

## MEMORANDUM FOR RECORD

**SUBJECT: Proceedings – Air Force Central-Great Lakes Region Airspace/Range Council - Management Session**

### A. GENERAL

The Air Force Central-Great Lakes Airspace/Range Council – Management Session began at 1:00 p.m. on May 17, 2006 at the Volk Combat Readiness Training Center (CRTC), Volk Field, WI. The Volk CRTC hosted the meeting and provided excellent support.

### B. COUNCIL PROCEEDINGS FOR THE AFTERNOON OF MAY 17, 2006

1. **Welcoming Remarks - Colonel Gunther Neumann** (Air National Guard Volk CRTC Commander and Council Co-Chair) welcomed everyone to the meeting. He asked for a show of hands of folks that have not attended a regional meeting previously; then mentioned the purpose and benefits of these meetings. He added that airspace and ranges need to be preserved. We need to build trusting relationships. Give back what we don't need and only ask for what we do need. **Colonel Neumann** asked everyone to introduce themselves. **Lt Col Ray Peterson** (Volk CRTC Director of Operations) offered administrative remarks.
2. **National Overview – Colonel Rick Mitchell** (JFH-CT/DO)
  - Colonel Mitchell emphasized the importance of relationship building between the military, the FAA, AOPA, NPS and other agencies that are affected by or have interest in military airspace issues.
  - He stressed that while the numbers of military aircraft will be declining, new capabilities and missions will continue to drive the demand for training airspace.
  - Unmanned Aerial Vehicles (UAVs) are being introduced domestically.
  - The requirement to train for Urban Close Air Support (CAS) has increased.
  - Some training can be accomplished over our towns and cities.
  - We need to do a better job of tracking airspace proposals.
  - The FAA realignment into three Service Areas is having some affect on the coordination and communication process.
  - **Colonel Wickman** (Co-Chair, Central-Great Lakes Airspace/Range Council) added comments regarding the vision of having “dynamic and predictable” airspace. Our Military Airspace is certainly a national treasure. Many issues have to be worked. Not the least is the environmental processing.
  - Colonel Wickman is new to this portion of the process but has been involved in airspace and ranges for many years
3. **Special use Airspace Processing - Mr. Joe Yadouga**
  - FAA Order 7400.2 updated 16 Feb 06 with significant changes.
  - He showed a map of the new FAA Service Areas.

- Airspace proposals go to the AFREPs, who will forward to the appropriate Service Area.
- FAA Order 7400.2 and FAA Order 1050.1E include the policies and procedures for airspace matters.
- Look at appendices 2-4 in Chapter 32 for environmental coordination guidance.
  - Appendix 2 covers the SUA process.
  - Appendix 3 contains the Aeronautical process flow chart.
  - Appendix 4 combines both.
    - The FAA will be a cooperating agency, and the sooner they are involved in the process the better.
    - Desire to have legal review of the environmental early in the process. In response to a question, Mr. Yadouga indicated the legal review will start with step 2.
    - The aeronautical process flow is to be used along with the environmental process flow. The FAA wants to ensure there will be no disconnects between the two separate but concurrent processes.
    - The proponent needs to make sure the aeronautical and environmental documents are consistent with each other.
- Chapter 32 - Appendix 8
  - Provides a lot of good information and guidance.
  - FAA will participate in scoping meetings with proponent.
  - If the legal description of the proposal includes the provision “Other times by NOTAM” in the times of use, make sure the environmental documentation analyzes those “other times.”
  - Issues must be specific and explained thoroughly.
- Get the FAA involved early in the process and use Chapter 32 to make the process smoother. Work closely with the controllers.
- If everything is done right, process should flow effectively.
- The short form Environmental Assessment (EA) is being developed.
- Ongoing Actions:
  - Racer/JPG. ROD (Record of Decision) is at HQ; charting to follow.
  - They are working with the ANG (Harry Knudsen) on a “short form” environmental and are making progress on that approach.
  - They provided comments on Smoky Hill to Mr. Knudsen this past Monday.
  - They are still working on Hilltop MOA.
- In summary;
  - Get the FAA involved early in the process.
  - Use Chapter 32.
  - Make sure the airspace proposal matches the environmental process.
- Airspace Contacts:
  - Western: Rodney Lindbeck (425) 227-2537
  - Central: Joe Yadouga (817) 222-5597
  - Eastern: Armando Castro (404) 305-5590
- Environmental Contacts:
  - Western: Valerie Holmes (425) 227-2533

- o Central – Nan Terry (817) 222-5594
- o Eastern – Allen Lucas (404) 305-5583

**4. Unit Operations Briefings.** Each participating unit was asked to briefly describe their unit mission and their priority issues.

- **Western Air Defense Sector – Lt Col Vince Bakke**

- o WADS provides a network of radar coverage using differing modes of capability to monitor all air activity in western US.
- o They process 80,000 radar tracks daily.
- o Will identify approx 300 tracks of interest daily.
- o 1-2 tracks or more per day require tactical action.
- o They are in the process of modernization to a new radar processing computer system.
- o Their Area of Responsibility (AOR) will expand soon to include everywhere east to the Mississippi river plus the state of Mississippi.
- o SEADS will go away and becomes AFNorth/1AF Staff.
- o NEADS expand into SEADS AOR and become EADS.
- o They are picking up three additional alert site commitments in the re-alignment.
- o Since 9/11 there has been significant increase in CONUS radar coverage and activity.
- o Their biggest issues are:
  - Better Radio/Radar/Datalink coverage needed;
  - Standard LOA templates - ARTCC LOAs throughout the CONUS;
  - Standard scramble procedures throughout CONUS.
- o The Turmoil
  - Older radar systems are being replaced, new system still working bugs.
  - AOR is moving East adding radars, radios and alert facilities.
- o Contacts
  - Director of Operations (WADS/DO)  
Col Robert Ezelle  
DSN 382- 4602  
Comm (253) 982-4602  
Email: [robert.ezelle@wads.mcchord.af.mil](mailto:robert.ezelle@wads.mcchord.af.mil)
  - Chief – Operations Support Division (WADS/DOS)  
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  - Airspace Manager (WADS/DOSA)  
Mr. Gary Eastburn  
DSN 382- 4605  
Comm (253) 982- 4605  
Email: [gary.eastburn@wads.mcchord.af.mil](mailto:gary.eastburn@wads.mcchord.af.mil)
- o Discussion: There was an extensive discussion regarding how to implement Authorization for Intercept Operations (AFIO) to maneuver to intercept a

civilian aircraft. A break-out session was suggested with a subsequent Action Item for this issue.

- **Northeast Air Defense Sector – Mr. Scott Grinnell** (Asst. Airspace Manager)
  - Some system challenges to handling their expanded coverage areas.
  - Showed a video regarding the issue of potentially having to fire on a civilian airliner if it is hijacked and deemed a threat to other U.S. interests.
  - NEADS uses 64 sensors to provide services to 8 fighter wings, 10 alert locations, AWACS, a Battle Staff and a Sector Operations Control Center (SOCC).
  - He displayed slides of 10 separate locations currently using SADL (Situational Awareness Data Link) capabilities, the notional coverage and the SADL points of contact.
  
- **115 FW (Madison, WI) (F-16) – Major Kevin Kay**
  - The 115 FW normally uses the Volk airspace; also uses Crypt, Howard, Big Bear and Ontonogan SUA.
  - Lights-out issue in the MOA being worked.
  - The Volk CRTC has been working closely with the FAA to expand the airspace at times when it will have minimal impact on civilian traffic.
  - Large airspace parcels are required for realistic training – primarily vertically.
  
- **178 FW (Springfield, OH) (F-16 FTU) – Colonel Scott Carpenter**
  - Buckeye and Brush Creek MOAs
  - Jefferson range is their primary; secondary use is Atterbury range.
  - They are anticipating charting of JPG and Racer MOAs (mainly JPG MOA for FTU use).
  - Also awaiting the decision whether they will become the beddown location for Dutch F-16 training, possibly driving the requirement to fly as low as 100 feet AGL on low level routes.
  
- **119 FW (Fargo, ND) (F-16) – Lt Col Cecil Hensel**
  - Working on UAS issues.
  - Will coordinate with the FAA and DoD for airspace.
  
- **132 FW (Des Moines) (F-16) – Lt Col Mark Maly**
  - They use the Crypt, Howard, Volk, Lincoln, Smoky and Bison SUA.
  - Primary range is Smoky Hill.
  - Recent experience with Crypt has been favorable up to FL 350.
  - Urban CAS is realistic; need to continue over towns/cities.
  - Current issue is to lower the Crypt MOA airspace floor to facilitate multiple simulated delivery operations.
  
- **185 ARW (Sioux City, IA) (KC-135) – Lt Col Chuck Taylor**
  - Crypt, Lake Andes, Bison, and Smoky Hill MOAs are commonly used.
  - They also utilize the Volk airspace.

- Have good support from the FAA.
- **55 WG (Offutt AFB, NE) (RC-135) – Scott Dowell**
  - They use the Lincoln, Crypt, O’Neil and Dickenson MOAs.
  - AR-105 needs to be moved away from Crypt MOA.
- **95<sup>th</sup> Airlift Squadron – (C-130) – Major Rolf Breen**
  - They fly 200’ to 500’ AGL in LATN area.
  - The unit is scheduled to lose their flying mission by 2007.
- **Smoky Hill Range – Major Kyle Smith**
  - They moved the lateral boundary of the Smoky Hill MOA to the west into previous Bison MOA.
  - Major Smith recommended that a T/TSNS (Test/Training Space Needs Statement) should be specific.
  - You need to get to know the local and regional FAA personnel.
  - Make sure you know the requirements during the Environmental process.
  - They are looking to include UAV/UAS corridors.
  - Smoky hill now has an urban CAS target complex with approximately 120 sea-land containers and dry CAS available on 3 cities.
  - Mr. Lake commented that Smoky Hill did a good job of working airspace issues and reacting to last minute demands.
- **Volk Field CRTC – Lt Col Ray Peterson**
  - There are 4 Combat Readiness Training Centers (CRTC) in the U.S.
  - Mission is to provide a training complex of facilities, airspace and range to users and to simulate a Forward Operating Location (FOL).
  - They have great relations with the FAA.
  - The range is rather small and not capable of handling some of the newer weapons deliveries.
  - Working hard on arranging future joint exercises.
  - Have already hosted many exercises utilizing JSTARS, variety of aircraft, and other Services.
- **Alpena CRTC – Lt Col Brian Dawson**
  - Several daily users of the Huron airspace.
  - They also have daily use of their restricted airspace and range by the 110 FW, 127 FW, and 180 FW.
  - Are working an annual Navy exercise called “Seal Team One.”
  - Have concerns with the PGM (Precision Guided Munition) footprints and how that drives the land acquisition at ranges. Some of the existing footprints do not seem to be logical and there have been ongoing efforts to get this issue addressed.
- **Whiteman AFB (B-2s, A-10s, Helos) - Captain Jeffrey Godzik**

- Support the B-52 mission and A-10s.
- They utilize Cannon range and Smoky Hill range.
- B-2 aircraft are becoming RVSM (Reduced Vertical Separation Minimum) capable; certification is underway.
- He also gave a MANPADS Mitigation Plan.
  - A possible MANPADs (Rocket Launcher) threat was detected at WAFB.
    - **Situation** - A MANPADS threat has been detected in the CONUS or directed towards operations conducted from WAFB.
    - **Mission** - Prevent MANPADS threat from disrupting air operations at WAFB.
    - **Execution** - Have OI (Operating Instruction) and FPCON (Force Protection Condition) checklist that proactively mitigates MANPADS threat.
  - Four threat levels were developed to dictate differing levels of procedures to counter or prevent the threats.
  - The goal is to protect assets and people.
  - First known program for CONUS Base.

#### 5. National Park Service – Ms Vicki McCusker (NPS Natural Sounds Program)

- Overview of the National Park Service:
  - 390 units, with 60 units in the Midwest region;
  - 84 million acres of land;
  - 273 million visitors last year;
- The Natural Sounds Program works to protect natural sounds and visitor experience from noise intrusions in National Park units.
  - Their offices are in Fort Collins, CO.
  - Staff includes acousting experts, planners/NEPA support and information management.
  - NEPA (National Environmental Policy Act) support is provided.
  - They are becoming a repository for sounds data.
- Noise intrusions include aircraft, personal watercraft, snowmobiles, NPS maintenance activities, etc.
- Natural sounds are indicators of the ecosystem and essential to the visitor's experience..
- They fulfill their mission by working in partnership with parks and others to increase scientific and public understanding of the value and character of park soundscapes.
- Their duties include:
  - Acousite data collection, inventorying and analysis;
  - Park technical assistance required on noise control issues and impact assessment;
  - Air Tour Management Plans for about 100 parks;
  - Soundscape Management Planning;
  - Liason with military on overflight issues;
  - Roughly 40% of parks are affected by military training/operations.

- Those parks are adjacent to or under Military Operations Areas or Military Training Routes.
- NPS regularly attends regional airspace/range council meetings.
  - Many “success stories” between the two agencies.
- There doesn’t seem to be any big issues in this region.
- Coordination between DoD and NPS is encouraged.
- AF/NPS Western Pacific Regional Sourcebook –The sourcebook contains the following information:
  - History of AF, NPS;
  - Types of airspace and ranges, NPS units;
  - Decision making process;
  - Developing relationships/problem solving;
  - AF installations/NPS units in the Western Pacific region;
  - Regional Sourcebook is available online at:
    - <http://www.nature.nps.gov/naturalsounds/issues/>
    - <http://www.fs.fed.us/r6/fire/aviation/airspace/web/coord/index.html>
    - <http://www.afranges.net/sourcebook.html>
- Contact info: Vicki McCusker  
 Telephone: (970) 267-2117  
 Email: [Vicki\\_McCusker@nps.gov](mailto:Vicki_McCusker@nps.gov)

## 6. Aircraft Owners and Pilots Association – Mr. Ian Twombly

- The AOPA mission is to effectively serve the needs of our members as aircraft owners and pilots...to promote the economy, safety, unity and popularity of flight in general aviation.
- National survey indicated 67% of GA pilots deviate around SUA.
- 72% of pilots indicated they contact FSS for info on airspace activation.
- THE CATCH – There is no FAA requirement to transmit all SUA data from centers to FSS locations.
- How can the Military help?
  - Get appropriate ATC frequencies on the chart as the majority of sectionals only show time of use and whom to call.
  - Please be a considerate scheduler.
- Why? Diversions cost money.
- UAVs – they hope certification procedures will be the same as for manned aircraft for safety concerns.
- Mr. Twombly requested that AOPA be engaged early and often on airspace initiatives.

## 7. State Aviation Officials

- **Wisconsin – Mr. Scott Brummond**
  - Their current hot topic is wind farms; they have been working closely with the FAA and the wind developers to ensure these developments will have minimal impact on civilian and military flight operations.

- **North Dakota – Mr. Roger Pfeiffer**
  - o They also have concerns with placement of cell towers and wind farms. Also their aerial applicators are concerned with the potential impact of UAV operations along the Canadian border. We need communications.

#### **8. Breakout Sessions for tomorrow morning?**

- UAS Discussions
- The Roadmap process
- Smoky Hill
- AFIO procedures

### **C. SESSION WRAP UP**

**Colonel Neumann** adjourned the afternoon session at 4:20 p.m.

### **D. COUNCIL PROCEEDINGS FOR MORNING OF MAY 18, 2006**

- 1. Opening Remarks.** **Colonel Neumann** welcomed everyone back and reconvened the meeting at 8:10 a.m. He passed along information from the EAA regarding the annual air show and their comments on airspace issues, as they were unable to send a representative to the meeting. EAA recognized Volk Field for their excellent support of EAA activities.
- 2. Military Reps to the FAA – Perspectives/Issues – Lt Col Gillett (AFREP/CE-GL Region)**
  - The Military Reps have recently arranged visits to the FAA ARTCCs with Colonel Neumann and unit representatives to discuss issues/problems and work to foster good relationships and improved communications. The results of those meetings were positive, with little or no complaints from the Centers regarding military operations. A problem was resolved on the spot at one ARTCC.
  - He encouraged the units to send personnel to the MADE training classes to use for airspace scheduling.
  - Midwest Airspace Enhancement (MASE) will take place on June 8<sup>th</sup>.
  - FAAO 7610.4 is in re-write; the plan is to get with **Lt Col Crowe** (HQ AF/A3O-AR) regarding AFIO procedures. There is still confusion about terminology, FAA responsibilities, etc.
  - The biggest ongoing issue for the FAA Central Region is airspace spill-outs.
  - Discussion: **Colonel Wickman** offered the concept of dynamic but predictable airspace. The long term goal is to have airspace used by General, Commercial, and Military aircraft. The airspace has to be predictable by all users. Certain airspace will be tied to ground-based infrastructure such as ranges. Simulated bomb drops can be done elsewhere. The airspace will require adequate volume, proximity to unit bases, available time for use, and have desired attributes. Evaluation of environmental considerations will be the greatest challenge.. The concept is a long range vision.
- 3. Military Airspace Data Entry (MADE) Tool – Mr. Jim Perkins (FAA/AJR-22)**

- The FAA recorded 51 near mid-air collisions from 1986-1994 involving MTRs.
- Efforts have been in process since 1987 to improve the SUA scheduling process.
- In 1988, Congress and the General Accounting Office (GAO) recommended the FAA more effectively manage SUA to ensure its efficient and appropriate use.
- The Challenge:
  - Non-standardized means for submitting airspace schedules.
  - Schedules are entered into the FAA system by hand and are cumbersome.
  - Chances for errors increase.
  - An easier more efficient scheduling system is needed.
- The Solution - the Military Airspace Data Entry (MADE) system
  - Facilitates efficient scheduling of airspace with a common input at unit level through a web-based portal.
  - The information is transmitted via NIPRnet to the FAA's Special Use Airspace Management System (SAMS).
- System is currently in use by all units within the Fort Worth Center.
- MADE home page is: <http://milops.faa.mil> with user id and password.
- Each unit uses a menu-driven scheduling sheet with a drop-down menu for their airspace areas.
  - Units are able to capture historical scheduling data from the system.
  - Schedules can be entered anytime, such as months in advance for special exercises.
  - Airspace scheduled by LOA will be included in MADE scheduling.
  - The system allows amending of previously-entered SUA requests.
  - SAMS and MADE currently use the same database. Development work is currently underway which will allow scheduling units to retrieve historical utilization data which will include actual entry/exit times versus the scheduled times.
- Benefits of this system:
  - Reduces manual workload;
  - Will identify when further coordination is needed to schedule two or more DoD organizations to the same SUA or two or more SUA's that are in conflict;
  - Assists the DoD in generating periodic reports.
- Feedback thus far from units has been very favorable.
- Sites added or visited:
  - Ft Worth Center – Dec 05
  - Albuquerque Center – Feb 06
  - Houston & Memphis Centers – Mar 06
  - Vandenburg AFB
  - Montana ANG, Great Falls
  - Louisiana ANG, 159 Operations Group
- MADE Training and Rollout:
  - Indianapolis & Atlanta;
  - Several other ARTCCs through October.
- MADE program contacts:

- Jim Perkins, MILOPS Program Manager
  - Strategic Operations Security  
(202) 267-9166 (office)  
Email: [Jim.perkins@faa.gov](mailto:Jim.perkins@faa.gov)
  - Mark Brown, MILOPS Project Manager  
Concept Solutions  
(703) 326-3748 (ATCSCC)  
Email: [Mark.Brown@concept-solutions.com](mailto:Mark.Brown@concept-solutions.com)
  - FAA MILOPS Help Desk  
Mon-Fri (8:00am – 4:30 pm EST)  
(703) 326-3755 (office)  
(703) 326-3896 (FAX)  
Email: [support@milops.faa.mil](mailto:support@milops.faa.mil)
- Discussion: FAA is including all airspace in the program, not just SUA; e.g., MTR, ATCAA, Air Refueling Routes. Simplicity is the goal. Some data is defaulted but can be amended. Airspace can be scheduled by groups rather than individually. Data can be retrieved and downloaded into an Excel or Access data base. NOTAMs are sent out for Restricted and Night Vision Goggle Operations (NVG) only. This may change in the future.

Airspace scheduling information will be on FAA web site and available to the Lockheed Martin-operated Flight Service Stations (FSS). FSSs may or may not pass on status of SUA to Non-participating aircraft. Apparently, Flight Service Stations are not required to disseminate SUA status unless specifically asked to do so. An Action Item needs to be developed and forwarded to the National Airspace/Range Council for coordination with FSS and possible resolution of problem.

**ACTION ITEM:** Work with appropriate agencies to improve status of Special Use Airspace information availability by FSS to non-participating aircraft.

**OPR:** National Airspace/Range Council

Note: A Point of Contact within the FSS system is: Ms. Jeanne Giering (202) 385-7627

#### **4. FAA Perspectives – National Airspace Redesign – Mr. Bob Everson (Director, Tactical Operations)**

- Mr. Everson opened his remarks by recognizing Colonel Neumann and the Volk CRTCC staff for hosting this meeting; that this interface is important and five ARTCCs are represented at this meeting. He then recognized Minneapolis Center for achieving over one million operations without a mishap. He also recognized Lt Col Gillett for his tenure with the FAA.
- Mr. Everson expressed that a meeting should be conducted to review what the expectations are in airspace proposals to the FAA. This should help with understanding up front on what the requirements are.
  - The military needs to continue to visit the FAA facilities.
- The 2003-2009 traffic projections predicted significant increase in operations, putting additional demands on the entire system.
- The Midwest Airspace Enhancement (MASE) program will go into effect on June 8.

- o This is a major airspace re-design; first step for other changes to come in the future.
- o MASE increases the ability of enroute airspace to provide smoother transitions for those areas that are impacted by heavy congestion today.
- FAA has changed to three Service Areas; however they will retain five Tactical Operations Locations. Points of Contact information follows:
  - o Carmine Gallo  
Director, Tactical Operations, Northeast AJR-14  
Office: (718) 553-2623  
Mobile: ((202) 302-3881  
Email: [carmine.gallo@faa.gov](mailto:carmine.gallo@faa.gov)
  - o Doug Molin  
Director, Tactical Operations, East Service Area AJR-16  
Office: (765) 346 2573  
Mobile: (765) 346 2573  
Email: [douglas.l.molin@faa.gov](mailto:douglas.l.molin@faa.gov)
  - o Bob Everson  
Director, Tactical Operations Midwest AJR-15  
Office: (847) 294 7402  
Mobile: (202) 302 3882  
Email: [bob.everson@faa.gov](mailto:bob.everson@faa.gov)
  - o Rob Lowe  
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Office: (817) 222 5589  
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  - o Jim Burgan Director, Tactical Operations West Service Area AJR-18  
Office: (858) 537 5884  
Mobile: (858) 583 6351  
Email: [jim.burgan@faa.gov](mailto:jim.burgan@faa.gov)
- DTO Responsibilities:
  - o Provides oversight to Traffic Management personnel and serves as an expert ATC advisor, keeping field facilities, Service Area Directors, and National Operations Managers (ATCSCC) aware of Traffic Management Initiatives and problems.
  - o Plans, implements and directs “system” Traffic Management operational programs.
  - o Analyzes and evaluates Traffic Management policies and regulations for effectiveness of restrictions and their impact on traffic flows.
  - o Communicates daily operations with air traffic facilities, ATCSCC, and customers regarding recent operations, initiatives, and restrictions.
  - o Conducts strategic planning with facilities.
  - o Collaborates with ATCSCC and other regions to mitigate system constraints and minimize delays.
  - o Strengthens Tactical Operations by elimination of regional boundaries and applies systems approach to issue resolution.
- The Very Light Jet (VLJ) Business Plan

- On demand service operating out of smaller airports.
- Will have a huge airspace impact due to slow climb outs and number of aircraft.
- Eclipse 500, Adam Aircraft, Cessna Mustang are typical small passenger platforms that operate initially out of Day Ports in Florida.
- Will service small airports.
- Minneapolis Center meeting will be held on 11-12 October.

**5. Forest Service Eastern Area – Ann Stegmaier (Aviation Logistics Coordinator)**

- Located at the BHW Federal Building, Ft. Snelling, MN.
- Main mission Main mission is interagency logistical response to forest fires.
- Airspace responsibilities include Wildfire TFRs and MTR deconfliction.
- Their office has a large area of responsibility. Their rea covers 20 states and includes response to both state and federal wildfires.
- Contact information:
  - Ms. Ann Stegmaier, USFS  
Eastern Area Coordination Center  
1 Federal Drive, P.O. Box 29  
Ft Snelling, MN 55111  
(612) 713-7300  
E-mail: annstegmaier@fs.fed.us

**6. Warfighter Brief – Major Kay (Madison)**

- F-16 Baseline Capabilities
  - Munitions, to include JDAMs, Laser Guided Munitions, Cluster bombs, air-to-air missiles, and 20mm Gatling gun;
  - Litening Targeting Pod;
  - Laser Spot Searcher Tracker – can ‘Buddy Lase’ for other aircraft;
  - SADL = Airborne EPLARS
    - Text messaging from ground FACs eliminates need for radio communications;
    - Using a Gateway, information can be input from multiple ground and air sources direct to the Heads Up Display (HUD).
- They can download their visual picture HUD to ground controllers.
  - The HUD can include a lot of information – Where the ‘friendlies’ are, the target data, and other flight members’ location.
- ROVER (Remotely Operated Video Enhanced Receiver) was shipped directly from factory to the field.
  - Provides ‘eyes-on’ to the ground commander.
- Theater Airborne Reconnaissance System (TARS) mission is Guard exclusive.
  - Utilizes two optical sensors for day use only.
  - Does not limit capability of aircraft to conduct air-to-ground deliveries.
- Training Issues
  - New weapons allow long-range “launch & leave” profiles that cannot be practiced without the airspace to work within.
  - Need improved lights-out training below 18,000 ft.
  - Very few locations to employ JDAMs – Hardwood range is not capable, meaning the unit has to deploy to get this valuable training.

- o Urban realities – how to realistically train without noise impacts. The ranges are doing what they can, but the ability to do “dry” targeting training on actual communities is very important.
- o He showed video of several different weapons employments to give examples of what is desired to achieve realistic training scenarios.

7. **Breakout Sessions.** Before determining the breakout sessions, **Colonel Neumann** asked whether there should be consideration for future meetings to include a full day for the DoD session followed by a full day for the Management session. Colonel Mitchell added that with the FAA reorganization, there could be some realignment of the Regional meetings. Given that, scheduling the next meeting would be delayed until that issue is resolved.

- Breakout sessions were generated for UAV operations, the Smoky Hill airspace initiative and AFREP issues.

#### 8. **Breakout Summaries**

- **UAV Operations** – Lt Col Hensel indicated that their UAV discussion pointed out that there is a lack of procedures governing UAV operations. Of those procedures available, a lack of consistency persists. His unit will continue to work the problem.
- **Smoky Hill Airspace Proposal** – Due to recent changes in processing environmental/airspace actions, delays have been incurred within some FAA offices. As briefed by Mr. Joe Yadouga, however, revised airspace handling procedures are now in place.

**ACTION ITEM:** HQ AF/A3O-AR work with FAA counterparts to improve response times to DoD airspace actions.

**OPR:** HQ AF/A3O-AR

- **AFREP Issues** – Since 9/11, intercept procedures have improved but confusion still exists between the FAA and intercepting aircraft. What is the aircraft expected to do when cleared to intercept? The FAA controls intercepting aircraft on an IFR clearance to within 5 NM and +/- 2,000 feet of the Track of Interest (TOI). At that time, if the aircraft does not have a visual or radar contact on the TOI, they can declare AFIO. Clarification of terminology and procedures is required. The National Airspace/Range Council should review this issue and coordinate with HQ FAA through proper channels for resolution.

**ACTION ITEM:** Clarification of information in directives for AFIO and intercept procedures is required.

**OPR:** National Airspace/Range Council

## 9. Action Item Recap

- Mr. Pierce reviewed one Action Item from last year's meeting that was still open.
  - o **Background:** Cell phone towers and other structures such as windmills are popping up at an alarming rate in and under airspace used by DoD. Current provisions only address obstructions in the area of airports. DoD and the FAA have little or no control over construction of obstructions in and under DoD training spaces. The OE/AAA breakout group suggested 3 Action Items to address this issue:

**ACTION ITEM:** FAAO 7400.2 language for obstacles affecting DoD airspace needs to be revised.

**OPR:** HQ AF/A3O-AR

**Status:** FAAO 7400.2 was published 16 Feb 06 but the status of OE/AAA information was unknown. This document is currently at the PBFA for coordination. According to HQ AF/A3O-AR, FAR part 77 may be the correct document to contain OE/AAA information. Follow-up is required.

- Three Action Items were developed during this Management Session.
  - o **Background.** Airspace scheduling information will be on FAA web site and available to the Lockheed Martin operated Flight Service Stations (FSS). FSSs may or may not pass on status of SUA to Non-participating aircraft. Apparently, Flight Service Stations are not required to disseminate SUA status unless specifically asked to do so. An Action Item needs to be developed and forwarded to the National Airspace/Range Council for coordination with FSS and possible resolution of problem.

**ACTION ITEM:** Work with appropriate agencies to improve status of Special Use Airspace information availability by FSS to non-participating aircraft.

**OPR:** National Airspace/Range Council

Note: A Point of Contact within the FSS system is: Ms. Jeanne Giering (202) 385-7627

- o **Background.** Due to recent changes in processing environmental/airspace actions, delays have been incurred within some FAA offices. As briefed by Mr. Joe Yadouga, however, revised airspace handling procedures are now in place.

**ACTION ITEM:** HQ AF/A3O-AR work with FAA counterparts to improve response times to DoD airspace actions.

**OPR:** HQ AF/A3O-AR

- o **Background.** Since 9/11, intercept procedures have improved, but confusion still exists between the FAA and intercepting aircraft. What is the aircraft expected to do when cleared to intercept? The FAA controls intercepting aircraft on an IFR clearance to within 5 NM +/- 2,000 feet of the Track of Interest (TOI). At that time, if the aircraft does not have a visual or radar contact on the TOI, they can declare AFIO. Clarification of terminology and procedures is required. The National Airspace/Range Council should review this issue and coordinate with HQ FAA through proper channels for resolution.

**ACTION ITEM:** Clarification of information in directives for AFIO and intercept procedures is required.

**OPR:** National Airspace/Range Council

**STATUS:** **Mr. Hicks** (SEADS Airspace Manager) provided an update to this Action Item. **Admiral Keating** (NORTHCOM/CC) issued a tasking for comprehensive review of AFIO and intercept procedures with a response deadline of 30 Jun 06 to his offices.

**Mr. Hicks** is working with representatives of CONR/A3 to develop their responses to NORTHCOM/NORAD. Once NORTHCOM/NORAD has received all of the responses from the field, they will forward them to DoD for review and subsequent submission to the FAA. Follow-on meetings between NORTHCOM and FAA will be set up to revise procedures and amend agreements as necessary.

#### **E. NEXT MEETING - ADJOURN**

Information on the time and location for the next regional meeting will be provided after a determination is made on realignment of the councils to match the FAA reorganization. Also, units should anticipate the DoD portion will be expanded to an 8-hour block on one day or as two half-days. The meeting was adjourned at 11:30 a.m.

#### **F. APPROVED**

// Signed //

// Signed //

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Attachments:

1. Agenda
2. List of Attendees

# AGENDA

## 17 May                      Management Session

1:00	Welcoming Remarks	Colonel Neumann
1:15	National Overview	Colonel Mitchell
1:30	The New FAAO 7400.2	Mr. Yadouga
1:45	Unit Operations Briefings - Aircraft - Airspace - Problems and Issues Being Worked or Recently Solved (Opportunity for other agencies to identify issues)	Lt Col Peterson
3:00	Break	
3:30	National Park Service	Ms. McCusker
3:45	AOPA	Mr. Twombly
4:00	State Aviation Officials	
4:15	Breakout Sessions for Tomorrow? -	Lt Col Peterson
4:30	Session Wrap Up	Colonel Neumann

**18 May                      Management Session**

8:00	Opening Remarks	Colonel Neumann
8:10	Warfighter Brief	Major Kay
8:30	Military Reps to the FAA — Perspectives/Issues	Lt Col Gillett NAVRep DARR
8:45	Military Airspace Data Entry (MADE) Tool	Mr. Perkins
9:00	FAA Perspectives - National Airspace Redesign	Mr. Schultz
9:40	BREAK	
10:10	Breakout Sessions - -	Lt Col Peterson
11:40	Breakout Summaries	
11:50	Action Item Recap	Mr. Pierce
11:55	Next Meeting	Colonel Neumann

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