MEMORANDUM FOR RECORD

Subject: Proceedings – Air Force Eastern-New England Region Airspace/Range Council – Management Session

1. General

The Air Force Eastern-New England Region Airspace/Range Council – Management Session began at 1:00 pm on 16 June 2004 at Charleston, WV. Members of the West Virginia Air National Guard hosted the meeting and provided excellent support.

2. Council Proceedings 16 June 2004

a. Opening Remarks/Objectives/Introductions – Colonel St. Clair (HQ MA ANG/ESSO) and **Colonel Wilson** (HQ AF/XOO-RA), the Council Co-Chairmen, welcomed everyone to Charleston and to the Management Council meeting. **Colonel St. Clair** presented a short history of the airspace councils and remarked that the council is a great place to identify problems and find resolution to issues.

b. National Overview – BG Pontelandolfo (National Co-Chairman) and **Colonel Wilson**. **BG Pontelandolfo** introduced himself as the recently selected ANG Co-Chairman of the Air Force National Airspace/Range Executive Council. He has been involved with the regional airspace and range planning process in the Eastern-New England Region since 1994. Air Force training ranges were created in the 40s and 50s and we now have many issues trying to upgrade these ranges to meet the training requirements of the 21st Century.

Colonel Wilson presented a series of charts showing various land uses in the United States. He stressed that airspace issues in the east and west are very different and must be looked at separately. Air Quality and Renewable Energy are issues that must be addressed. Today ranges look as they have since they were created in the 1940s. At the conclusion of Gulf War I, changes were initiated to allow high altitude weapons delivery training. After the initial air campaigns of Operation Iraqi Freedom, lessons learned are leading to training changes that will provide opportunities for increased joint (multi-service) training at the local level and will more closely simulate the expected combat environment and communications requirements found in Iraq. Future training will require accurate feedback to the participants and the capability to combine active flights with simulated aircraft and systems in a network-centered training environment to achieve Distributed Mission Operations (DMO). New weapons systems will require even more realistic targets in urban environments to allow for discrete target selection, minimal collateral damage, no fratricide, and exercise the communication links necessary to pass a selected target from a ground source to the delivery platform. Ranges currently provide the aircrew with the action phase of training but they must be able to support training in the other parts of the process: target acquisition, assessment, decision and then the appropriate and accurate action.

c. Unit Operations Briefings

AMC – Mr. Krogh (HQ AMC/A36AA) described the C-17 beddown in the region. The first of twelve C-17s is scheduled to arrive at McGuire AFB in August. Dover AFB is scheduled to get their first C-17 in July 2007. No new MTRs are planned for the Eastern-New England region units; they will use existing MTRs and the Dover aircraft will utilize the same airspace as the McGuire units. Landing Zones are required to conduct tactical training. AMC is currently looking at developing a site at NAES Lakehurst, NJ but they continue to look at less costly alternatives.

305th Air Mobility Wing – Mr. Krogh (HQ AMC/A36AA)

Aircraft	Base	Airspace - Military Training Routes (MTR)
KC-10 C-141	McGuire AFB, NJ	Existing IR (Instrument Routes) and VR (Visual Routes) managed by other units; AR (Air Refueling Routes)

Mission is to extend America's global reach by generating, mobilizing and deploying C-141 and KC-10 aircraft to conduct strategic airlift, airdrop, and air refueling missions. Major issue is the establishment of an acceptable LZ (Landing Zone) training site. NAES Lakehurst is the primary site being considered; alternate sites also being evaluated. Web site: http://public.mcguire.amc.af.mil/.

436th Airlift Wing – Mr. Krogh (HQ AMC/A36AA)

Aircraft	Base	Airspace - Military Training Routes (MTR)
C-5	Dover AFB, DE C-17 (Scheduled)	Existing IR (Instrument Routes) and VR (Visual Routes) managed by other units

Mission is airlift providing worldwide movement of outsized cargo and personnel on scheduled, special assignment, exercise, and contingency airlift missions. The wing is the only combat-ready C-5 unit capable of employing airdrop and special operations tactics in support of tactical forces and national objectives. Additionally, the wing operates the largest and busiest aerial port in the Department of Defense and the only joint services mortuary on the East Coast. Major issue is the establishment of an acceptable LZ (Landing Zone) training site. NAES Lakehurst is the primary site being considered; alternate sites also being evaluated. Web site: http://public.dover.amc.af.mil/.

89th Airlift Wing – Mr. Krogh (HQ AMC/A36AA)

Aircraft	Base	Airspace - None
C-20, C-21, C-32, VC-25, C-37, C-137, UH-1	Andrews AFB, MD	

Mission is to transport the president of the United States. The unit is also tasked to provide reliable and comfortable worldwide airlift for the Vice President, the President's Cabinet, Members of Congress, military leaders and other high-ranking dignitaries. Web site: http://public.andrews.amc.af.mil/index.asp.

106th Rescue Wing, New York Air National Guard – Capt Stenger (106 OSF / Tactics)

Aircraft	Base	Airspace - Military Training Routes (MTR)
C-130	Gabreski ANGB	Warning Areas 106A and 106B
HH-60	Westhampton Beach	Two on-base DZs (Drop Zones)
		Coyle DZ and Warren Grove Range

Mission is Combat Search and Rescue. Also provide domestic search and rescue beyond the range of the Coast Guard. They train with Night Vision Devices, chaff, flares, and gunnery as well as low altitude air refueling from C-130s at 1000 feet AGL. Web site: www.dmna.state.ny.us/ang/106.html

130th and the 167th Airlift Wings - Lt Col McMillie (130th Airlift Wing)

Aircraft	Base	Airspace - Military Training Routes (MTR)
C-130	Yeager Airport Charleston, WV	
` C-130	Eastern WV Airport Martinsburg, WV	

Mission is tactical airlift day and night. There is problem training at home due to lack of training opportunities for night lights-out landings and tactics.
Web sites: www.wvang.ang.af.mil/130sigevents.html and www.wvmart.ang.af.mil/

171st Air Refueling Wing - Major Micklo (171 ARW)

Aircraft	Base	Airspace - Military Training Routes (MTR)
KC-135	Pittsburgh IAP, PA	AR tracks

Mission is to air refuel U.S. and NATO aircraft. The secondary mission of cargo and passenger transportation has increased dramatically because of recent downsizing within the Air Force. It is not unusual for several of our aircraft to be deployed simultaneously to various locations around the globe performing real-world missions (refueling and airlift).
Web site: http://www.papitt.ang.af.mil/default.htm

157th Air Refueling Wing - Colonel Reddell (JFHQ - NH/Air/DO)

Aircraft	Base	Airspace - Military Training Routes (MTR)
KC-135	Pease ANGB, NH	AR-20 NE/SW Tracks

Mission is to air refuel U.S. and NATO aircraft. 24/7 operations with 2/3 being actual operations supporting Noble Eagle. Primary fighter units are Barnes, Bradley, Burlington and Syracuse ANG units with excellent support from Boston Center. Web site: http://www.nhpeas.ang.af.mil/Ops1.htm

104th Fighter Wing – Major Weppner (104 FW)

Aircraft	Base	Airspace - Military Training Routes (MTR)
A-10	Barnes ANGB, MA	MTRs in Maine and New York
		Adirondack Range, NY, Warren Grove Range, NJ

Mission is to maintain highly trained, well-equipped, combat-ready A/OA-10 aircraft and support elements to respond to wartime and peacetime tasking under state or federal authority. Recent Letter of Agreement with Bradley TRACON allows 20 second spacing IFR departures from Barnes that greatly improves operations. Web site: http://www.mabarn.ang.af.mil/

103rd Fighter Wing – Colonel Mitchell (103 FW)

Aircraft	Base	Airspace - Military Training Routes (MTR)

A-10	Bradley ANGB, CT	MTRs in Maine and New York Adirondack Range, NY, Warren Grove Range, NJ

Mission, aircraft, and airspace are the same as the 104th. Both units combined for deployed operations in support of Operation Iraqi Freedom.

111th Fighter Wing – Major Godfrey (111 FW)

Aircraft	Base	Airspace - Military Training Routes (MTR)
A-10	Willow Grove ARS, PA	MTRs in Pennsylvania and New York, Bollen Range, PA Adirondack Range, NY, Warren Grove Range, NJ

Mission, aircraft, and most of the airspace are the same as the 104th. Web Site: http://www.pawill.ang.af.mil/

102nd Fighter Wing – Capt Beckel (102 FW)

Aircraft	Base	Airspace - Military Training Routes (MTR)
F-15	Otis ANGB, MA	Primary: Warning Area 105/MOTS Secondary: Warning Area 102

Mission is a 24/7 air defense alert for unidentified traffic over the North Atlantic and along the East Coast.

158th Fighter Wing – Lt Col Lambrecht (158 Operations Group / OGV)

Aircraft	Base	Airspace - Military Training Routes (MTR)
F-16	Burlington Airport, VT	VR-800 and 801 Condor MOA and Adirondack Range

Mission is both air-to-surface weapons delivery and air defense. More simulated weapons deliveries in urban areas. The range is still needed to validate tactics and weapon system accuracy. Web site: http://www.vtburl.ang.af.mil

113th Fighter Wing – Major Synoracki (DC ANG)

Aircraft	Base	Airspace - Military Training Routes (MTR)
F-16	Andrews AFB, MD	Warning Areas 107 and 386, Bollen Range and Warren Grove Range, Dare County Range

Since 9/11, the unit maintains a 24-hour alert commitment. About 40 percent of sorties are for air-to-surface weapons delivery training.

174th Fighter Wing – Major Tomaselli (174 FW / Det 1 / CV)

Aircraft	Base	Airspace - Military Training Routes (MTR)
F-16	Hancock Field, NY	Adirondack Range and Syracuse MOAs

Mission is primarily (90%) delivery of precision guided weapons, with 12 sorties per day, 22 days per month for approximately 4,000 flying hours per year. Have been issues with FAA's Severe Weather Avoidance Plan (SWAP) routes that impact the Fort Drum area airspace. Airspace associated with the range has been under a redesign for four years and when charted will greatly improve the usability of the airspace. Web site: http://www.nysyra.ang.af.mil/

177th Fighter Wing - Warren Grove Range – Lt Col Haar (177 FW/Det 1)

Aircraft	Base	Airspace - Military Training Routes (MTR)
F-16	Atlantic City, NJ	Warning Areas 107 and 386, Bollen Range and Warren

Grove Range

The mission since 9/11 is primarily air defense with 24 hour alert and about 40% weapons delivery training primarily at Warren Grove Range. The unit must use more distant ranges for tactical laser training. Warren Grove Range has an airspace proposal to provide high altitude airspace and protected airspace east of the range that will allow sufficient airspace for limited laser operations.

d. Joint Training at Fort Indiantown Gap – Major Godfrey (193 SOW / Det 1) briefed that a joint working group has been established to identify, implement and facilitate interoperability and tactical joint training opportunities at Fort Indiantown Gap. This group promotes regular safe joint training as a significant component of unit training plans, establishing an environment where anything is possible with the elimination of communication barriers.

Current projects include Ground Convoy Escort, C-130 Escort, and Rescue Operations in Urban Terrain. The group is working to include all aspects of command and control with normal range missions and to provide data linked feedback for participating units to allow timely debriefs and improve the lessons learned.

e. Small Tactical UAVs – Mr. Golliver (HQ AFSOC / DOOU) began by stating that one of the major concerns with any UAV operation is airspace deconfliction. Air Force Special Operations Command is the lead command for Air Force small/tacical UAV operations. There are over 16 small/tacical UAV systems that are operational within the DoD to perform the "3-D missions": dull, dirty or dangerous. These system provide reconnaissance, surveillance, targeting, and acquisition (RSTA). Small/tactical UAVs are those system that are smaller than the RQ-1 Predator. UAV systems in this class can be as small as the one pound, 21-inch wingspan **BATCAM** that operates at 200 feet with 30 minute duration, to the **HUNTER** with a 29-foot wingspan, weight of 1600 pounds, and can fly for 12 hours. One of the most widely used hand-launched systems used by Special Operation Forces was the **POINTER**, a 10-pound, 9-ft wingspan platform that operates at 500 feet for an hour. The only small/tacical UAV system used by the regular Air Force is the Force Protection Surveilance System or **FPASS**. The FPASS is operated by USAF Security Forces and is used for perimeter and terrain assessment, and threat detection and assessment.

Current UAV airspace procedures impose airspace control measures that segregate or separate missions from each other to ensure safety and effectiveness, i.e. NO FLY AREAS. In the combat arena the daily Air Tasking Order (ATO) will designate the Air Order that will provide separation from UAV operations. Most small/tactical UAV operations will be included in the ATO except for the hand-launched operations.

f. State Aviation Officials - No state officials were in attendance at the management meeting. Mr. Turner from Vermont had contacted Mr. Weppner to pass on to the council members that the FAA has approved the charting on sectional charts of contact frequencies for Special Use Airspace.

g. Adirondack Park Agency – Mr. Weber (Adirondack Park Agency). The area within the boundaries of the Agency is approximately six million acres - about the size of the State of Vermont - with 120,000 full time residents and up to 200,000 additional seasonal residents. There are 60,000,000 people that live within a day's drive of the Park, accounting for several million tourists annually. In 1895 the State of New York declared that the forest land owned by the state within the park would forever be wild forest lands. The office of the Governor and the Park Agency are members of the Ad Hoc Committee on Airspace working with the Air National Guard to attempt to route training areas away from wilderness areas and limit altitudes to reduce the impact on the Park.

h. **Session Wrap-up – Colonel St. Clair and Colonel Wilson** adjourned for the day at 5:00 pm.

3. **Council Proceedings 17 June 2004**

a. **Opening Remarks/Objectives/Introductions – Colonel St. Clair** (HQ MA ANG/ESSO) and **Colonel Wilson** (HQ AF/XOO-RA), the Council Co-Chairmen, welcomed everyone to the second day proceedings.

b. **Military Reps to the FAA – Perspectives/Issues –**

AFREP - Lt Col Wyman (AFREP FAA ANE-910) mentioned that in the Northeast there would be many pop-up Temporary Flight Restrictions (TFRs) due to the presidential election campaigning and the two parties, national conventions within the region in July and August. The AFREP mantra is "Mission Accomplishment through System Knowledge." They have developed a reference guide for FAA facilities, encourage FAA participation in these council meetings, and emphasize the value of unit commander visits to FAA facilities. **Colonel Mixon** from the Northwest Mountain Region will be replacing the retiring Colonel Atkins this summer. The AFREP web site address: https://www.xo.hq.af.mil/xoo/xoo-ca/aat/index.htm (Please note that it's only accessible from .gov and .mil addresses).

The Bollen Range airspace proposal is currently with FAA-400 in executive review. It is now in line to be charted for the September charting cycle.

c. **FAA – Mr. Gallo** (FAA – Manager, Tactical Operations). As Mr. Gallo began his briefing, Mr. Lake mentioned that with the help of Mr. Gallo and other FAA operations personnel, airspace denials in the Eastern-New England Region have gone from a steady flow to a trickle. Clear air turbulence is still a problem and is harder to predict than a defined convective weather system. He also mentioned that the FAA is now much more aware of the military mission.

Mr. Gallo presented a briefing on the new FAA Air Traffic Organization (ATO) as a performance-base organization with a corporate business plan that links output and cost goals. Success in the organization is meeting the needs of all airspace customers. Mr. Gallo also stressed that air traffic operations will be accountable for their performance with clear and specific goals linked to the goals of the customers. The parameters for scheduled commercial service are on-time arrivals, airport arrival efficiency rate, average daily arrival capacity and average delay for flights. The national airspace system now has five geographic regions aligned with commercial traffic flow to reduce layers of control and management. A major change in operation is the abandonment of the "first come, first serve" system for a managed system that will eliminate the gaming of the system by some in an effort to circumvent the existing traffic management.

Three major events will stress air traffic this summer: the G-8 Conference, and the two National Political Party Conventions. Mr. Gallo briefly demonstrated the extreme scope of the procedures to be implemented for the New York City area for the Republican Convention that includes the President.

F-22 operations will require extremely large airspace for training. Mr. Gallo's office is working with the Air Force in developing a plan that will create "bridges" between existing Warning Areas during acceptable periods during the day and days of the week to best accommodate the training requirements for that aircraft. Web site: http://www.ato.faa.gov

Mr. Golden (FAA – New York ARTCC) wanted the council to understand that a request to change the location of a fighter CAP involves many Traffic Management issues and many sectors - not just the one that contains the CAP.

Mr. Mike Klinker (FAA – Washington ARTCC) added that R6604 that contains the missile launch facility at Wallops, VA, will be subdivided effective August 5, 2004. Currently when Wallops is active, airways must be shutdown. With the change, missile launch activity and commercial operations will be able to continue. Procedures are in place in W122 to shorten the commercial route along the east coast.

Mr. Ries (FAA – Cleveland ARTCC) provided an update on DRVSM (Domestic Reduced Vertical Separation Minima) that will be implemented on Jan 20, 2005. There is a Memorandum of Understanding between DOT and DOD that requires the FAA to handle 135 DOD non-compliant aircraft per day. This number is not founded on any factual "cross country" flight activity and the actual numbers may be higher. The FAA is not sure how many multi-center, non-compliant flights they will be able to handle every day. An estimate is that they may be able to handle 100 to 200 per day, Monday through Friday. As the new procedures are implemented, each sector will be monitored for workload and there may be some learning curve problems during the first 30 to 45 days. DOD contract support aircraft are not exempt from the equipment requirements and therefore cannot request special handling.

Mr. Gallo concluded the FAA presentation by mentioning that the New York, New Jersey Airspace Redesign is now in an update phase.

d. National Park Service Perspectives – Mr. Thompson (National Park Service). The National Park Service (NPS) works to protect natural sounds and visitor experiences from noise intrusions, including aircraft noise. The NPS uses aircraft for its own operations at some parks and is a keeper of important aviation history. Natural sounds are an integral part of National Parks, a natural resource and an indicator of the ecosystem health. The opportunity to hear natural sounds absent of mechanical noise is essential to the visitor experience. Visitors hear a park as well as seeing one. Public Law 100-91 – National Parks Overflight Act of 1987 requires the Federal Aviation Administration (FAA) and the National Park Service (NPS) to restore natural quiet to Grand Canyon NP. The natural quiet at the Grand Canyon has been substantially improved though implementation of this act. Public Law 106-181 – National Parks Air Tour Management Act of 2000 – requires the FAA and NPS to jointly develop air tour management plans for all parks with commercial air tours. Air Tour plans are being developed for about 100 parks.

An education program has been developed that has included "The Nature of Sound" video and associated interpretive materials for parks, and an interpretive card "10 Simple Ways to Enjoy Natural Sounds." Approximately 6,000 copies of the interpretive card have been transmitted to 43 parks; additional copies of the card have been requested by another 20 parks. The NPS staffs a booth at the annual Oshkosh Air Show to discuss park overflight noise issues. The NPS evaluated snowmobile noise for the Yellowstone/Grand Teton NPS Winter Use Management Plan as well as developed acoustical data and analysis of personal watercraft noise for the Glen Canyon NRA Environmental Impact Statement.

Military overflight remains a major concern for approximately 40 percent of the parks that lie under or close to military training routes. NPS units regularly attend AF regional Airspace/Range Council meetings and success stories continue to accumulate between the two agencies. A relationship of trust has been developed and can lead to local solutions to airspace problems. The NPS/AF Western Pacific Regional Sourcebook contains pertinent information about Air Force

and NPS units in the west that is necessary to address military park overflight issues and combat pilot training. Hopefully other regional sourcebooks will be developed for the rest of the country in the near future.

e. **Breakout Sessions** were held for discussion on three topics: **UAVs, T/TSNS,** and **TFRs**. The group discussing the **TFR** problem had three recommendations that they presented to the council as Action Items.

ACTION: Message to flying units in the region emphasizing the need to check for TFRs and identifying web sites that will provide a graphical depiction of TFRs.

OPR: Colonel Rice, Colonel Mitchell, Lt Col Wyman

ACTION: Provide an input to higher headquarters on the adequacy of regulations and guidance concerning pre-flight planning identification of TFRs.

OPR: Lt Col Potts, Major Weppner

ACTION: The significance of TFRs be an item to be emphasized in pilot Instrument Refresher Courses.

OPR: Not identified

4. **Next Meeting – Colonel St. Clair** stated that the next meeting of the Management Council would be in June 2005 at a location to be determined.

5. **Management Session Adjourned**

Colonel St. Clair and **Colonel Wilson** adjourned the Management Session at 1200 hours.

6. Approved:

// Signed //	// Signed //
ROBERT H. ST. CLAIR, Colonel, USAF Headquarters, Massachusetts ANG Co-Chairman, Eastern-New England Region Airspace/Range Council	JAMES R. WILSON, Colonel, USAF Director for Ranges and Airspace Air Force Directorate of Operations and Training Co-Chairman, Eastern-New England Region Airspace/Range Council

Attachments:

1. Agenda
2. List of Attendees

AGENDA

Air Force Easter-New England Region
Airspace/Range Council
Charleston, WV
16 – 17 June 2004

16 June 2004 Management Session

1:00	Welcoming Remarks - Airspace/Range Council Co-Chairmen	Colonel St. Clair Colonel Wilson
1:15	National Overview	BG Ponte Colonel Wilson
1:45	Unit Operations Briefings - Aircraft - Airspace - Problems and Issues Being Worked or Recently Solved	
	(Opportunity for other agencies to identify issues)	
2:45	Break	
3:15	Joint Training at Ft. Indiantown Gap	Major Godfrey
3:30	Small Tactical UAVs	Mr. Golliver
3:50	State Aviation Officials	TBD
4:00	Adirondack Park Agency	
4:30	Breakout Sessions for Tomorrow?	
4:40	Session Wrap UP	Colonel St. Clair Mr. Weppner

AGENDA

Air Force Easter-New England Region
Airspace/Range Council
Charleston, WV
16 – 17 June 2004

17 June 2004 Management Session

8:00	Opening Remarks	Colonel St. Clair Colonel Wilson
8:10	Military Reps to the FAA – Perspectives/Issuers	AFRep NAVRep DARR
8:40	FAA Perspectives - Air Traffic Organization and MTO Roles - NJ-NY Redesign Update	 Mr. Gallo Mr. Kelly
9:30	BREAK	
10:00	National Park Service Perspectives	Mr. Thompson
10:30	Breakout Sessions - UAVs - TTSNS	
11:40	Breakout Summaries	
11:50	Action Item Recap	
11:55	Next Meeting	Colonel St. Clair Colonel Wilson
12:00	Adjourn	

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