MEMORANDUM FOR RECORD May 1, 1996

Subject: Proceedings – Air Force Southern Region Airspace/Range Management Council Meeting

1. ***General*** — The Air Force Southern Region Airspace/Range Management Council convened a two-day meeting which began at 1300 hours on 3 April 1996, at the Grand Casino Hotel in Gulfport, MS. Lt Col Joe Spraggins and the Gulfport Combat Readiness Training Center (CRTC) hosted the meeting. The Agenda and List of Attendees are at Attachments 1 and 2, respectively. The purpose of the meeting was to strengthen interdisciplinary lines of communication and discuss issues of mutual interest.

2. ***Day 1 Proceedings – 3 April 1996***

a. **BGen Clark** (Commander, 117 ARW), Management Council Co-chairman, welcomed all attendees to the meeting, then asked everyone to introduce themselves and describe their area of responsibility.

b. **Lt Col Spraggins** (Gulfport CRTC, Director of Operations), meeting host, highlighted some of the area's landmarks and explained that the Chamber of Commerce would sponsor a social that night. The Council is especially appreciative of the Chamber's friendship and generosity.

c. **Col Rapier** (HQ USAF/XOOA and HQ FAA, AAT-4), Management Council Co-chairman, welcomed everyone to the meeting. His responsibilities include Air Force liaison work to the FAA while working with the HQ USAF/XOOA staff on airspace issues.

d. **MGen Reid** (Commander, Massachusetts ANG and Co-chairman, Air Force National Airspace/Range Executive Council) summarized the regional airspace planning and proposal process. 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 in 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 alluded to 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	

e. **Col Rapier** stated there is increased emphasis on airspace and ranges by virtue of General Ralston's (former Commander of Air Combat Command) airspace experience. Recent airspace issues in Alaska helped shape his focus. Ranges, airspace, air traffic policy, and Air Force representation to the Federal Aviation Administration (FAA) are consolidated within HQ USAF/XOOA — the "Airspace, Ranges, and ATC Division." The Division is working to blend the regional airspace management process into the Air Force airspace organization. Protocol, as it enhances communication and information flows, is important to an effective process and working relationships.

The Air Force is moving toward more active duty participation in the airspace planning process. **Col Gagnon** (HQ ACC/DOR) has offered to encourage Operations Group commanders' attendance at the meetings. An Operation Group commander from a unit within each region could become the logical choice to co-chair the regional committees. Focus should be on success with FAA in getting and maintaining the airspace we need. He summarized some of the notable successes and shortcomings of recent airspace proposals.

HQ USAF/XOOA will soon be increasing the breadth of responsibility to include flight training. The Air Force Flight Standards Agency (AFFSA) will take on more airspace *process* responsibilities in addition to their current *procedures* responsibilities. All airspace (including air traffic control assigned airspaces (ATCAAs) and low altitude tactical navigation (LATN) areas) and ranges need to catalogued to help support weapons system beddown decisions and Base Realignment and Closure Commission assessments. The Comprehensive Airspace and Ranges Database System (CARDS) was fielded in January 1996 to collect and process the needed data. The CARDS software will be updated annually to incorporate improvements, and will be available to the other military services. Data will be “static” — changing infrequently, and “dynamic” — changing as often as daily. Among other things, we need to know where we can and cannot employ chaff and flares — and the associated reasons. A suggestion has been made that an advisory group be formed to work CARDS issues.

Airspace proposals would be processed under the restructured organization as depicted in the slide at Attachment 3. A refined version of the slide will be published in AFI 13-201.

f. **Mr. Pierce** (ANGRC/CEVP) summarized the ANG’s recently chartered Airspace and Range Integrated Process Team (IPT). The IPT is the ANG focal point for policy development, planning and programming recommendations and/or decisions on issues or matters pertaining to ANG Airspace, Ranges, CRTCs (Combat Readiness Training Centers), and ACMIs. The IPT will have core members from the Environmental Planning Branch (ANG/CEVP) and Operations (ANG/XOOC). Associate/advisory members would include Public Affairs (NGB-PAE-F) and appropriate ANG Staff Agencies, AF/CEVP, the Judge Advocate General’s office, and the ANG Range Council. The IPT will be a full-time, co-located cross-functional team. The concept is designed to improve workload efficiency. The IPT is empowered to implement policy and recommend approval/disapproval actions.

g. **Lt Col Thompson** (AFRep) summarized some of the Air Force’s airspace issues in this region (see Attachment 4). The C-130 and HH-60 rescue aircraft moving into Moody need training airspace. Units participating in the Big Drop 96 Exercise should coordinate with the AFRep early in the process. The extension of the international shoreline boundary from 3 to 12NM will not cause the Warning Areas to be redesignated.

h. **Mr. Schenck** (HQ ACC/DORA) presented the Air Combat Command (ACC) Perspective (see Attachment 5). The ACC Airspace and Ranges office now has 30 people authorized. Airspace is a National Security Issue. Col Gagnon has been working through the offices of the Secretary of the Air Force, Secretary of Defense, and the Chairman of the Joint Chiefs of Staff to make this an element of their National Security issues focus.

The new airspace and range office at ACC is made up of experts in various disciplines, including fighter operations, bomber operations, legal, engineering, public

affairs, and natural resources. The four pillars of an airspace action are: 1) identify needs, not wants; 2) identify geographic areas where we can meet those needs; 3) identify the competing demands for that airspace; and 4) negotiate in good faith with those who have honest competing demands and resolve conflicts. Military users must find ways to be compatible with other users, learn to integrate various user requirements, never lie about the proposal and requirements or mitigations, and always have the facts. Competition is getting more intense and all agencies must be ready to share airspace.

ACC is working closely with AF/XOOA and the other MAJCOMs. AETC (Goldwater Ranges) and ACC (Nellis Ranges) are working together on Land Use Renewal issues.

We must identify only real needs and thus maintain the integrity of the process. Col Gagnon expects that ACC's priority for airspace and ranges will remain unchanged under General Hawley, the new ACC Commander.

i. **Maj Farries** (All Service Combat Identification Evaluation Team — ASCIET) introduced a video that describes the ASCIET mission. The large scale, force-on-force combat identification training scenarios are funded by four services. The next exercise is scheduled for 26 Aug-6 Sep 96. The scenarios include day and night missions and all-service participation. The briefing is at Attachment 6.

j. **Lt Col Forsyth** (HQ AMC/DOO) explained why the proposed change to FAAH 7610.4 regarding air refueling anchors is unacceptable to Air Mobility Command (AMC). The proposed change would require aircraft to navigate via the published anchor pattern course line within an ATCAA unless Air Traffic Controllers (ATC) specifically authorize alternative maneuvers. AMC believes this change would reduce maneuvering flexibility and cause aircrews to fly in peacetime differently than they would fly in wartime. The briefing is at Attachment 7.

k. **Mr. Cooper** (NSA Inc) updated the Council on the current status of the Interagency Airspace/Natural Resources Coordination Group. The next meeting will be 23-24 April 1996 at the Air Force Association in Arlington, VA. The group of mid-level airspace and land managers is actively working 55 policy and procedure issues. The briefing is at Attachment 8.

l. **Maj Miller** (Kentucky ANG and Regional Public Affairs Officer) presented a state-by-state review of Public Affairs issues (see Attachment 9). The B-1 will begin flying at Robins AFB in April or May 1996. The Camp Blanding Environmental Impact Statement is expected to be completed this summer. One purpose of the EIS is to document the environmental impacts of current and proposed aviation operations at Camp Blanding, FL.

3. *Day 2 Proceedings – 4 April 1996*

a. **Mr. Pierce** described B-1 flying operations at Robins AFB, GA. For the purpose of the EIS, the B-1 was considered to have a 500NM flying radius to accomplish required training and define its region of influence. Within that radius, the planners assessed eleven MTRs (three VR and eight IR) in the EIS. In addition, three bombing ranges (Townsend, Pinecastle, and Avon Park) and one strategic training range complex were assessed.

b. **Capt Wiswell** (116 BW, Robins AFB, GA) stated the B-1 aircrews need to fly at least 180 nautical miles along a Military Training Route to accomplish their desired terrain following mission training. The B-1 is now certified to release cluster bomb unit munitions which will change the aircrew's flight tactics. The 116 BW would like to train in airspace at Eglin AFB, Townsend Gunnery Range, and Moody AFB. The unit is investigating the possibilities for raising MTR ceilings to 10,000 feet to allow for deceleration and climb within the MTR airspace.

c. **Mr. Cavanaugh** (First Air Force/Southeast Air Defense Sector) summarized Cuba's shootdown of unarmed American aircraft on 24 Feb 96 and First Air Force's involvement in the airspace surveillance and personnel rescue (see Attachment 10). An unresolved issue is how to establish a temporary flight restriction in international airspace.

d. **Mr. Loth** (U.S. Fish and Wildlife Service) said the U.S. Fish and Wildlife Service (USFWS) mission was strengthened with the 25 March 1996 signing of an Executive Order. Only one or two noise complaints over public use land are reported each year to the USFWS in the southeast region. An area for improvement is for the USFWS to coordinate seasonal flying activities with agencies that fly near USFWS activities. Open dialogue is generally going well, but its importance needs continuous emphasis. Mr. Pierce described an ANG effort to identify charted land areas that may be <u>potentially</u> noise sensitive to military flight operations in MOAs and on MTRs.

e. **Ms. Bailey** (Aircraft Owners and Pilots Association) summarized her participation in a recent meeting with Fort Worth Flight Service Station (FSS) personnel (see Attachment 11). 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.

Fort Worth FSS personnel will be at HQ FAA on 22 April 1996 to present a current status briefing to interested members of the Interagency Airspace/Natural Resources Coordination Group.

f. **Mr. Flournoy** (North Carolina Department of Environment, Health and Natural Resources) referenced the August 1988 General Accounting Office report to the Honorable Jesse Helms, *Airspace Use — FAA Needs to Improve Its Management of Special Use Airspace*, and stated he believes there is a continuing need for better FAA/DOD coordination on airspace matters. Specifically, cumulative impacts are not adequately assessed. The Coast MOA proposal is the most recent example of this deficiency. State military working groups have been formed to help strengthen civil-military lines of communication. One of the issues identified is the need for additional low altitude radar coverage in northeast North Carolina.

Some examples of differing perceptions:

- States don’t have forums for dealing with the military and the FAA; so they resort to Congressional legislation;
- The Interagency Coordination Group is a good thing, but not the whole answer — there is a tendency to exclude state and lower levels;
- States believe that the airspace “owner” is the public, not the unit that schedules the airspace.

Mr. Flournoy pointed out that there is a potential for conflict caused by the need for better commercial air access to some of North Carolina’s coastal areas and the virtually solid extent of special use airspace along the 300-mile coastline.

4. **Unit Presentations** – Each unit presented a short briefing on their airspace requirements and any issues that might be of mutual interest. A brief summary of those presentation follows:

a. **33rd Fighter Wing** (Capt Miller) — The 33 FW (Eglin AFB, FL) is an ACC asset operating on an Air Force Materiel Command base. The 33 FW does not schedule or manage any airspace. Their greatest need is airspace for low altitude air-to-air training (LOWAT), and airspace large enough for Advanced Medium Range Air-to-Air Missile (AMRAAM) and 4 versus X (usually four) training. The briefing is at Attachment 12.

b. **437th Airlift Wing** (Capt Kincaid) — The 437 AW (Charleston AFB, SC) has two reserve and two active duty units each flying C-141 and C-17 aircraft. The aircrews in each unit conduct drop zone and landing zone training in addition to other types of training. The 437 AW needs a runway that is 3500-500 feet long and 90-100 feet wide (preferably near mountainous terrain) to conduct short austere airfield training. In addition, more low altitude and aerial refueling airspace will be needed to accommodate an additional two active duty and two reserve C-17 units. The briefing is at Attachment 13.

c. **187th Fighter Wing** (Maj Daniel) — The unit has scheduling and management responsibilities for MTRs they do not use. They would like to transfer those responsibilities to another unit(s). The briefing is at Attachment 14.

d. **CRTC Gulfport** (Lt Col Spraggins) — The Desoto MOAs along with W-153 and Eagle Gulf provide excellent maneuvering airspace for instrumented and non-instrumented flying. There are no major issues of universal interest. The briefing is at Attachment 15.

e. **4th Fighter Wing** (SMSgt Hamilton) — Endangered species (e.g., Red Cockaded Woodpecker, Red Wolf, the American Alligator, and the Atlantic White Ceder) are constraining flying operations. There is an increasing number of noise complaints from new construction areas, and there is organized opposition to new or revised airspace. The briefing is at Attachment 16.

f. **325th Fighter Wing** (Mr. Wintersole) — Over-land and over-water airspace is sufficient to meet the 325th's training needs. Noise reduction around St. George Island is their primary issue. The briefing is at Attachment 17.

g. **23rd Wing** (Mr. Ladd) — The military training routes and special use airspace are adequate to meet the Wing's training requirements. There are no major issues of universal interest. The briefing is at Attachment 18.

h. **CRTC Savannah** (Maj Melton) — There are no major issues of universal interest. The briefing is at Attachment 19.

5. **Next Meeting**: The Management Council will meet again at Tyndall AFB the first or second week of April 1997.

6. **Adjourn**: The meeting adjourned at approximately 1300 hours.

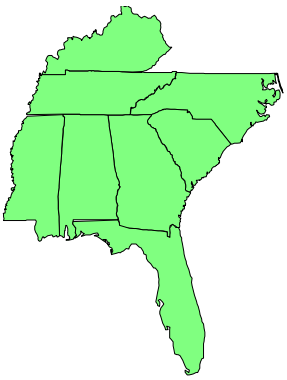
7. **Approved:**

RENDELL F. CLARK, Jr. Brigadier General, USAF
Commander, 117th Air Refueling Wing
Co-chairman, Southern Region Airspace Committee

ROGER G. RAPIER, Colonel, USAF
Director, USAF/FAA Interoperations
Co-chairman, Southern Region Airspace Committee

19 Attachments:

1. Agenda
2. List of Attendees
3. Airspace Concept Development Slide
4. AFRep Perspectives
5. HQ ACC/DOR Perspectives
6. ASCIET
7. Air Refueling Anchor Areas
8. Interagency Airspace/Natural Resources Coordination Group
9. Southern Region Public Affairs
10. HQ 1AF and HQ Southeast Air Defense Sector
11. Special Use Airspace/Enhanced Traffic Management System
12. 33 FW Briefing
13. 437 AW Briefing
14. 187 FW Briefing
15. CRTC Gulfport Briefing
16. 4 FW Briefing
17. 325 FW Briefing
18. 23rd Wing Briefing
19. CRTC Savannah Briefing



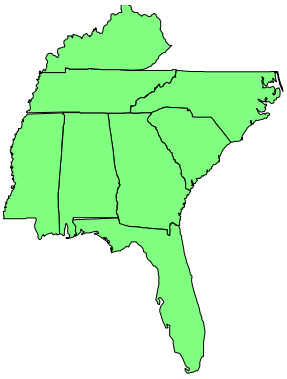
AGENDA

AIR FORCE SOUTHERN REGION AIRSPACE/RANGE MANAGEMENT COUNCIL MEETING

3-4 APRIL 1996
GULFPORT, MISSISSIPPI

3 April

Introductions/Opening Comments	BG Clark/Col Rapier
Airspace — Be a Player!	MG Reid
Air Force Involvement in Regional Process - National Airspace/Range Mgt Council Update - Revised Airspace Proposal Process	Col Rapier
ANG Airspace/Range IPT	Mr Pierce
Southern Region Update	AFREP, NAVREP
Break	
Air Combat Command (ACC) Perspectives	Mr Schenck
All-Service Combat Identification Team (ASCIT)	Maj Ferries
Air Mobility Command Issues	LtCol Forsyth
Break	
Interagency Involvement	Mr Cooper
Public Affairs Issues	Maj Miller
First Day Wrap-up	BG Clark/Col Rapier



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AIR FORCE SOUTHERN REGION AIRSPACE/RANGE MANAGEMENT COUNCIL MEETING

3-4 APRIL 1996
GULFPORT, MISSISSIPPI

4 April

Robins AFB B-1 Beddown Issues	Mr Pierce
FAA Overview	All
1 AF Issues and Cuban Airspace Update	Mr Cavanaugh
US Fish & Wildlife Service	Mr Loth
N. Carolina Dept of Environment, Health, Nat'l Res	Mr Flournoy
Aircraft Owners and Pilots Association	Ms Bailey
Break	
Unit and Range Presentations Overview (Mission, Airspace/Ranges, Utilization, Problems) Concepts for New or Modified Airspace	Each Unit/Range
Lunch	
Regional Issues/Concerns/Concepts/Action Items	All
Next Meeting Location, Agenda Focus, and Dates	BG Clark/Col Rapier
Closing Comments	BG Clark/Col Rapier
Executive Council Outbrief	

Air Force Southern Region
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SIMPSON, “BJ”	CDR	NAVREP, FAA SO REG, ASO 930 PO BOX 20636 ATLANTA, GA 30320	DSN: 797-5482 COMM: (404) 305-6905 FAX: (404) 305-6911
SNYDER, PETE	BGEN	HQS KY ANG	DSN: 366-3490

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SPRAGGINS, JOE	LTCOL	ANG CRTC/DO 4715 HEWES AVE GULFPORT, MS 39507-4324	DSN: 363-8207 COMM: (601) 868-6207 FAX: 363-8155 DSN (601) 868-6155 COMM
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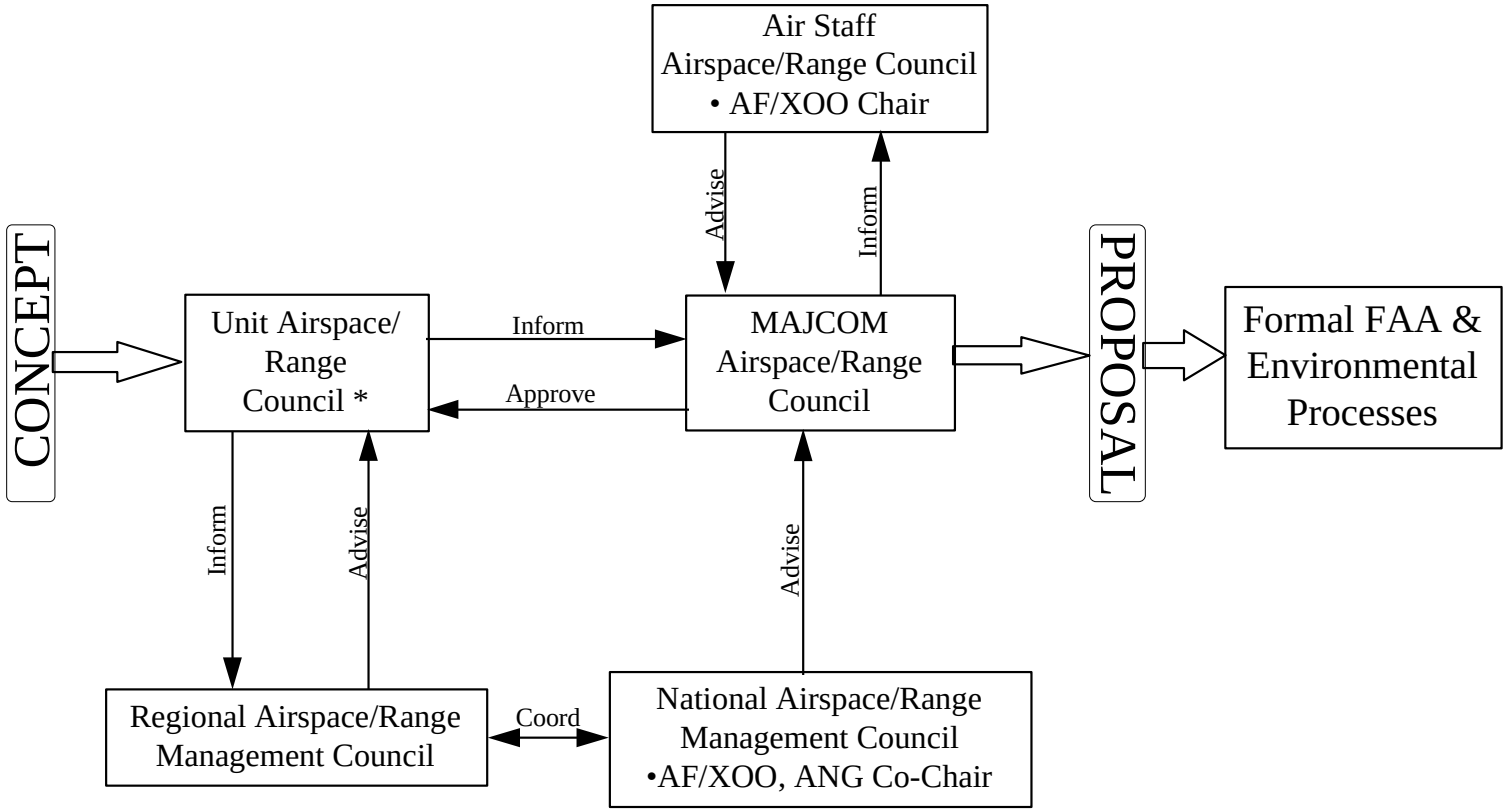
WILSON, RONALD	CIV	45 RANS/DOUS CAPE CANAVERAL AS, FL 32925	DSN: 467-5936 COMM: (407) 853-5936
WINTERSOLE, GENE	CIV	325 OSS/OSTA 1141 FLORIDA AVE, SUITE 11 TYNDALL AFB, FL 32403 E-MAIL: wintersoleg@cs-smtp.tyndall.af.mil	DSN: 523-4148 COMM: (904) 283-4148 FAX: 523-3164
WISWELL, TOM	CAPT	128 BS 1430 1ST ST, SUITE 211 DOBBINS ARB, GA 30067	DSN: 925-4750 COMM: (770) 919-4750

Airspace Concept Development



* ANGRC performs this function for ANG units