlet, Virginia. This restricted airspace expansion is needed to safely accommodate existing and future operational requirements associated with the United States government agencies at Wallops Island.

Those operational requirements serve an extremely vital role in national security, national defense, and national protection of life and property from weather events.

Expansion of the restricted airspace is not precedent setting and does not adversely affect aircraft enroute operations for the following reasons:

- The proposed restricted areas R-6604D and R-6604E abut, but do not include, the existing enroute low altitude airway V-139. If either or both of those two restricted areas are in use, then air traffic can continue to flow unimpeded on V-139.

- Similar conditions already exist elsewhere without adversely affecting enroute air traffic conditions.

For example, near the Atlantic coastline in Georgia, the major north-south enroute low altitude airway V-37 abuts prohibited area P-50. Prohibited area P-50 overlies the USN nuclear submarine base at Kings Bay, Georgia, located just to the north of the town of St. Mary's.

Tri-County Council
for the Lower Eastern Shore of Maryland

31901 Tri-County Way
Suite 203
Salisbury, Maryland 21804
Phone: 410-341-8989
Fax: 410-341-8988
www.lowershore.org

Also, near the Atlantic coastline in Florida, the major north-south enroute low altitude airway V-3 passes through restricted area R-2935. Restricted area R-2935, intermittent in use, is associated with operations at the NASA Kennedy Space Center.

The proposed restricted areas at Chincoteague Inlet, Virginia are to be intermittent in use. When the restricted areas are not in use, then aircraft can pass through those areas without prior permission. NASA Wallops Flight Facility already allows uninterrupted aircraft passage through the existing restricted areas R-6604A and R-6604B when either or both are not in use.

No private-use airports exist in the proposed restricted areas R-6604D and R-6604E. Should a private-use airport later be established, then typically a coordinated plan for its beneficial use is instituted. Such private-use airports exist harmoniously in numerous locations within existing restricted areas across the United States.

Thus, allowing the expansion of the restricted airspace does not adversely affect enroute air traffic flow and is beneficial to the safety and operational requirements of the United States government facilities at Wallops Island.

Sincerely,

Michael P. Pennington
Executive Director

cc: Mr. William A. Wrobel, Director
(via e-mail to William.A.Wrobel@nasa.gov)
Suborbital and Special Orbital Projects Directorate, Code 800
Goddard Space Flight Center's Wallops Flight Facility
National Aeronautics and Space Administration
Wallops Island, VA 23337-5099

Caroline R. Massey, Assistant Director
(via e-mail to Caroline.R.Massey@nasa.gov)