MEMORANDUM FOR RECORD **9 August 1999**

Subject: Meeting Proceedings - Air Force Central-Great Lakes Region Airspace/Range Council (Management Session)

1. *General* – The Air Force Central-Great Lakes Region Airspace/Range Council — Management Session met on 29-30 June 1999 at the Radisson Hotel, Indianapolis, IN. The meeting was hosted by and outstanding support provided by Headquarters, Indiana Air National Guard, **Brigadier General Wilson** (Chief of Staff, Indiana Air National Guard). The purpose of this meeting was to discuss issues of national and regional importance, resolve problems, establish lines of interagency communications, and provide focus. The Agenda and List of Attendees are at Attachments 1 and 2, respectively.

2. *Management Session Proceedings, 29 June 1999*

a. Welcoming Remarks/Objectives – **Brigadier General Hruby** (Chief of Staff, North Dakota Air National Guard and Central-Great Lakes Airspace/Range Council Co-Chair) and **Colonel Pease** (Headquarters Air Force Range and Airspace Division and CE/GL Council Co-Chair) welcomed everyone to the meetings. One of the primary objectives of the meetings was to encourage interagency dialogue in order to identify and resolve issues at the local level.

b. Remarks by the Adjutant General, Indiana – **Major General Mitchell**. MGen Mitchell welcomed everyone to Indiana and offered an overview of some of the current events in Indianapolis. He expressed his support of the effort to retain Jefferson Proving Grounds (JPG) Range and the valuable contributions of both Indiana ranges to our nation's defense. In addition, Atterbury Range personnel have assisted Slovokia in re-establishing an air-to-ground range in their country.

c. National Perspectives – **Major General Schnaidt** (Commander, Missouri ANG and National Airspace/Range Council Co-Chair) added his welcome. He began by presenting the Air Force vision statement for airspace and ranges and offered a short background of the regional airspace/range council process. Some of the objectives of the process include better communications, involvement of senior leadership, and dialogue with other agencies. The regions are aligned with the FAA regions for improved communications. There is a concentrated effort to foster executive-level communication among primary users with special emphasis on the National Airspace System (NAS) re-design. MGen Schnaidt concluded his briefing by outlining the successful opening dialogue with the "alphabet groups" such as Aircraft Owners and Pilots Association (AOPA), National Business Aviation Association (NBAA), and the Regional Airlines Association (RCC).

d. Major Command Issues – **Status Updates**

Cincinnati Working Group – **LtCol Wallace** (Commander, 162 Fighter Squadron, Ohio ANG). Restricted Area R-5503 was changed to a Military Operations Area (MOA) several years ago when the Air Force deactivated the main user, the test

wing stationed at Wright-Patterson AFB, OH. Buckeye MOA was an outgrowth of that effort and is critically needed to satisfy Air National Guard (ANG) training requirements; especially since the ANG is playing a much larger role in the defense of our nation. Commercial aviation is also growing as reflected in the increased activity at Cincinnati International Airport, a main Delta Airlines hub. Buckeye MOA is not contentious unless the airlines have to go into holding patterns while inbound to the Cincinnati airport. The ANG at Springfield, OH has been assigned a new mission of training pilots to fly the F-16 fighter. This will require more time in Buckeye MOA than currently used. Additionally, Delta is proposing a new runway at Cincinnati, which will put more strain on commercial traffic flows into and out of Cincinnati. Several alternatives have been proposed as solutions to the growing problem but there has not been any resolution. LtCol Wallace said that when the Springfield unit becomes an operational training squadron, it would have less flexibility than it does now because of student syllabus requirements. A breakout group was planned for further discussion.

Fargo, ND – **Captain Wutzke** (119th Fighter Wing, North Dakota ANG) said the Fargo unit would be converting from an Air Defense Unit, primarily responsible for Continental Air Defense, to a General Purpose unit with air-to-air and air-to-ground mission requirements. Special Use Airspace (SUA) is available in the area: Tiger MOA, Beaver MOA, and Devils Lake MOA with the associated Red River Air Traffic Control Assigned Airspace (ATCAA) above it. Minneapolis Air Route Traffic Control Center (ARTCC) sometimes raises the floor of Devils Lake to accommodate civil traffic, and sometimes caps the ceiling of Red River ATCAA, thus hindering effective training. Future needs for the Fargo unit include alternate entry points to Tiger MOA from Military Training Route (MTR) IR-678; creation of an MTR to Beaver MOA; potential use of Camp Ripley, MN as an alternate weapons delivery range; MTR access to Restricted Airspace R-4301; and an altitude increase in Red River ATCAA to FL 510 (51,000 feet above Mean Sea Level).

Duluth, MN – **Major Saari** (148th Fighter Wing, Minnesota ANG) explained that the Duluth unit is also converting from Air Defense to the general-purpose role. They currently use airspace in Minnesota, Michigan, and Wisconsin. They have concerns about noise complaints, iron mine blasting in the area, the Minnesota Department of National Resources fire fighting efforts, and new tower construction. Missions are spread over a wider area to dissipate the environmental impacts and improve training.

St. Louis, MO – **Captain Eaves** (110th Fighter Squadron, Missouri ANG) explained that the St. Louis based ANG unit is an Air Superiority unit. He provided an overview of Lindbergh MOA, explaining it was 50 x 100 NM miles and located southwest of St. Louis, MO. Lindbergh extends from 7,000 feet MSL to FL 500. Lindbergh hosts many users and is sectorized to activate only the area required for any particular training scenario. Deconfliction with Air Refueling track AR-111 is a problem for Lindbergh MOA users. Lindbergh falls under control of two FAA ARTCCs, Memphis and Kansas City, which further complicates usage at times. As is the case in some other MOAs, UHF frequency 243.0, Guard, is not available. Other issues associated with Lindbergh MOA include Night Vision Goggle (NVG) training and airspace denials by the FAA. The St. Louis-based ANG unit has increased safety and situational awareness of conditions in the Lindbergh MOA by using a home-based radar, or Radar

Analysis Program (RAP) to monitor the airspace. RAP utilizes existing FAA radar feeds for inputs and allows the Supervisor of Flying (SOF) at St. Louis to watch the area during flight activities. It is a very inexpensive system that has uses for mission play-backs and debriefing. It has been noted on the RAP system that several civilian aircraft transit the Lindbergh MOA during military flight activities.

Advanced Airlift Tactics and Training Center, St. Joseph, MO – **LtCol Nutting** noted that the advent of NVG training was nothing new — the C-130 community has been using the goggles since 1982. The C-130 aircraft is being upgraded to the "X" model. It will be a fleet modification containing more defensive systems and night vision device-compatible cockpits. Therefore, there will be more requirements for airspace and ranges to support the additional night training requirements. The Air Mobility Command (AMC) goal is for all night operations to utilize NVGs. The St. Joseph unit will have additional crews to train in the future. The main issue for the C-130 training program is where do they fly? Night flights are normally conducted at 500 feet above ground level with or without use of the NVGs. They need to train at low altitude to simulate avoidance of enemy radar. New challenges are developing as the C-17 aircraft comes into the inventory. The C-17 flies at the same altitudes as the C-130 but is bigger and operates as fast as 350 KIAS (approximately 400 miles per hour), thus needing visual MTRs (VRs) instead of Slow Routes or low altitude tactical navigation (LATN) areas.

Sioux Falls, SD – **LtCol Hanson** (114th Fighter Wing, South Dakota ANG) provided a very brief overview of the SD ANG F-16 mission and airspace. They are a general-purpose unit that mainly uses Lake Andes MOA. Its dimensions include airspace from 6,000 feet to FL 450. They also use the Crypt MOA in Iowa, but is often in conflict with an existing air refueling track. A 1,200 foot tower has sprung up in the Sioux Falls area without any coordination with the FAA or the unit. General Hruby noted that the tower issue was serious. The CE/GL Air Force Representatives (AFREP) added that 8,200 towers were proposed in these regions last year. The AFREPs are notified of tower construction, but the units need to identify the hazard potential and report it to the AFREPs.

Offutt AFB, NE – **Captain Natale** (55th Operations Support Squadron) covered airspace issues impacting the RC-135 aircraft mission in the CE/GL regions. Deconfliction of R-4305 airspace has been a problem in the past but will be resolved. Air refueling track AR-105 has presented problems to local airspace users. Captain Natale suggested several alternative solutions: break up AR-105 into a high and low segments; move the route; call "Coffin Corner" (ANG Air Control Squadron [ACS] radar facility) and advise them of AR-105 use. He concluded by saying the primary mission of the RC-135 is reconnaissance.

Smoky Hill Range, KS – **Major Tomaselli** – (Smoky Hill Range Officer, Kansas ANG) provided a comprehensive overview of numerous proposed changes to existing MTRs in the area of Smoky Hill Range. The 184th Bomb Wing converted from the fighter role to the B-1 Bomber and not all existing MTRs will accommodate bomber training requirements. Some routes will be returned to the National Airspace System (NAS) due to lack of viability or use. The proposed routes will be Instrument Routes to

the maximum extent possible to permit all weather utilization. An Instrument Route racetrack is proposed for use by bombers accessing the Smoky Hill Range. A route of this design would permit attack/re-attack scenarios without leaving protected airspace. The ceiling of the restricted airspace associated with Smoky Hill needs to be raised to permit training in High Altitude Release Bombs (HARB) events.

133rd Air Control Squadron – **Major Breitbach** (Iowa ANG) told a success story about the use of an inexpensive tie-in to existing FAA radars and radios so that 133 ACS personnel could control aircraft.

95th Airlift Squadron – **LtCol Polashek** (440th Airlift Wing, Air Force Reserve Command, Milwaukee, WI). The 95 AS has a tactical airdrop mission. Their cargo ranges from troops to various cargo packages. Training scenarios are tailored for combat offloads. Most of their navigation training is done at low altitude to simulate avoidance of enemy radar. The unit has an aggressive noise-sensitive area avoidance policy. They fly Station Keeping Equipment (SKE) formations at night into the Volk CRTC airspace. No conflicts were noted in military airspace. The unit has good interface with FAA facilities. LtCol Polashek said that NVG training was forthcoming.

e. FAA Perspectives – **Colonel Rapier** (Air Force Representative to Headquarters FAA) said the NationsAir - F-16 incident off the East Coast sparked new FAA procedures. Spillouts from military airspace are now handled at a higher level than in the past. The Central-Great Lakes Regions have a spillout rate on par with most other Regions. The F-16 is the aircraft that spills out the most. Although the F-16 would be expected to have the greatest spillout rate since F-16 sortie counts are greater than for any other fighter, sortie count alone may not be telling the whole story. Colonel Rapier urged units to look at experience levels of aircrews and the size of airspace needed for ever-evolving tactics. In some locations, F-16 spillouts are caused by insufficient airspace for training, and this needs to be explained to the FAA. In any case, Colonel Rapier urged a constant effort to educate pilots on the need for compliance with established procedures and clearances. He also asked units to work with the AFREPs to meet the FAA's suspense of providing an explanation for each spillout to HQ FAA within 72 hours after the spillout or within 3 hours if the spillout resulted in a TCAS incident with an air carrier. Colonel Rapier also explained that Department of Defense (DoD) Notices to Airmen (NOTAMs) are available on a web site now. This is a big improvement for the military NOTAM system, but the civilian NOTAM system needs drastic improvements. Although the civil community can view the information on the DoD NOTAMS web site, the DoD NOTAMS are not certified for civil use. The civil community still depends on a system that is not web based and does not allow easy access to military NOTAMS. The new military NOTAM system may streamline the MOA activation process as the new Military Airspace Management system and the FAA's Special Use Airspace Management System interface is completed and the two systems are tied into the web based NOTAM system - Colonel Rapier is looking into it.

f. Military Reps to the FAA – Perspectives – **LtCol Gilbert** and **LtCol Allen** (CE/GL Air Force Representatives) addressed the NAS redesign issue. The initial trial area of focus for the NAS redesign is the “Eastern Triangle” formed by Boston, Miami, and Chicago. The AFREPs encourage units to project their requirements based on new

weapons systems, mission changes, and any other changing requirements. Several FAA Centers are eliminating the critical Military Operations Specialist (MOS) and Military Liaison Officer (MLO) positions by deferring the responsibilities to an existing position as an additional duty. Who's in charge? Committee makes decisions and most of the new personnel working military issues have no military background or knowledge of military requirements. Agreements made previously with MOS or MLO personnel seem to disappear when the positions are eliminated. AFREP manning is also being affected by loss of rated billets, leaving mostly non-rated billets for Air Traffic Control officers.

g. Breakout Sessions for Tomorrow – General Hruby announced that the breakout sessions for tomorrow would be the Cincinnati Working Group, JPG MOA/Range, and Camp Ripley issue group. Others were encouraged to meet as required.

3. *Session Wrap Up* – General Hruby and Colonel Pease closed the first day of business at 1605 hours.

4. *Management Session Proceedings – 30 June 1999*

a. Summary of yesterday's meeting – General Hruby and Colonel Pease observed that the first day Management Session had been very productive, and they were looking forward to the non-DoD agencies' perspectives.

b. FAA Perspectives

FAA Central Region — **Mr. Hensley** spoke about the NAS redesign and the proposed airport expansion at St. Louis Lambert Field. The proposed airport expansion will have an impact on the Howard and Lindbergh MOAs. Additionally, the corner posts for St. Louis could be moved, also affecting special use airspace. Proposed completion date for the airport expansion is 2004.

FAA Great Lakes Region — **Mr. Vanderlaan** also spoke of the NAS redesign. Changes to enroute traffic flow have a ripple effect and Great Lakes Region is awaiting New York ARTCC actions. New York is working the NAS redesign from the surface up rather than starting with high altitude enroute airspace. Great Lakes is more concerned with the high altitude enroute structure and will approach the NAS redesign from that area.

Some consideration has been given to reducing the 2,000 foot separation now employed above 18,000 feet to 1,000 feet, at least above FL 290. This could be an additional workload for air traffic controllers. The air traffic controllers union is concerned about what changes in the NAS redesign may do to the traffic count and how it might affect pay scales.

Indianapolis ARTCC — Mr. Wehrman. After an explanation of how the pay scale is affected by traffic count, Mr. Wehrman said the Indianapolis and Cleveland controllers were more concerned about the traffic flow/congestion than they were about

the pay scale. The Indianapolis Center airspace structure is 30 years old and not designed to handle the current and projected traffic flow.

Indianapolis ARTCC — Mr. Henkel (MOS) expressed concern that when he retires in a year or so, his position responsibilities will go to another position as a secondary responsibility. The MOS and MLO positions are critical to the interface between the military and FAA. New controllers seldom have military experience or knowledge.
The AFREPs can help to a degree by contacting them if units are not receiving service from FAA. Colonel Rapier is aware of the threat of losing the critical MOS/MLO positions. HQ FAA is supportive of retaining the MOS/MLO positions but the decision to retain them in any facility is up to the facility manager.

Action: Central-Great Lakes Management Council to provide letter to ARTCC facility managers supporting continuance of MOS positions at all FAA Air Route Traffic Control Centers within the Central-Great Lakes regions.

OPR: General Hruby and Colonel Rapier

A copy of the letter should also be given to General Schnaidt for use in other regions.

c. US Forest Service Perspectives — **Mr. Morgan** (US Forest Service Aviation and Fire Fighting) said there are over 85,000 wildfires every year. There can be fire fighting aviation activity up to 2,000 feet in the area of wildfires. Mr. Morgan cautioned all pilots, military and civilian, to avoid wildfires because of the serious threat of an airborne accident. Two web sites, www.aviation.fs.fed.us and http: 205.173.2.4, link with other sites and can provide up to date information regarding location of fires. Mr. Morgan talked about Temporary Flight Restrictions (TFR) briefly and how fires can grow rapidly. The fire fighters may have numerous fixed and rotary wing aircraft in the area of fires.

d. Breakout Sessions – The Cincinnati Working Group and Camp Ripley group met for about 45 minutes in order to reach some sort of resolution or further direction. The JPG MOA and Range group met informally during other breaks during the day.

e. Breakout Summaries

LtCol Wallace and Mr. Vanderlaan led the Cincinnati Working Group breakout. They provided a brief reminder of the concerns of Cincinnati Approach Control over the impact of Buckeye MOA on Cincinnati approaches and departures. Cincinnati Approach Control has asked that the Ohio ANG stay out of Buckeye MOA during the heavy traffic pushes into or out of Cincinnati. LtCol Wallace offered up the West Side of Buckeye MOA if the FAA would give them equivalent airspace on the East Side of Buckeye. Mr. Vanderlaan indicated that might be a problem due to the heavy north/south traffic just to the east of the current Buckeye MOA boundaries. LtCol Wallace suggested they start looking at a proposal to modify the east boundary of Buckeye MOA. Mr. Vanderlaan indicated that the traffic flow would continue to grow. Are there any near-term requirements? There was no clear resolution to the problem.

Camp Ripley Breakout – **Mr. Bollen** (NSA, Inc and ANG/DOBA) was the spokesperson for the Camp Ripley group. A lot of fact-finding still needs to be done. We may have to look at other alternatives if Camp Ripley cannot support fighter aircraft missions. Camp Ripley may present some training challenges not easily met. There is no maneuvering airspace or MOA around the range. There are no MTRs accessing the range and there are noise sensitive areas to the north. In the short term, the range would probably be only a Class C (familiarization only) range that would not support scorable events. Potential users of Camp Ripley will need to define their requirements and be prepared to discuss with ANG/DOBA in about a month.

f. Action Item Recap – **Mr. Pierce** (NSA, Inc) had just one Action Item to brief from earlier in the day.

Action: Central-Great Lakes Management Council to provide letter to appropriate facility managers supporting continuance of MOS positions at all FAA Air Route Traffic Control Centers within the Central-Great Lakes regions.

OPR: General Hruby and Colonel Rapier

A copy of the letter should also be given to General Schnaidt for use in other regions.

5. ***Next Meeting Date/Location*** —The next Air Force Central-Great Lakes Region Airspace/Range Council Management Session is planned for June, 2000 at Fargo, ND.

6. ***Adjourn*** – General Hruby thanked everyone for their attendance and hard work. He and Colonel Pease indicated they needed to get with the FAA to work support issues and familiarization. We need to continue the process and dialogue. Colonel Pease added that the NAS redesign will be going on for awhile — it provides an opportunity to ensure we have the training space that we need; possibly larger areas but for shorter periods of time. He continued by saying that his office, AF/XOOR, is a good place to seek answers to airspace and range questions. The Air Force Director of Operations and Training is knowledgeable and supportive of the airspace processes. Colonel Rapier added his thanks to the FAA Representatives for their participation in this meeting and the great work they, and the Air Force Representatives, are doing to resolve several difficult challenges in the Regions. General Hruby then adjourned the meeting at 1105 hours.

7. Approved

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Attachments:

1. Agenda
2. List of Attendees

29 June 1999 Management Session

1:00	Welcoming Remarks/Objectives	General Hruby Colonel Pease
1:10	Remarks by The Adjutant General, Indiana	General Mitchell
1:15	National Meeting Overview	General Schnaidt
1:30	National Perspective and Issues	Colonel Pease
1:50	Major Command Issues — Status Updates	
	Hardwood Range Expansion	Major Rathbun
	Unit Conversions	
	Springfield	LtCol Wallace
	Duluth	
	Fargo	Captain Wutzke
	McConnell MTRs	Major Rathbun
2:30	Military Reps to the FAA — Perspectives/Issues	AFRep NAVRep DARR
2:45	Break	
3:15	Unit Operations Briefings Aircraft Airspace Problems and Issues Being Worked or Recently Solved	
	(Opportunity for other agencies to identify problems/issues)	
4:30	Breakout Sessions for Tomorrow Distance to Ranges MTR Charting/Operations	
4:40	Session Wrap Up	General Hruby Colonel Pease

[redacted]

30 June 1999 Management Session

8:00	Summary of yesterday's meeting	General Hruby Colonel Pease
8:10	FAA Perspectives	
8:40	State Aviation Officials — Perspectives/Issues	
9:00	Forest Service Perspectives	Mr. Morgan
9:30	Break	
10:00	Breakout Sessions MAJCOM? Weapon System? Issue – Environmental; Aeronautical?	
11:30	Breakout Summaries	
11:50	Action Item Recap	Mr. Pierce
11:55	Next Meeting Date/Location	General Hruby Colonel Pease
12:00	Adjourn	General Hruby Colonel Pease

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