MEMORANDUM FOR RECORD

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

.A GENERAL – The Air Force Eastern New England Region Airspace/Range Council Management Session convened at 7:30 am, April 21, 2010 at the Vermont Air National Guard, Burlington, VT.

.B MANAGEMENT SESSION PROCEEDINGS FOR APRIL 21, 2010

.1 Colonel Richard Harris (Vermont JFHQ and Co-Chairman ENE Region) welcomed everyone to the meeting.

- We had good discussions yesterday and looking for a productive day today. There will be a working lunch today to stay on schedule to allow people to catch flights after the meeting.
- The objective is to discuss how we can work together better, develop relationships with everyone here and make sure we are coordinating with each other as partners in the ENE region.
- The Vermont ANG utilizes the Forward Operating Location (FOL) at Fort Drum and the New York airspace. The Vermont ANG offers a tour to see the multiple F-16 simulators used for complex training.
- Colonel Harris introduced Brigadier General Mitchell, the Executive Assistant to Brigadier General Rice and National Co-Chair of the Air Force Airspace/Range Council and asked all attendees to introduce themselves.

.2 National Overview - Brig Gen Mitchell – Welcomed everyone and thanked them for coming. General Rice had to depart yesterday and regrets not being able to attend today's meeting. The focus this year is encroachment, not just encroachment associated with airfields and weapons training ranges, but the full spectrum of encroachment from energy development to frequency spectrum.

- General Mitchell worked for FAA for 24 years and ANG for 26 years and is now an airline pilot.
- General Mitchell is a member of SERPPAS (Southeast Regional Partnership for Planning and Sustainability) board; it incorporates all the southeast states involved in saving endangered species. They appreciate the Air Force. An example in our region is Ft Drum's wildlife that thrives on the land the military manages. SERPPAS is also involved in trying to limit encroachment around our ranges. We got a good brief yesterday from Jennifer Graham of Marstel-Day about encroachment and strategies to limit it.
- In New England the face of aviation has changed. The Barnes MA ANG A-10s are gone and now they have F-15s and the Bradley CT ANG A-10s are gone and corporate jets have replaced them. The Syracuse NY ANG flew their last F-16 flight March 6 and now the unit operates the Reaper (a weaponized remotely piloted aircraft (RPA) in both Iraq and Afghanistan. Burlington, VT ANG is being considered for the potential deployment of F-35s. There has been some disinformation about the level of noise, but there is a potential that it could be quieter in some regimes.
- The Albany VOR is the focal point of air traffic in New England and there is a continuous flow of traffic there.
- General Mitchell thanked AOPA (Aircraft Owners and Pilots Association) and other attendees for coming to the meeting.
- Dialog is important – if you have concerns this is the place to have them addressed.
- **Mr. Walt Linck (Adirondack Park Agency)** mentioned that when hunting and climbing the ridges in the Adirondacks, the deer and hunters hear nothing but air traffic. It is not out of Barnes; it is out of everywhere. You people with your airspace are partly responsible for the peace and quiet we have in the park. I do not know where you learn more about freedom and responsibility then when you are in the wild. You people are out fighting for this country and our freedom. The wildlife advocates are trying to

protect the same thing you are trying to protect. We need more involvement in these types of meetings, not less.

- **Colonel Harris** added that we were hoping for the Maine DOT to be here, but they are not represented yet. We would like to mirror the success of the New York Governor's Ad Hoc Committee on Military Airspace for the airspace in Maine.

.3 Action Item Status - Mr. Rose

- **GARS**
  - BACKGROUND: Global Area Reference System (GARS) has been developed to easily identify area locations for activities such as air refueling orbits, combat air patrol orbits, and initial contact points for operations with ground units. Ranges need to adapt this worldwide system to their local environment and set up scenarios that utilize the system by overlaying existing airspace on the GARS grid for real world training.
  - ACTION ITEM: Implement GARS to identify/define airspace and ranges.
  - OPR: AF/A3O-BR OCR: MAJCOMS, Units, Ranges
  - Status: AF/A3O-BR identifying ranges greater than 60NM on any side. Will task owning MAJCOMs to create Falcon View overlays utilizing GARS. Units will update range documents to reflect GARS
- **Continuation Training Airspace Requirements for Predator**
  - BACKGROUND: How do we establish airspace for the Predator RPA since continuation training airspace requirements for the Predator UAV have not been identified? (Some Flight Training Unit (FTU) requirements exist but are not deemed adequate for continuation training.) Training requirements will be heaviest on the sensor operator and currently Restricted Airspace is required to accomplish training. New Restricted Airspace will be contested by other users of the National Airspace System (NAS).
  - ACTION ITEM: Identify continuation training airspace requirements for the Predator UAV.
  - OPR: HQ ACC/A3Y OCR: HQ USAF/A3O-BR
  - Status: Airspace reqmts included in the T/TSNS for Grand Forks, although no clearly defined requirement has been established. RAND Study identifies minimum RPA airspace requirement (15 NM x 15 NM for Predator).
  - COMENTS: **Colonel Harris** explained that only certain designated airspace could be utilized by RPA (Remotely Piloted Aircraft or Unmanned Aerial Vehicle) due to the FAA requirement for "See and Avoid". The DoD is not the only user that is addressing this; civil RPA organizations are actually requesting more NAS usage than DoD. We have local requests by civil and private organizations to utilize our airspace and we are working those issues.

    .a Lt Col Crowe – Unless the utilization is DoD sponsored, the HQ Air Force's position is to prohibit it. The use must be DoD related.

    .b Mr. Pat Welch – the ANG sees it differently, it can be supported on a cost reimbursable, non-interference basis.

    .c Mr. Roberts – ACC follows the Air Force guidance. Some of the contractors are very persistent.

    .d TASK: **Colonel Harris** – The Air Force and National Guard A3A should continue to research the correct utilization of military airspace for commercial RPA development.

      ().1 Private/civil organizations cannot use the COA process, they need a Special Airworthiness Certificate (SAC) and those are not being approved much lately. DoD sponsored activity would allow access to the COA process for RPA development conducted with government contracts. Purely civil development would still use SAC process.

().2 If civilian RPA operations are authorized on Weapons Ranges/Restricted Areas, how do they pay, receive approval, and develop letters of agreements for responsibilities, COAs if applicable and other requirements?

().3 One Consideration would be the responsibility for any buffoonery by the private company.

- **Environmental CATEX (Categorical Exclusion)**

  ° BACKGROUND: CATEXs in 32 CFR Part 989 – discussion suggested that the FAA regulation should be changed to accept DoD CATEXs.

  ° ACTION ITEM: Address FAA-acceptable environmental CATEXs.

  ° OPR: HQ USAF/A3O-BR

  ° Status: FAA needs to update its NEPA implementing regulation/procedures with CEQ regulations. A3O-BR to transfer Action to the PBFA

  ° Key Issue: To support adding new CATEXs, the FAA would have to "adopt" DoD (or any other Agency's) NEPA (National Environmental Policy Act) documentation as their own, then go through the above administrative process. However, they probably would not say, "we are incorporating DoD CATEXs."

- **DoD and DHS (Department of Homeland Security) Operations within SUA**

  ° ACTION ITEM: Develop standard for simultaneous DoD and DHS operations within SUA.

  ° OPR: HQ USAF/A3O-AYI OCR: DHS; Other Services

  ° Status: IN PROCESS. Agreement is still with DHS. AYI will continue to follow up.

  ° Current State: MOU is in legal review at DHS. Upon receipt of the signed document from CBP, Lt Col Militello intends to staff it through the DoD for PBFA signature.

- **Environmental for Small UAS**

  ° BACKGROUND: Question on whether AFSOC is taking the lead on establishing a "programmatic" document outlining baseline environmental aspects for RPA operations.

  ° ACTION ITEM: AFSOC to develop EIS guidelines for smaller UAS.

  ° OPR: AFSOC OCR: HQ USAF/A7CI

  ° Status: Transfer action to the PBFA (Policy Board on Federal Aviation)

- **AIRSPACE COORDINATION PLAN**

  ° DISCUSSION: Airspace Coordination Plans for States are needed for deconfliction of participating military aircraft in support of Civil Emergencies

  ° ACTION ITEM: Regional Co-Chairmen will work with State Aviation Officials and State NG DOs to finalize Memorandum of Agreement between the State National Guard and HQ 1st Air Force (AFNORTH).

  ° OPR: AFNORTH OCR: AF/A3O-BR

  ° Status: Changed OPR and OCR to AFNORTH and A3O-BR respectively.

  ° COMMENTS: **Colonel Harris** said the issue is those domestic operations where you are supporting the governor, if the problem goes beyond the state than there would be a coordinated procedure for air operations.

  .a There is some resistance to loosing authority

  .b **Colonel Hay** added that in New Jersey, Domestic Operations are controlled by the Army Guard and they look at this as an ANG issue. We are trying to get on their conference schedule.

- **MULTI-DEPARTMENT STUDY GROUP ON PUBLIC LANDS**

  ° DISCUSSION: At NWM Management ARC, March 2009, the discussion concerning potential new wilderness areas identified the requirement for the development of a multi-department study group to evaluate these sites and provide recommendations for the establishing legislation. The desired level of coordination would be a the lowest local or state level similar to the Preliminary Wind Energy sitting capability.

° ACTION ITEM: Request that the Department of Defense join with the Departments of Agriculture, Interior, and Energy in forming a joint local study group at the National Forest or BLM District level to provide recommendations for the establishment of new wilderness areas.

° OPR: HQ USAF/A3O-BR OCR: AFFSA

° Status: We have been focusing on an edit to the Wilderness Language. If we can revise language into the text preserving our ability to use the airspace as we have, we won't need to engage on every new proposal

° COMMENTS: **Mr. Steve Sample** said that this is a way to preserve what we have and then get out of the way. It would help by removing many DoD concerns about expanding wilderness areas.

- **MTR PLOTTING SOFTWARE ISSUES**

° DISCUSSION: At Weatern Pacific (WP) Management ARC, January 2010, point was made that we have to ensure that Falcon View and other digital mapping software programs accurately plot MTR boundaries. Mr. King believes that the FAA, OEAAA software has the same plotting error. Mr. Perkins volunteered to check if OEAAA plots MTR boundaries accurately. For MADE consideration, the accuracy will affect deconfliction predictions when scheduling crossing or adjacent MTRs.

° ACTION ITEM: Confirm that Falcon View plots MTR boundaries accurately. Confirm that OEAAA defaults to the same boundaries or plots route boundaries accurately.

° OPR: For OE/AAA – Mr. Perkins For Falcon View - TBD

° Status: New

- **Dry Tortugas National Park Sonic Booms**

° BACKGROUND: At the SO-SW ARC in Feb 2010, the National Park Service expressed concerns about sonic boom effects on Fort Jefferson structure at Dry Tortugas National Park.

° ACTION ITEM: Coordination required with PBFA/Service representatives to determine effects of sonic booms on Fort Jefferson National Monument.

° OPR: AF/A3O-BR

° Status: New

° COMMENTS: The US Navy has a 30-mile separation rule for supersonic operations. The Air Force uses 10,000 feet over water or 30,000 feet over land for public areas. There needs to be a consistent supersonic operations policy.

° **General Mitchell** added that this is the type of interaction makes these meetings very valuable for all of us. The NPS came to us and provided a good briefing that elevated their concerns. As a result the USN and AF are not working together to solve the problem.

- **Tours of FAA Facilities**

° BACKGROUND: At the SO-SW ARC in Feb 2010, Colonel Chupein suggested FAA tours should be offered to unit leadership at FAA Air Route Traffic Control Centers.

° ACTION ITEM: During Airspace/Range Council Executive Sessions, tours of FAA ARTCCs should be offered to unit commanders to better understand FAA operations and open lines of communication.

° OPR: AF/A3O-BR and Brig Gen Mitchell

° Status: New

- **MTR AVOIDANCE POINT IDENTIFICATION**

° BACKGROUND: NWM ARC, March 2010 -- AP1B identification of points along MTRs must include the coordinates of the point and the avoidance distance and altitude. Government Land Managers such as the National Parks should identify significant sites within MTR boundaries that would be adversely affected by overflights.

° ACTION ITEM: Request that the Department of Defense work with the FAA to insure that all points to be avoided within MTR corridors include the latitude, longitude, distance and altitude required to avoid a particular site.

- OPR: AFFSA OCR: HQ USAF/A3O-BR
- Status: New
- COMMENTS: **Mr. Roberts** added ACC has many of these noise sensitive areas (NSA) .It should be a briefing item for MTR schedulers; pilots are required to check AP1B. **Mr. Linck mentioned t**hat one of the things the NY Ad Hoc Committee understands is making sure that everyone gets fair consideration for avoidance. That helps ke**ep a few** squeaky wheels from getting all of the attention.

- **TASK LIST TO BE INCLUDED IN ARC ACTION ITEMS**
  - BACKGROUND: NWM ARC, March 2010 -- Brig Gen Rice suggested that Tasks to be accomplished as recommended during Airspace and Range Council Meetings should be maintained with Action Items for tracking and accomplishment.
  - ACTION ITEM: Ensure that a Task List is maintained with the ARC Action Item list.
  - OPR: QinetiQ-NA OCR: HQ USAF/A3O-BR
  - Status: New
- **INVITE REPRESENTATIVES OF RENEWABLE ENERGY ASSOCIATIONS TO ARC**
  - BACKGROUND: NWM ARC, March 2010 -- We need to look forward and try to protect present and future resources for Doppler Radar training and testing. F-35 capabilities briefing is a starting point to ensure our Operating Space is adequate. We need to know future requirements and limit surprises. Windmills will affect training - even those located outside SUA or MTR boundaries (within up to 40 miles for current generation Doppler Radar). Renewable Energy associations are not unlike the Airline Transport Association in their representing the many renewable energy businesses before the government and the public. They provide the national public outreach for wind and solar.
  - ACTION ITEM: Identify national renewable energy organizations and invite representatives to regional Airspace/Range Councils.
  - OPR: HQ USAF/A3O-BR
  - Status: New
- **RENEWABLE ENERGY SITING APPLICATIONS**
  - BACKGROUND: NWM ARC, March 2010 -- How do we get renewable energy developers to reach out to DoD to determine testing and training impacts prior to major expenditures on potential projects? MAJCOMs must be able to ensure units receive information concerning proposed developments. The coordination with developers must be consistent. An tool should be developed to ensure all proposals and government responses are tracked.
  - ACTION ITEM: Build an outreach guide for the energy industry. (Example: SF-299 Grant Authorization, etc.) The TAGs and MAJCOMs should be empowered to use appropriate guidelines to approve or object to renewable energy projects.
  - OPR: HQ USAF/A3O-BR
  - Status: New
  - COMMETS: The Renewable Energy Associations must be invited to the regional meetings.
    - **.a** Colonel Harris requested that attendees take this back to your state and determine how you track these developments.
    - **.b** Mr. Sample said that the Air Force is using this meeting to try to be proactive about engagement.
- **HISTORY AND PURPOSE OF THE AIRPACE/RANGE COUNCILS**
  - BACKGROUND: NWM ARC, March 2010 -- Ms. Stewart included a very informative history and reasons for the creation and continuation of the Regional Airspace/Range Management Councils. Ms. Stewart suggested that this information be compiled and available to future Management Councils to ensure they are aware of the importance of these meetings, the cooperative solutions to past problems, and continued potential future challengers.

° ACTION ITEM: Develop a document or briefing on the history and value of the Airspace/Range Councils

° OPR: HQ USAF/A3O-BR and NGB/A3A_

° Status: New

° COMMENT: TASK The History and Purpose of the Airspace/Range Council could be a one-page history that can be attached to the agenda at every ARC.

- **NWM ARC – MARCH 2010 TASKS**

° **TASK 1 - Oregon ANG/A3 coordinate with Mt Home on airspace issues:**

.a DISCUSSION: There is a concern that additional airspace proposals in the Oregon and Nevada area bordering Idaho may be detrimental to a success outcome of the existing Paradise MOA expansion airspace proposal.

.b TASK: Oregon A3 will insure that future airspace actions have been coordinated with Mt. Home to maximize the potential for positive outcomes for airspace actions.

° **TASK 2 - Include safety considerations when developing training requirements for 5th Gen Fighters**

.a DISCUSSION: In the development of Training Space requirements for 5th Generation Fighters, safety of flight must be included. The F-35 will have a full spectrum of fighter operations. Only preliminary training requirements are currently available.

.b TASK: A3AO will include safety of flight issues in airspace determinations.

° **TASK 3 - Regional ARC Chairs will ensure widest dissemination of upcoming conference notices in their regions.** An aggressive outreach should include Army SAAOs and Navy Representatives as well as Air Force representatives.

.a DISCUSSION: We have a few Army people and Navy representatives at these meetings. Some states the Army in very involved is airspace coordination. Army is involved with RPA but they are behind us in coordination. It is time to name these meeting as a Joint ARC by formally invite Army. Why are not invite all services to these meetings, the issues are across all service. We should be working together.

.b TASK: Find all Army Aviation within each State and other military services.

° **TASK 4 - Colonel Wedan requested Lt Col Rousseau draft formal letter to the FAA requesting changes to the OE/AAA process with respect to the effects of windmill farms.**

.a DISCUSSION:

().1 FAA question, what form of coordination are you looking for from OE/AAA, would this be part of an EIS on a wind farm?

().2 Mr. Sample said that right now the radar impacts are only looked at if it is right on an airfield or part of the JSS system. There is no process for the developer to apply to DoD for a determination.

.4 FAA Topic of Interest: Special Activity Airspace - Lt Col Crowe (FAA/AJR-33). Lt Col Crowe was representing Mr. Dean Fulmer from the FAA Aeronautical Information Management (AIM) section.

- **Current Drivers (why this initiative now)**

° Fuel Forum Initiatives: "Provide Greater use of Military Airspace"

° Airspace Working Group: Improved information sharing, real-time management, dynamic use of SUA and improved access for all stakeholders identified in the group's charter

° Enterprise Architecture Operational Improvement: Improved Management of Airspace for Special Use

° RTCA Task Force 5 on NextGen: More efficient management and use of SAA identified as a unique capability area

° JPDO (Joint Planning and Development Office) operational improvements

- Numerous FAA policies, procedures, programs, and organizations that speak to SAA: NextGen, SWIM, FAA Flight Plan

- **Special Activity Airspace**
  - Any airspace with defined dimensions within the National Airspace System wherein limitations may be imposed upon aircraft operations
  - This airspace may be restricted areas, prohibited areas, military operations areas, ATC assigned airspace, and any other designated airspace areas as well as future airspace created for future requirements.
- **Cooperation -** The PBFA, FAA, and RTCA are at the same table for the first time and will answer the requirements with a single voice.
- **Rules of Engagement – Focus Areas**
  - Looking at national level issues – not asking for anything from the military just looking at how to improve airspace management.
  - To identify those policies, technologies, and metrics that deal specifically with SAA scheduling, planning, status, and utilization.
  - Enable electronic scheduling of SAA and broadcast those schedules and updates to Air Navigation Service Providers and NAS users
  - Create capabilities to populate this data across existing and future airspace planning/analysis systems to better manage SAA in the NAS
  - Establish an electronic means of gathering real time utilization of all SAA and develop a more accurate utilization reporting system
- **Expected Benefits**
  - Consideration of all operator's needs
  - Enabling the military to train as they fight
  - Allowing governmental activities while mitigating impact to other operators
  - Make military airspace schedules available to the public - the current numbers do not give us good information about real time management.
  - Reduced flight time and distance for civilian and military operators who leverage enhanced awareness of SAA status to opt for more efficient routes
  - Enroute navigation will gradually migrate from the existing ground based navigation to GPS based navigation.
  - New capability will allow multiple flight plans to be available for selection just prior to the time of departure to enable the selection of the optimum route considering weather and special activity airspace planned utilization.
  - ICAO is working on the handbook for civil – military operations
  - Dynamic Airspace, the relocation of special activity airspace is being evaluated at nine ATCAAs
- **Consequences of inaction?**…We are stuck with the status quo
  - Dysfunctional strategic and tactical planning
  - Under-utilized airspace
  - Loss of NAS capacity
  - Loss of predictability
  - Loss of flexibility
  - Increased costs and delays
  - A squandered opportunity to influence the future of NAS operations
- **Discussion:**
  - **Colonel Harris** questioned when a unit would have the capability to look at modifying schedules to improve utilization.

° **Mr. Jim Perkins** said the FAA wants to have MADE interface with other scheduling systems. We are working on integrating ERAM (Enroute Automation Modernization) by 2014. The SAMS and MADE FAA systems will be integrated with the Air Force Center Scheduling Enterprise (CSE) this fall with basic capabilities.

° **Lt Col Crowe** added that when a flight is capped or denied portions of scheduled airspace, the unit will be able to look back and analyze the airspace to see what caused the impact and how to improve utilization.

.5 Special Activity Airspace (SAA) Automation Update – Mr. Jim Perkins (FAA – AJR-32). Currently 95 to 98 percent of the Air Force and Air National Guard units are using the Military Airspace Data Entry (MADE) system to input unit training operations into the FAA Special Use Airspace (SUA) Management System (SAMS).

• **Change to FAA JO7930.2M - 6-1-5 SPECIAL USE AIRSPACE (SUA) AND RELATED AIRSPACE:** A NOTAM *must be issued through the SUA Management System (SAMS)* to activate special use airspace if activated by NOTAM only or At other than published times for those SUA that contain a NOTAM provision in their legal description, under the appropriate ARTCC(s):

° **SUA, for the purpose of this manual, includes Restricted Area, Military Operations Area (MOA), Warning Area, and Alert Area airspace only**

.a A NOTAM must be issued to activate SUA at other than published times for those areas that contain a NOTAM provision (for example, "BY NOTAM," INTERMITTENT BY NOTAM," or "OTHER TIMES BY NOTAM") in their times of use legal description per FAA Order 7400.8, or if that SUA can only be activated by NOTAM. A NOTAM must not be issued to make other changes to the charted dimensions or which would exceed the lower or upper published altitude limits.

.b NOTAMs issued for SUA activation and cancellation for uncharted and unpublished times must be Center NOTAMs issued for SUA inclusive areas for accountability locations of SUAE, SUAC, and SUAW corresponding to the FAA Service Areas East, Central, and West respectively.

.c This changed the structure of NOTAMs about Restricted Areas from being tied to a Navaid or Airport to being issued as a center NOTAM to make them visible to all flight plans near the airspace.

° Related airspaces include **Military Training Routes (MTR) and Aerial Refueling Tracks and Anchors**. The provisions of Para 6-1-5 apply to related airspaces as well as SUA.

.a A NOTAM must be issued to activate SUA and related airspaces at other than published or charted times for those areas that contain a NOTAM provision (i.e., "BY NOTAM," "INTERMITTENT BY NOTAM," or "OTHER TIMES BY NOTAM") in their times of use legal description per FAA Order 7400.8, and related Government charting, or if that SUA or related airspaces can only be activated by NOTAM. A NOTAM must not be issued to make other changes to the charted dimensions or which would exceed the lower or upper published altitude limits.

.b NOTAMs issued for SUA and related airspaces activation and cancellation for uncharted and unpublished times must be Center NOTAMs issued for SUA inclusive areas for accountability locations of SUAE, SUAC and SUAW corresponding to the FAA Service Areas East, Central and West respectively.

.c EXAMPLES- !SUAC ZMP AIRSPACE CRYPT NORTH MOA 5000-16000 WEF 0907150400-0907150600

.d One item – Flight Service Stations said that they would not issue a military NOTAM. It has not been straighten out, call Jim if your unit has a problem.

.e MADE will cancel the NOTAM if you use MADE to schedule the airspace.

° **Lights Out/Night Vision Goggle (NVG) Operations in MOAs**

.a Upon notification of a lights out/NVG operation in an authorized MOA (as listed in FAA exemption 7960), issue a NOTAM containing the following information:

().1 Lights Out/NVG Operations

().2 MOA name

().3 Altitude

().4 Date/time the activity will begin and end.

.b EXAMPLE - !SUAW ZLA AIRSPACE LGTS OUT/NVG TRNG DESERT AND REVEILLE NORTH/SOUTH MOA 9000/BLW AVOIDANCE ADVISED WEF 0912070200-0912070500

.c NOTE - NOTAMs for lights out/NVG operations are scheduled times only, identified 48 hours in advance.

.d Lights Out – check the box in MADE and the NOTAM will be issued.

° **NOTAM Changes:** The changes were not handled very well – the comment is still in the handbook about calling Flight Service Station.

.a Working on cleaning up the left over issues in handbook

.b Airspace active by NOTAM 24 hours prior – MADE will not be able to make a change inside this timing, units will have to call center about change times.

.c What are the real requirements for the 24 – 48 hour notification Policy? The FAA must be able to accept changes.

- **SAMS online "Create Schedules Worksheet"** was shown with a direct interface with MADE that will push unit schedule input into the SAMS system to meet the new NOTAM requirements.
- **MADE online "Airspace Denial/Cap Report Grid"** is completed and it has been included in MADE effective March 2010. Mr. Perkins also presented a sample report. This is a prototype and he requested feedback to make it better
- **MADE/SAMS – CSE (Central Scheduling Enterprise) Interface** may be available this fall.
  - ° The CSE - MADE/SAMS Web Service interface 0.3 is now hosted on the SAMS development system.
  - ° CSE can submit new and updated schedules to MADE/SAMS in the development environment
  - ° MADE/SAMS logs the requests for integration/processing
  - ° A recent request by an FAA Center to create a history tracking capability is being integrated. MADE will maintain a record for each airspace to include who entered the airspace, when entered, who approved, airspace restrictions and when departed.
  - ° Visual SUA/TFR beta system is operating slowly at this time may be expanded – trying to have a graphic display of all issues that may affect your flight route.
  - ° The system will track actual utilization. The centers input the entry and exit times now. The FAA is working on automatically taking the squawk and recording the boundary crossing to activate and deactivate the airspace for utilization.
- **Airspace Building Tool** demo will be presented in May
  - ° DoD unit designs a potential new SAA with digital mapping software and web based submit process.
  - ° Affected Control Facility Airspace Specialists will be able to suggest modifications and approve of the proposal online.
  - ° Service Area Mil Reps and Airspace Specialists will be able to process and forward proposals.FAA HQ AJR-3 Airspace and Rules will receive the proposal for processing and approval
- **SUA / TFR Website** now combines two webs sites into a single SUA/TFR website with graphic display. It will allow anyone to see airspace schedules. Currently out for public comment
- **New Contact Info: phone: 202-493-1444, cell: 202-450-0136**

.6 EMI Encroachment Challenges for Testing & Training Battlespaces – Lt Col Jim Rousseau (AFMC/Nevada)

- **Mission:** Provide a relevant, instrumented, and integrated Battlespace encompassing the full-spectrum of conflict supporting US military services training and combat missions.
- **Electro-Magnetic Inference (EMI) Encroachment:** Any structure of significant radar cross section has a potential to cause undesirable EMI affects to systems on the range. If the structure has moving parts, it will also impart Doppler issues for systems utilizing this logic.
- **R-2508 Complex – Doppler Issue**: The R-2515 Supersonic and Quiet Radar Test area has a Wind Resource Area near the western boundary and a proposed are at the eastern boundary. Doppler propagation from wind turbines creates imaging problems for modern moving target radars.
- **Relevant Battlespaces:** Areas where we can train US & Allied Forces with accurate treat replication
  - *Relevant*, so that it provides the level of realism required for that particular customer—minimize "pretending" through injects.
  - *Instrumented*, so that it provides accurate feedback—gone are the days of the test or training audience winning the debrief by grabbing the chalk first or being the loudest.
  - *Integrated*, so that all that is happening on the terrain, with ground parties, targets and threats or in the air and cyberspace arenas, whether red or blue, are coherent.
- **Two factors** – two types of radar – pulsing or continuous radar – the computer processes the information.
- **Doppler Study** – the faster the pulsing the more false target are generated.
  - FAA can mitigate false targets but they will be missing slow moving targets. The greatest impact is within 35 miles of radar. The false targets slow down the processor, degrading its performance.
  - The effects on Doppler Radar are a concern for everyone including weather radar reduced ability to track severe storms.
- **Radar Cross Section** – is the reflective value of a structure or aircraft.
  - How big and how far away determines how a radar will see the targets
  - Automatic gain control reduces the sensitivity of the radar when the ambient background noise is increased with wind turbines and weak desired targets are lost with the increased false targets.
  - On our ranges we place simulators for enemy systems – need to keep the environment as pristine as possible to accurately test and evaluation systems.
- **Technical Bottom Line:** Critical US Weapons Systems are tested against NTTR assets.
  - Certain alternative energy technologies can significantly degrade the performance and execution of NTTR operations and capabilities
  - Some do not impact as severely
  - Doppler is an issue for Wind Turbines--i.e. blades
  - Mitigation equals changing internal logic and circuitry, changing the system
  - Mitigation options are acceptable for FAA and standard military ASR
  - Incompatible for NTTR equipment
  - Foreign system emulation is not possible
- **DoD does say YES** to development of Mission Compatible Renewable Energy
- **New Issue - Stealth Blades -** Over the past six months in Britain and other countries, new wind power research and development (R&D) projects are underway. The R&D projects look at both hardware and software solutions to eliminating turbine interference with radar.
  - According to the Department of Energy and Climate Change, researchers will first investigate the physical structure of turbines to see if they can be coated with the same material that allows stealth bombers to operate without being picked up by radar signals.
  - Next, the project's researchers will also try to tune radar software so that it does not pick up signals from wind turbines.
  - Stealth windmill blades do not drop the radar return below the Air Force requirement.

- **Major Ranges Training Space** must be maintained for:
  - Operational Test and Evaluation
  - Tactics development
  - Training
  - Future technology integration
- **Encroachment Issues:** The Air Force is saturated with encroachment issues. The Air Force must protect testing and training airspace for the Future. In the 70s had we only protected for the systems we had then, we would not be able to test the F-22 and F-35 today.
  - How do unit commanders protect for future capabilities without the capabilities being defined.
  - An example is the National Park Service that has set up an arbitrary buffer around parks to halt encroachment.
  - If a windmill is within 37 NMs of the training area, it will affect radar capability.
- **Bottom Line:** The US must balance between national security needs and the freedom from foreign energy sources. Military capabilities to support all military actions must not be compromised.

.7 AFREP FAA Update: Proposals and Issues - Major Gene McCabe (HQ AF A3O-BR) Introduced himself as the Air Force representative to the FAA's Eastern Service Area that is responsible for air traffic service in the eastern third of the country.

- **Condor MOA in Maine** – The proposal is to establish a new low MOA (500 feet AGL to 7,000 feet MSL) and combine the existing Condor 1 & 2 MOAs into a high MOA (7,000 feet to 17,999 feet MSL). The footprint has only minor changes.
  - After extensive public comments, the draft EIS is due in May 2010.
  - The Aeronautical Study is complete.
  - There has been a lot of political activity concerning low level flight operations in Maine.
  - The FAA radio coverage is poor in this area and one of the proposals being looked at is procuring additional radio systems to improve their coverage. Unfortunately, there is no existing rack space that can be utilized.
- **R-5002 Warren Grove – New Jersey** – the proposal will create a new area (R5002F) above the existing airspace from 14,000 feet to FL 200 and a new area above and east of the existing airspace between FL 200 to FL 230
  - It is in the heart of NY City arrival and departure airspace, but it is well designed…and has been in process for several years.
  - The new airspace would allow a larger traffic pattern for new weapons that have evolved since the original airspace configuration designed.
  - There is an agreement for the proposal to move forward with the evaluation of the aeronautical study
  - Steve Brown said that there is a new Operations Support manager at NY Center, Mr. Chris Winkeleer. Mr. Brown has given Mr. Winkeleer some examples of other Aeronautical Studies.
  -
- **Trends and Info**
  - Utilization Reports coming soon – please submit as soon as possible.
  - Airspace Change Primer - There is a good briefing on the process for each type of airspace in FAA 7610.4.
- **Navigation FIX Points:** Caps are received on a daily basis in the Yankee ATCAA and could be improved with a change to an FAA Fix. To begin a request to move a fix point for FAA routes, send a request to the affected Center through the AFREP. They can begin the process by sending out a request for impacts to everyone affected and if that comes back clear then they can begin the process of making the

changes. General Mitchell recommended contacting Mr. Colin Scoggins at Boston Center and discussing the proposal with him.

- Signed copy from the center – goes to MAJCOM then to the FAA Service Area AFREP. New form is coming with the required electronic signatures.
- There are limits to what you change with an admin change.
- Mr. Perkins had been asked to post the FAA 7110-4 form on line and it is now available.

- **Engagement:** Air Force and ANG should be engaged with FAA Users Groups – the FAA DTOs set the schedules in each region.
  - Central schedule is available on website: http://www.mitrecasssd.org/TFMforums
  - login: forums
  - Password: customers

.8 MAJCOMs—Regional Encroachment/Engagement Issues: ANG - Mr. Welch -

- **Encroachment Data:** Mr. Sample mentioned an encroachment data call to quantify what level of encroachment is being experienced – make sure you get with the wing commanders and make sure that the right people get the information. People tend to not think about all of the resources that are needed for training and are impacted by urban sprawl and non-compatible land use. Respond ASAP.
- **Frequency Spectrum Encroachment** is also a huge issue as the FCC is trying to sell off ACMI link frequencies that could affect our entire training infrastructure.
- **SUN ZIA**, trying to build a power distribution system from New Mexico to California for a power generation capability that has not been built yet, and transfer it to a state that can't afford to pay for it.
- **Wind Energy** in this region includes a proposal in Maine that will affect the Condor MOA. It is an international project with Canadian companies involved.
  - Offshore windmills will potentially affect training within Warning Areas.
  - In Colorado, the unit was able to mitigate a proposal that would have affected a primary MTR. Then five other companies came in to propose nearly identical systems that are not supportable and make the MTR unusable.
- **Engagement:** We must meet early and often with external stakeholders concerning encroachment on our training airspace. The Airspace/Range Councils are one of the better forums to maintain the contacts that can help resolve issues before they become unsolvable.
  - **RAICUZ (Range Air Installation Compatible Use Zone):** We are working on RAICUZ studies for our ranges, funding dependant, that will give our range commanders a plan for community engagement as well as identifying the local and regional stakeholders.
  - **Lt Col Himley** added that the REPI does not allowed for purchase of land to create a buffer, but it will identify areas that units could procure an easement or right of use that provides a win-win situation with the range and conservation agencies. The finding was that there are more people willing to help than hinder. There are REPI funds available to use if needed, but they take substantial time to implement due to the legal requirements involved in land acquisitions. There is no such thing as free money. During the process, a local company actually accused the ANG of being an effete group of arborphiles.
  - **SUA Training:** ANG has an airspace DVD available on the portal and COP. Without the dot mil capability, just give us your address to receive a copy of the DVD.

.9 MAJCOMs—Regional Encroachment/Engagement Issues: ACC - Mr. Rich (R2) Roberts (HQ ACC/A3AA) was enjoying his birthday as he attended the Regional Council. Air Combat Command is the largest command in the Air Force with headquarters at the Air Force's oldest base, Langley AFB, VA. There are no ACC bases in this region.

- **Airspace:** ANG has the majority of the airspace in the country, while ACC has a number of large training complexes, but only two MOAs in the northeast region.
- **Bulldog C & E MOAs Proposal:** After a lot of mitigation, what started in 2004 as a robust proposal are now two small additions to the existing Bulldog complex. The MOAs will be symmetrical. An exclusionary area to protect IFR arrivals and departures from an airport on the southern border is part of the proposal; Final EIS will be distributed for public comment within the next 60 days. We hope to see the MOAs charted by the end of the year.
- **The Avon Park (Florida) Proposal** started in 2004 to raise top of the airspace to FL400. Delays were caused by a conflict over an EA vs. CATEX, a lack of FAA coordination, and the Western Florida airspace expansion. Expect charting by 31 July 2010.
  - The relationship with the FAA Eastern Service Area has been a benefit for completing this proposal. The flyers going to the Air Traffic Centers for a controller-training day is very beneficial to success of any airspace proposal.

- **Countermeasures Residue:** As an informative briefing, slides shown depicted flare residue on the ground from F-16s. Not all flare material is destroyed after being ejected from the F-16. Additional new science on flare residue was done by the ATI EIS. One piece of hard plastic flare residue falls at a force similar to a large hailstone. The Bulldog MOA EIS indicates the potential to strike five exposed people in 1,000 years. The Air Force has a process for handling property damage via the base claims process.
- **ACC Airspace and Range Conference** this year 18-20 May at Langley, AFB

.10 MAJCOMs—Regional Encroachment/Engagement Issues: AMC - Mr. Gravelle (HQ AMC/A3AA - Air Mobility Command is the transport branch of the Air Force with three bases in the region: Dover AFB, DE, Andrews AFB, MD and Joint Base McGuire-Dix-Lakehurst, NJ.

- **McGuire AFB** has 13 C-17s and 32 KC-10s along with Navy, Marine and Army aircraft.
    - **.a** Lakehurst is getting more flying operations – helicopters operated by the Guard and Navy and C-17s utilizing the landing zone
    - Colonel Hay mentioned that a concern that Philadelphia Approach Control might be taking some of McGuire RAPCON's airspace and that might affect KC-10 operations.
    - McGuire RAPCON's chief controller and the Airfield Ops Flight Commander are aware of this initiative and are working with the FAA to ensure there are no negative consequences to any upcoming airspace changes.
- **Lakehurst** is an example of further encroachment being prevented by cooperation with State and County agencies.
    - 545 acres closed with title in the hands of State.
    - 131 acres are under contract
    - 1860 acres are in negotiation
    - Intent: establish permanent easements that prevent incompatible development.
    - Lt Col Tomaselli added that the Army is doing the same thing at Ft. Drum
- **High Speed Exemption** – McChord initiated the exemption to practice tactical arrivals and departures.
    - AFFSA approved waiver to allow high-speed tactical training. The exemption is still in work, once approved it might serve as a template for other units. Once approved, McChord's C-17 high-speed training will be accomplished at a civilian airport at Moses Lake, WA.
    - ACC is working on a similar issue. F-16s may be making the same request, as they need to practice strafe in the pattern due to AOR concerns.
- **Wind Turbines at Travis**: In the late 80's, three companies built wind generators near Travis. Travis' Radar Approach Control (RAPCON) noticed degraded capability with numerous lost targets over the wind generators. The older analog radar used at that time allowed controllers to make some manual changes to the radar presentation to attempt to mitigate the problems, but they could not eliminate them. The new digital replacement radar improved some aspects of the problem, but also limited manual changes controllers could make.
    - Proposal for additional wind generators was identified as a potential problem for the Travis RAPCON.
    - Travis worked with the local community to voice their objections to the additional wind generators and elevated it to the highest levels of the Air Force. Problem was that the Air Force did not have specific scientific data to define the affects of wind turbines on ATC radar to support their objections.
    - The Air Force entered into a cooperative agreement with the wind energy developers to make an extensive technical evaluation of existing and forecasted affects on radar.
        - **.a** The conclusion was that the new radar improved the scope appearance but did not eliminate lost/false targets.

.b The study established a baseline probability of detection for the Travis radar, which allowed analysis of the potential effects of future additional turbines.

.c Final determination was that Travis is able to accept the additional generators without a significant increase in degradation.

.11 RPA (Remotely Piloted Aircraft) Ops in NAS Update - Major McCabe

- **Technology is out pacing regulation.** RPA are integral to National Defense Plans, National Security Strategies and disaster relief/civil support plans
- **RPA Operations** are increasing with DoD having 56 active RPA Certificates of Authorizations (COA) that represent 40% of all RPA operations.
- **Airspace access will only increase…must prepare now**
  - Continue working together to increase RPA NAS access; streamline COA process & reduce COA requirements
  - Implement policy & procedure changes that support national requirements; maintain safety of the NAS
  - DoD has recommended COA policy/procedure/process changes to the ExCom for consideration and action
- **RPA Access to the NAS Today is Special Access**
  - Certificate of Authorization (COA) provided by the Federal Aviation Administration (FAA) is the only way (outside of Restricted Airspace, Warning Areas and ops covered under current memorandum of agreement).
  - Each operation considered unique and requires individual COA
  - Some COAs manpower intensive (i.e. spotters)
  - Some COAs equipment intensive (i.e. special ground radar dedicated for aircraft separation)
- **RPA Access to the NAS in the near future should be Routine Access**
  - Policy, procedures and standards allow access like other unique aerial vehicles
  - Access based on accommodations that do not require capital investment (manpower & material beyond normal operating system)
  - COA process used for exceptional operations only
- **EXCOM Directed COA Working Group**
  - FAA lead a working group to identify top COA issues and develop recommendations for process improvement
  - Total of 16 COA related issues provided to SSG by the member agencies
  - Working group classified the agency provided issues into 3 categories: Process: (6), Operational: (5) and Policy: (5)
  - Focused on "Process" issues first
  - Prioritized and assessed implementation difficulty as High, Medium, Low and Easy, Medium, Hard
  - New work group established; looking at procedural and operational concerns…study expected to be completed by mid-May
- **RPA Access to the NAS in the future should be Normalized Access**
  - Policy, procedures, standards and equipage allow RPA to operate in the NAS with an equivalent level of safety and the same efficiency as manned aircraft
  - A new class of airspace designed for UAV is a possibility.
- **COAs** – Tell FAA what you want to do and get a Yes or No. You do not always get detailed feedback on why it is not approved.
- **The Way Forward**

- Involved leadership; AF/A3O is the AF POC for all airspace integration issues; including COA submissions
- AF/A3O established AF/A3O-BAR headed by an O-6; increased manning from one to four
- Ensure COA concerns are addressed by ExCom COA Workgroup
- Ensure DoD RPA flight operations are in compliance with FAA approved COAs
- Open good lines of communications with the FAA following a RPA incident
- Develop basing templates to standardize operations and reduce individual COAs
- COAs based on like activities
- Continue to be good NAS stewards; conduct RPA operations safely

- **Mr. Steve Brown (FAA Eastern Service Area)** added that currently there is a COA backlog of 180 cases – not sure why. There is no simple format and therefore each is labor intensive and even renewals go through the same steps as new proposals.

.C Morning Session Wrap Up - Colonel Harris closed the morning session and thank everyone for a good discussion.

.D Break (Working Lunch)

.E Afternoon Session

.1 NAS Users Review: Col Harris we will go around the table with issues and give us feedback on what issue we should include for next year.

.2 State Aviation

- **New Hampshire: Mr. Mike Pouliot (NH DOT, Bureau of Aeronautics)** – New Hampshire is a small state with an office dedicated to aviation. We are pro military and Mr. Pouliot is a retired Navy pilot.
  - The Bureau of Aeronautics used to be standalone agency but now a part of NH DOT.
    .a Vast majority of programming funds or government grants goes to airport improvements, $20M.
    .b If an issue is, aviation related it would land in the office.
  - **Yankee Two MOA:** We would get a few complaints per year. A-10s were down to 100 feet in the area and the Yankee Two EIS limited its use to A-10s only.
    .a **Colonel Harris** said that he hoped that the Air Force would not lose it.
    ().1 Lt Col Crowe added that there is a process to remove it but as long as the schedule is being broadcast, the FAA does not have a problem with retaining airspace even with little or no utilization for a period.
    ().2 The airspace description could be changed to "by NOTAM." If it is charted sunrise to sunset, the Civil Aviation community will generally avoid it; by NOTAM will be an improvement.
    ().3 Future Task - Mr. Welch requested that since the Condor MOA EIS cites the Yankee Two MOA as a potential alternative to the Condor Low MOA proposal, we should not change anything concerning the Yankee Two MOA until the decision on Condor MOA has been made.
    .b Looking at alternative airspace within 200 NMs of Barnes, the Yankee MOA became an alternate but not an acceptable alternative.
  - QUESTION: How does New Hampshire handle domestic/emergency operations?
    .a New Hampshire has a new emergency operations center. There is an air operations branch. The major concerned is with flooding

.b No contingency for major fires or other emergencies

.c There has not been a lot of planning done for large air operations employment.

.d Assets: Army Guard, Coast Guard, state police aircraft and helicopters mostly used for search and rescue

.e They do not have many assets to bring to the fight so they are having issues getting the ACP coordinated.

° **Colonel Harris** added that the Air Coordination Plan would cover all civil aircraft as well as military operations in an emergency. We cannot afford to pull another 'Katrina' implementation-wise. We need to get our ACPs signed so that coordination between states happens smoothly.

- **New York: Ad Hoc Committee on Military Airspace: Mr. Walt Linck (Adirondack Park Agency)**

° In the mid to late 1980s, the Adirondack Park was experiencing sonic booms and significant low-level flight operations. In 1988 through 1992 had two significant experiences with Air National Guard and Air Force B-52s. Gov. Como created the ad hoc committee and it has been active since then.

° At first there seem to be very little listening by the military and The Adirondack Park Agency thought it was not worthwhile. The first product did offer mitigation and we have moved from there. Since then we have had much more success.

° Military History is full of issues such as the Bascom Affair when non-Apache Indians raided a ranch in Arizona and kidnapping a boy. Lt Bascom attempted to recover the boy and determined that the raid was done by Apaches. He met Cochise who claimed he knew nothing of the affair. Doubting the Indian's honesty, he demanded the return of the boy and cattle. Cochise and his men attacked Bascom's soldiers, which started another Apache War. Cochise was known for his truthfulness and integrity and Bascom's accusations were false.

° First Point: Mr. Linck was very satisfied with the honest approach that the military took with these issues. We did not feel like we were being lied to. The Ad Hoc Committee was able to take advantage of local people who are in the ANG to build trust and tell other members what they really needed to know.

° Second Point: Mr. Linck was enraged about the money needed to build an EIS and that the document that was not very well produced by the contractor. There should be a way to hold them to a higher level of competence. The document breads distrust when the draft EIS still referred to itself as an EA.

° The ANG participates in this civilian agency. They are not official members but provide the interface and information that the organization needs. One of the biggest challenges was the perception that non-New York units were not upfront with their training requirements.

° The Committee tries to have one meeting a year minimum with more in years when there may be an issue. They maintain an 800 number for contacting them with issues.

° The US Army training on White Face mountain with helicopters is one recent issue that was addressed by the group. It was an intermittent issue with 10th Mountain Division. They have put in a proposal for three Landing Zones on the mountain. This gave the people and organizations involved a venue to get together to address concerns and build more acceptable solutions before they become confrontations.

° The Committee includes floatplane organizations, civilian clubs, and disgruntled citizen. Developing trust is the hardest task but pays dividends.

° Lt Colonel Tomaselli added that crosstalk and honesty with the group is very valuable

- **Maine: Colonel Harris** mentioned that he was hoping to have the Maine DOT representative at the meeting to become aware of the effectiveness of the New York Committee.
- **New Jersey** has a range community council that meets a minimum of twice a year. Most ranges will have something like this because of the nature of their job. Airspace Managers should be engaging in this kind of thing.

- **Warning Areas:** Civilian traffic is allowed in the areas. It takes twenty minutes to clear the area. The airspace should be cleared when the fighters taxi to reduce the impact to training. The procedures are in place and should be utilized. The New Jersey ANG will coordinate with FACSFAC VACAPES on procedures.

- **Massachusetts:**
  - **AR609 MARSA: (**Military Assumes Responsibility for Separation of the Aircraft) - Fighters and tankers are trying to work in and use the Viper South ATCAA. A visiting unit Letter of Agreement is needed to define the operations. Want to standardize autonomous operations in SUA and need the MARSA operations formal LOA.
  - **Warning Area-105 MARSA**: The Barnes, MA F-15 unit desires a LOA to define Fighter- Tanker MARSA operations in W-105; they will talk with FASTFACS about a new W-105 LOA and procedures offline.

- **New York: Reaper RPA Operations**: The current plan is for the unit to begin flight operations next spring out of Ft Drum, going above FL180 within the Restricted Airspace and then proceeding into airspace over Lake Ontario. New York is currently working on the COA issues with non-joint use class D, restricted areas, and ATCAA operations. The desire will be to fly from Syracuse in the future.
  - The NY Governor does not even know about the ad hoc committee because it is working so well. The name may be changed to Military Airspace Committee. The state will have a new Governor after the fall elections and he will be contacted concerning New York airspace and ANG training.
  - The range has the room to develop a landing zone if someone desires.

- **Delaware:** does not have any issues. They use the southern SR routes in Virginia and New Jersey and the drop zone at Lakehurst where access may be a concern.
  - Philadelphia Approach Control has only been on our flights twice in the past few years. We are now increasing the number of flying opportunities for them so they can better understand our training requirements. This has been very valuable in the past. We fly formation and remain in Philadelphia Approach Control airspace for a considerable time.
  - The State of Delaware's Airspace Plan was developed from considerations involved with Katrina helicopter operations and was written using the Connecticut ACP as a template.

- **West Virginia**: The state does not have any airspace issues today. The state has many MTRs but WV units do not own or use the routes. We are concerned that no one is monitoring the renewable energy development that may affect these routes.
  - **Mr. Sample** replied that the data call is out just because of that situation. We have left the MAJCOMs out of the decision making process too much, the guidance is not there, we want to change that to a better defined process. We want to identify where we need to focus for the most impact. One of the things we are working with the AFRL efforts is a tracking capability that can identify areas of impact.

.3 U.S. Forest Service - Ms. Rebecca Oreskes (White Mountain National Forest) – started by stating that the Forest still get low level flight routes on VR-840. She asked how they find out who is flying through the area and who would they call about areas to be avoided.

- General Mitchell – You must know the approximate time of the incident. Then you need to know how to contact the responsible agency.
  - Eastern Air Defense Sector (EADS at 315 334 6784 or EADS Manager at 315-334-6302) is the first place to check the schedule.
  - Boston Center controls the airspace in that area and given the time of the incident, would know the traffic training there.

- If you are unable to get the information from EADS or you call after the occurrence contact the AFREP (Air Force Representative to the FAA at 404-334-6302 they can work through the FAA Air Traffic Control

- Concerning areas to avoid start by contacting the AFREP.
- The Forest Service can relate to the encroachment issue. They experience many of the same problems. Wild land interface is what we call the encroachment (buffer) area.

.4 The National Park Service – Mr. Dantel Kuja. The Park service has some general issues nationwide, impacts to wildlife and commercial operations at scenic parks.

.5 AOPA (Aircraft Owners & Pilots Association) – Tom Kramer. AOPA membership is 410,000 representing 2/3 of all licensed pilots in US. Our mission is engagement and education. There is a significant misconception about what general aviation is. It is not just hobbyists; AOPA represents many small businesses as well as private recreational pilots.

- AOPA's issues cover everything but military and commercial airlines issues. We understand that airspace is finite; we want to be at the table when the discussions can affect our users and be part of the solution.
- There are good reasons to look at underutilized airspace and find a way to better share that with GA.

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.6 Defense Coordinating Element - Mr. Willian Donaher (Region 1 DCE Boston). If there were an event in any of the New England states, it would affect the airspace in all of the surrounding states. We need an agreement between the states on how they would do business. It needs to include not just the local assets but the integration of the Title 10 forces that can be brought to play too. This plan would include the Communications and Control. The time to build this is now, not after an incident has occurred.

- Mr. Donaher just back from Haiti, there were a lot of moving parts to that effort and I do not think we can wait for this type of a response in the US.
- TASK - **Colonel Harris** will get more information and coordinate with state DOs. This needs to be a regional agreement. There was a meeting in Rhode Island in April where this was discussed with FEMA region 1 personnel. Need to get this process moving. General Mitchell mentioned that Connecticut already has an MOU and a completed Airspace Coordination Plan.

.7 Round Table Discussion - Issues, Concerns, Solutions

- **Mr. Roberts** (Air Combat Command) invited everyone to the ACC Airspace & Range Conference.
- **Colonel Harris** thanked the Navy personnel from Giant Killer (FACSFAC VACAPES – Airspace) for attending the meeting.
- **New York Eastern Air Defense Sector (EADS)** is getting CSE on line soon for dot mil address users only. If your unit schedules airspace through EADS, contact them and get an account set up soon. There will be training available from the 46th test wing sometime before July.
- **AMC** – from an A7 perspective, many of the issues including RPA beddown that you are working on are core to their processes. We need to be partners with A3, contact your A7 and coordinate your efforts.
- **AFREP – FAA En Route Automation Modernization (ERAM)** – the marketing is that it should be transparent but that might so true for the Centers. The schedule is probably slipping to the right, it will be an issue if you get radar or flight data feeds from centers, you may see some interruptions.
- **Steve Brown (FAA Eastern Service Area)** has eight SUA proposals active in the Eastern Service Area, two belong to the Navy.
    - **Razorback:** The Fort Smith airspace was charted today (April 21, 2010). It took three years to get radios in place after receiving congressional funding.
    - **Condor**: Airspace proposal for Condor could be improved somewhat. For example, we could improve radio coverage in order to provide low altitude air traffic services. Congressional funding for

radios in Condor is the best way to go since neither the ANG nor the FAA will be able to pay for the communications. The Service Center's Planning and Requirements Group said that even with congressional funding it will take at least three years to install the infrastructure, longer if building from scratch (i.e., can't piggy back on an existing structure.

° Mr. Welch asked if Congressional funding purchased the radios how would it work.

° Mr. Brown replied that a funded request would raise the project to a higher FAA priority—near the top of the list. FAA would take over the continuous maintenance funding after installation.

° **TASK –** Massachusetts will lead the effort to have several states co-sponsor the effort to acquire communications for the Condor MOA operations. Need to get on the list even if unfunded. Steve Brown will see what he needs to do to start the process. Additionally, frequency allocation will have to be requested early.

.a TASK – Major Beckel, Major Lippert and Colonel Harris will look at seasonal use of the Condor Low MOA.

° **AFREP**: Mr. Brown added that the Air Traffic Organization consolidated three regions into one service area. The Service Area AFREP workload has increased tremendously with the addition of the Eastern & New England Region areas of responsibility. In the meantime, the number of AFREPs declined from three total (one in the NE office and two in Southern) to one total. By contrast, the Navy has three officers and one NCO, and the Army has one officer and two NCOs in the Service Center. The Eastern Service Area needs two AFREPs minimum.

.a TASK Colonel Chamblee said that AF/A3O-BR would look at adding another AFREP to the ESA.

.8 Session Wrap Up/Adjourn

- **Colonel Chamblee** thanked everyone for the work at the meeting. The ARC is a great venue, the discussions and coordination here brings issues up early and open discussions that help head off problems before they become contentious.
- **Colonel Harris** – thanks for coming. I think everyone benefited from doing this. Will look at doing the next meeting by NY Center. Tell Col Chupein (retiring) we missed him.
- **General Mitchell** thanked Colonel Harris for running a great council meeting and the idea to meet at New York Center is a great one. He also thanked everyone for coming.

.F NEXT MEETING – An Executive Council meeting with the Southern Region will be held 13-14 October 2010 in Atlanta, GA.

.G MANAGEMENT SESSION ADJOURNED – The session adjourned at 2:30 PM.

APPROVED

RICHARD HARRIS, Colonel, USAF
Vermont-JFHQ
Co-Chairman, Eastern-New England Region
Airspace/Range Council

ANDREW CHAMBLEE, Lt Col, USAF
HQ Air Force / A3O-BR
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Airspace/Range Council

Attachments
1. Agenda
2. List of Attendees

AGENDA

Air Force Eastern-New England Region Airspace/Range Council

Burlington, VT

20-21 April 2010

21 April Management Session

0730	Welcoming Remarks/Introductions	Colonel Harris
0740	National Overview	Brig Gen Rice
0755	Action Item Status	Mr. Rose
0805	FAA Topic of Interest - Special Activity Airspace - SAMS/MADE	FAA Lt Col Crowe Mr. Perkins
0900	AFREP FAA Update - Proposals/Issues - Trends (Spillouts, Capping, Denials)	Major McCabe
0940	Break	
1000	EMI Encroachment	Lt Col Rousseau
1030	MAJCOMs—Regional Encroachment/Engagement Issues MAJCOMs introduce issues from their units - ANG - ACC - AMC - Discussion	 Mr. Welch Mr. Roberts Mr. Gravelle All
1110	RPA Ops in NAS Update	Major McCabe
1130	Morning Session Wrap Up	Colonel Harris
1145	Break (Working Lunch)	

AGENDA

Air Force Eastern-New England Region Airspace/Range Council

Burlington, VT

20-21 April 2010

21 April Management Session

1200	NAS Users Review	
	State Aviation	
	AOPA	Mr. Kramer
	BLM/Forest Service	Ms. Oreskes
	Customs Border Protection	
	NBAA	Mr. Lamond
	Air Transportation Assoc (ATA)	
	NY Governor's Ad Hoc Committee	Mr. Link
	National Park Service	
1300	Round Table Discussion	All
	Issues, Concerns, Solutions	
	Moderator to keep discussion on track and prevent monopolizing discussions	
	Air Traffic – Enroute, Terminal	
	Overflight, Coordination, Environmental	
	Test/Training Airspace – Location, Design, Use	
	Air Transport Operations	
1430	Action Item Recap	Mr. Rose
1445	Session Wrap Up/Adjourn	Colonel Harris

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