

MEMORANDUM**To:** Local General Aviation Users**From:** Fresno Council of Governments/Fresno County Airport Land Use Commission**Date:** September 2, 2026**Subject:** Enhancing Safety and Communication in the Naval Air Station Lemoore (NASL) Airspace

The airspace surrounding NAS Lemoore is a critical environment where civilian aviation and high-performance military training intersect. When the Lemoore Military Operations Area (MOA) was established, NASL worked closely with aviation stakeholders to balance military mission requirements with civilian access. This included carving out a dedicated east-west Visual Flight Rules (VFR) corridor (between 13,000 and 16,000 feet) and providing dedicated Air Traffic Control (ATC) advisories via an air traffic controller (Showtime) through continuous monitoring/controlling to facilitate safe operations for both military and civilian assets.

Recently, the improved performance characteristics of modern military aircraft and increased operational tempos have resulted in several close calls with civilian aircraft. To date, military units have voiced concerns over near-daily collision hazards. Initial review indicates many of these issues stem from general aviation not participating or electing to forego communications while transitioning the MOA. Though not required due to the airspace classification of an MOA they are **strongly encouraged** to participate when in the NASL MOA.

Moving Forward: Collaborative Solutions

To maintain the flexibility of an MOA while ensuring the safety of all aviators, the following operational adjustments are recommended:

- Utilize the GA Corridor: Whenever possible, use the established east-west corridor (13,000 - 16,000 feet) to safely transition through the area.
- Enhance Communication: We are exploring the implementation of a local-use MOA/ATCAA ATIS for transitioning civilian aircraft. In the meantime, **always request real-time advisories from Lemoore ATC** when entering the MOA.
- Log and Report Hazards: We need accurate data to improve our shared airspace. If you experience a safety hazard, you must report it formally.

Near Midair Collision (NMAC) Reporting Procedures

An NMAC occurs when aircraft proximity is less than 500 feet, or when a pilot/crewmember determines a collision hazard existed. Casual remarks over the radio are not recorded as NMACs; you must be explicit.

How to File an NMAC Report:

Step	Action	Instruction
1. Declare	Notify ATC immediately	You must explicitly state: <i>"I wish to report a near-midair collision."</i>
2. File	Contact authorities	Report via radio/telephone to the nearest FAA ATC facility/FSS, or in writing to the nearest Flight Standards District Office (FSDO)

Information Required for your Report:

To ensure a thorough FAA investigation, be prepared to provide:

1. Date and time (UTC) and Location/Altitude.
2. Identification, type, destination, and pilot base for both aircraft (if known).
3. Flight plan type and altimeter setting.
4. Detailed weather conditions at altitude.
5. Approximate courses, altitude changes (climbing/descending), and estimated separation distance.
6. Degree of evasive action taken and any injuries sustained.

By working together and actively communicating, we can ensure the NAS Lemoore airspace remains safe and accessible for both our national defense missions and the local aviation community.

Sincerely,

Brenda Thomas

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