

MEMORANDUM FOR RECORD

SUBJECT: Proceedings – Air Force Northwest Mountain Region Airspace/Range Council – Management Session

A. GENERAL

The Air Force Northwest Mountain Region Airspace/Range Council – Management Session began at 1:00 pm on March 16, 2005 at the Utah Air National Guard Base, Salt Lake City, UT. The Utah Air National Guard hosted the meeting and provided excellent support.

B. COUNCIL PROCEEDING FOR THE AFTERNOON OF MARCH 16, 2005

1. Remarks/Objectives/Introductions – Brigadier General Cunningham (JFHQ-OR/AC-Commander Oregon Air National Guard) **and Colonel Harrison** (HQ USAF/XOO-ARA), Co-Chairman of the Regional Airspace/Range Council, welcomed everyone to this Management Council meeting. General Cunningham emphasized that this meeting is a great forum to ensure that all of the agencies associated with our training spaces come together and share issues and concerns. It allows us to ensure that all of our voices are heard and input valued in the process to improve and expand upon the training value provided to our nation's protectors. It is an invaluable medium to generate the interpersonal contacts that make the airspace process work. He called upon everyone to go home and meet a local wing commander, to walk a day in his shoes, and understand the ground where he lives. The dialogs are of vital importance to all of us here today; build the relationships important to all of us here today.

2. National Overview – BGen Pontelandolfo (HQ Delaware ANG/COS) **and Colonel Harrison**. General Ponte began by stating he has been a member of the Eastern New England regional council since 1992. He is now the Co-Chairman of the Air Force National Airspace/Range Executive Council. Today's combat technology has progressed to shorten the kill chain (the time and people involved in the execution of tactical warfare). The face of warfare has changed; as a result the airspace designed to support WWII requirements may no longer be sufficient for today's requirements. Many of the older weapons systems that we still use have been modernized beyond what their designers intended. The B-52 is a good example; it is currently being utilized in the roll of Close Air Support - a mission usually conducted by tactical fighters from very low altitude. The modernization of Command and Control (C2) through the use of Data Links, has allowed us to revolutionize employment and response. Operational C2 is using old platforms in new ways, upgrading the existing equipment to meet the demands of the future. UAVs are reducing the need for manned systems to be sent into a threat area and are saving many lives. Theater commanders are using transformational communications, signals sent from a UAV in theater relayed in real time around the globe and within seconds important information is sent to the soldiers and leaders who need it.

In WWII it took as many as 100 sorties to collect the required data on a single target. Today a single aircraft can collect data on hundreds of targets. Because we are shortening the kill chain, we are reducing our troops' exposure to casualties in wartime. Weapons delivery has gone from thousands of aircraft flying to strike a single target complex to a 'one bomb - one target' employment concept. We strike now from greater distance, preserving and protecting our assets,

equipment and personnel. The greater distance, employment altitudes, and attack profiles are driving the need to redesign many of our existing training capabilities. With your help, we can make this a more efficient process. We can build the networks of people necessary to make sure that this nation and its people stay protected.

Colonel Harrison added his welcome and stated that his office is charged with managing this process to enhance and improve Air Force airspace and range capabilities. We must ensure that our people have the right mix of air and ground space capabilities to support evolving training requirements; while remaining good stewards of the environment and our national resources. Other functions of his office include work with the FAA, Air Force Flight Standards, Joint (Army, Navy, Air Force, and USMC) National Training Capability, and Distributed Mission Operations (how we can better train for an Iraq-size operation with the assets and airspace we have).

3. National Park Service – Mr. Oppermann (NPS Consultant)

- Mr. Oppermann began by stating that he had been working with Regional Airspace Councils since 1995 but changes in the NPS are forcing the reallocation of resources and assets and due to the near-elimination of problems with DOD overflight, future participation in these meetings may be more limited.
- There are no issues with the Air Force in this region except for six flights within the 2-mile area around Devils Tower Park in Wyoming. General aviation is a greater problem at the park.
- The Park Service is involved with aviation as an operator (owns & leases aircraft), as a developer of Air Tour Management Plans, and as a custodian of America's aviation history.
- An NPS mission is to restore natural sounds to the parks through the management of major noise sources such as commercial air tours and snowmobile operations within park boundaries. The service is working to "substantially restore" natural quiet in the Grand Canyon.
- Trust has been developed between the NPS and AF and that needs to be preserved through facility visits both at the Parks and at the Bases.
- A very successful joint venture between the NPS and Air Force produced an excellent source document on overflight issues in the Western Pacific region
 - The book contains Points of Contact information for NPS and Air Force
 - Air Force and NPS are considering a similar document for other regions
- Mr. Oppermann concluded by thanking the many past and present people that have contributed to improving inter-agency relationships and solving many problems.

Mr. Quijano (Petroglyph National Monument)

- Relationships are extremely important and these meetings facilitate their development.
 - They allow us to develop solutions to the problems we are faced with. My personal experience with overflight issues has all been positive, and this was when the NPS and AF relationship was just being started.
- The NPS has new requirements for Homeland Security that have added new dimensions to our job and have helped us to understand the requirement for the Air Force to train.

- There are also cultural reasons why we want to protect some of our National Parks from overflights. Many of our parks contain fragile and ancient artifacts that can be damaged by the vibrations of overflights. Also, many of the spiritual aspects of our native peoples performing religious ceremonies can easily be disturbed by the sounds of an aircraft overflight. The sensitivity to this type of interference is regionally specific. Units need to coordinate with tribes in your area to determine the impact and timing of ceremonies. There may be very little prior notice for some of these, but good communication with the Tribe will help.
- Our tribes honor the service of veterans. Issues of war, protection of homes and families, are very important to us. Please deal with the tribal leaders when you have issues with our areas. Many of our leaders are veterans and will be receptive to your concerns. However, we still revere the tribal society and have concerns about change.
- The development of these relationships will help us to better understand each others concerns. It is important to remember that when you are dealing with a tribe, they expect to be dealt with as a governmental entity. Someone of rank should be sent to deal with them to let them know that they are taken seriously. Perhaps they should be invited to forums such as this. Thank you for this opportunity to speak with you.

4. Unit Operations Briefings:

- **Idaho ANG – Brigadier General Saylor** (JFHQ-ID/DCG, Air)
 - **Unit:** We fly C-130s and A-10s.
 - **Airspace:** The Mountain Home Range Complex (MHRC) is where we fly the bulk of our A-10 sorties with BDU-33s (practice bomb) and 30mm strafe.
 - R-3203 is an Army NG training area south of Boise that is used by the A-10 pilots to practice no-drop CAS with the Army Guard.
 - **Issues:** Rocket employment in the MHRC is critical to many of the missions that we train to. Currently, we have to deploy out of state to get that training. We are working the approval for this.
 - There are 3 C-130 drop zone proposals in work...all on state land.
 - We have great working relationships with BLM, FAA, and Indian organizations in the state.
- **Mountain Home AFB, Idaho – Lt Col Carroll** (366 OSS/OSRA)
 - **Aircraft:** The composite wing at Mountain Home is flying a broad spectrum of aircraft including primary fighters such as the F-15 and F-16.
 - **Airspace:** It is only 12 miles from Mt Home to the MHRC that is managed by the 266th Range Squadron. They operate electronic warfare systems on the ranges to help us train against enemy threat systems.
- **Colorado - Colonel Graf** (HQ COANG/DO)
 - **Colorado Missions:** The ANG at Buckley has the first Space Squadron as well as two C-21s. The state is unique in its sizeable military infrastructure: NORTHCOM, NORAD, AFSPACECOM, Fort Carson, AF Academy, Buckley AFB (home for the 440th Space Wing), and the Greeley unit.

- **Buckley - F-16 block 30 C+:** is equipped with Litening 2 laser targeting pod, and Situational Awareness Data Link (SADL). This adds a huge capability improving both targeting and coordination in operations such as Iraq and Homeland Defense.
 - **Airburst Range** is located on Ft Carson with airspace up to 18000 feet MSL.
 - **Cheyenne MOA:** The aircraft we fly today cover 9-10 miles per minute, or 20 miles of closure per minute between two participating aircraft. The reality is that in our best airspace we only have one minute of training time before we should be firing our weapons in an air-to-air training exercise. The unit has proposed an increase in the size of the MOA to return it to its previous size allowing another 30 seconds or 15 miles of airspace for training.
- **Montana – Lt Col Schultz** (120th Fighter Wing, Montana ANG)
 - **Montana Missions:** The 120th flies the F-16 C+ locally and at a deployed alert site. We are beginning to focus more on night training and need to emphasize the importance and limitations of the existing NOTAM system.
 - **Airspace:** We have good airspace - the Hays MOA, about 150 miles E-W and 60 Miles N-S and altitudes from 300 feet AGL to 50,000 feet MSL. We have been a proponent to develop an air-to-ground range for the past 5 years. We have done an EIS on a section of land to use for that purpose but the requirement is being re-defined and the project is on hold until after BRAC plays itself out.
 - The Montana ANG's relationship with the local Indian tribes is very good. The unit respects their sundown ceremonies and they request fly-bys for their pow-wows.
- **Alaska - Major Thilmany** (11AF, Chief – Airspace Operations)
 - **Missions:** Alaska has two active duty wings with A-10, F-15C & E, F-16C, and C-130s transitioning to C-17s. The Cope Thunder exercise brings in units from around the Pacific Rim countries. The Resource Protection Council we have developed meets on a semi-annual basis to address environmental concerns that arise during the course of the year. We get a lot of pre-scoping done at these meetings. The ACMAC, Alaska Civil-Military Aviation Council, meets semi-annually to allow General Aviation to participate in the development and operations concerning military airspace in Alaska. The Alaska Special Use Airspace Information Service provides Web/Phone/VHF Radio connectivity for airspace activity and greatly improves a pilot's situation awareness on military activity.
 - **Airspace Projects:** There are currently 12 ground tracks comprising the 48 Military Training Routes (MTR); 8 of the ground tracks are being modified, 2 are being deleted, 2 are being added as a result of the Coastline Initiative to provide offshore (Navy) aircraft low-altitude access to Alaska training airspace. The Air Force uses the Council process to coordinate with the 229 Alaskan tribes. As a result, issues were addressed prior to the public process to preclude adverse impacts.

- **Delta MOA Initiative:** Air Force is proposing to lower the floor from FL200 to 15,000 feet MSL. Creating an air-bridge for red air marshaling during Cope Thunder exercises.
 - **Lights Out:** The NOTAM system does not fulfill the intent of notification to General Aviation. 11th Air Force is working on the Memorandum of Agreement with the FAA to allow Class D criteria change to satisfy the notification criteria in Alaska.
 - **MTR Obstacle Evaluation:** Alaska is looking for inputs on how this is being done elsewhere. 11th Air Force is working on an Air Staff initiative to have the Civil Air Patrol funded to do obstacle evaluations.
- **Oregon:**
 - **Portland F-15 - Major Fitzgerald (123rd FS/DOS)**
 - **Mission:** Unit aircraft on alert 24/7. Most of our training occurs over water in the Warning Areas. The Juniper/Hart areas are used when the sea states are too high. Hats off to the local tribes who have helped to provide rescue for downed pilots. The unit is requesting coordination with NPS representatives.
 - **Klamath Falls F-15 - Major McCuiston (173rd FW/DGV)**
 - **Mission:** The unit's primary mission is training F-15 combat aviation pilots in Air Dominance. Right now we train 75% active duty and 25% ANG pilots. Our mission is projected to increase by 85% over the next two years. Communication to make the required changes with the experts in this room is critical to our continued success. I'd like to invite you to our Sentry Eagle 2005 which is an exercise open to the public. We work with BLM to ensure they have access to the airspace to fight fires; we operate a hanger at Kingsley field to provide parking space for their aircraft.
 - **Lights-out Training in MOAs:** Current operations require good coordination with the flying public so they know when we are out there providing training.
 - **Training:** Much of the valuable training we enjoy is a direct result of the hard work and support of the folks in this room. We are one of the few units that have had airspace expanded in the past year. Thank you for your continued good work.

5. Aircraft Owners and Pilots Association: Mr. Kahl.

- **Goal:** The goal of AOPA is to make aviation safe, fun, and accessible to the public. AOPA members include flight instructors, corporate operators, agricultural pilots, medical transport pilots, and recreational fliers.
- **Special Use Airspace (SUA):** A survey taken by AOPA indicated that 73% of GA pilots deviated around SUA in 2003. A survey taken in 2005 revealed that 68% of GA pilots deviate around SUA. The number of pilots flying through SUA is increasing. The 2003

survey indicated that 92% of AOPA members feel that real-time information about the status of SUA is important.

- 72% of GA pilots said they ask Flight Service Stations (FSS) for SUA status information.
- **THE HITCH:** No FAA requirement to transmit all SUA data from Centers to FSS. (*FAAO 7610.4 Special Military Operations*)
- FSS do not have the activation schedules for SUA. It is often the case that FSS have no more information available to them than the available periods for activation as is read from VFR sectionals.
- The bottom line is that no efficient conduit exists to get Real-time SUA schedule information from the controlling agency to the Flight Service Station (and ultimately on to the GA pilot).
- It is very difficult for GA pilots to know when SUA is activated, and the impact to GA pilots diverting around SUA when it is not being used is significant.
- AOPA is working with officials at FAA Headquarters to advocate the benefits real-time SUA scheduling information available to the FSS briefer would have to the DoD and GA pilots.
- **General Aviation (GA) Concerns:**
 - Real-time status information from FSS and charted frequencies on VFR Sectionals for all SUA controlling agencies.
 - GA user involvement in SUA design at the concept phase of development. Alaska is a prime example of this process. Generally, the GA community is not involved until the SUA proposal is circulated for public comment by the FAA regional office. At this point in the process the Environmental review is near complete or complete and is too late in the process to consider mitigation for valid GA concerns.
 - FAA Centers and military units should participate in SAMS database reporting and real time SUA activation times should be available
 - The FAA and the military should work to assure local airports impacted by SUA maintain IFR access.
 - Lower floors of training airspace can condense GA traffic into heavily inhabited wildlife areas, increasing the likelihood of bird strikes.
- **Modification of Alaska MTRs**
 - AOPA Member Concerns:
 - Low level MTRs crossing vital GA VFR routes in Alaska
 - Continued GA user involvement at the concept level of development.
- **Instead of new Prohibited airspace:** DoD should consider National Security Areas (NSA) as the common sense alternative
- **UAVs:** AOPA has concerns with introduction of UAVs into the National Airspace System.
 - An equivalent level of safety must be met
 - AOPA Co-Chairs the RTCA “Radio Technical Commission for Aeronautics” Special Committee 203. Many federal agencies and commercial operators are currently operating or seeking authority to operate Unmanned Aircraft Systems

(UAS) in the National Airspace System (NAS). SC-203 products will help assure the safe, efficient and compatible operation of UAS with other vehicles operating within the NAS. SC-203 recommendations will be based on the premise that UAS and their operations will not have a negative impact on existing NAS users.

- **Mission: Possible – Navigating Today’s Special Use Airspace**
 - A free on-line program, produced by AOPA’s Air Safety Foundation to help the Air Force fulfill the education requirement of the FAA Lights-out exemption.
 - Reviews all SUA domains, with focus on new Lights-out operations that the Air Force will soon be conducting in MOAs.
 - Teaches the GA pilot how to avoid military lights-out training, and how operate safely and efficiently in SUA.
 - Includes a review for all types of SUA
 - Satisfactory completion qualifies for credit in the FAA WINGS program
 - Available free to the public at: <http://www.asf.org>
 - Military airspace managers should contact their local Base Safety Officer for the Seminar-in-a-Box presentation materials, which includes DVDs and brochures. AOPA hopes the material is used in local Mid Air Collision Avoidance programs.
- **How can AOPA assist you?**
 - Open and early dialog with customers is a key step in maximizing the efficient utilization of airspace.
- **Contact:** Ryan.Kahl@aopa.org, Tel: 301-695-2207

6. State Aviation Officials: Mr. Burke, BLM-Utah Aviation Manager introduced himself and described his responsibilities.

Mr. Morley, Director of Aeronautics for the State of Utah, described his involvement with the St. George Airport and with Hill AFB.

7. DHS: Mr. Rosen (DHS Air & Marine Operations – Bellingham Air Branch). Mr. Rosen is assigned to the Department of Homeland Security’s new Air Marine Operations (AMO) unit (formerly US Customs) in Bellingham WA.

- **Mission:** AMO agents fly a variety of aircraft along the northern borders from Bellingham and Detroit and planned sites at Plattsburg, NY and Great Falls, MT. The ATO call sign is “Omaha”. Air interdiction is the primary mission. Others include providing cover for Presidential motorcades and special events like the Olympics. Aircraft are controlled from the Air Marine Operations Center (AMOC) in Riverside, CA. On the northern border, the primary mode of deconfliction is the Mk I eyeball. They operate rotary and fixed wing aircraft and boats. The intercepts take place during routine patrols and training missions.
- **Operations:** Frequent targets include stolen aircraft usually flown by unlicensed pilots. In the future, northern interdiction will grow but is limited now by how fast they can hire pilots. UAVs will be employed on the northern border by this summer.
- **Counter-terrorism** is another focus.

8. Session Wrap Up: General Cunningham closed the session with the reminder that Thursday's meeting would be slightly abbreviated to accommodate a trip to Hill AFB to visit Clover Control. Remember that we need to keep our minds open as we exchange information. Our intent is not to be adversarial, but cooperative. Any ideas to improve the use and design of our airspace are greatly appreciated. And take the time to introduce yourselves around and get some new acquaintances in this business. The operations of DHS and its associated activities are going to be a reality for the foreseeable future; it behooves us all to make the solutions to these issues ones that we can all live with.

C. Adjourn: The Management Session adjourned at 5:00 pm, 16 March 2005.

D. COUNCIL PROCEEDINGS FOR THE MORNING OF MARCH 17, 2005

1. Opening Remarks – General Cunningham: I will be contacting all of the units participating in this meeting from now until the next Executive Session to gather all of the lessons learned from this meeting. We plan on changing the format somewhat to facilitate the more effective flow of information. So, please talk to your leadership about what you liked or did not from this meeting and its format, and any ideas on how we can do this better.

2. Military Reps to the FAA – Perspectives/Issues

- **AFREP – Major Stirm** (AFREP, FAA-NWM and Alaskan Regions)
 - **MLS/NDB Decommissioning:** FAA trying to save money by shutting down unique systems. If there are units who require these systems, please provide input so we can document and work to keep critical systems open.
 - **DRVSM Update:** Right now we do not have a problem. If there is a problem, it is one we have not documented. If there are units receiving denials, they need to be documented so the problem can be addressed.
 - **MTR Updates:** There are some military training routes that do not have commercial contact numbers listed in FLIP. If you know of an MTR that is published without commercial phone numbers, please get those to us so it can be corrected.
- **DARR - MSgt Tutein** (Department of the Army Regional Representative to the FAA). The DARR is here to support the US Army Aeronautics Agency. We act as a liaison with the FAA for Army Aviation. Most of our ranges are run by artillerymen that have no idea how to interface with aviation. It is our job to educate them and help them work more effectively with GA and Air Force assets. If we can be of assistance in your program, feel free to get in touch with us.

3. FAA Perspectives – Ms. Winterroth (FAA - Salt Lake ARTCC)

- **Air Traffic Organization:** The ATO was established in February 2004. Congress mandated that the FAA become a performance-based organization. The FAA created the ATO to help facilitate better operations and increase safety. The reorganization has reduced management layers. This should be transparent to DOD entities, and interagency coordination remains as it did before the reorganization.

- **DVRSM:** \$393M in fuel savings in the first year. Improves controller efficiency. DOD aircraft will be allowed into RVSM airspace to the maximum extent practical. The largest impact is to the AF. We have not seen an impact in this sector...due to traffic volume there have been very few denials. Nationally, there is a team studying the program; there are discussions to do away with the pre-coordination requirement.
- **RVSM Discussion:** Air Force aircraft have not been requesting higher (RVSM altitudes) due to the requirement of having enough fuel to complete the mission. Most aircraft are fueled well before they can request into RVSM airspace so they are just planning on the denial and flying lower. We have been asking the pilots to file as they would like to fly so we can get a realistic view of the impact.
 - **Council Member:** What data are you tracking?
 - **Ms. Winterroth:** The FAA is tracking denials, removals, and traffic management logs internally
 - **Lt Col Fortmann:** We have an opportunity right now to make this process more workable from an Air Force point of view, but if we do not get the denial forms filed by the user we will have no basis upon which to drive that change. Right now, we do not show a problem...if there is one we need the forms to prove it.
 - **Major McCuiston:** I've had nothing but excellent experience with RVSM so far, but we need to remember that the DOD assets need to save fuel too and that affects everyone in this room. It is up to the units and the wings to make sure that education is being provided to our pilots on the right processes to use.
 - **Lt Col Abbott:** We in the military must stress the system to test the process. We need to show impact, if we don't it becomes concurrence due to lack of response. We need to file for the altitudes we need for most effective mission accomplishment, not file with the assumption of denial and in effect fly with an undocumented denial because we didn't get denied. Alan Storm is your POC for the Air Force.
 - **Mr. Lake:** There seems to be a little bit of confusion internally after the reorganization on who to contact for specific issues such as DVRSM.
 - **Ms. Winterroth:** I'll forward that concern along.
 - **Lt Col Fortmann:** Use your AFREP contacts and we'll make sure it gets to the right POC.
 - Pre-coordination information at www.fly.usa.gov/rvsm website to help schedule 866-266-7876 phone number for assistance. Pre-coordination is conditional approval.
- **Activation of airspace:** NOTAMS are required to be requested 2 ½ hours prior to airspace activation; to be processed 2 hours prior to activation.
 - **Mr. Ryan, AOPA:** The FSS does not have the information. The problem stems from a lack of an order that all airspace activation information be forwarded to FSS.
 - FSS does not get airspace utilization. It gets airspace scheduled. As a result they may not know if a scheduled airspace is not utilized. Most of the sectors use SAMS but that information is entered the night before and does not reflect real time information. The FAA is looking at integrating SAMS into a more active

airspace management system, but at this time there is no real time information available.

- The DOD NOTAMS office is working on the Defense Internet NOTAM System (DINS) so it can input information into the NOTAM system. Information has to be in the USNS to capture airspace usage. The Air Force is currently upgrading to a web based system to make it more user friendly.

4. BLM/Forest Service – Ms. Stewart

- **2004 Airspace Update:** Airspace issues have been a concern since the 1930s. The current program is designed to promote safety and prevent mid-air collisions by use of education, training and coordination.
- **Interagency Airspace Coordination Guide** is the primary airspace document used by fire personnel. It is a multi-agency effort of coordination and preparation. The DoD and FAA are part of the process. The most recent guide was revised and approved in 2003. The Interagency web site is www.fs.fed.us/r6/fire/aviation/airspace The IAMS/CAHIS software program is used to provide deconfliction information for Fire Dispatchers. The Falcon View software would be a great aid to Forest Service personnel with accurate charting. Training is provided for airspace issues through ACE Airspace Modules
- **The 2004 Fire Season** was a below-average year except for Alaska and Southern Utah that had a record number of fires. Due to excellent coordination with the DoD, there were no incursions into firefighting TFRs during a large international COPE THUNDER exercise.
- **Border Operations** are more complicated now with the advent of 9/11 and the increase flight operations of the Air and Marine Operations of the Customs and Border Protection agency.
- **Familiarization trips** to FAA facilities and wildfires promote better understanding and cooperation with other agencies. A visit by DoD and FAA representatives to the Wenatchee National Forest in August, 2004 for a firefighting demonstration and briefing was very beneficial
- **MTRs:** There are 171 MTRs listed in AP 1/B without a commercial phone contact number.
- **Hurricane Support:** Aircraft and airspace planning and operations expertise gained from firefighting was put to good use during Hurricanes Charlie, Ivan and Frances
- **2005 Aviation Update:** The Forest Service has two UAV partnerships with NASA and INEEL planned for 2005 to provide intelligence for fires and volcanoes. Evergreen Aviation has proposed the use of a Boeing 747 as an air tanker aircraft.

5. Breakout Sessions

- **BLM-UT and Clover Control Memorandum of Agreement** – Mr. Burke summarized by noting that the MOA would be made similar to that with Nellis.
- **NOTAMS** – Lt Col Mills said that he would re-engage with the appropriate FAA offices on notification of pending lights-out training operations.

6. Action Item Recap – Mr. Rose (Apogen). No old action items exist and no new action items were suggested during this meeting.

7. Next Meeting - The next meeting of the Northwest Mountain Executive Council will be 24-25 August 2005 in Park City, Utah. The focus of that meeting will be the Regional Roadmap with inputs from each state and active duty installation with a request for other DOD agency participation. The next Management Council will be in March 2006, again in Salt Lake City, Utah.

8. Session Wrap-Up - Brigadier General Pontelandolfo reminded attendees to please keep the communications flowing. As you go home, up-channel information as you find it and help us resolve any conflicts early before they get large. Please come prepared in the Executive Session to brief your airspace issues.

Colonel Harrison emphasized the need to change the framework of these conferences; there's great dialog going on, but we should use this forum to identify and solve issues at the lowest possible level, and to bring the hard issues to the top. There may be a lot of issues out there that do not get addressed through participation early on in the development process of new systems and procedures. We can be far more helpful to the community at large by participating earlier in the process. I support General Cunningham's efforts in the change of focus and impact of this regional process.

General Cunningham asked how many knew what the next session (DoD Executive Council) is about, what is supposed to be accomplished and who is supposed to be there? The DOD folks know but not the civilians? That's why this meeting is so important; we are the people who work the problems. This is where the problems need to be brought to the surface and worked. Let us know the issues that are most important to you. I will be working a phone campaign to make sure your issues are brought up before the next meeting. The people who participate should be the decision makers for your region, with the decision-making authority. You may be coming along as a subject matter expert, but we need executive level decision makers to participate in this process. Go back and brief your leadership what was expressed here and what decisions/issues need to be brought to the next meeting. The DOD faces may be changing on a regular basis; some of the civilian folks have been or will be around for some time so please help educate us, mindful of the fact that we may be new on this side of the fence. You may always expect us to be receptive to your ideas...we may not always agree, but we are always willing to listen. This forum is important more for the interaction after the formal presentations than the presentations themselves. The next Management Council (March 2006) will be shorter on briefings (10 minutes max) and more time will be spent developing the networking necessary and having specific issue breakouts to focus on issue resolution not just identification. We will chart the progress, or lack thereof, and determine what we need to do to improve the process. I welcome your feedback on anything that has not been addressed/needs to be changed. The meetings will be held here in Salt Lake City for the foreseeable future. Come back with taskers, prepare your bosses for the next session: who are you talking to, what are your interagency relationships. The focus will be on institutionalizing communication. I want to know what your three top issues are. I want to know if there are other people who should be here who are not represented. I respect everyone's high ops tempo, but this is important work that needs to be done, and it needs to be done right. The next session will be in August up at Park City. Thank you for participating. Look forward to meeting you again next year.

Invitation to Sentry Eagle exercise in Klamath Falls, OR open to the public. Aug 10-14th. The 11th or 12th is the public viewing opportunity.

E. Adjourn: The Management session adjourned at 1115, March 17, 2005.

F. Approved

// Signed //

JAMES CUNNINGHAM, Brigadier General, USAF
JFHQ-OR/AC-Commander, Oregon ANG
Co-Chairman, Northwest Mountain Region
Airspace/Range Council

// Signed //

JEFFREY HARRISON, Colonel, USAF
Director for Ranges and Airspace
Air Force Directorate of Operations and Training
Co-Chairman, Northwest Mountain Region
Airspace/Range Council

Attachments:

1. Agenda
2. List of Attendees

AGENDA

**Air Force Northwest Mountain Region
Airspace/Range Council
Salt Lake City, UT
16-17 March 2005**

16 March Management Session

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|------|---|--|
| 1:00 | Welcoming Remarks
- Airspace/Range Council Co-Chairmen | General Cunningham
Colonel Harrison |
| 1:15 | National Overview | General Ponte
Colonel Harrison |
| 1:45 | Unit Operations Briefings
- Aircraft
- Airspace
- Problems and Issues Being Worked or Recently Solved

(Opportunity for other agencies to identify issues) | Lt Col Richey |
| 2:30 | Break | |
| 3:00 | AOPA Perspectives | Mr. Kahl |
| 3:20 | State Aviation Officials | TBD |
| 3:40 | DHS Operations | Mr. Rosen |
| 4:00 | National Park Service | Mr. Oppermann |
| 4:30 | Breakout Sessions for Tomorrow?
- BLM-UT/388 th /Clover/UTTR MOA (Mr. Burke) | |
| 4:40 | Session Wrap Up | General Cunningham
Colonel Harrison |

AGENDA

**Air Force Northwest Mountain Region
Airspace/Range Council
Salt Lake City, UT
16-17 March 2005**

17 March Management Session

8:00	Opening Remarks	General Cunningham Colonel Harrison
8:10	Military Reps to the FAA — Perspectives/Issues DARR	Lt Col Fortmann; Major Stirm NAVRep
8:40	FAA Perspectives	Ms. Winterroth Ms. Story
9:40	BREAK	
10:10	BLM/Forest Service	Ms. Stewart
10:40	Breakout Sessions - -	
11:40	Breakout Summaries	
11:50	Action Item Recap	Mr. Rose
11:55	Next Meeting	General Cunningham
12:00	Adjourn	General Cunningham Colonel Harrison
1:00 – 4:00	Tour – Clover Control and Mission Control	

LIST OF ATTENDEES

Lt Col Colby Abbott
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