MEMORANDUM FOR RECORD **5 May 1999**

SUBJECT: Proceedings — Air Force Southwest Region Airspace/Range Council — Management Session

General — The Air Force Southwest Region Airspace/Range Council – Management Session met from 1300-1600 hours on 25 March 1999 and from 0800-1130 hours on 26 March 1999 at the Kirtland AFB, NM Officer's Club. The meeting was hosted and excellent support provided by the 150th Fighter Wing, New Mexico Air National Guard. The purpose of the meetings was to discuss issues of national and regional importance, establish lines of communications between DoD and non-DoD agencies, resolve problems at the lowest possible level, and foster mutual trust and cooperation between agencies.

2. *Management Session Proceedings, 25 March 1999*

a. Welcoming Remarks/Objectives – **Brigadier General Wittman** (Commander, NM ANG and Co-Chair, Southwest Region Airspace/Range Council) began the meeting by welcoming everyone to New Mexico and to Albuquerque. He introduced the Council Co-Chair, **Colonel Pease** (Chief of the Air Force's Range and Airspace Division at the Pentagon). **Captain Holzer** (150 Fighter Wing, New Mexico Air National Guard (ANG)) offered administrative remarks. BGen Wittman then asked attendees that had not attended the morning DoD Executive Council meeting to introduce themselves.

b. National Perspectives – **Major General Schnaidt** (Commander Missouri ANG and Co-Chair of the Air Force National Airspace/Range Executive Council) added his welcome and noted that he was pleased with the fine representation of DoD and non-DoD attendees. For the benefit of the non-DoD meeting participants, MGen Schnaidt quickly reviewed the Air Force regional process. "Many actions and issues are resolved in meetings such as this", said General Schnaidt. He then offered an overview of current issues.

The Legislative Environmental Impact Statements for the land use renewal of the Nellis and Goldwater range complexes are the Air Force's premier range issues. Another is the Enhanced Training in Idaho initiative. Air Force and other DoD agencies are involved in the FAA's National Airspace System (NAS) redesign. Several ANG units are converting from Air Defense roles to General Purpose or Air-Ground weapons delivery missions, necessitating range access, and in some cases, airspace modifications. Recent events such as the Gulf War and the ongoing hostilities in Europe have clearly defined the need for night training. Aircrews cannot be asked to fight in a manner they have never trained. Therefore, lights-out training with Night Vision Devices (NVDs) is an evolving and growing requirement. A waiver has been requested from the FAA to conduct appropriate lights-out NVD training, but is on hold pending a formal definition of the requirement. Commercial operations are being developed around the United States for Unmanned Aerial Vehicles (UAVs) or Remotely Operated Aircraft (ROA) which will impact the NAS.

In summary, General Schnaidt said the process was working. ANG Senior Leadership is involved. Available airspace and environmental sensitivities should be considered when making decisions about mission changes and aircraft conversions. Airspace is the key to training and readiness. The next meeting of the Air Force National Airspace/Range Executive Council will be 23-24 June 1999.

Colonel Pease offered the question of "how should the Air Force and the rest of DoD fit into the NAS redesign." It begins by articulating our requirements that include changing needs and larger airspace parcels to train realistically. Free Flight will have an impact on the NAS and military airspace as we know it today. Colonel Pease showed a slide that depicted Special Use Airspace (SUA) and compared it with another slide that depicted flights by commercial aircraft that were operating under Instrument Flight Rules (IFR). The slides illustrated that today's NAS and SUA do operate in concert. The military's responsibility to the NAS redesign is to spell out our requirements in terms of airspace ***volume***, ***proximity*** to our units, and access ***time***. It may be possible to move or redesign much of our training space, as long as it meets the stated requirements. Two caveats apply, however. DoD lands and associated airspace cannot be easily moved; and therefore we will have to work with the FAA to devise the right answer for range related airspace. Also, the movement or redesign of military airspace will require environmental analysis, the costs or impacts of which might be unacceptable. In summary, Colonel Pease said that articulating our requirements is the key to success. We have to focus on technology to make real-time management of airspace work. We will have to be flexible. We need to work with the FAA to develop and follow a thorough National Environmental Policy Act (NEPA) gameplan.

c. Southwest Region Overview – **Brigadier General Wittman** briefly discussed the conversion of the 149 FW, Texas ANG, from a general purpose (GP) unit to a training role (flying training unit). The 147 FW, Ellington AFB, TX, will be converting from an Air Defense role to a GP role. Decisions, such as these, are made at higher levels. **Mr. Barry** (National Guard Bureau – Public Affairs) urged everyone within the region to keep Public Affairs in the loop and encouraged participation in Risk Communications courses available through the Air National Guard.

d. FAA Perspectives – **Mr Walker** (Headquarters FAA – Program Director, Air Traffic Airspace Management) began his briefing by explaining that he was a former Air Force Air Traffic Controller and that he had a lot of experience in the FAA. The FAA is committed to a seamless global air traffic management system. International flights have an influence on domestic air traffic movement. Mr. Walker's office is responsible for the development of the NAS redesign. He referred to it as an awesome task, especially when you consider the implications of Free Flight. [Free Flight is an innovative concept designed to enhance the safety and efficiency of the National Airspace System (NAS). The concept moves the NAS from a centralized command-and-control system between pilots and air traffic controllers to a distributed system that allows pilots, whenever practical, to choose their own route and file a flight plan that follows the most efficient and economical route. . . . Free Flight calls for limiting pilot flexibility in certain situations, such as, to ensure separation at high-traffic airports and in congested airspace, to prevent unauthorized

entry into special use airspace, and for any safety reason.] Mr. Walker reiterated that it was not his or the FAA's intention to take away SUA. The FAA is going to have to find a formula to allow commercial, military, and general aviation to share the country's navigable airspace. A Select Committee of RTCA, Inc., an organization that serves in an advisory capacity to the FAA, is addressing such Free Flight issues as implementation and airspace for special use. A DoD representative is a co-chair of this committee. The goals of Free Flight are to provide flexibility, predictability, and capacity. Free Flight Phase 1 is intended to provide early user benefits and mitigate technical risk. Two key elements are Conflict Probe (for managing en route user requests) and Collaborative Decision Making to allow the FAA and the airlines to coordinate system resources in real time in response to airspace conditions.

Discussion: Mr Walker explained that the main objective for airspace is accessibility. The FAA and DoD need to enter into a strong partnership and work collaboratively with commercial and general aviation to resolve any airspace issues. A good example of this is in central Ohio with the Buckeye Military Operations Area (MOA). The operations in this MOA are being impacted because of a dramatic increase in traffic at the Cincinnati-Covington Airport. Another area to be addressed is Remotely Operated Aircraft; some are already operating outside of protected airspace by Notice to Airmen (NOTAM). A future consideration for airspace design is dynamic sectorization, and dynamic Special Use Airspace. Environmental issues will certainly complicate these concepts. Mr Walker addressed the fact that the FAA does not react uniformly when SUA is returned to the NAS for use by other interests. Mr Walker assured the attendees that the procedures for utilizing SUA on a real-time basis would be identified and implemented throughout the NAS.

Ms. Mallon (FAA/Albuquerque Air Route Traffic Control Center) added her welcome to all meeting participants and invited everyone to visit the ARTCC as time was available.

e. Airspace & Range Issues/Actions.

- **Holloman AFB — Mr. King** (Airspace Manager, Holloman AFB, NM) briefed that Holloman AFB, NM, has had ongoing airspace actions since 1988. The Record of Decision of the Environmental Impact Statement for the proposed beddown of an additional 30 German Air Force Toronados was signed in June 98. The proposal included a new tactical air-to-surface range. There have been formal consultations with the US Fish & Wildlife Service on Threatened and Endangered Species. Two lawsuits have been filed and one is pending. Some training deficiencies, identified before the GAF beddown, are addressed in Environmental Assessments: Talon MOA (proposal at HQ FAA); an air refueling track; and conversion of ALCM MTRs to manned aircraft use (at FAA Region).

- **Cannon AFB — LtCol McCarthy** (Operations Officer, 27th Operations Support Squadron, Cannon AFB, NM) talked about the airspace and range scheduling at Cannon AFB. They have concerns with their current ATCAA. An EIS for supersonic airspace below 30,000 MSL has been deferred. A contract has been let for an EIS for chaff and flares; chaff and flare use is now permitted only at Melrose Range. The Royal Singapore Air Force is training at Cannon AFB with

little or no problems. Cannon will comply with present terms and conditions of Biological Evaluations by the US Fish & Wildlife Service, but is concerned about future consultations.

- **Claiborne Range – LtCol Smith** (Headquarters, Air Force Reserve Command) discussed the varied roles and missions of the Air Force Reserve Command. AFRC is an associate member of the B-52 Wing at Barksdale AFB, LA. Claiborne Range, LA, requires additional airspace and land space to accommodate B-52 training. If approved, they will lease the needed lands from private owners. "Jena" is the name of a proposed site near Claiborne for required electronic scoring of B-52 aircraft.

f. Unit Operations Briefings

- **Laughlin AFB, TX – Captain Haynes** (47th Operations Support Squadron) briefed that Laughlin AFB was the busiest Air Force Training base, flying thousands of sorties annually. They train several foreign pilots annually in addition to our own services. They manage over 25,000 square miles of airspace with base altitudes of approximately six to seven thousand feet. They also manage seven Military Training Routes. The units at Laughlin have been working hard with the land management agencies to mitigate any environmental or noise-related concerns. One of the success stories is with Big Bend National Park. Because of the high volume of student traffic, the training base also is very aware of their potential impact on general and commercial aviation. Consequently, a lot of effort has gone into providing IFR and VFR traffic access through the area with the help of the local Radar Approach Control (RAPCON) and charting. To improve their student training operations at a local airport, the Air Force is installing an Instrument Landing System (ILS) at government cost; the system will also benefit general and commercial aviation.

  Discussion: General aviation is looking for Global Positioning System (GPS) waypoints for the VFR corridors through the local area.

- **159 Fighter Wing, Louisiana ANG –** A member of the 159 FW provided an overview of the airspace normally used by the New Orleans-based unit. The unit is concerned that chaff and flares are not allowed in the "Eagle Golf" Warning Area. Warning Area W-155, the unit's primary training airspace, has gotten smaller than needed for realistic training scenarios due to a recent Gulf of Mexico airspace realignment precipitated by the FAA. Additionally, the FAA is routinely capping the maximum altitudes of W-155, further restricting the 159 FW from training realistically. The 159 FW has a growing requirement for training at night.

- **97 Air Mobility Wing – Captain Roddy** (97 AMW) explained that there was a lot of training in the area of Oklahoma City, OK, with various aircraft types. The area has many different types of airspace to support the on-going training.

- **188 Fighter Wing – Major Isenhower** (Operations Officer, 188 FW, Oklahoma ANG) said that the airspace around Ft Smith, AR, was good for training.

However, there are a lot of poultry growers in the area that aircrews have to acknowledge and avoid. One of the big problems for the 188 FW is capping of their airspace by the FAA. Major Isenhower reiterated the necessity of real-time airspace management. The unit is aware of the importance of staying away from forest fires and is trying to improve communications with appropriate land management agencies.

Discussion: Altus AFB and Cannon AFB have sent representatives to Ft Worth FAA ARTCC and improved the understanding of military procedures and requirements. Improved communications with the FAA are an important key to mission accomplishment in domestic airspace. AFREPs can assist in providing visitations to the various FAA ARTCCs.

Ms Bailey (AOPA) said her organization had a real problem with the concept of lights-out operations in MOAs. She has concerns for the safety of general aviation aircraft if allowed to share the same airspace with fighters operating without any navigation lights after dark. [The military's request for a waiver to permit lights-out training in MOAs is on hold at the FAA. The Air Force is formalizing the requirement.]

g. Session Wrap-up. Colonel Pease urged attendees, particularly the land management agencies, to look at the available maps to identify their areas relative to Special Use Airspace and Military Training Routes. A survey of Park Managers showed that 95 percent of those that indicated they had problems with military overflights had <u>not</u> talked with the military units. General Schnaidt encouraged the land management agencies to maintain a dialogue with the military in order to address their concerns. General Wittman and Colonel Pease adjourned the first day's activities at 4:00 PM.

3. *Management Council Proceedings – 26 March 1999*

a. Forest Service Perspectives – **Mr. Pupulidy** (US Dept of Agriculture – Forest Service) used some very effective slides in a briefing that illustrated the dangers of fighting forest fires from the air and ground. Mr. Pupulidy is a lead pilot for the Forest Service and discussed their concerns for intrusions by unauthorized aircraft during fire fighting operations. Most flight operations by Forest Service aircraft during a forest fire are at low altitude, although some aircraft do fly at higher enroute altitudes before descending into the fire fighting areas. Conditions vary greatly from fire to fire, adding to the complexity of the issue. Conditions such as terrain, wires, suspended cables, smoke jumpers, and topographic features may dictate that fire-fighting aircraft use large parcels of airspace. A major concern with all airborne fire fighters is the unexpected intrusion of high-speed aircraft into the area of operations. Many times, fire-fighting operations have to be suspended in order to avoid fast movers to go through the area. This can endanger not only the fire fighters on the ground but the successful completion of fire suppression, safety of the airborne firefighters aside. The recommended altitude for fast moving aircraft, such as military fighters, above fire fighting operations is at least 4,000 feet.

Discussion: If any military or civilian aircraft spots a fire, contact should be made with Air Traffic Control (ATC). It is not advisable to investigate the fire because fire fighting aircraft may already be in the area and not readily visible. Mr. Pupulidy said the Forest Service aircraft need to be equipped with UHF radios in order to broadcast periodic warnings to military aircraft on Guard frequency (243.0) to warn them of fires and Temporary Flight Restrictions (TFR). TFRs normally restrict outside flight intervention to 2,000 Above Ground Level (AGL) and a 5 Nautical Mile (NM) radius from the fire area. Airspace managers need to know who the local Forest Service representatives are and establish lines of communications.

b. Bureau of Land Management – Mr. Selkirk (BLM) said several land management agencies get involved in forest fires, not just the Forest Service. He handed out a great poster that alerts aircrews and civilian aircraft of the hazards of flying in the area of forest fires. Mr. Selkirk showed a 15-minute video that further illustrated the complexity of fighting forest fires by air and ground resources. A big success story came from Florida last year during the drought where a number of large fires were fought with excellent cooperation from land management agencies and military resources.

Aircraft Owners and Pilots Association – Ms. Bailey (AOPA, Director of Air Traffic Services) provided an in-depth overview of AOPA and its objectives. Ms. Bailey is a pilot with over seven years experience working various government and airspace issues. She reported that one out of every two pilots in the United States belong to AOPA. Their main focus is on advocacy. They represent pilots' and owners' interests at Federal, State, and local levels. An airport support network has been established in order to keep airports open. AOPA provides several publications to include AOPA Pilot, Flight Training magazine, and the AOPA Airport Directory. They offer pilot assistance from a staff of pilots trained to answer all questions and provide many services. AOPA is a not-for-profit organization that provides a wide diversity of services, including the AOPA Safety Foundation. The Safety Foundation

offers seminars, the Pinch Hitter program, CFI renewal, Educational Research, and an accident database. Ms. Bailey reported that the aviation industry is seeing a resurgence as a result of relaxed liability insurance requirements. Student starts are at an all time high and aircraft production is robust. Last year was the safest year on record, while flying in the United States increased 15 percent. AOPA sponsors many safety programs and seminars. One recent such seminar highlighted MGen Schnaidt, BGen Wilkening, and Colonel Pease as panel members to discuss SUA. The attendance and response was very favorable. Two articles are forthcoming in AOPA Pilot regarding MTRs. MGen Schnaidt will contact the editor of AOPA Pilot to offer technical insight to the articles. In closing, Ms. Bailey said that AOPA is dedicated to the preservation and protection of general aviation resources.

She noted that a continuing concern of AOPA is that the FAA does not have an effective system of informing General Aviation pilots of the status of Special Use Airspace.

Discussion: NOAA is attempting to get out of the aeronautical charting business and concentrate on other types of charts. They have adopted the digital technology for naval charts but not for aeronautical charts. AOPA believes that aeronautical charting should reside with the FAA.

d. Breakout Sessions – General Wittman announced that four breakout sessions were planned – (1) Noise Complaint Tracking System, Major Rathbun, (2) Military Airspace Management System (MAMS), Major Kesler, (3) BLM/Forest Service Issues, Colonel Rice, (4) Texas ANG airspace issues, Major Sheppard. Breakouts for any other issues were encouraged. The AFREPs met with Colonel Rapier during this period.

e. Breakout Session wrap-up – General Wittman asked each of the breakout groups to designate a spokesperson to provide an overview of their respective session.

- **Noise Complaint Tracking System –** Major Rathbun reported that the consensus of his breakout group was that noise complaint data is important and needed. Data could be pulled from FLIP AP-1B and put into Falcon View. Units could be polled to collect aggregate data on noise sensitive areas. The group did not support an automated noise complaint system.

  Action (SW-MGT-MAR99-01): Import data on noise sensitive areas from Flight Information Publication AP-1B to be put into a standardized common database.

  OPR: AF/XOOR, ACC/DOR and ANG/DOBA

  Action (SW-MGT-MAR99-02): Aggregate data that units have compiled on noise sensitive areas.

  OPR: ACC/DOR

- **MAMS –** Major Kesler discussed system performance issues first. Raytheon will improve log-on problems. It was also noted that the system required too much time and effort to enter data. Procedural issues included ease of use and flexibility to make real time changes. It is not "user-friendly to operations with a high number of sorties. Major Kesler will provide inputs to the contractor.

- **New Mexico State Aviation Issues –** Mr Selkirk (Colonel Rice had to leave early) said there is pending legislation that would affect aviation operations near Taos and Las Cruces. There is a need to know of any problems with public use airports. The New Mexico Pilot Association meetings are an opportunity for land management agencies to explain their mission and concerns.

- **Texas ANG Airspace Issues – Captain Kinnison** (47th Operations Support Squadron, Laughlin AFB) discussed the proposed expansion of Crystal MOA to abut the Laughlin 3 MOA. The 149 FW will need the expanded airspace for the equivalent of about two weeks a year. A Letter of Agreement needs to be developed with AETC for the use of the airspace.

f. Action Item Summary – Mr Pierce (NSA, Inc) reviewed the action items that had been developed during the Management Sessions.

> **Action** (SW-MGT-MAR99-01): Import data on noise sensitive areas from Flight Information Publication AP-1B to be put into a standardized common database.
>
> **OPR:** ACC/DOR and ANG/DOBA
>
> **Action** (SW-MGT-MAR99-02): Aggregate data that units have compiled on noise sensitive areas.
>
> **OPR:** ACC/DOR

4. *Next Meeting* - The next Air Force Southwest Region Airspace/Range Council meeting will be held 15-16 March 2000 at Albuquerque, NM, at the Kirtland AFB Officers Club. Lodging will be arranged closer to Kirtland AFB to facilitate ease of access to the Officers Club. Lodging location and meeting specifics will be announced at a later date.

5. *Meeting Wrap up* – General Wittman and Colonel Pease thanked everyone for their attendance and participation. It was a very good session for establishing points of contact and opening dialogue between airspace and land managers.

6. *Meeting Adjourn* – General Wittman adjourned the meeting at 11:30 AM.

7. *Approved*

TOM WITTMAN, Brigadier General, USAF
Commander, New Mexico ANG
Co-Chairman, Southwest Region
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GERALD F. PEASE, JR. Colonel, USAF
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Attachments:

1. Agenda
2. List of Attendees

AGENDA

AIR FORCE SOUTHWEST REGION
AIRSPACE/RANGE COUNCIL MEETING
ALBUQUERQUE, NM
MARCH 25-26, 1999

24 Feb — 1:00pm to 5:00pm — Management Session

Time	Topic	Speaker
1:00	Welcome/Administrative Remarks	CO ANG
1:05	Opening Remarks/Objectives	General Heaton Colonel Bauer
1:10	Regional Director, National Park Service	Mr. Cook
1: 15	National Perspectives	General Schnaidt Colonel Bauer
1:20	Northwest Mountain Region Overview	General Heaton
1:30	FAA — Regional Perspectives	Mr. Melland LtCol Morrow
1:50	NAS Re-design (Free Flight)	Mr. Martin
2:20	BREAK	
2:50	Status of Ongoing Airspace/Range Actions	
	- Colorado Airspace Initiative	LtCol Buckingham
	- Enhanced Training in Idaho	LtCol Byrd
	- Oregon ANG Airspace Initiative	Major Imrich
3:10	RAND Study (Training Requirements and Capabilities)	LtCol Jean
3:30	Unit Operations Briefings - Aircraft - Airspace - Problems and Issues Being Worked or Recently Solved	Unit Reps
	(Opportunity for other agencies to identify problems/issues)	
4:30	Session Wrap Up	

AGENDA

AIR FORCE SOUTHWEST REGION
AIRSPACE/RANGE COUNCIL MEETING
ALBUQUERQUE, NM
MARCH 25-26, 1999

25 February — 8:00 am to 12:00 noon — Management Session (Cont)

Time	Topic	Speaker
8:00	National Park Service Perspectives	Mr Opperman
8:30	Aircraft Owners & Pilots Association	Ms Bailey
8:50	BLM/Forest Service Perspectives	Ms Stewart
9:10	Wilderness Awareness	Mr Swain
9:30	BREAK	
10:00	Breakout Sessions - Colorado Airspace Initiative Update	
11:30	Breakout Session Summaries	
11:45	Action Item Summary	
11:50	Meeting Wrap Up	General Heaton Colonel Bauer

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