MEMORANDUM FOR RECORD 27 August 1996

Subject: Air Force Eastern-New England Airspace/Range Management Council Meeting

1. *General* — The Air Force Eastern-New England Airspace/Range Management Council met in the 174th Fighter Wing (FW) Dining Hall at 0800 hours on 18 July 1996. Major Tom Swanson of the 174th FW hosted and provided excellent support for the meeting. The Agenda and List of Attendees are at Attachments One and Two, respectively.

2. *Proceedings*

a. MGen Reid (Commander, Massachusetts Air National Guard and Council Co-Chairman) introduced **Col Rapier** and explained his role as co-chairman. He then requested that everyone introduce themself and give a brief description of their duties and responsibilities. Following the introductions, he briefly explained the regional process and its inception.

This is now a primarily "blue suit" (Air Force, ANG, and AFRES) process. The other services are encouraged to participate as "invited delegates."

"Management" is an essential part of the name of the councils. The process answers Congress' insistence that the military improve its management of airspace.

The regional meetings are an important element of the management process. Meeting topics should include:

- Sanity Checks on proposals for new or modified airspace;
- Analysis of utilization trends and problems areas;
- Public Relations initiatives;
- National and legislative updates;
- Interagency issues;
- Excess airspace.

Presentations to the Council by each unit are an important link in the communication chain. Also, it is important for unit airspace managers to keep commanders informed.

Political and environmental pressures make it essential that unit airspace managers know who and what are under the airspace they use, and to establish a dialogue with the people who live and work under your airspace.

General Reid also discussed the complementary strengths of the Air Force/Air Force Reserve and Air National Guard, as discussed at the meeting of the Air Force National Airspace/Range Management Council at Volk Field, WI in August 1995.

STRENGTHS	
Active Duty/AFRES	**ANG**
Funding	Citizen involvement
Centralize command and control	General officer involvement
Institutionalize process/regulations	Stewardship
Gain joint involvement	Simplicity of process
National focus	Politics
Drive requirements	
Obtain resources	

The regional process needs a focus on airspace management. Equally important is a public relations and interagency focus. The Executive Council needs to discuss the framework for Management Council discussions. They also need to review and analyze airspace concepts before they are presented to the Management Council for their review and comment.

b. Mr. Weppner (NSA Inc) summarized the regional airspace planning process, the evolution and need for the Management and Executive Councils within each region, the desired constituency of each Council, and the Air Force/ANG co-chairmanship of the Councils. He also discussed the purpose and content of *the ANG Long Range Airspace Plan* and the *ANG Range Master Plan*. His briefing is at Attachment Three.

c. Col Rapier (HQ FAA/AAT-4 and HQ USAF/XOOA; Council Co-Chairman) summarized the Airspace/Range Review Process (see Attachment Four). Higher level visibility is needed for airspace and ranges. Therefore, the active duty Air Force adopted the system the ANG has been successfully implementing for several years. The goal of the process is to manage concepts, proposals, and existing airspace and ranges through a process that maximizes interservice, intraservice, interagency, and aviation interest group coordination and cooperation.

d. MGen Reid stated the New England Environmental Impact Statement (EIS) and airspace proposals were based, in part, on the conversion from A-10 to F-16 aircraft at Barnes and Bradley airfields. Those conversions have been put on indefinite hold. Because of this, the Federal Aviation Administration held the EIS in abeyance. The conversion from air defense to general purpose at Burlington renewed interest in the EIS and reopened the possibility of its approval. However, some FAA personnel stated the EIS would have to be reaccomplished because it was three years old. In light of these factors and the delayed or cancelled mission chahge at Burlington, a decision was made to withdraw the proposal. The EIS is valid but the proposed airspace modifications were withdrawn pending further review.

e. Lt Col Bollen (Range Control Officer, Indiantown Gap Range) stated that the Antler MOA proposal, which has been withdrawn along the with Eastern-New England Airspace Proposals, was designed to help the 174th FW and Indiantown Gap Range. He also said the Air Force Audit Agency reviewed the Air National Guard ranges for potential closure. Razorback and Camp Santiago were initially identified for closure until operations personnel explained the consequences of closure. After discussions

regarding ANG range operations, the person conducting the audit recommended closing either Indiantown Gap or Warren Grove ranges, and Atterbury or Jefferson Proving Ground ranges. After operations personnel explained the consequences of these recommendations, Audit Agency personnel stated they were “leaning toward” removing any closures from their final report. Additional justification for keeping the range open is a need for an assault landing strip for C-130 operations. A survey of nearby C-130 units indicates Indiantown Gap is the best location for the landing strip. A suggestion was made and adopted to have the Executive Council sign a letter endorsing the need for an assault landing strip. The shortage of officer manning at Indiantown Gap range will preclude increasing its utilization rate.

f. Mr. Lake (ANGRC/CEVP) summarized the existing and a proposed change to Yankee MOA. The existing MOA is assessed to 100 feet AGL for A-10s. The new concept would be to eliminate the portion of the MOA that overlies the wilderness area and establish a 500 foot floor for the remaining airspace. The MOA would be used only for A-10 operations. The ANG needs to review F-16 operations in the Yankee, Condor, and Syracuse 5 MOAs.

g. Maj Swanson proposed joining the Syracuse 5 and Falcon MOAs to have contiguous airspace. The Northeast Air Defense Sector schedules the Falcon MOA. This proposal would relieve some of the congestion in the Syracuse 1 MOA. The 174th FW will discuss with the 158th FW the possibility of transferring the scheduling responsibility for VRs-1800 and 1801. Mr. Lake said he would review the current environmental assessment documents for the Syracuse 5 MOA. The FAA said adjoining the two areas appears to be aeronautically feasible.

h. MGen Reid stated that Wheeler-Sack runway 03/21 is proposed to be extended to 10,000 feet to give the 10th Mountain Division the capability to deploy from Fort Drum. The existing 5,000 foot runway is not load bearing. Therefore, a new runway will have to be constructed. The estimated completion date for the proposed runway is October 1998. To ensure there is no conflict with instrument approaches to the new runway, Range 35 operations could move to Range 48. Concerns exist that extensive F-16 traffic is planned for Wheeler-Sack. There is no plan to include additional fighter operations in the environmental assessment. However, a complete assessment process will be followed if expanded fighter operations are considered on the extended runway. Currently, only “heavy aircraft” are proposed to operate on the new runway.

i. Col Dodson (152 ACG) summarized the upcoming Global Yankee — an exercise emphasizing team work and low cost, joint, and realistic training. The exercise stresses interoperability. His briefing is at Attachment Five.

j. Mr. Wennerstrom (Wheeler/Sack AAF) said his radar control unit controls aircraft below 6,000 feet MSL in the Syracuse 1,2,3,4 and Drum 1 & 2 MOAs. Aircraft check in and out on frequencies 128.25 KHz or 347.7 MHz. The unit controls about 4,000 aircraft operation annually. The radars have a 45-mile lookout. The official transfer of responsibility from Boston ARTCC to Wheeler/Sack for aircraft control will occur on 10 October 1996.

k. Lt Col Madrigal (Eastern-New England AFRep) summarized his personal experience and the AFRep's responsibilities. Responsibility for aircraft control in W-105 will transfer from the Fleet Area Control and Surveillance Facility, Virginia Capes (FACSFAC VACAPES) to the Northeast Air Defense Sector. The Evers MOA expansion and Farmville MOA modification proposals are being worked. He urged all airspace managers to involve the AFReps in the concept-to-proposal process as early as practical.

l. Lt Col St Clair(104th FW) added that night vision goggle training requirements are changing. All night vision goggle training is being conducted at high altitude for now. However, low altitude training requirements are likely sometime in the future.

m. Mr. Schenck (HQ ACC/DOR) reiterated that airspace and ranges are still Air Combat Command's number one priority. Much of existing airspace is designed for older aircraft and will not accommodate newer weapons training requirements. Airspace managers must focus on the requirement before developing a concept to add new or modify existing airspace. He also emphasized the four steps in airspace planning — identify the requirement, identify a location to satisfy the requirement, identify those with competing demands, and negotiate with those who have competing demands.

n. Maj Woltz described Air Mobility Command's mission and the aircraft assigned to that command. The environmental assessment for slow routes and drop zones is being updated. SRs-801 and 846 are assessed to 500 feet AGL. However, approaches to the drop zone should be flown at 2,000 feet AGL. A finding of no significant impact (FONSI) has been documented for each route. The two routes are assessed for C-130 and C-141 operations. C-5 aircraft can use the routes for contingency operations only.

o. Ms. Bailey (Aircraft Owners and Pilots Association) summarized her participation in a recent meeting with Fort Worth Flight Service Station (FSS) personnel (see Attachment Six). One purpose of the meeting was to discuss the application of the Special Use Airspace/Enhanced Traffic Management System (SUA/ETMS) project and its potential integration into the Operational and Supportability Implementation System (OASIS) to enhance dissemination of real-time airspace utilization information. Most general aviation-military near mid-air collision incidents occur while traversing military training routes (MTRs). Many general aviation pilots would like to know the status of MTRs before crossing them. However, pilots are not always able to determine in real time if they are being used. One of the major shortcomings of the FSSs is that they cannot "see" aircraft. Integrating SUA/ETMS and OASIS offers a potential solution to the problem. AOPA is working to convince FAA to support the concept.

p. Lt Col St Clair briefly demonstrated the database he designed to track airspace utilization and noise complaints. He offered the database format to anyone who would like to use it.

3. *General Discussion Wrap-up*

Mr. Duff (Chairman, Coalition on Low Altitude Flight) stated his concern that transfers and retirements might cause a loss of institutional memory. **MGen Reid**

pointed out that several Council members had been involved in the Eastern-New England airspace proposal for five or more years. There was also a brief discussion on the need for a general electronic bulletin board for airspace matters. There was agreement on its utility but a commensurate ambiguity on how to establish it. There was also a brief discussion about having a two-day meeting. That will be considered when planning for the next meeting. A suggestion was made to include a map in the letter announcing the meeting identifying the lodging and meeting locations. One member requested AFI 13-201 be published as soon as practical to provide guidelines for airspace planning. A final suggestion was to include time for breakout sessions to discuss specific issues.

4. *Adjourn* — The meeting was adjourned at approximately 1615 hours.

5. *Approved*:

ALAN T. REID, Major General, USAF
Commander, Massachusetts Air National Guard
Co-Chairman, Air Force Eastern-New England
Region Airspace/Range Council

ROGER G. RAPIER, Colonel, USAF
Director, USAF/FAA Interoperations
Co-chairman, Eastern-New England
Region Airspace/Range Council

Six Attachments
1. Agenda
2. List of Attendees
3. Regional Airspace Planning Process
4. Airspace/Range Review Process
5. Global Yankee
6. Special Use Airspace/Enhanced Traffic Management System

Eastern/New England Air Force Regional
Airspace/Ranges Management Council

18 JULY 1996

SYRACUSE, NY

AGENDA (Pg 1)

Registration/Coffee	0800-0830	$10.00 FEE
Welcome/Admin	0830-0840	MG Reid Maj Swanson
National Perspective	0840-0850	MG Reid
Management Council Purpose/Evolution	0850-0920	Mr. Weppner
BREAK	0920-0930	
Co-Chairman Perspectives	0930-0950	Col Rapier
NE EIS (Proposals) Withdrawals	0950-1010	MG Reid
Indiantown Gap Range - Status	1010-1030	LtCol Bollen
Yankee MOA Proposal	1030-1050	Mr. Lake
BREAK	1050-1100	
Syracuse 5 MOA Proposal	1100-1120	Maj Swanson
Wheeler-Sack Rwy Extension	1120-1140	MG Reid
Exercise Global Yankee	1140-1200	LtCol Dodson
WORKING LUNCH	1200-1245 "How & Why We Train" Video	
Sack Radar Coverage	1245-1300	Mr. Wennerstrom
AFRep Issues	1300-1315	LtCol Madrigal
ACC Issues	1315-1330	Mr. Schenck
AMC Issues	1330-1340	Maj Woltz

Eastern/New England Air Force Regional
Airspace/Ranges Management Council

D R A F T

AGENDA (Pg 2)

AOPA General Aviation Perspectives	1340-1400	Ms. Bailey
BREAK	1400-1410	
Unit Issues/Reports ***(as required)***	1410-1515	Unit Airspace Mgrs.
Wrap-up/ Next meeting site/date	1515-1530	MG Reid Col Rapier

D R A F T

Air Force Eastern-New Region Airspace/Range Management Council Meeting
Syracuse, New York
18 July 1996

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Air Force and ANG Airspace / Range Planning and Management

- *Regional Airspace Planning Process*
  - *ANG began in Eastern-New England FAA Region in 1989*
  - *Now throughout CONUS, Alaska, and Hawaii, aligned by FAA Regions*
  - *Air Force formally sponsors and co-chairs*

AIRSPACE/RANGE REVIEW PROCESS

COL ROGER RAPIER
Director, USAF/FAA Interoperations
AF/XOOA (FAA/AAT-4)

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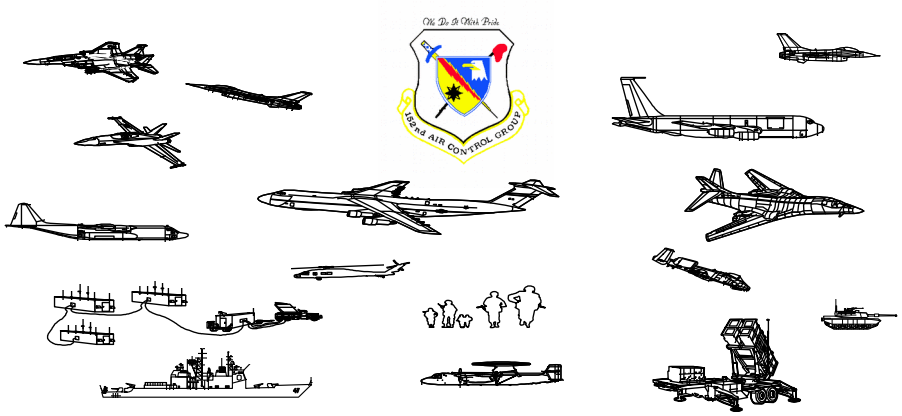
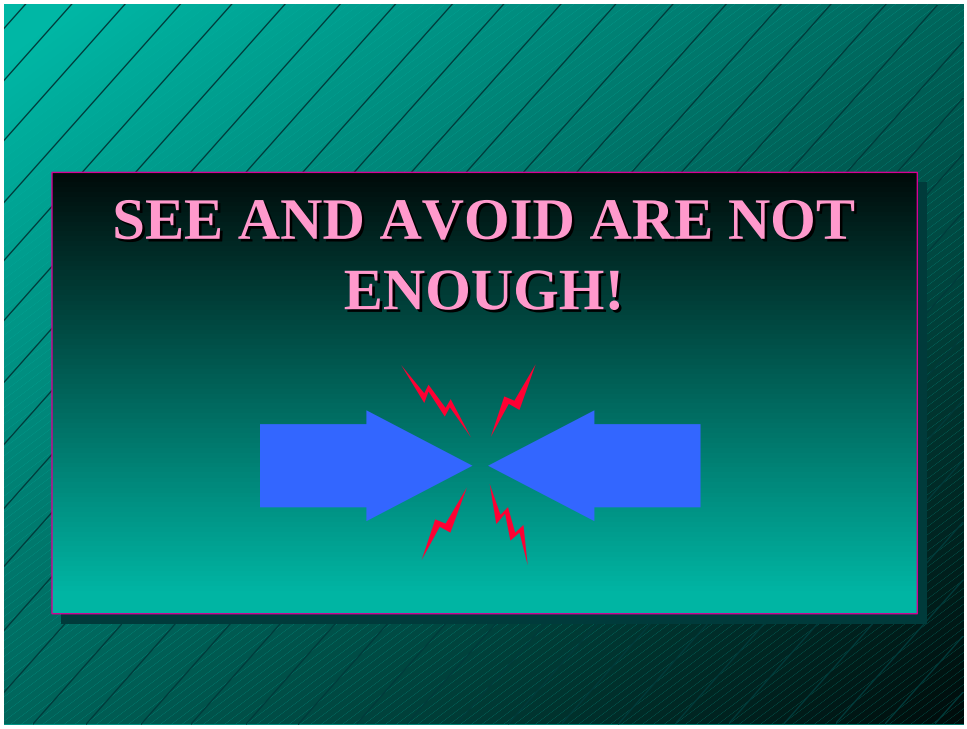
GLOBAL YANKEE 96




SEE AND AVOID ARE NOT ENOUGH!