MEMORANDUM FOR RECORD

SUBJECT: PROCEEDINGS – AIR FORCE NORTHWEST MOUNTAIN REGION AIRSPACE/RANGE COUNCIL - MANAGEMENT SESSION

.AGENERAL – The Air Force Northwest Mountain Region Airspace/Range Council convened at 1:00 pm on 05 March 08 in Denver, Colorado.

.BMANAGEMENT SESSION PROCEEDINGS FOR MARCH 5, 2008

.1Remarks/Objectives/Introductions – Colonel Larry Kauffman (JFHQ-ID/J3) opened the meeting by mentioning that he was the new Council chair and he was ready to be a facilitator to solve issues before they become problems. The Management Council meeting is the place to talk about issues.

.2National Overview – Colonel Mitchell (NAEC Exec Asst; JFHQ-CT/DO) began the national overview by stating changes are occurring due to the military base realignment and the introduction of new generation aircraft with greater training airspace requirements.

- **Fifth Gen Aircraft** present new training requirements moving from A-10 to F-35 operations in the National Airspace System and Weapons Ranges. There will be fewer manned aircraft in the future but they will require much larger volumes of airspace. The final requirements have not been determined.
- **Global Area Reference System (GARS) –** is a grid system that identifies an area by 5 minutes of Latitude and Longitude with a seven-digit alphanumeric code using existing charts. GARS allows for dynamic creation, relocation and utilization of airspace. The FAA **Navigation Reference System (NRS)** is a system of waypoints used in point to point navigation based on latitude and longitude depicted on high altitude enroute charts.
- **1st Air Force (NORTHCOM)** sent a letter to each state requesting that they incorporate GARS into their state disaster plans. This will also be coordinated with **Ms. Steward (USFS Airspace)**

.3Warfighter Brief – Major Hedges (124th WG, ID ANG) and LTC Clemens (AASF Operations Officer ID ARNG) briefed that the Idaho ARNG and ANG had just returned from combat operations. Three Idaho Guard Units were deployed, the 190th FS fighter unit, the 189th AS airlift unit and the Army Guard's 1-183rd and the 1-168th Army Aviation Units.

- The airspace is very congested with civilian operations mixed with combat operations throughout Iraq and Afghanistan.
- 190th – A-10s
  - Tasking: Urban Employment and Mountain employment
  - Combat operations for the A-10 shifted since their 2003 deployment to extensive use of precision weapons during their 2007 deployment.
- 189th – C-130s. Unit has had multiple CENTCOM (Central Command) deployments to Iraq, Afghanistan, and Uzbekistan with a precision airdrop (re-supply) mission.
  - USAFE (US Air Force Europe) mission to support Africa utilizing austere airfields
  - SOUTHCOM (Southern Command) mission in Latin America
- 183rd – AH-64 Apache unit deployed to Afghanistan – very long missions in an area the size of Oregon.
- 168th – UH-60 Blackhawk unit deployed to Kuwait with a VIP transport mission in Kuwait and a combat mission in Iraq. Extensive training required to prepare for both missions.

.4Unit Operations Briefings

- **Colorado – Major Hanlon (120 FS/DOV)**
  - Aircraft: 22 F-16s – Home Land Defense (24/7 Alert) and multi-role world-wide deployable fighter unit
  - Airspace:
    - **.a**Four MOAs (Military Operations Area) Cheyenne – Twin Buttes – La Veta – Airburst
    - **.b**MTR (Military Training Routes)
    - **.c**Proposal: Cheyenne MOA regain use of the western portion taken by the FAA (but not being used).
    - **.d**Encroachment around Buckley is a major issue consuming most of the airspace manager time with building codes and easements necessary to protect Buckley Airfield.
    - **.e**Pueblo Airport and the surrounding area is a primary training field for the Colorado ANG, but it has become extremely busy with civilian training in support of the Air Force pilot entry program and the increase in Air Force Academy flight operations.
      - **().1**Denver Approach will be assuming responsibility for Pueblo Approach operations
    - **.f**The Pinon Canyon MOA supports training over the Army ground training area. The Army is look at increasing the training area and a higher MOA/ATCAA over that area would increase joint training.
- **Alaska – Major Peck (611 AOC CODK - 11 AF Airspace & Range)**
  - Aircraft: Elmendorf AFB (Anchorage)
    - **.a**Two F-22 Squadrons
    - **.b**One F-15C Squadron
    - **.c**Two C-17 Squadrons (one AK ANG)
    - **.d**Two C-130 Squadrons (ANG) transport and rescue
    - **.e**One Helicopter rescue unit
  - Aircraft at Eielson AFB (Fairbanks)
    - **.a**F-16 Aggressor squadron
    - **.b**Serves as the home base for deployed aircraft participating in Red Flag Alaska.
  - Current Airspace: Yukon – Fox – Galena – Susitna – Stony – Naknek and W-612
    - **.a**Proposal - Temporary Charted MOA – Delta MOA provides a bridge between Yukon and Fox airspace during large force exercises – Estimate approval in 2010.
    - **.b**MTR changes: EA is complete, working with FAA on charting for summer of 2008
- **Oregon - Colonel Stencel (JFHQ-OR-AC/A3)**
  - Aircraft: Portland IAP – F-15s (Home land defense) – Klamath Falls – F-15 (Pilot Training)
  - Airspace:
    - **.a**Portalnd: W-570 primary airspace – Boardman Range for straff training
    - **.b**Klamath: Juniper/Hart MOA and Goose MOA
    - **.c**Issues: Create airspace compatible for the 5th Generation Aircraft.
    - **.d**Christmas Valley – create a joint training site. Possible data link deployment site.
    - **.e**Army NG (Salem) – UAS operations at Boardman Range
- **Montana - Captain Ohman (120 FW)**
  - Aircraft: Currently one F-16 squadron with a conventional mission converting to one F-15 squadron with a Home Land Defense mission in summer of 2008.
  - Airspace: no issues with existing MOA use large ATCAA (Air Traffic Control Assigned Airspace) east and west of existing airspace for marshalling with actual engagement in and over the MOA.
  - Enhancements: Data Link coverage of the entire training area with a national link to the WADS and the ANG DTOC (Data Link Operation Center) for live defense missions and simulated combat missions. Integration of Instrumentation range with DL operations.

- **Idaho - Major Hedges (124th WG, ID ANG)**
  - Aircraft: Boise – one A/OA-10 squadron and one C-130H squadron
  - Airspace:
    - **.a**95% of A/OA-10 sorties are conducted at the Mt. Home Range Complex and on the MTRs.
    - **.b**Cowboy Control schedules the Saddle MOA, which provides the other 5% of A/OA-10 training.
    - **.c**Enhancements – create bridges between airspace to create F-22 capable airspace – enhancing the data link capabilities.
    - **.d**Excellent coordination on the use of the airspace with the Interagency Fire Center.
  - Army Guard helicopter operations use the OTA (Orchard Training Area 20 nm south of Boise) for weapons delivery and the NOE (Nape of the Earth area 15 nm east of Boise) for training in an area similar to Iraq and Afghanistan. Additional training in the Triangle Area (40 nm South-Southwest of Boise) is excellent for spin-up training for Iraq and Afghanistan.
- **Washington - Mr. Shoemaker (Western Air Defense Sector – WADS) and Mr. Ryan (62 OSS / OSKA, McChord AFB)**
  - WADS is the Air Defense Control unit for the Home Land Defense mission in the US west of the Mississippi including the state of Mississippi. The expansion of control and the upgrading of equipment is now complete.
  - Aircraft: WADS does not have assigned aircraft. McChord AFB, Tacoma has C-17 transport aircraft and Fairchild AFB, Spokane has KC-135 Tankers (Air Force and ANG)
  - Airspace: WADS controls training and air defense traffic in most of the airspace along the Canadian border. McChord uses seven MTRs in the northwest and maintains close coordination with the USFS during the fire season.
    - **.a**McCord C-17s use a Drop Zone (DZ) at Moses Lake, WA.
    - **.b**Ft Lewis is increasing joint training at the Yakama Training Area with deployed fighters.
  - The bi-annual McChord International Airlift Rodeo scheduled for July 2009.
- **Wyoming - Lt Col Herder (Deputy Garrison Commander, Camp Guernsey)**
  - Funding is available to construct C-17 airfield to provide assault operations.
  - Camp Guernsey under evaluation as possible US Army UAS Center of Excellence
  - Developing JPADs training capability for joint training operations
  - Aircraft: WY ANG operation C-130 airlift aircraft with a special peacetime wild land fire fighting capability. Camp Guernsey will accommodate joint training for airlift, tactical and strategic aircraft.
  - Airspace: A Camp Guernsey initiative is to establish a 200 x 200 nautical mile MOA/ATCAA from 4,000 to 26,000 feet over an area with a very low population density to accommodate current and future joint training.
  - Collaborated with national and state park services to share the Modular Air Fire System. Provide site for the WY Youth Training Program.

.5National Park Service (NPS) – Ms. Vicki McCusker (Military Liaison Natural Sounds Program {NSP}) Located in Ft Collins, CO as a Washington HQ Support Office of the National Park Service. Staff expertise includes acoustic data collection and analysis, planning, National Environmental Policy Act (NEPA) and information management.

- **The Natural Sounds Program** works to protect natural sounds and visitor experience from noise intrusions in National Park units.
- Noise intrusions include aircraft, personal watercraft, snowmobiles, NPS maintenance activities, etc.
- **The NPS Mission** is to preserve park resources unimpaired for future generations.
- **Natural Sounds** are indicators of the ecosystem and essential to the visitor's experience. Visitor surveys consistently mention natural sounds as an important aspect of visiting a national park (up to 91%).

- **Accomplishments in 2007:**
  - Assisted over 40 parks with noise issues
  - Technical assistance during lawsuits filed against the parks.
  - NSP developed an automated spreadsheet for calculation of noise impacts from aircraft – eliminating weeks of work on each project.
  - Soundscape Visitor experience surveys
- **Encroachment** is a major issue for national parks. They are a magnet for economic enterprises that develop as close to the park as possible. These enterprises tend to increase mechanical noise within the park.
- **Park Equipment** in the future will produce less mechanical noise.
- **Current Activities in the Region**
  - Technical support to parks within the region: North Cascades, Mount Rainer, and City of Rocks
  - Air Tour Management Plans and Soundscape surveys that will lead to developing educational material for park visitors.
  - A major concern for the parks is to have a point of contact when they have a question – the FAA Military Representatives are the best people to start with.
- **Contact info:** Vicki McCusker, NPS Natural Sounds Program, (970) 267-2117 and email address: Vicki_McCusker@nps.gov web site: http://www.nature.nps.gov/naturalsounds/index.cfm

.6US Forest Service – Ms. Julie Stewart (BLM/USFS - Fire and Aviation) the Northwest is the home of fire aviation coordination to prevent mid-air collisions around fire fighting activity

- **2007 was another "Intense" Fire Season.** Seven of the past ten seasons were the hottest ever recorded.
  - 85,705 fires for 9.32 million acres
  - Heat and drought added to the fire potential.
  - More homes built in fire prone areas.
  - Fire fighting stratagem has change due to back-to-back fierce fire seasons.
  - 85 percent of fires were human caused.
- **Fire Fighting** is a Para-military operation with Air Operations Organizations – Dispatch – Regional Dispatch and National Dispatch for situations that cannot be handled at the regional level and is escalated to an international operation.
- **Idaho** was an especially difficult area with major impacts on vacationers, hunting and fishing, and the local communities that rely on the summer for their entire year's profitability.
  - **TFRs** become political because of the economic impact on such things as "hunting season"
- **Fire Traffic Areas** dimensions extend up to 2,500 feet above the fire level and out to 12 nm from the fire for the initial contact ring. DoD Flight Crew must check NOTAMS for fire activity, avoid the area in accordance with active TFRs, and avoid when observed by at least five NMs according to the DOD AP1. TFRs are the "Working Environment for Fire Fighting Assets"
- **Real Time Aircraft Monitoring** - For increased safety, the US Forest Service has Automated Flight Following of many of their aviation assets through a satellite transponder system. The data is available through an internet-connected computer via Google Earth with three-dimensional depictions of TFRs and Aircraft location. As an example, WADS used the system to de-conflict fire traffic from all other air traffic during a Presidential visit.
- **Airspace Coordinators** provide an interface between the fire operations and the FAA, military operations and GA activities surrounding the fire area. They coordinate the TFRs for complex fire operations and provide agency pilots with daily updated kneeboard TFR maps and other aids to safety.
- **Major Military Activities** supported by Airspace Coordinators includes Sentry Eagle hosted by the Oregon ANG at Klamath Falls and International Rodeo hosted by McChord AFB

•**Fire applications of Unmanned Aviation Systems (UAS)** Several different UAS systems have been tested since 1996 including the NASA IKHANA (meaning intelligent, conscious or aware in Choctaw) in the past year. Predator aircraft flew fire observation missions up to 20 hours in duration. The sensor has provided great information.

•**FEMA** does not have a permanent aviation branch but a FEMA Aviation Coordination Group (ACG) was established during the California fires to coordinate interagency aviation responses.

•**Interagency Airspace Coordination Guide** is a basic airspace management guide and available online at the Interagency Airspace Websites: www.fs.fed.us/r6/fire/aviation/airspace

.7AOPA – Mr. Pete Lehmann (AOPA Airspace Coordinator) AOPA serves the needs of members as aircraft owners and pilots…to promote the economy, safety, utility, and popularity of flight in general aviation aircraft.

•**Members** - AOPA has over 414,000 members.

•**Special Use Airspace concerns:** AOPA is not against military training they want equitable use of airspace.

°67 percent of General Aviation pilots deviate around SUA.

°72 percent of General Aviation pilots ask Flight Service Stations (FSS) for SUA status information

°There is no FAA requirement to transmit all SUA data from Centers to the FSS – AOPA is attempting to have SUA Status as a required briefing item for FSS.

°Diversions around SUA cost General Aviation considerable time and money.

°There are misconceptions about SUA – AOPA and the Education through Air Safety Foundation Online Course at http://www.aopa.org/asf/online_course/mission_possible is a 30-minute course to provide general aviation pilots with an understanding of Special Use Airspace.

•**Special Use Airspace Proposals**

°AOPA is not trying to prevent military training but wants involvement/consideration in the process.

°AOPA believes that early dialogue is the key to addressing issues and finding solutions that work for everyone. AOPA desires that safety and the impact on civil aviation be considered during the development of military special use airspace.

•**Public Notification and Involvement –** newspapers alone are not sufficient; many people receive information via other means.

°**Public Notices** should be available via an on-line method to ensure concerned local governments, airport officials and aviation organizations receive early notification and allow sufficient time to prepare better comments on specific issues.

°**AOPA's "ePILOT",** a web-based electronic newsletter is the most effective means of information dissemination to the general aviation public.

•**UAS Issues**

°**AOPA Member Survey**

.aOnly 23% of those surveyed favored airspace segregation via flight restrictions – 77% preferred to share the airspace with UAVs.

.bNearly 95 percent of those surveyed believed that UAVs' inability to see and avoid manned aircraft was either the highest or the second highest level of concern.

.cNearly 75% of those surveyed believed that UAVs inability to immediately respond to ATC instructions was second or first highest level of concern.

.dUAVs having not been tested in the same airspace as manned airspace was only a moderate concern.

.eUAVs being certified to the same level of safety as manned aircraft was considered only a minor concern to general aviation pilots.

°**AOPA's Position**

.aCertification for UA and their flight operations should be to the same level of safety as piloted aircraft. See and Avoid = Sense and Avoid

.bUA operations in the National Airspace System should not have a negative impact on civil aviation operations.

.cUA operations should not require additional segregated airspace. No flight restrictions

•**Alaska – Mr. George (AOPA AK Region Rep)** briefly described the coordination between the military and general aviation surrounding the Eastern Alaska Airspace Complex

°Special Use Airspace Information Service is a radio link to the military ATC system to advise general aviation pilots of real time airspace utilization.

°Military assisted airspace transit by providing traffic separation.

°Alaska Airspace utilization information is available online.

.CMANAGEMENT SESSION FOR MARCH 5, 2008 ADJOURNED AT 4:00 PM

.DMANAGEMENT SESSION PROCEEDINGS FOR MARCH 6, 2008

.1Remarks/Objectives/Introductions – Colonel Larry Kauffman (JFHQ-ID/J3) opened the second session by mentioning that he is considering moving the location of the management meeting to allow more participation by civilian agencies constrained by travel distance from attending. Next years management council may be extended to two full days to allow sufficient time for all attendees to contribute to the DoD and Management meetings and facilitate more dialog between attendees.

.2FAA Update – Lt Col Sampson (AFREP (AWP 910), FAA WP Region) mentioned that Mr. Garza from the FAA Western Service Area Air Traffic Organization was not able to attend the meeting. Mr Desing, Manager of System Support Group and Mr. Bee, the new ATREP (Air Traffic Representative) for Utah and Colorado were attending the meeting.

.3 EA/EIS – National Environmental Policy Act (NEPA) Overview – Mr. Thompson (HQ USAF/A3O-AR)

•**The Process** – Three important web sites:

°National Environmental Policy Act (NEPA) http://www.nepa.gov

°Considering Cumulative Effects under NEPA http://ceq.eh.doe.gov/ntf

°Citizens Guide to NEPA http://ceq.eh.doe.gov/ntf/Citizens_Guide_Dec07.pdf

•**NEPA** is required for "major Federal actions significantly affecting the quality of the human environment."

°NEPA is good planning and leads to informed decision making. The NEPA process must be used and can be used to support airspace actions. NEPA considers potential effects on the quality of the human environment.

°Sierra Club recently invited USMC General as a keynote speaker, acknowledging the habitat protection offered by military reservations.

°**32 C.F.R. 989** codifies Air Force proceedures – there are many things to consider.

•**NEPA's Three Principal Procedural Requirements**

°Make diligent efforts to invite and solicit comments form the affected and interested public

°The FAA must be on-board at the beginning and aligned with what is desired. The documents must be written for the FAA to sign the ROD.

°Write detailed statements, EIS or EA that clearly describe the potential environmental impact of the proposed actions…and clearly present the rational for decisions.

°The process must be intellectually honest – comments that drive a single conclusion must be eliminated. There must be a desired alternative and a best environment alternative. If there appears to be a pre-decisional act and you are challenged in court, the Judge can potentially find in favor of your opposition in the case and your airspace action be voided due to an administrative error.

- **NEPA Terminology**
  - °**Proponent** – Generally, the unit or MAJCOM proposing the project
  - °**CATEX** (Categorical Exclusion) – where possible, the least costly – can be completed in a week, when determined to have no environmental impact
  - °**EA** (Environmental Assessment) – if appropriate, $50,000 to $100,000 – can be complete in 6 to 9 months, if significant impacts do not exist with a Finding of No Significant Impact (FONSI)
  - °**EIS** (Environmental Impact Statement) – most thorough, $500,000 to $1.5M – can be completed in 12 -18 months, with a signed Record of Decision (ROD).
- **EIAP** (Air Force Environmental Impact Analysis Process) is the GO/NO GO decision point when a finding of a significant impact forces an EIS.
- **HQ USAF/A3O-AR** is working to develop commonality between DoD branches and the FAA that will help streamline the airspace process. One effort is to have cooperating agencies as part of the process from the beginning.
- The **FAA Aeronautical Study** will run in parallel with the environmental process – it is critical to adjust the Environmental Study if the aeronautical plan is modified for Air Traffic considerations. Both studies must agree when the finding or decision is made.
- **Reasonable Alternatives**
  - °They demonstrate the trade-offs facing the decision maker.
  - °Address the "No-Action" alternative.
  - °The proponent will have to live with the decision so insure that all alternatives are viable.
  - °The "affected and interested public" will be watching the process very closely, any stacking of the analysis to support a preferred action will be detrimental to the effort.
- **OSNS** (Operations Space Needs Statement) is the result of lessons learned over the past two years. It is imperative to get the OSNS done right as this document will drive the environmental (DOPAA and EA/EIS) and every other step in the airspace acquisition process. The OSNS will define mission requirements and states alternative concepts reviewed informally to satisfy that mission.

.4NOTAMS: SFC Johnson (DoD NOTAM Office) presented an update on the consolidation of the US NOTAM systems.

- **The new system will provide:**
  - °ICAO standardization
  - °Local NOTAM accessibility
  - °Reliable, accurate, timely, digital delivery of NOTAM data
  - °Graphical depiction of affected airspace
- **The system will be a single source for all NOTAMs.**
- **Roadmap**
  - °Industry Day held in May 2007 with the commitment made by the US Government to modify the NOTAM System.
  - °Initial Policy Change in Oct 2007 will align the D NOTAM criteria with ICAO NOTAM criteria (reclassify civil L NOTAMs).
  - °System and additional policy changes in August 2009 will create a single Federal NOTAM system FNS with full ICAO implementation.

°System enhancements in 2010 will enable aeronautical information eXchange Model (AXIM) NOTAM capabilities.

°Initial policy changes

°Distant (D) NOTAMs will adopt the ICAO definition for aerodrome movement area that includes taxiways, ramps, aprons, and lighting.

°Unverified reports of hazards will be included in the NOTAM system as (U) and disseminated as D NOTAMs.

°Other information not conforming to ICAO standards and that may impact aircraft operations will be labeled (O) in the D NOTAMs.

•**Initial Implementation Activities**

°NOTAM Realignment Working Group (NRWG) is comprised of military, civil, and commercial flight operations meeting with FAA and Flight Service personnel.

°A Safety Risk Management Panel reviews proposed changes to policy by NRWG.

•**Summary of changes implementation**

°Reclassify civil local NOTAMs to be D NOTAMs.

°Create keywords for all D NOTAMs for improved sorting and parsing.

°Create central repository all NOTAMs.

°Standardize NOTAM policy.

°Town Hall meetings in the near future are question and answer sessions. Notice effective October 2007.

°NOTAM Handbook update published July 31, 2008 – Kick off next phase of NOTAM realignment to standardize with ICAO – Federal system consolidated in 2008.

•**Discussion**

°**NOTAM Entry – Ms. Stewart** asked how agencies would make a NOTAM request or entry.

.aThe Forest Service/BLM currently has many dispatchers trained to make NOTAM entries.

.bHow will people train for the new system?

.cResponse: if an agency has a NOTAM account now, they will have the same capability in the new system. DINS will become FINS (Federal) and the current entry system will remain the same for those that have been using the DINS system. Validation of NOTAM inputs is a concern.

°**TFR Entry – Ms. Stewart** asked would there be a single entry system replacing the three systems used today?

°**General Holland** requested that **SFC Johnson** ensure that Ms. Stewart has the information she needs to insure normal operations in the future.

°**APOA** supports the change and desires the system evolve to a digital NOTAM system that is easily accessible to all pilots.

.5MADE/SAMS: FAAO 7930.2 – Mr. Perkins (HQ FAA / AJR-33 (MADE)

•**TFRs** – the goal is to have a single site for all TFR depictions so there is no ambiguity.

•**NOTAMS –** the MADE/SAMS team is working with the NOTAM Realignment Working Group to change FAA Order 7930.2L to require the issuance of a NOTAM for all SUA, MTR and AR schedules outside of published times**.** This will be automated based on the schedules entered in MADE/SAMS. We will be involving AOPA in this process.

•**AOPA** - the MADE/SAMS team is working with AOPA to create a useful SUA (MOA) system to have real time status information.

•**SAMS v3.0 -** ABQ Center has just completed a conversion to the latest version of SAMS v3.0. All centers will convert by the end of February 2008. Benefits of the new version: automated and standardize data flow, eliminate redundant data input, enable dynamic access, and increase data integrity.

•**FAA 7400.2F - TIMES OF USE -** When the using agency has a requirement for intermittent, less frequent use of the airspace (outside the specific published time period), a provision to activate the airspace by NOTAM may be stated in the SUA legal description.

•**6-1-4. SPECIAL USE AIRSPACE (SUA) AND RELATED AIRSPACES** - A NOTAM shall be issued to activate the following Special Use Airspace and related airspaces at other than published times under appropriate ARTCC(s):

°**Prohibited Area, Restricted Area, Warning Area, Alert Area, and Military Operating Areas (MOAs)** EXAMPLES:

.a!SUAE ZJX AIRSPACE R2903A ACT 4000 –FL180 WEF 0811210400 -0811210500

.b!SUAC ZMP AIRSPACE CRYPT NORTH MOA ACT 5000 -16000 WEF 0807150500 – 0807150600

°**Military Training Routes (MTRs)** including Instrument Routes (IRs), Visual Routes (VRs) and Slow Routes (SRs). EXAMPLE:

!SUAC ZFW AIRSPACE SR236 ACT 300 – 1000 AGL A TO F WEF 0804151455 – 0804151555

°**Aerial refueling tracks and anchors** EXAMPLE:!SUAC ZDV AIRSPACE AR201(W) ACT FL190-FL200 WEF 0811212100 -0811212200

•**Schedule Inputs to SAMS (FAA) using MADE (Military)** – the military units now have an electronic method of submitting schedules – SAMS and MADE are now a single system.

°**Airspace schedules submitted using MADE** – currently units can only schedule their own airspace – in the future, MADE will allow units to schedule other airspace with the approval of the airspace owner.

°**Schedules transmitted via NIPRnet SAMS**

.aSAMS forwards SUA and ATCAA information to the FAA MOS

.bSAMS forwards MTR information for dissemination via NOTAM system, Flight Service, ARTCC and the FAA web site.

°**FAA Military Operations Specialist (MOS) reviews the schedules and approves them, pending local coordination.** The MOS forwards SUA and ATCAA information for dissemination via NOTAM system, Flight Service, ARTCC and the FAA web site.

°**SUA and ATCAA** data disseminated as required by FAA orders and Directives.

•**Future Enhancements**

°Automated NOTAM Submission – when use is outside normal hours, the required NOTAM will be created and submitted

°Annual Utilization Report will be available by the end of FY08 – units will be able to print, review, edit and submit report.

°Conflict alerts with TFRs

°MADE to MADE to SAMS

°CARF / ALTRV

°CAC Card sign on

°Automated data feeds

°SAMS to ERAM to SAMS will be seamless and both systems will have real time airspace utilization.

°Graphical user interface

.6FAA Air Traffic Representatives (ATREP) – Mr. Desing (Manager, FAA Western Service Area/System Support Group)

- **FAA Realignment** – The old regional structure was changed into nine Service Areas with specific tasking and now that has been further consolidated to three FAA ATO Service Areas geographically, Western, Central and Eastern.
- **The Service Center** is structured to share services through the WSA to all Operational branches.
- **Systems Support Group** has three regional offices, Alaska, Seattle (NW Mountain), and Los Angeles (Weatern Pacific) that contain Airspace/Procedures/Systems Operations branches as well as the ATREPs
  - **Support Specialist** serves as a POC for FAA facilities.
  - **Support Analysts** provide expertise on specific job functions.
  - **Envirornmental Technician** provides experitse on all ATC related environmnetal issues
  - **Operations Specialist (ATC)** provides support for System Operations and Significant Events
  - **Air Traffic Representatives (ATReps)** provide support to both FAA and DoD on all matters affecting military operations.
- **ATREP Duties/Functions 7610.4** provided support services for a broad spectrum of activities
  - Safety and Quality Assurance
  - System Operations
  - Airspace and Procedures – get ATRep involved early – resolving matter is the key to success
  - Environmental
  - Airports
  - Planning and Requirements
  - Spill-outs are critical with the military using the SUAs to their maximum – ATREP will evaluate incidents and implement solutions.
- **SUA Management** – The FAA is gettting better on real-time coordination – new equipment will allow even better real-time management
- **COA (Certificates of Authorization)** will be process through the ATREPs.
- **Major Exercises** will be coordinated by the ATREPs.
- **Close working relationship** with military to foster improved training capabilities.

.7US Air Force Academy – Pueblo Operations

- **Civilian Contract Flight Training** – USAFA administers the training contract.
  - **Eleven Aircraft** – The number will triple in one year – The previous program trained 850 students per year projected to increase to 1700.
- **Airspace**
  - Working on getting the use of better airspace for the training operations
  - Developing VFR flyways that will allow GA traffic to transit the area without restriction
  - Trying to develop real time airspace utilization information
- **Training** – planning for 700,000 flight operations per year training 2800 students
  - FAA recommends publishing an advisory circular for distribution to operators within 200 miles

.8Breakouts and discussion groups had 45 minutes to work on issues

.9Wrap-up – Colonel Kauffman – adjourned the council meet by thanking everyone for their participation

.10Next Meeting – Colonel Kauffman and Colonel Chupein The next meeting will be a combined executive council meeting with the Northwest Mountain Region in Seattle 13-14 August 2008. The next Management Council will meet next March at a time and place to be determined.

.EMANAGEMENT COUNCIL MEETING ADJOURNED AT 1145

APPROVED

// Signed //
LARRY KAUFFMAN, Colonel, USAF
HQ Idaho National Guard/J3
Co-Chairman, Northwest Mountain Region
Airspace/Range Council

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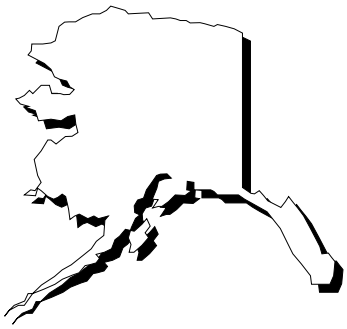
Airspace/ Range Council

Attachments

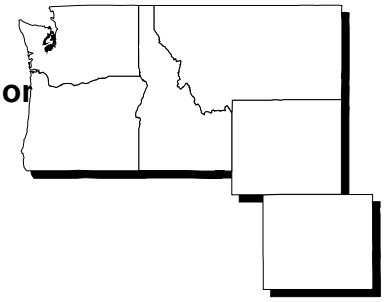
1. Agenda
2. List of Attendees



AGENDA

Air Force Northwest Mountain Region
Airspace/Range Council

Denver, CO
5-6 March 2008



5 March Management Session

1:00	Welcoming Remarks	Colonel Kauffman
1:15	National Overview	Colonel Mitchell Colonel Chupein
1:45	Warfighter Brief	Major Hedges
2:00	Unit Operations Briefings - Aircraft - Airspace - Problems and Issues Being Worked or Recently Solved	Major Smith
	(Opportunity for other agencies to identify issues)	
3:00	Break	
3:30	Natural Sounds Program	Ms. McCusker
4:00	BLM/Forest Service	Ms. Stewart
4:30	AOPA	Mr. Lehmann
4:45	Breakout Sessions for Tomorrow? -	Major Smith
5:00	Session Wrap Up	Colonel Kauffman

(over)

6 March Management Session

8:00	Opening Remarks	Colonel Kauffman
8:05	Military Reps to the FAA — Perspectives/Issues	Lt Col Sampson NAVRep DARR
8:15	EA/EIS Overview	Mr. Thompson
8:30	NOTAMS	SFC Johnson
8:45	MADE/SAMS; FAAO 7930.2	Mr. Perkins
9:00	FAA Perspectives - DTO Issues - New Organization for Air Traffic Reps	 Mr. Garza Mr. Dessing
10:00	BREAK	
10:30	State Aviation Officials	TBD
10:45	Breakout Sessions	Major Smith -
11:30	Breakout Summaries	
11:45	Action Item Recap	Mr. Rose
11:50	Wrap-up & Adjourn	Colonel Kauffman Colonel Chupein

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