

MEMORANDUM FOR RECORD

SUBJECT: PROCEEDINGS – AIR FORCE SOUTHERN-SOUTHWEST REGION AIRSPACE/RANGE COUNCIL – MANAGEMENT SESSIONS

A. GENERAL – The Air Force Southern-Southwest Region Airspace/Range Council convened at 1:00 p.m. on February 20, 2008 at the Savannah Combat Readiness Training Center (CRTC) Conference Center, GA. The Savannah CRTC hosted the meeting and provided excellent support.

B. MANAGEMENT SESSION PROCEEDINGS FOR FEBRUARY 20, 2008

1. Remarks/Objectives/Introductions – Maj Gen Patrick (Air National Guard Assistant to the Air Force Chief of Staff and Southern-Southwest Council Co-Chair) welcomed everyone to the meetings. He announced that this would be his last meeting in uniform.

- It is a dynamic world and we have so much in common.
- We have to pool resources – The DoD has to train realistically and be smart about natural resources.
 - This forum helps us initiate those important interfaces.
- Sustainability is important – We have to share resources and sustain for future generations.
 - Airspace proponents now need to consider a 4th dimension – the electromagnetic spectrum.
- There will be opportunities for break-out sessions and off-site communications during the meetings.
- **Maj Gen Patrick** thanked the Savannah CRTC for the excellent support they have provided.
- **Lt Col Simmons** (Savannah CRTC/OG and Executive Assistant for the Southern-Southwest Co-Chair) added his welcome to everyone.
- The Southern-Southwest Region Airspace/Range Roadmap will be updated based on issues presented by States' military units.

2. National Overview – Colonel Mitchell (National Airspace/Range Executive Council Assistant and JFHQ-CT/DO)

- The Base Realignment and Closure (BRAC) Commission decisions are changing the face of aircraft disposition within the military services.
- There has and will be a reduction in number of airframes.
- Some existing airspace may not be needed, or the nature of its utilization may change.
- Other airspaces may need more area to accommodate new airframes and weapons capabilities but times of use may be less.
- We can't tell where the new aircraft are going yet but there will be environmental considerations.
- Public outreach is very important to us.

3. Warfighter Brief – TSgt Todd (165 ASOS/JTAC)

- A video was shown as a lead-in to the Warfighter Briefing.
- **165 ASOS** provides Tactical Air Control Parties (TACPs) for Division, Brigade, and Battalion sized maneuver elements.
- Provide Active Duty Augmentation as required (including SOF).
- The 165 ASOS has **deployed many times** to support military operations in Iraq and Afghanistan.
- The 165 ASOS has earned **numerous awards** for their actions in and out of theatre.

- **Townsend Range** supports many of the ASOS training requirements.
- There are **readiness shortfalls**.
 - Monthly meetings and summer encampments for traditional guardsmen only cover basics
 - One week a quarter is required to maintain JTAC (Joint Terminal Attack Controller) currency.
 - Funding of F-22/F-35 driving reduction of fighter fleet
 - Training requirements have increased
 - It takes as many as 200 people to replicate a realistic kill chain
 - Number of ASOS/TACP/JTACs growing
 - Not enough to service requirements
- The proposed **Way Ahead** includes leveraging Townsend Range for local training, operation Atlantic Thunder, and support for A-10s that are moving to Moody AFB, GA.
- **Distributed Mission Operations (DMO)** is the key
 - DMO Integrated into CRTC Vital
 - Future Simulators will Satisfy Currency Requirements
 - With DMO Integration, CRTC will be able to train within the *Entire* Theater Air Ground System (TAGS) construct!
 - JTACs provide coordination between ground force requirements and weapons assets to include air-to-ground, ground only, and naval assets.

4. Unit Operations Briefings – Lt Col Simmons introduced the first briefer.

- **20 FW** Shaw AFB, South Carolina – **Mr. Byers** (20 FW Airspace Manager)
 - 20th Fighter Wing **Mission**: To provide, project, and sustain combat ready air forces - any challenge, anytime, anywhere.
 - **20th Operations Group**: The Operations Group is the “tip of the spear” during wartime contingencies and consists of three fighter squadrons of F-16CJ aircraft.
 - The **F-16CJ** is single seat multi-purpose fighter capable of delivering a wide variety of weapons.
 - **Primary missions** are Suppression of Enemy Air Defense Systems (SEADS), Destruction of Enemy Air Defense Systems (DEADS), air interdiction, Close Air Support (CAS), Offensive/Defensive Counter Air, and Operation Noble Eagle air defense.
 - The 20 FW manages/schedules W-177 & W-161 (Shaw radar controlled), Gamecock MOAs, Poinsett Bombing Range (R-6002), Poinsett Low Military Operations Area (MOA), Bulldog A/B MOAs, and numerous Military Training Routes (MTRs).
 - **Other airspace** used by the 20 FW; Snowbird MOA, Mid-Atlantic Electronic Warfare Range, several Warning Areas, Townsend Range, and the Coastal MOA complex.
 - **Limitations** to use of these areas include lack of priority and longer distances from Shaw AFB.
- **Avon Park Range** – **Mr. Cutshall** (23rd Wing, Detachment 1)
 - **Primary focus** at Avon Park Ranges is to support JTACS and Combat Search and Rescue (CSAR)
 - They do so by providing realistic Urban Complexes, multiple drop and landing zones, and training facilities for Special Operations Forces (SOF) day and night.
 - **MacDill AFB** allows units to deploy into MacDill and utilize Avon Park.
 - The **Deployed Unit facilities** are excellent in addition to great airspace and ranges.
 - **Large Force Exercises (LFE)** are just a part of the services provided by MacDill/Avon.
 - They schedule one Warning Area/ATCAA, 14 MTRs, 7 refueling tracks, 7 MOAs, and the Avon Park Range (R-2901).

- o The range has **two impact** areas able of supporting simultaneous training.
- o A **live weapons** drop area has been proposed by the U.S. Navy.
- o They can offer the largest training complex east of the Mississippi that supports a large spectrum of training opportunities.
- o Avon Park contains an **8,000 foot runway** with barriers and ramp space.
- o Multiple **realistic target arrays** are available for training.
- o Their complex also supports forestry, environmental support and cattle grazing. These attributes generate over \$750,000 in revenue and promotes range sustainability.
- o Avon Park Air Ground Training Complex offers superb training to all Services and Coalition Partners.
- **Barksdale AFB, LA – Mr. Hodges** (Chief, Airspace Management)
 - o Barksdale is host to **Active and Reserve** component services
 - o 8 AF leads USAF in integration of kinetic and non-kinetic warfare.
 - o **Primary aircraft** is the B-52 built in the early sixties with numerous upgrades and extensive capabilities projected to be operational to FY2040.
 - o Nearby communities are Shreveport and Bossier City, LA.
 - o The base participates in planning/zoning meetings, Joint Use Land Study, active noise complaint program, midair collision avoidance effort.
 - o Many challenges flying older airplanes - some missions last 36 hours.
 - o RF interference in the FM spectrum is causing navigational meconing.
 - o The units fly everywhere.
 - o Another challenge for the B-52 is the Reduced Vertical Separation Minima (RVSM) – costs the Air Force a lot of money to fly lower for extended periods of time.
 - o Flying costs are escalating.
 - o The surrounding communities are growing and adding competing interests.
- **548th Combat Training Squadron – Mr. Hodnett** (Airspace and Range Manager)
 - o DAF civilian that coordinates Army airspace and ranges for fighters, bombers, and airlift.
 - o **Airspace and ranges** include Warrior MOAs/ATCAAs, Tiger ATCAA, R-3803, and R-3804 (both are surface to 50,000 feet). Airspace is southwest of Alexandria, LA.
 - o **JRTC** Training includes Warrior MOAs/ATCAAs and restricted areas.
 - o Training covers a spectrum of Close Air Support (CAS), Unmanned Aerial Systems (UAS), helicopters, and ground forces. Some exercises include JTACs and fighter Urban Training.
 - o **Urban CAS** is practiced over three cities with Letters of Agreement with local Mayors.
 - o Attractive training for JTACs, fighters, and JSTARS.
 - o **Non-Rotational training** includes all airspaces listed above with F-15s and F-18s from New Orleans, Barksdale A-10s and B-52s, and Ellington F-16s. The Ellington unit will be converting to Predator UAS mission in future.
 - o **Issues** – Expand target arrays in R-3803 and JSTARS orbits.
- **4 FW, Seymour Johnson AFB – Mr. Pickett** (4 OSS/OSR)
 - o A-10s leave Pope AFB resulting in no requirement in **Gamecock A MOA**.
 - o Provides the only F-15E RTU in the AF.
 - o Due to an inflight F-15 mishap, **F-15Es at Seymour grounded**.
 - o Returning to flight after 7 hour inspection.
 - o Blackwater Airship’s **Polar 400 UAS Balloon** being introduced to Dare County Range.
 - o The Polar 400 remotely piloted airship vehicle (RPAV) is an Unmanned Aircraft System (UAS) which:
 - Will revolutionize persistent surveillance and other long-duration loiter missions.

- **Features maneuverability and mobility** like a fixed wing UAS, but with persistence measured in days.
 - The **Blackwater request** is for the airship to use R-5314 (Dare County) on weekends to avoid interference with Air Force and Navy training.
 - The **plan** is to fly pilot to Dare, launch/fly/recover Polar 400, and fly pilot out.
 - Problems – This not a DoD sponsored program, R-5314 not a test range, potential liability if approved, airship is not certified for unmanned operations.
 - **MOUT** target complex continues to grow in size and operations.
 - Remotely controlled Simulated Smoky SAM (SSS) launchers available for training.
 - MOUT getting a lot of exposure and training from JTACs nationally.
 - Helicopter side-door firing awaiting weapons footprint approval.
 - Seymour Johnson has become the scheduler of Gamecock A MOA.
 - **Future MOA plans** would be to connect Gamecock A and Echo MOAs from 12,000 to 22,000 feet
 - Would permit generous corridor for general and commercial aviation traffic and provide required air-to-air training space when Warning Areas are not available.
 - **Discussion:** MOA connection is a concept only and presented for information.
- **14 FTW Wing Airspace Capt Rubenstein (14 OSS/OSOP)**
 - Alert Areas in the area of Columbus AFB call attention to the potential for high activity.
 - Restricted Areas in the local area to prevent non-participating aircraft from entering.
 - Columbus AFB is Class C airspace.
 - MOAs in addition to 13 MTRs also are used by students from Columbus AFB.
 - Would like to utilize MADE to track and de-conflict MTRs.
 - There is a plan in place to incorporate MTR de-confliction software into MADE. It will include individual aircraft entry/exit point/times, as well as aircraft ground speeds to calculate potential points of conflict.
 - “Gunshy” located 40 miles south of Columbus is used as an auxiliary airport and unit is working to get it published as an Alert Field.
 - Total Columbus-AFB airspace used exceeds 35,000 sq miles and overlies 5 states.
 - The 14 FTW utilizes an airspace scheduling form available through the AF portal. It provides feedback opportunities from the FAA.
 - **AFSOC Mr. Stubblefield(1 SOSS/OSA)**
 - **AC-130H/U Gunship** primary missions: close air support, air interdiction and force protection.
 - **The MC-130E Combat Talon I and MC-130H Combat Talon II** provide infiltration, exfiltration and resupply of special operations forces and equipment in hostile or denied territory
 - The **MC-130P Combat Shadow** flies clandestine or low visibility, single or multi-ship low-level missions intruding politically sensitive or hostile territory to provide air refueling for special operations helicopters
 - The **MH-53J/M Pave Low’s** mission is low-level, long-range, undetected penetration into denied areas, day or night, in adverse weather, for infiltration, exfiltration and resupply of special operations forces.
 - The **6 SOS** assesses, trains, advises, and assists foreign aviation forces in airpower employment, sustainment, and force integration.
 - Personnel assigned to the 6 SOS are all required to complete a demanding training and education curriculum intended to produce regionally oriented, foreign language proficient, politically astute, and culturally aware aviation advisory experts.
 - 6 SOS advisors are tactically qualified in a variety of aircraft

- o **U-28/PC-12 Pilatus** - Mission: Use utility aircraft to provide intratheater support for special operations forces; payload of 3000 lbs
- o **CV-22 Osprey** is a tiltrotor vertical/short takeoff and landing (VSTOL), multi-mission aircraft developed to fill multi-Service combat operational requirements.
- o MC-130 aircraft train on two Slow Routes, SR 101 and SR 119
- o MOAs, Restricted Areas, and Warning Areas in the area are also utilized for training.
- o **Problems** – Range encroachment issues – Land developers developing next to drop zones or within an approach/departure corridor to Landing Zones needed for Special Tactics. Cellular Antenna Towers built within or along side an already established Low Level MTR Route.
- **23rd Wing – Moody AFB, GA – Mr. VanNortwick** (347 OSS/OSKA)
 - o Moody is located 30 miles north of Florida border and 10 NE of Valdosta, GA.
 - o Units at Moody are 23rd Fighter Group and 347th Rescue Group.
 - o As a result of BRAC, T-6 and T-38 aircraft have been removed from Moody and replaced by 48 OA-10s.
 - o The 23rd Wing schedules 5 MOAs, 4 Restricted Areas, 4 MTRs, 1 Air Refueling anchor and 2 VFR Helicopter Refueling Tracks.
 - o Primary training areas are Moody 1 MOA/ATCAA located over the base, Restricted Areas R-3008 A/B/C/D (Grand Bay Range), and Moody 2 MOA north and south.
 - o A-10s use Tyndall Low MOAs, Coastal MOA, Pinycastle Range, and Townsend Range.
 - o No formal airspace proposals on the table but it may be necessary to modify some airspace to accommodate new OA-10 requirements.
 - o Grand Bay Range is being used for Scan-Eagle UAS operations (launch and recover in restricted area)
 - o **Mr. Randy Williams** (FAA ATREP) has assumed position within Moody AFB.
- **7th Bomb Wing – Dyess AFB, TX Mr Williams** (7 OSS/A3R)
 - o The Wing contains 36 B-1B bombers and 33 AMC C-130 aircraft
 - o One third to half of C-130s are deployed.
 - o Maps were provided showing MTRs utilized by the B-1Bs for training.
 - o Dyess Special Use Airspace (SUA) includes Lancer MOA/ATCAA and Snyder ESS.
 - o **Wind turbine installations** having an adverse affect on the training.
 - o Planned Horse Hollow would become largest turbine farm in World!
 - o Over 2000 Wind Turbines within 100 nm radius of Dyess AFB!
 - o Primary concerns are the effects on weather radar, proximity to C-130 Drop Zones and approach and departure corridors.
 - o The **FAA Obstacle Evaluation/Airport, Airspace Analysis (OE/AAA)** program does a poor job from a developer point of view to see what issues they are impacting. Dyess is currently 0 for 15 on objections to OE/AAA – not an effective avenue for protest.
 - o Good job of electronic notification of proposed construction to stakeholders BUT by the time I receive a “proposed construction” form the company has spent a lot of time and money and less likely to make major changes
 - o Under the heading of issues that need work: In the FAA OE/AAA program, the FAA has no authority to prevent construction.
 - o This is no contact information for involved parties.
 - o It is up to each individual installation to prevent & minimize encroachment
 - o What we are doing; not waiting to receive construction notices, contacting developers early by phone or email, assisting their efforts by protecting our areas of concern.

- o Constant communication with local elected officials to oppose tax abatement areas in critical training areas and approach patterns. Great relationship at Dyess.
- o Written Articles in Wind Power Publications.
- o **Discussion:** Do windmills affect your airborne radar? Just the weather radar in the local area. The windmill manufacturers moved some of the windmills and helped the problem. Is there a POC for windmill construction? Too many developers to contact directly – go to MAJCOMs and HQ. If you see a request for a meteorological tower contact the POC to determine if this is the first step in sighting a wind farm (indicates 1 yr to construction).

5. National Park Service – Ms. McCusker (Military Liaison Natural Sounds Program {NSP}) Located in Ft Collins, CO as a Washington HQ Support Office of the National Park Service. Staff expertise includes acoustic data collection and analysis, planning, National Environmental Policy Act (NEPA) and information management.

- intrusions in National Park units.
- Noise intrusions include aircraft, personal watercraft, snowmobiles, NPS maintenance activities, etc.
- The NPS Mission** is to preserve park resources unimpaired for future generations.
- Natural Sounds** are indicators of the ecosystem and essential to the visitor’s experience. Visitors are being surveyed to evaluate their visit. Surveys consistently mention natural sounds as an important aspect of visiting a national park (up to 91%).
- Accomplishment in 2007**
 - o Assisted over 40 parks.
 - o NSP has developed an automated spreadsheet for calculation of noise impacts from aircraft – eliminating weeks of work on each project and making alternatives development and impact analysis easier for NEPA documents..
 - o Soudscape Visitor experience surveys
- Current activities in the Southern-Southwest Region
 - o Acoustic monitoring at Everglades - various noise issues from RV generators to airboats
 - o Acoustic monitoring at Cape Hatteras National Seashore - ORV EIS/lawsuit, commercial air tours
 - o Begin long-term acoustical and vibration monitoring at San Antonio Missions (Mission San Juan) - runway extension at Stinson Airport
 - o NPS works closely with the FAA on Air Tour Management plans.
 - o They appreciate the Airspace/Range Council forum to discuss issues.
 - o **Contact info:** Vicki McCusker, NPS Natural Sounds Program, (970) 267-2117 and email address: Vicki_McCusker@nps.gov

6. AOPA – Mr. Pete Lehmann (AOPA Manager, Air Traffic Services) AOPA serves the needs of members as aircraft owners and pilots...to promote the economy, safety, utility, and popularity of flight in general aviation aircraft.

- Members** - AOPA has over 414,000 members
- Special Use Airspace concerns:**
 - o 67% of General Aviation pilots deviate around SUA.
 - o 72% of General Aviation pilots ask Flight Service Stations for SUA status information.
 - o There is no FAA requirement to transmit all SUA data from Centers to the FSS.
 - o Diversions around SUA cost General Aviation pilots considerable time and money.
 - o There are misconceptions about SUA – AOPA and the Education Through Air Safety Foundation Online Course at http://www.aopa.org/asf/online_course/mission_possible is

a 30-minute course to provide general aviation pilots with an understanding of Special Use Airspace.

•**Special Use Airspace Proposals**

- o AOPA is not trying to prevent military training but wants involvement/consideration in the process.
- o AOPA believes that early dialogue is the key to addressing issues and finding solutions that work for everyone. AOPA desires that safety and the impact on civil aviation be considered during the development of military special use airspace.

•**Public Notification and Involvement** - newspapers alone are not sufficient; many people receive information via other means.

- o **Public Notices** should be available via an on-line method to ensure concerned local governments, airport officials and aviation organizations receive early notification and allow sufficient time to prepare better comments on specific issues.
- o **AOPA's ePILOT** web based electronic newsletter is the most effective means of information dissemination to the general aviation public.

•**UAS Issues**

o **AOPA Member Survey**

.aOnly 23% of those surveyed favored airspace segregation via flight restrictions – 77% preferred to share the airspace with UAVs.

.bNearly 95% of those surveyed believed that UAVs' inability to see and avoid manned aircraft was either the highest or second highest level of concern.

.cNearly 75% of those surveyed believed that UAVs inability to immediately respond to ATC instructions was second or first highest level of concern.

.dUAVs having not been tested in the same airspace as manned airspace was only a moderate concern.

.eUAVs being certified to the same level of safety as manned aircraft was considered only a minor concern to general aviation pilots.

o **AOPA's Position**

.fUA and their flight operation should be certified to the same level of safety as piloted aircraft. See and Avoid = Sense and Avoid.

.gUA operations in the National Airspace System should not have a negative impact on civil aviation operations.

.hUA operations should not require additional segregated airspace. No flight restrictions.

- **Discussion:** Is AOPA pushing for TCAs? Yes, but for a lower cost unit. What is the requirement for ADS-B? Unknown. What percentage of AOPA members respond to the surveys? **Mr. Lehmann** will check.

7. Breakout Sessions for Tomorrow – Lt Col Simmons

- Two breakout sessions had been identified earlier in the day. **Colonel Chupein** to lead a discussion regarding Operation Space Enterprise (OSE) and **Lt Col Crowe** to lead a discussion of Wind Energy concerns.

8. Session Wrap up – Maj Gen Patrick

- **Maj Gen Patrick** thanked everyone for a very productive day and adjourned the afternoon session at 4:45 p.m.

C. MANAGEMENT SESSION PROCEEDINGS FOR JANUARY 21, 2008

1. Opening Remarks – Maj Gen Patrick

- **Maj Gen Patrick** welcomed everyone back and announced his retirement. He followed this with a very interesting background and challenged participants to continue their good work. **Colonel Mitchell** offered his congratulations on behalf of **Maj Gen Akey** (National Airspace/Range Council Co-Chair) and **Brig Gen Rice** (JFHQ MA ANG/AAG).

2. FAA Perspectives –Mr. Murphy (FAA Southern Region Administrator)

- **Mr. Murphy** could not be present. **Mr. Brown** (FAA Eastern Service Area, Military Liaison Officer, System Support Group) discussed **Status of Special Use Airspace (SUA)**.
- **Mr. Brown** provided an overview of the **non-rule making MOA airspace process**.
- After proposal preparation and informal review with FAA, proponent forwards proposal to Air Force Representatives (AFREP).
- AFREP forwards to Service Center and aeronautical review is conducted by Air Route Traffic Control Center (ARTCC).
- Service Center and AFREP resolve issues raised by ARTCC.
- Proposal then circularized to the public for comments—45 days
- Service Center analyzes comments by public and coordinates with AFREP to mitigate impacts.
- If win-win situation achieved, proposal sent to HQ FAA for approval/insertion in the National Flight Data Digest (NFDD)
- **Rule Making process** is similar to above except proposal is sent to HQ FAA for insertion in Federal Register after Service Center and AFREP resolve issues raised by ARTCC.
- Service Center analyzes all valid aeronautical comments for impacts.
- Coordinate with AFREP to mitigate impacts raised by public.
- If win-win situation achieved, proposal sent to HQ FAA for approval – Final Rule appears in Federal Register.
- **Avon Park** airspace proposal status.
 - Proposal sent to HQ FAA for Federal Register since it is a Rule Making proposal.
 - Due to the south Florida airspace redesign (Miami ARTCC initiative), this SUA proposal was placed on hold pending redesign decisions. Removed from “hold” status; HQ FAA to insert into Federal Register as NPRM (public comments).
- **Hog MOA, AR** status.
 - Proposal sent to HQ FAA for approval & insertion in the National Flight Data Digest (NFDD)
- **R-2402B Razorback Range** status.
 - After Eastern Service Center review, Aeronautical Study performed by ARTCC.
 - Fort Smith ATCT (FSM) initial review determined this proposal is feasible.
 - After negotiations with all players were completed, Fort Smith decided to run this scenario under a trial basis to determine feasibility.
 - Memphis tasked with performing aeronautical study.
 - Due to the length of time this process has taken the FAA may be asking for an extension soon.
- **Shirley MOA, AR** status
 - Proponent conducting informal coordination with affected FAA facilities
 - Memphis ARTCC tasked to study air traffic flows in the proposed Shirley A MOA (west expansion) to determine feasibility.
- **Columbus AFB Alert Area** status.
 - AFREPs reviewing package and forwarding to Service Center

- **Bulldog MOA, GA** status.
 - Eastern Service Center analyzing all valid aeronautical comments for impacts.
 - Eastern Service Center prepared formal response to USAF, USAF agreed to change boundary; resubmitted.
 - Circular published with comment period ending 26 Jan 08.
 - Comments currently under review.
- **R-5214 Dare County Range, SC** status.
 - Eastern Service Center coordinating with AFREPs to resolve issues raised by ARTCC
 - Internal boundary changes only.
 - Awaiting environmental summary from Eastern Service Center (est. 24 Feb. 08).
 - Anticipate “direct, final rule” in Federal Register.
- **Snake MOA/W-XXX Gulf of Mexico** status
 - If win-win situation achieved, proposal sent to HQ FAA for approval/insertion in the National Flight Data Digest (NFDD).
 - Aeronautical: Complete – no issues.
 - Agreement developed for Helicopter Operations to/from oil platforms.
 - Awaiting completion of the environmental study. The environmental will include DeSoto and R4401.
- **Desoto MOA/R-4401, MS** status.
 - Central Service Center analyzing all valid aeronautical comments for impacts.
- **Randolph MOA, TX** status.
 - Central Service Center coordinating with AFREPs to resolve issues raised by ARTCC.
 - Alignment of MOAs being worked by Randolph, SAT, Houston ARTCC.
 - Discussion with Navy on impact to Kingsville MOAs.
 - Meeting to be held in March with FAA, Air Force, US Navy to resolve alignment issues.
- **Conclusion**
 - Ten SUA cases belonging to USAF all in different stages in the airspace process
 - Impacts to air traffic must be mitigated to achieve a win-win solution—takes time—slows process.
 - Specialists working diligently to process cases in timely manner.
 - Specialists stand ready to assist.
 - Steve Brown (ESC) - (404) 305-5611 (steven.brown@faa.gov), Armando Castro (ESC) - (404) 305-5590 (armando.castro@faa.gov), Joe Yadouga (CSC) – (817) 222-5597 (joe.yadouga@faa.gov).
- **Discussion: Mr. Yadouga** (FAA Central Service Area) encouraged participants to review and follow information in Chapter 32, FAAH 7400.2. Don’t hesitate to call Service Area Airspace Environmental representatives during concept stage. Environmental contacts are Nan Terry (817) 222-5594 for Central Service Area and allen.lucas@faa.gov for Eastern Service Area. **Colonel Mitchell** added that you have to stay in contact with the FAA and also address non-DoD agencies’ concerns and meet with them. **Lt Col Simmons** recommended that you should keep in contact with the State Aviation Officials.

3. Military Reps to the FAA and FAA Perspectives

Navy/Marine Representative – Lt Col Ruvalcaba (Naval Representative, FAA Southern Region)

- Primarily supports three Marine facilities but twelve different aircraft.

- A **Certificate of Authorization (COA)** is needed to launch Unmanned Aerial Systems (UAS) from Marine Cherry Point to Warning Areas.
- **Background** - VMU-2 granted FAA COAs for 10 years (1995-2005) the FAA policy change requires COA application approval at FAA HQ and eliminated radar use as sole means to “see & avoid” outside restricted and warning areas.
- VMU-2 is one of two USMC UAS squadrons on 7-month Iraq/ 5-month CONUS rotation cycle.
- Operational chain drafted numerous messages to Deputy Commandant for Aviation (DCA).
 - COA non-concurrence affects national security mission due to inability to train.
 - DCA involved PBFA (Mr. Pease).
 - Extensive ORM Analysis completed.
- **Temporary COAs** approved by Ardyth Williams for period 1 Feb – 31 Mar 08.
- **Current & Future Issues**
 - Continuing to voice concerns on the interim process.
 - Observers (especially night) and Chase Plane “un-workable”. NOTAM and radar following is the preferred method.
 - COA case workload. Being performed as an additional duty with the workload projected to increase.
 - Documenting operational training impacts.
 - Working with PAX River to gather radar coverage data for “sense and avoid” mitigation.
 - Planning a risk avoidance/mitigation demonstration for FAA personnel in late 08
- The **Core MOA** proposal is not associated with the “Gunny” MOA.
- Core MOA connects W-122 to R-5306.
 - Revised airspace proposal includes new aeronautical study and revised environmental.
 - Awaiting decision from FAA HQ.
- **Cherry Point/Washington Center Airspace Redesign**
 - Partnership between NC DOT and MCIEAST to procure RADAR (ASR-11) to enhance coverage in eastern NC.
 - NC state funds have been allocated for equipment.
 - USMC funded NEPA and Site Survey (\$175k) and will fund O&M.
 - Working to get 3rd party to accept NC state funds & transfer to SPAWAR.
 - SPAWAR can’t accept funding so third party source is needed to distribute funds.
 - Benefits include enhanced low altitude radar coverage and enhanced ability to provide integrated service in existing and proposed MOA’s.
- **Realistic Urban Training (RUT)**
 - Ongoing series of Urban Warfare exercises – Occur every 6-7 months.
 - Recently held in Petersburg, VA and next will be in Indianapolis, IN.
 - NAVREP coordinates exercise ALTRAVs & random aerial refueling tracks with FAA

UAS Policy Changes and Processing – Mr. Brown

- DoD/FAA **Memorandum of Agreement (MOA)** signed by DEPSECDEF Sep 07.
- **DoD goal** - appropriately equipped UA to have ready access to National Airspace System.
- **FAA goal** - operations are conducted.
 - Safely and expeditiously.
 - Present no threat to the general public.
 - Do no harm to other user of the NAS.
- First step toward enhanced UAS access to NAS
 - Two types of airspace involved: Class D & Class G (with limitations).

- o NOTAM must always be issued.
- DoD/FAA partnering on UAS initiatives to max extent possible.
- All UAS categories conducted wholly within DoD-controlled, **non-joint use Class D airspace** provided:
 - o Operations are not conducted over populated areas.
 - o Class D is not within the Mode C veil (14 CFR Part 91.215 (b)(2)).
- DoD shall develop uniform ATC procedures to be applied at all locations.
- These procedures will be developed in coordination with the FAA prior to implementation.
- COA will be issued to the appropriate DoD air traffic facility and NOTAM published.
- **Class D procedures status**
 - o 1st Draft has been given to the FAA.
 - o FAA Air Traffic and Unmanned Aircraft Program Office are reviewing.
- UAS can be flown in **Class G Airspace** if DoD UAS weighs under 20 lbs under these conditions:
 - o Operations are conducted within Class G airspace, below 1200' AGL.
 - o Not applicable to airspace within the 30-NM Mode C veil.
 - o Over military bases, reservations or land protected by purchase, lease or other restriction.
 - o UAS remains within clear visual range of the pilot, or a certified observer, in ready contact with the pilot, to ensure separation from other aircraft.
 - o The DoD will ensure the UAS remains more than 5 miles from any civil-use airport or heliport.
 - o DoD components operating under this paragraph will **notify the FAA** in advance and publish a NOTAM as required to alert non-participating aircraft of the operation.
- **Class G Status**
 - o The PBFA is releasing a letter outlining the procedure for “Notifying the FAA”.
 - o The COA on-line system will be updated to select this option - A 3rd radial will be included on the first page.
 - o By selecting this option, you will be directed to a new page and fill out a few basic questions. There is no FAA APPROVAL.
 - o This must be completed in advance of operation.
- A flow chart was provided illustrating the chain of events in the **COA Process**
- **Recommendations for a COA Package**
- Aeronautical Concept of Operations—provide details.
 - o Flight plan info.
 - o Provide coordinates.
 - o Provide footprint (frequency of operations).
 - o Use FAA VFR sectional charts.
- Lost Link, Lost Comm, and Emergency Procedures—provide details.
 - o Answer the question: What can ATC expect the UAS to do in any of these situations?
 - o Results in easier coordination w/ATC facilities & HQ FAA offices.
- HQ FAA issued over 100 COAs in CY 2007.
- 41 COAs are currently active in the U.S. (approved).
- 52 COAs are pending in either committed to on-line system, released to proponent, or activated for HQ analysis.
- **UAS Challenges for FAA**
 - o Ensuring safety of the NAS.
 - o Balancing the needs of all users of the NAS.
 - o Supporting DoD in mission needs for Global War on Terror.

- o Supporting DHS in increased tasking of defense/surveillance of our borders.
- o Supporting the national emergency response & expanding access requests.
- o Other Government Agencies without aviation departments, requesting access to the NAS.
- **Eastern Service Center Points of Contact**
 - o Steve Brown, Joint Military, USAF, USN, and USMC UAS, (404) 305-5611; Steven.Brown@faa.gov.
 - o Pete Acevedo, USA UAS, (404) 305-5598; Peter.K.Acevedo@faa.gov.
 - o Lynda Otting, Non-military UAS (civil and public), (404) 305-5577; Lynda.G.Otting@faa.gov.
 - o Roger Trevino, Central Service Area UAS Representative, (817) 222-5530
- **Discussion: Mr. Yadouga** indicated that not all Restricted Airspace is approved for aviation activity. Make sure proposed UAS operations will be allowed. Aviation operations require a 3 mile buffer around the airspace that non-aviation uses do not, the additional buffer may impact existing civilian operations.

4. Status of ATREPS – Mr. Williams (Air Traffic Representative – Jacksonville)

- **Mr. Williams** has worked many military operations.
- Many ATREP duties are in a state of flux.
- A chart illustrating the Eastern Service Area ATREP locations was provided.
- ATREP responsibilities:
 - o Serve as liaison officer between the military, the FAA, and where applicable, civil users.
 - o Participate in the resolution of local ATC problems between military and civil users.
 - o Liaison with FAA, civil, and military personnel to determine the adequacy of ATC services rendered.
 - o Serve as technical advisor to the military in all phases of ATC in order to improve those services.
 - o Evaluate the amount of airspace required for ATC in terminal areas.
 - o Participate in appropriate military meetings and briefings in which the FAA has an interest.
 - o Encourage lecture and training programs for base pilots and civil air user groups.
 - o Suggest changes to improve ATC training programs.
 - o Administer control tower operator examinations and issue appropriate FAA certificates and ratings.
 - o Coordinate letters of agreement between military facilities and other ATC facilities.
 - o Notify the manager, National Flight Data Center of changes to radar services provided by the military for publication in the Airport Facility Directory.
 - o Provide technical advice and assistance.
- The Eastern Service Center intends to station ATREPs at McGuire AFB, NAS Oceana, MCAS Cherry Point, Shaw AFB, Atlanta ESA, NAS Pensacola, NAS Jacksonville, and Miami ARTCC as soon as possible.
 - o Need to have all positions filled.

5. US Forest Service – Ms. Julie Stewart (BLM/USFA – Fire and Aviation)

- **Ms. Stewart** represents the nation’s “second largest air force” with more than 2,000 aircraft engaged in fire fighting and disaster relief.
- 2008 was a very active fire season.
 - o Fires in Virginia, Texas and South Carolina were notable.
- Our aviation operational environment is high risk.

- Every fire is unique and they often create their own weather.
- We deal with a unique environment of adrenaline and fatigue and politics in some of the most remote or complex airspace in the US
- Lightning is a great equalizer.
- 2007 was another “Intense” fire season – 85,705 fires in 9.32 million acres.
 - Heat and drought add to the fire potential.
 - More homes are being built in fire prone areas.
 - 85% of fires were human caused.
- We organize our responses through a systemized Disaster Response which tracks all resources assigned to an incident.
- The National Interagency Coordination Center (NICC) is the focal point for coordinating the mobilization of resources for wildland fire and other incidents throughout the United States.
- The Southern Area Coordination Center (SACC) is headquartered in Atlanta, GA.
 - They have 348 Federal, State, DoD, Non-DoD units within their area to coordinate fire and disaster relief operations.
 - A very structured command and control organization.
- The Airspace Program was started in the 1980s to prevent midair collisions.
 - The Interagency Airspace Coordination Guide is one tool for use and available online at the Interagency Airspace Website: www.fs.fed.us/r6/fire/aviation/airspace
 - Airspace posters are available for use in Fixed Based Operations and local airports.
 - Transponder code for firefighting operations is 1255.
 - For real time aircraft monitoring, the US Forest Service has Automated Flight Following (AFF) of many of their aviation assets through a satellite transponder system.
 - The data is available thorough an internet-connected computer via Google Earth with three-dimensional depictions of TFRs and aircraft location.
- For DoD operations, per AP/1, whether NOTAMed or not, DoD aircraft are to stay five nm from fire/smoke.
 - Fire Traffic Areas dimensions extend up to 2,500 feet above the fire level and out to 12 nm from fire for the initial contact ring.
 - Be very cautious of flying down within the vicinity of a fire at any altitude.
- During fire or disaster relief, the primary environment is the Temporary Flight Restriction (TFR).
 - Provide safe environment for operation of disaster relief aircraft.
 - Exceptions to the aircraft allowed in a fire zone are law enforcement aircraft, IFR ATC controlled aircraft, airport VFR traffic and media.
 - You can Access real time TFR’s with no delay from the FAA at <https://www.notams.faa.gov>
- Airspace Coordinators provide an interface between the fire operations and the FAA, military operations and GA activities surrounding the fire area.
 - They coordinate the TFRs for complex fire operations and provide agency pilots with daily updated kneeboard TFR maps and other aids to safety.
- A series of slides illustrated the maps available to aircrew with current TFRs in a changing environment.
- Current Issues - USFS is studying involving Unmanned Aerial Systems (UAS).
 - Issues include airspace coordination, command and control, integration, interoperability and force development.

- o Several different UAS systems have been tested since 1996 and this past year the NASA IKHANA (Choctaw for intelligent, conscious or aware) Predator aircraft flew fire observation missions up to 20 hours in duration in the West.
- Certificate Of Authorization (COA) stipulations by the FAA were limited for UAS flights.
 - o Very restrictive in nature.
 - o USFS had to submit request for UAS flight parameters 72 hours in advance.
 - o But who knew where the fires were going to be in 72 hours?
 - o Great detail was required about where primary and emergency landing sites were located.
- IKHANA provided real time information to ground crews.
 - o NASA/USFS quick response returned the IKHANA to flight status for the California fires – FAA COA response phenomenal.
 - o Four 9 hour flights were flown in 5 days.
 - o ATC support was excellent.
 - o Thermal infrared images delivered in near real time to FEMA, NIFC, NorthCOM, California EAC, Riverside GACC and Individual Fire Incident Management Teams.
- FEMA Top Off IV lessons learned in the California fire season:
 - o An established air operations exercise plan was effectively employed.
 - o Most of the deployed participants from Top OFF IV (the week before) were deployed to Southern California.
 - o The large exercise was very realistic and paid dividends when actual fires started.
- The California fires provided some of the most complex airspace in the nation.
 - o Complications were almost beyond belief.
 - o One million people were evacuated.
- October 23, 2007 FAA issues:
 - o Local mandatory evacuations and road closures caused staffing problems at some FAA facilities, most notably at Southern California TRACON and the tower at Los Angeles International Airport (LAX).
 - o El Toro, CA Remote Transmitter/Receiver facility for the So Cal TRACON failed due to burnt power lines and Fiber Optics Transmission lines.
 - o Saddle Peak, CA (QMM) En Route Communications (ECOM) frequency 125.8 MHz, main and standby, failed.
 - o Fillmore, CA (FIM) VORTAC: out of service.
 - o Julian, CA (JLI) BUEC (Back up Emergency Communications) failed.
 - o Ramona Airport (RMN) control tower shut down due to local mandatory evacuations.
- October 24, 2007 issues:
 - o So Cal TRACON operated at 35% below normal staffing levels.
 - o San Diego International experienced minor delays.
 - o LAX is operated at a normal 68 aircraft per hour arrival rate with no delays.
 - o Most GA airports in area remained open.
 - o USMC relocated their aircraft from Miramar Marine Corps Air Station to several bases in AZ.
 - o Areas of Gillespie Field were being used as a staging area for ground firefighting operations and as an evacuation site for large domestic animals (horses, etc.)
 - o A temporary air traffic control tower, supporting the large increase of aerial firefighting missions, was established at Hemet and San Bernardino
- FEMA/FAA response - FAA activated a Crisis Response Working Groups (CRWG) to coordinate resolution of issues and facilitate communication across FAA lines of businesses and staff offices.

- FEMA Aviation Coordination Group (ACG) deployed.
 - Representatives from USCG Air Mission Coordinator, Airspace/Air Traffic Management liaison from the FAA, FEMA Air Operations, DOD (AFNORTH), EPA, and USFS Airspace Coordination.
- To meet the FAA's needs, 9 TFRs were put in place.
- The Ikhana program was reactivated and provided excellent imagery.
 - DOD Global Hawk Also Provided Imagery to the So Ops GACC.
- Presidential visit created more airspace considerations due to floating TFR.
 - Bob Roth sent to Western Air Defense Sector during the Presidential Visit.
 - Presidential Visit – No known impact to Air Operations.
- There were still 7 active TFRs on October 25th.
 - Reports of a media helicopter entered the 7/1880 TFR without coordinating with the fire Incident Commander to deconflict with firefighting operations, and possibly impacted drop activities.
- Ultimately, successful TFR Negotiations kept major airports open.
- It could be worse – Hurricane Katrina disaster response created over 33,000 square miles to TFR airspace.
- By November 4th a major portion of TFRs had been reduced and FEMA ACG began shutting down.
- **Ms. Stewart** expressed the desire for Flight Service Stations to improve TFR notification.
- She then introduced **Mr. Quesinberry** (US Forest Service)
 - **Mr. Quesinberry's** team was first on scene at Hurricane Katrina site.
 - Works with Heath Center in Atlanta and covers a large area.
 - He has to deconflict their aircraft with military aircraft and Military Training Routes.
 - Further north they get in to Military Operations Areas deconfliction.
 - **Mr. Quesinberry** stated he is looking forward to establishing Points of Contact.

6. NOTAMS – SFC Johnson (DoD NOTAMS Office)

•**The new system will provide:**

- ICAO standardization
- Local NOTAM accessibility
- Reliable, accurate, timely, digital delivery of NOTAM data
- Graphical depiction of affected airspace

•**The system will be a single source for all NOTAMs.**

•**Roadmap**

- Industry Day was completed in May 2007 with the commitment made by the US Government to modify the NOTAM System.
- Initial Policy Change on Jan 2008 will align the D NOTAM criteria with ICAO NOTAM criteria (reclassify civil L NOTAMs).
- System and Additional Policy Changes in August 2009 will create a single Federal NOTAM System FNS with Full ICAO implementation.
- System Enhancements in 2010 will enable aeronautical information eXchange Model (AXIM) NOTAM Capabilities.
- Initial Policy Changes
- Distant (D) NOTAMs will adopt the ICAO definition for aerodrome movement area that includes taxiways, ramps, aprons, and lighting.
- Unverified reports of Hazards will be included in the NOTAM system as (U) and disseminated as D NOTAMs.

- o Other information not conforming to ICAO standards and that may impact aircraft operations will be labeled (O) in the D NOTAMs.
- Initial Implementation Activities**
 - o NOTAM Realignment Working Group (NRWG) is comprised of military, civil, and commercial flight operations meeting with FAA and Flight Service personnel.
 - o A Safety Risk Management Panel reviews proposed changes to policy by NRWG.
- Summary of changes implementation**
 - o Reclassify civil Local NOTAMs to be D NOTAMs.
 - o Create keywords for all D NOTAMs for improved sorting and parsing.
 - o Create central repository all NOTAMs.
 - o Standardize NOTAM policy.
 - o Town Hall meetings in the near future are question and answer sessions. Notice effective October 2007.
 - o NOTAM Handbook update published July 31, 2008 – Kick off next phase of NOTAM realignment to standardize with ICAO – Federal system consolidated in 2008.

7. MADE/SAMS; FAAO 7930.2 – Mr. Perkins (HQ FAA/AJR-33 (MADE))

- TFRs** – the goal is to have a single site for all TFR depictions so there is no ambiguity.
- NOTAMS** – the MADE/SAMS team is working with the NOTAM Realignment Working Group to change FAA Order 7930.2L to require the issuance of a NOTAM for all SUA, MTR and AR schedules outside of published times. This will be automated based on the schedules entered in MADE/SAMS. We will be involving AOPA in this process.
- AOPA** - the MADE/SAMS team is working with AOPA to create a useful SUA (MOA) system to have real time status information.
- SAMS v3.0** - ABQ Center has just completed a conversion to the latest version of SAMS v3.0. All centers will convert by the end of February 2008. Benefits of the new version: automated and standardize data flow, eliminate redundant data input, enable dynamic access, and increase data integrity.
- FAA 7400.2F - TIMES OF USE** - When the using agency has a requirement for intermittent, less frequent use of the airspace (outside the specific published time period), a provision to activate the airspace by NOTAM may be stated in the SUA legal description.
- FAA 7930.2L**
- 6-1-4. SPECIAL USE AIRSPACE (SUA) AND RELATED AIRSPACES** - A NOTAM shall be issued to activate the following Special Use Airspace and related airspaces at other than published times under appropriate ARTCC(s):
 - o **Prohibited Area, Restricted Area, Warning Area, Alert Area, and Military Operating Areas (MOAs) EXAMPLES:**
 - .a!SUA E ZJX AIRSPACE R2903A ACT 4000 –FL180 WEF 0811210400 -0811210500
 - .b!SUAC ZMP AIRSPACE CRYPT NORTH MOA ACT 5000 -16000 WEF 0807150500 – 0807150600
 - o **Military Training Routes (MTRs)** including Instrument Routes (IRs), Visual Routes (VRs) and Slow Routes (SRs). EXAMPLE:
 - !SUAC ZFW AIRSPACE SR236 ACT 300 – 1000 AGL A TO F WEF 0804151455 – 0804151555
 - o **Aerial refueling tracks and anchors** EXAMPLE:!SUAC ZDV AIRSPACE AR201(W) ACT FL190-FL200 WEF 0811212100 -0811212200
- Schedule Inputs to SAMS (FAA) using MADE (Military)** – the military units now have an electronic method of submitting schedules – SAMS and MADE are now a single system.

- o **Airspace schedules submitted using MADE** – currently units can only schedule their own airspace – in the future, MADE will allow units to schedule other airspace with the approval of the airspace owner.
 - o **Schedules transmitted via NIPRnet SAMS**
 - .aSAMS forwards SUA and ATCAA information to the FAA MOS.
 - .bSAMS forwards MTR information for dissemination via NOTAM system, Flight Service, ARTCC and the FAA web site.
 - o **FAA Military Operations Specialist (MOS) reviews the schedules and approves them, pending local coordination.** The MOS forwards SUA and ATCAA information for dissemination via NOTAM system, Flight Service, ARTCC and the FAA web site.
 - o **SUA and ATCAA** data are disseminated as required by FAA orders and Directives.
- Future Enhancements**
- o Automated NOTAM Submission – when use is outside normal hours, the required NOTAM will be created and submitted.
 - o Annual Utilization Report will be available by the end of FY08 – units will be able to print, review, edit and submit report.
 - o Conflict alerts with TFRs
 - o MADE to MADE to SAMS
 - o CARF / ALTRV
 - o CAC Card sign on
 - o Automated data feeds
 - o SAMS to ERAM to SAMS will be seamless and both systems will have real time airspace utilization.
 - o Graphical user interface
- **Discussion:** All FAA ARTCCs are on MADE 3.0 now. SAMS is used in the FAA side and MADE in the military side. MTR deconfliction with now will be shown by segment rather than entire route. MADE system will permit airspace scheduling by non-schedulers. The system will eventually be able to collect utilization data. The utilization report will remain the same for now. The FAA can currently track scheduled times but ERAM will increase available information and accuracy. The Air Force will be looking at Central Scheduling Enterprise (CSE) and the FAA will consider integrating this information into MADE. Slow Routes (SR) are not charted. MADE will show times of SR use but non-DoD pilots commonly do not have location of SR information. There is no mandate for MADE usage. MADE training is available over the phone or locally with multiple users.

8. Breakout Sessions – Lt Col Simmons

- Two breakout sessions had been identified earlier in the meetings.
 - o **Colonel Chupein** will discuss Operation Space Enterprise (OSE) issues.
 - o **Lt Col Crown** will discuss Wind Energy/Turbine concerns.

9. Breakout Sessions Summaries – Lt Col Simmons

- **Colonel Chupein** – Operation Space Enterprise
 - o The process was reviewed and no Action Items were generated during the discussion.
- **Lt Col Crowe** reported they reviewed tools available for wind energy/cell phone towers.

10. Action Item Recap – Mr. Pierce (QinetiQ- North America)

- No new Action Items were generated during the Management Council Sessions.

11. Next Meeting – Lt Col Simmons

The next Eastern Service Area Airspace/Range Council meeting is tentatively scheduled for September 10-11 in Atlanta. Could the FAA host the meeting? If not, Savannah CRTC could host the next meetings. The Central Service Area Airspace/Range Council meetings are tentatively scheduled for October 8-9 in Ft Worth, TX.

D. WRAP-UP AND ADJOURN – MAJ GEN PATRICK

Lt Col Simmons encouraged units to review the Southern Region Airspace/Range Roadmap. **Colonel Chupein** urged units to look at AFI 13-201 and use the Roadmap as a tool. **Mr. Yadouga** asked where he could find Force Structure and **Mr. Skorupa** will send it to him. **Maj Gen Patrick** asked units to keep doing what we are doing. He acknowledged the Savannah CRTC staff for their fine support. He then recognized the support contractors for the valuable assistance and guidance they provide the airspace/range council process. **Mr. Hicks** (601st AOC) asked if the FAA MOS issue was dead. **Lt Col Arch** will provide that information.

Maj Gen Patrick adjourned the meeting at 12:00 p.m.

APPROVED

//Signed//
GEORGE G. PATRICK, Major General
USAF
Special Assistant, CSAF
Co-Chairman, Southern-Southwest Region
Airspace/Range Council

//Signed//
EDWARD CHUPEIN, Colonel, USAF
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Attachments

1. Agenda
2. List of Attendees

AGENDA

FEBRUARY 20 MANAGEMENT SESSION

1:00	Welcoming Remarks	Maj Gen Patrick
1:15	National Overview	Brig Gen Rice Mr. Wickman
1:45	Warfighter Brief	
2:00	Unit Operations Briefings - Aircraft - Airspace - Problems and Issues Being Worked or Recently Solved (Opportunity for other agencies to identify issues)	Lt Col Simmons
2:45	Break	
3:15	National Park Service	Ms. McCusker
3:30	BLM/Forest Service	Ms. Stewart
4:00	AOPA	Mr. Lehman
4:15	Breakout Sessions for Tomorrow? -	Lt Col Simmons
4:30	Session Wrap Up	Maj Gen Patrick

AGENDA

FEBRUARY 21 MANAGEMENT SESSION

8:00	Opening Remarks	Maj Gen Patrick
8:05	FAA Perspectives – FAA SO Region Administrator	Mr. Murphy
8:20	Military Reps to the FAA and FAA Perspectives - Airspace Status/Perspective - Navy/Marine Rep - UAS Policy Changes and Processing	Lt Col Arch Mr. Castro; Major Barton Lt Col Ruvalcaba Mr. Brown
9:15	NOTAMS	ACC Bullock
9:30	MADE/SAMS; FAAO 7930.2	Mr. Perkins
9:45	BREAK	
10:15	State Aviation Officials	TBD
10:30	Breakout Sessions -	Lt Col Simmons
11:30	Breakout Summaries	
11:45	Action Item Recap	Mr. Pierce
11:50	Wrap-up & Adjourn	Maj Gen Patrick Mr. Wickman

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