MEMORANDUM FOR RECORD

SUBJECT: Proceedings – Air Force Central-Great Lakes Region Airspace/Range Council – Management Session

1. GENERAL

The Air Force Central-Great Lakes Region Airspace/Range Council – Management Session began at 1:00 p.m. on July 27, 2004 at the Air National Guard Volk Field Combat Readiness Training Center Conference Center. The Wisconsin Air National Guard hosted the meeting and provided outstanding support.

2. COUNCIL PROCEEDINGS FOR JULY 27, 2004

A. Welcoming Remarks

Colonel Neumann (Commander, Volk Field CRTC; Council Co-Chair) and **Colonel Wilson** (Headquarters Air Force, Chief of the Ranges and Airspace Division; Council Co-Chair) welcomed everyone. **LtCol Smith** (Director of Operations, Volk Field CRTC) added his welcome and offered administrative comments.

Colonel Neumann reviewed the morning DoD session and added that the focus of this meeting was relevance. After introductions, **Colonel Neumann** encouraged open dialogue by everyone and to use this forum for problem identification and resolution.

B. National Overview

BGen Pontelandolfo (Chief of Staff, Maryland Air National Guard; National Co-Chair) welcomed everyone to the meeting.

- We need to train like we fight.
- Encroachment is a major problem for the military.
  - Ranges and airspace are affected.
- We are transforming the way we train and fight.
- We need to work together and look to the future.

Colonel Wilson acknowledged the host and the outstanding support provided by them.

- Communication is extremely important.
- Various charts were illustrated showing Census Data, Federally-Owned Lands, Airways and Jet Routes, and Special Use Airspace.
- **Colonel Wilson** reviewed the growth of renewable energy sources, in particular wind farms and their potential impacts on test and training operations.
- The Air Force Vice Chief of Staff asked "Where are we going with ranges in the future?"
  - Many ranges were designed for older technologies.

        - Training in the past included repetitive events against non-realistic targets.
    - Tremendous progress has been made in simulation and feedback systems.
    - We are transforming to more realistic targets simulating real world conditions.
    - "Dumb" gravity bombs are being replaced with Precision Guided Munitions (PGM); training will require larger parcels of airspace.
    - Changes include demand for information and dissemination.

C. Unit Operations Briefings

Units were asked to describe the type aircraft flown, airspace used, and any problems being worked or recently solved.

Offutt AGB, NE – **Major Newsome** (55 WG)

- Numerous C-135 variants operate from Offutt AFB.
- Rivet Joint aircraft need to be 80-100 miles from their target to read threats.
- Other C-135 variants need special airspace.
    - The E-4 (747) requires refueling airspace.
- Air Refueling Route AR-105 requires de-confliction with tops of Military Operations Areas (MOA).

Battle Creek, MI – **LtCol Cuel** (110 FW)

- Their A-10 aircrews require airspace for targeting pod and Joint Direct Attack Munitions (JDAM) training.

Sioux Falls, SD – **LtCol Hanson** (114 FW)

- **LtCol Hanson** described the wide spectrum of F-16 capabilities.
    - His unit is tasked with:
        - Interdiction, Close Air Support (CAS), Time Sensitive Targeting, Suppression of Enemy Air Defense (SEADS), Reconnaissance, General Purpose (GP) bombing, Precision Guided Munitions (PGM), Joint Direct Attack Munitions (JDAM), Maverick missiles, Air-to-Air, Combat Search and Rescue (CSAR), Forward Air Control (FAC), and Night Vision Goggles with lights out.
    - The 114FW is reviewing their current airspace and range access.

Madison, WI – **Major Kahle** (115 FW) F-16s

- Weapons deliveries are restricted due to weapons safety footprints.
- **Major Kahle** was very complimentary of the service provided the FAA Minneapolis and Chicago Air Route Traffic Control Centers (ARTCC).

Fargo, ND – **LtCol Nelson** (119 FW)

- The unit flies an older version of the F-16.

- Communications and radar coverage in their special use airspace is weak below 5,000 feet.

Fort Wayne, IN – **LtCol Ash** (122 FW) F-16s

- They routinely use the nearby Hilltop and 12 Mile MOAs.
  - Buckeye and Lindbergh are also used but are not as close or available.
- The ranges used include Grayling, Atterbury, and Jefferson.
- **LtCol Ash** thanked Chicago and Indianapolis ARTCCs for the diminishing number of airspace cancellations.

Dayton, OH, **TSgt McCoppin** (123 Air Control Squadron – Blue Ash)

- The Blue Ash Air Control Squadron works a lot with Indianapolis ARTCC.
- Buckeye MOA is working well.

Milwaukee, WI – **LtCol Mitten** (128 ARW)

- The KC-135 refuelers use a lot of different airspace.
- They will be requesting use of MOAs for tactics training.

St Louis, MO – **Major Jurries** (131 FW) F-15s

- The unit is working with Kansas City and Memphis ARTCCs to modify Lindbergh MOA enabling them to fly to 50,000 feet.
- Night Vision Goggles are used for lights-out training.
- Airspace caps or denials have been minimal.

Des Moines, IA – **Major Kickbush** (132 FW) F-16s

- New missions will require new airspace.

Duluth, MN – **LtCol Nelson** (148 FW) F-16s.

- The unit schedules 3 MOAs and some Military Training Routes.
- Good airspace.
- No major problems.

Dayton, OH – **LtCol Carpenter** (178 FW)

- The 178 FW is a school house for F-16 training.
- Buckeye MOA is a primary airspace.
- They use Jefferson Range primarily with occasional use of Atterbury.
- Excellent relationship with Indianapolis ARTCC.
- Losses of airspace have been minimized.

Terre Haute, IN – **Captain Kazmaeir** (181 FW) F-16s.

- Red Hills MOA is close but small.
- Atterbury and Jefferson Ranges are close.
- Occasionally use Hilltop, 12 Mile, and Howard MOAs.

Sioux City, IA – **Major Taylor** (185 ARW) KC-135s.

- Air Refueling route AR-105 is an issue

Grissom ARB, IN – **Mr. Lang**

- No major airspace issues.

Alpena CRTC, MI – **LtCol Dawson**

- A review of airspace and ranges was presented.
- The CRTC supports unit evaluations.
  - May have as many as 1000 personnel at a time.
- Grayling Range can support Laser Guided Bombs.
- New threat emitters are coming.

Volk CRTC, WI – **LtCol Smith**

- Volk has good MOAs and Air Traffic Control Assigned Airspace (ATCAA).
- Hardwood Range is primary but the Army's Ft McCoy is also used.
- Many Joint training opportunities are available.
- Airspace capping has been reduced by good communications with the FAA.
- Lights-out training will be a challenge.

Atterbury Range, IN – **Captain Perkins** (181 FW/Detachment 1)

- Atterbury hosts 7 units daily.
  - Varied aircraft use the range including C-130 and C-141s.
- Smoky SAM (Surface to Air Missile) Simulators (SSS) are used.
- Do a lot of work with the Army.
- Airspace modifications have been proposed.
- Jefferson Range, IN is adding urban targets.

McConnell AFB, KS – **Colonel Flora** (JFHQ, KS ANG)

- Smoky Hill Range has 34,000 acres and is the largest ANG range.
- The airspace, range, MTRs, and air refueling routes were optimized until the 1990s and a unit conversion to B-1 aircraft.
- Smoky Hill accommodated the B-1 aircraft and missions after their conversion.
- The range supports Joint Close Air Support (JCAS) training.
- Network-centric operations also are supported by Smoky Hill.

Rome, NY – **Mr. Lee** (Northeast Air Defense Sector)

- **Mr. Lee** reviewed the airspace that NEADS controls.
- Airspace in northern Michigan is controlled by NEADS and is part of a success story between DoD, the FAA, and commercial air traffic.

Discussion: Representatives from the FAA questioned how much airspace is required to accommodate Precision Guided Munitions training. It depends on the amount of land space that is available and how large a weapons footprint it will handle. The old style of bombing isn't as relevant anymore, i.e. 25 pound inert practice bombs. Airspace and ranges in the Central-Great Lakes will see changes in the future that will reflect more flexibility. Air-to-surface training involving simulated weapons deliveries in MOA/ATCAAs may increase.

D. Northern Lightning Exercise Recap – **LtCol Smith**

- Volk performed the function of Air Operations Center (AOC) for the exercise.
- Realistic targets were used.
  - A simulated mobile Scud Missile Launcher was fabricated from a fire truck.
  - The "Scud" was moved around under MOAs and units had to find and "destroy" it.
  - This training provided excellent combat-like scenarios.
- The focus of the exercise was customer driven.
  - Realistic scenarios with minimum costs.
- Listed objectives included locate and destroy weapons of mass destruction (WMD), command and control, and personnel.
- A large number of users from the various Services participated in the exercise.
- An overview of the Command and Control infrastructure was shown.
  - Utilized real world situations and targets
  - Inputs were gained from virtual sources.
- The Air Combat Tactics System (ACTS), Electronic Warfare (EW) range, Hardwood Range, McCoy Range, CRTC, and airspace were all functionaries of this exercise.
- 401 sorties were flown on various mission profiles.
  - Included a lot of joint operations.
- The exercise was a huge success.
  - Participants rated the exercise and realism as "In theater."
- Another exercise is planned for next year, 12-25 June 2005.

Offutt AFB, NE – **LtCol Smith** (55 Wing) C-135 variants.

- "Real World" doesn't have airspace restrictions.
  - Peacetime training in MOAs with restrictions is not the same.
- AWACS, Rivet Joint aircraft, and J-STARS orbits are outside the MOAs during these exercises.

E. Presentation to Northwest Airlines.

Colonel Neumann recognized Northwest Airlines for their cooperation during military exercises, and presented a plaque to Mr. Tim Reid.

F. State Aviation Officials – Wind Turbines in Wisconsin.

Mr. Dikkers (Wisconsin Bureau of Aeronautics) described his military background and said he tried to balance military requirements with civilian needs.

- One of his main functions is to protect General Aviation (GA) and military aircraft from tall structures.
- Wind Turbines are getting taller.
  - Most are at 260 feet but can go to 495 feet above ground level (AGL).
  - His office is saying "no" to higher towers.
- A Professional Golf Association (PGA) event will be held 9-15 August at the Whistling Straits golf course.
  - Large event with 75 million dollars into the economy.
  - There will be a Road America event before and after the golf tournament.
- Around 150-200 corporate jets are expected for these events.
  - Sheboygan Airport will be most active.
  - A temporary control tower has been requested.
  - They have requested a temporary flight restriction (TFR) be placed around the event.
  - Potential terrorist target.
    - A high visibility target with CEOs and high ranking officials.
    - Easy to find and attack.
    - The Coast Guard will provide coastal security.
    - Fire and Rescue will be augmented.
- MOA advisories have been added to the Minneapolis and Chicago sectionals.

G. AOPA Perspectives

- **Mr. Hart** handles TFRs and SUA concerns for AOPA.
- AOPA conducts an annual survey. 73% of their members fly around SUA. 92% favor real-time information about the status of SUA. Members want to be involved in SUA planning with fair and equitable access.
- Members also want usable preflight information on the status of SUA and have frequencies on charts to obtain information while in flight.
- Not all airport managers are knowledgeable about airports or aviation matters. DoD needs to communicate with airports.
- AOPA has concerns about UAVs. Users need to communicate with airports and GA in general.
- National Airspace Redesign – AOPA engaged. DoD involvement is encouraged.
- Communications is paramount. Closer we work the better. AOPA is committed to work with military to find solutions.
- AOPA is concerned about the North Dakota MOA concept.
  - Roughly the same size as all of New England.
- The proposed Racer and JPG MOAs may affect many airports in the area.

- May also have a negative impact on aircraft movements.
- Times of use a concern for AOPA.
- There are a lot of Victor Airways and instrument approaches affected.

H. National Park Service – Midwest Region

Mr. Pohlman spoke for the NPS in the Midwest Region.

- An overview of the Region of Influence was presented.
- NPS is mainly concerned about aircraft overflights of National Park Units.
- More concerned about the larger parks that have wilderness areas.
  - Theodore Roosevelt NP.
  - Badlands NP.
  - Apostle Islands NP.
- Generally speaking, no major problems with parks in his area.
- **Mr. Pohlman** may be contacted at David_Pohlman@nps.gov or (651)290-3801.

I. Breakout Sessions for tomorrow?

- **Colonel Neumann** noted that three breakout sessions might be possible for tomorrow's session:
  - Unmanned Aerial Vehicles (UAV)
  - Test/Training Space Needs Statement (T/TSNS)
  - Notices to Airmen (NOTAM) system and TFRs.

3. SESSION WRAP UP

Colonel Neumann and **Colonel Wilson** thanked everyone for a very beneficial and informational session. The meeting was adjourned at 4:30 p.m.

4. COUNCIL PROCEEDINGS FOR JULY 28, 2004

A. Opening Remarks

Colonel Neumann and **Colonel Wilson** welcomed everyone back to the second day proceedings. **LtCol Smith** offered administrative remarks.

B. Military Reps to the FAA – Perspectives/Issues

LtCol Gillett (ACE 910) is the sole Air Force representative for the Central-Great Lakes Region for the next year. He is the liaison between Air Force units and the FAA.

- His first priority is to support Air Force equities.
  - Has to be fair and unbiased – an honest broker.
  - He may have to side with the FAA depending on the circumstances.

- He is a negotiator.
  - For deviations/violations.
  - Noise complaints.
  - Airspace proposals.
- His responsibility is for 12 states and numerous units.
  - The vast majority of the units are Air National Guard.
- Capping of airspace by the FAA has limited training for ANG pilots.
- Much of the SUA being used today is a product of obsolete requirements.
- Larger airspace is needed to accommodate modern aircraft and weapons capabilities.
  - The optimum airspace would in many cases extend up to 50,000 feet.
- An overlay of Volk airspace was superimposed on the map of Iraq.
  - We often train in airspace smaller than real world combat conditions.
- Airspace denial sheets are important.
  - Provide the details.
  - An example of an FAA response illustrated that they do take action.
- FAA representatives said to advise them in advance if capping is better than complete denial of a piece of airspace.
- Airspace denials are being reduced through this cooperative effort.
- An example of the denial form may be found in AFI 13-201.
- AOPA recognized the work done on Bison and Smoky MOAs.

LtCol Gillett may be contacted at DSN 975-6908 x 3275 or mark.gillett@faa.gov.

C. FAA Perspectives – Reorganization

Mr. Mullen (Air Traffic Manager, Minneapolis ARTCC) described the new Air Traffic Organization within the FAA.

- Source of initiatives was the Government Performance and Results Act 1993.
  - The FAA will be changed to a performance-based organization.
  - The focus will be on customers.
  - DoD is part of the reorganization process.
- FAA points of contact should remain the same.
- Most changes will include personnel job shifts, titles, and equipment.
- The focus will be on how management responds to problems.
- The FAA will be organized to look more like a corporate structure.
- The restructuring should be complete by September 2004.
  - A stable environment is anticipated by 2005.
- Measurements have been established for customer service.
- The FAA will investigate the cost of doing business.
- Training of FAA personnel needs to be ongoing.
- Feedback from problems will be more open.

- They will have frequent meetings to measure performance.
- Success is measured through system outcomes.
- The customer is the FAA priority.
  - What makes the customer successful makes the FAA successful.
- Flight Service Stations east of the Mississippi River will report to Boston.
  - Those to the west will report to Kansas City.
- Several layers of management have been eliminated.
  - Will provide improved communications.
- For more information on this subject, see: www.ato.faa.gov.
- Minneapolis ARTCC will be having a users meeting in the near future.
- **Colonel Mixon** offered kudos to **Mr. Mullen** and the FAA representatives in attendance. He added that personnel should contact AFREPs with issues concerning SUA.

Mr. Roseman (FAA National Airspace Redesign team) addressed the proposed Domestic Reduced Vertical Separation Minimums (DRVSM) initiative.

- FAA facilities have changed over the years to accommodate altitude structures.
- The previous altitude structures did not provide much flexibility.
- DRVSM will provide 1,000 foot separation from 29,000 to 41,000 feet.
- Some military aircraft will be non-compliant.
  - They will not be equipped with the appropriate equipment.
  - May be accommodated depending on controller workload.
- These changes should offer safety, efficiency, and economic savings.
- The transition will be initially difficult for FAA controllers.

Discussion: Make sure SUA reports include explanations in the remarks section for airspace that is not being used normally (for example unit deployments, equipment changes). The Military Operations Specialist (MOS) position has been identified by military units as being essential to problem solving and communication with the FAA. Many of those positions have been eliminated and job responsibilities given to other personnel with multiple taskings. The FAA is looking at the requirement for the MOS position.

Action Item: The National Airspace/Range Council request the FAA to investigate a requirement for Military Liaison or Military Operations Specialist at each Air Route Traffic Control Center.

OPR: Colonel Mixon

D. Small Tactical UAVs

Mr. Golliver (HQ AFSOC) discussed UAVs smaller than the Predator.

- De-confliction of UAVs from other aircraft is a major consideration.
- Headquarters, Air Force Special Operations Command (AFSOC) is the lead command for the development and testing of small tactical UAVs.
- UAVs are remotely piloted or self-piloted aircraft that can carry cameras, sensors, communications equipment or other payloads.
- One purpose of the UAV is to provide the warfighter with a day/night system for reconnaissance, surveillance, targeting, and acquisition (RSTA).
  - They can fulfill missions for which we don't want to risk manned aircraft.
- A review of many of the UAVs revealed that some are hand launched.
  - Others have land or water take-off and landing capabilities.
- Newer Unmanned Combat Aerial Vehicles (UCAV) could be larger and fly higher.
- UAVs normally operate in no fly areas such as No Fire Areas (NFA), Restricted Areas, or Restricted Fire Areas/Zones.
- Airspace control measures (ACMs) are used to segregate or separate missions from each other to ensure safety and effectiveness.
- Many examples of UAV operations were illustrated including urban and riverine operations.
  - Battle Damage Assessments (BDA) can also be accomplished by UAVs.
- A challenge – you can't fly a UAV without talking to somebody.
- Almost all UAVs have video feed capability.

E. Breakout Sessions

Colonel Neumann identified three areas of discussion for breakouts. They were UAVs, T/TSNS, and NOTAMs.

F. Breakout Summaries

- The T/TSNS group had a good discussion and a report was not necessary.
- **Mr. Bradshaw** (FAA-ATCSCC) led the NOTAMs discussion. Many issues were covered and he is taking a lot of the information back with him.
- The UAV discussion was informative and general in nature. A report was not necessary.

5. ACTION ITEM RECAP

Mr. Pierce (Apogen Technologies, Inc) stated that the only Action Item left over from the last meeting had been given to a member of the FAA not present at this session. One Action Item was developed during this session of the Airspace/Range Management Council.

The Military Operations Specialist (MOS) position has been identified by military units as being essential to problem solving and communication with the FAA. Many of those

positions have been eliminated and job responsibilities given to other personnel with multiple tasking. The FAA is looking at the requirement for the MOS position.

Action Item: The National Airspace/Range Council request the FAA to investigate a requirement for Military Liaison or Military Operations Specialist at each Air Route Traffic Control Center.

OPR: Colonel Mixon

6. NEXT MEETING

Colonel Neumann offered to host the next meeting of the Central-Great Lakes Airspace/Range Management Council if no others volunteered. Normally, next years meeting would be held about this same time frame. Due to high utilization programmed for July 2005, Volk CRTC/Wisconsin ANG could host the meeting 18-20 May 2005. There was discussion of changing the meeting format to utilize Tuesday as a travel day, have the DoD meeting on Wednesday from 1:00 p.m. to 5:00 p.m., and the Management Session all day on Thursday. A golf outing would be optional on Friday.

7. ADJOURN

Colonel Neumann thanked everyone for a very productive and educational Management Council Session. **Colonel Wilson** added his thanks and stressed that comments about Base Realignment and Closure (BRAC) heard during a previous day brief were totally inappropriate. BRAC is inappropriate justification for an airspace action. The meeting was adjourned at 11:45 a.m.

8. APPROVED

// Signed //

GUNTHER H. NEUMANN, Colonel, USAF
Commander, Volk CTRC, WI
Co-Chairman, Central-Great Lakes Region
Airspace and Range Council

// Signed //

JAMES R. WILSON, Colonel, USAF
Chief, Range and Airspace Division
Air Force Directorate of Operations and Training
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Airspace/Range Council

Attachments:

1. Agenda
2. List of Attendees

AGENDA

27 July 2004 Management Session

1:00	Welcoming Remarks - Airspace/Range Council Co-Chairmen	Colonel Neumann Colonel Wilson
1:15	National Overview	BG Ponte Colonel Wilson
1:45	Unit Operations Briefings - Aircraft - Airspace - Problems and Issues Being Worked or Recently Solved	Lt Col Smith
	(Opportunity for other agencies to identify issues)	
2:45	Break	
3:15	Northern Lightning – Recap	Lt Col Smith
3:30	Presentation to Northwest Airlines	Colonel Neumann
3:40	State Aviation Officials - Wind Turbines in Wisconsin	Mr. Dikkers
4:00	AOPA Perspectives	Mr. Hart
4:20	National Park Service – Midwest Region	Mr. Pohlman
4:30	Breakout Sessions for Tomorrow?	
4:45	Session Wrap Up	Colonel Neumann Colonel Wilson

AGENDA

28 July 2004 Management Session

8:00	Opening Remarks	Colonel Neumann Colonel Wilson
8:10	Military Reps to the FAA — Perspectives/Issues DARR	Lt Col Gillett NAVRep
8:40	FAA Perspectives - Reorganization	 Mr. Mullen
9:40	BREAK	
10:10	Small Tactical UAVs	Mr. Golliver
10:30	Breakout Sessions - UAVs - TTSNS	
11:40	Breakout Summaries	
11:50	Action Item Recap	Mr. Pierce
11:55	Next Meeting	Colonel Neumann Colonel Wilson
12:00	Adjourn	Colonel Neumann Colonel Wilson

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