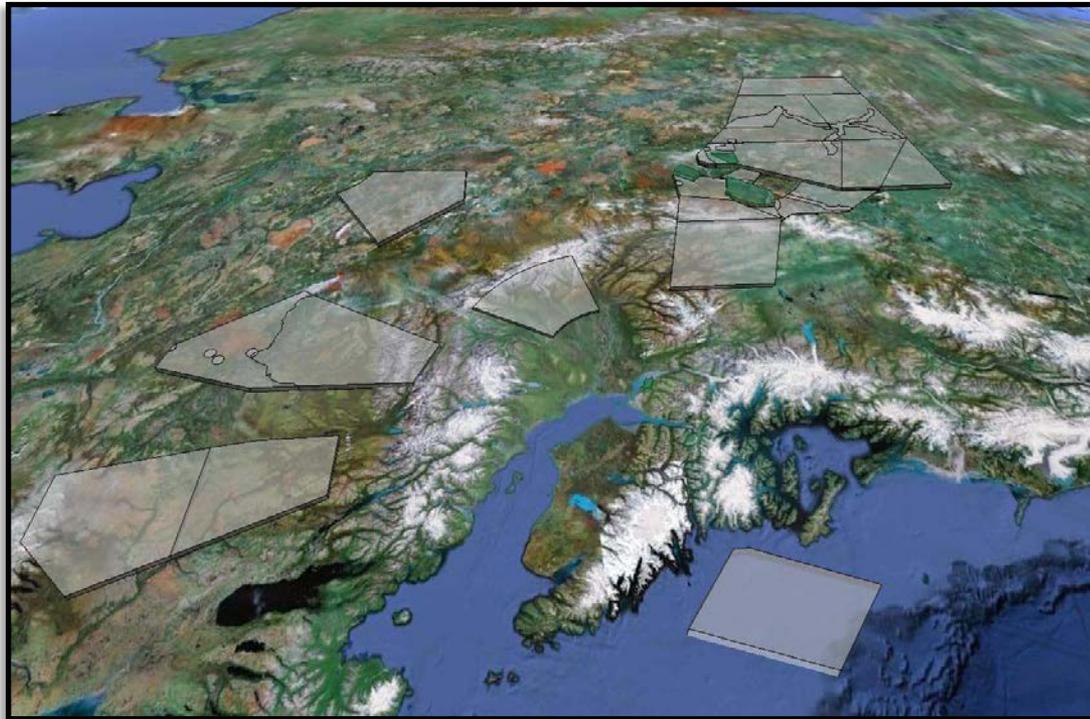




11th Air Force



Alaska Civil-Military Aviation Council 21 April 2015



Chairman
Col Patrick J. Miller
11th Air Force Vice Commander

Spokesman
Maj Adam Shicks
Chief 11AF Airspace & Range Team



Agenda



-
- | | | |
|--------------|--|-------------------------------|
| 1000 | Introduction | (Maj Adam Shicks) |
| | Opening Remarks | (Col Patrick Miller) |
| | DoD GPS Interference Testing | (Maj Adam Shicks) |
| | Red Flag Alaska Update | (Mr. Pete Bussa) |
| | Northern Edge Update | (LCDR Karl Sander) |
| | Northern Edge GPS Testing | (Maj Jonathan Gratton) |
| | Mat Su CTAF | (Mr. Tom George) |
| Break | | |
| | Airfield Status Update | (multiple speakers) |
| | Noise Complaints | (Mr. Tommie Baker) |
| | SKE Routes | (Mr. Ed Lasselle) |
| | SUAIS | (Mr. Tom George) |
| | Open Forum | (multiple speakers) |
| | -JPARC Update | |
| | -SUAIS Update | |
| | Closing Comments | (Col Patrick Miller) |
| 1200 | Meeting Adjourned | |
| | Small lunch | |
| 1300 | Airport tour for those who submitted an <u>RSVP</u> | |
-



Eleventh Air Force

Integrity - Service - Excellence

DoD GPS Interference Testing Overview and Coordination Process



U.S. AIR FORCE

**ADAM "Razor" SHICKS, Maj, USAF
611 AOC, Combat Reports Officer (CRO), &
611 AOC, Chief Alaska Airspace & Range Team, &
11 Air Force Representative to the FAA (AFREP)**

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Overview



- **DoD GPS Interference Testing**
- **Current Mitigations**
- **Updated GPS Testing Low-Impact Times** (CAO 25 Mar 14)
- **Issues/Concerns**
- **Questions**



GPS Interference Testing



- **What is it?**
 - **Purposeful degradation/denial of GPS satellite signal**

- **Who is authorized?**
 - **DoD or DoD sponsored activity**
 - **National coordination process outlined in CJCSM 3212.03**



Why is GPS Testing Required?

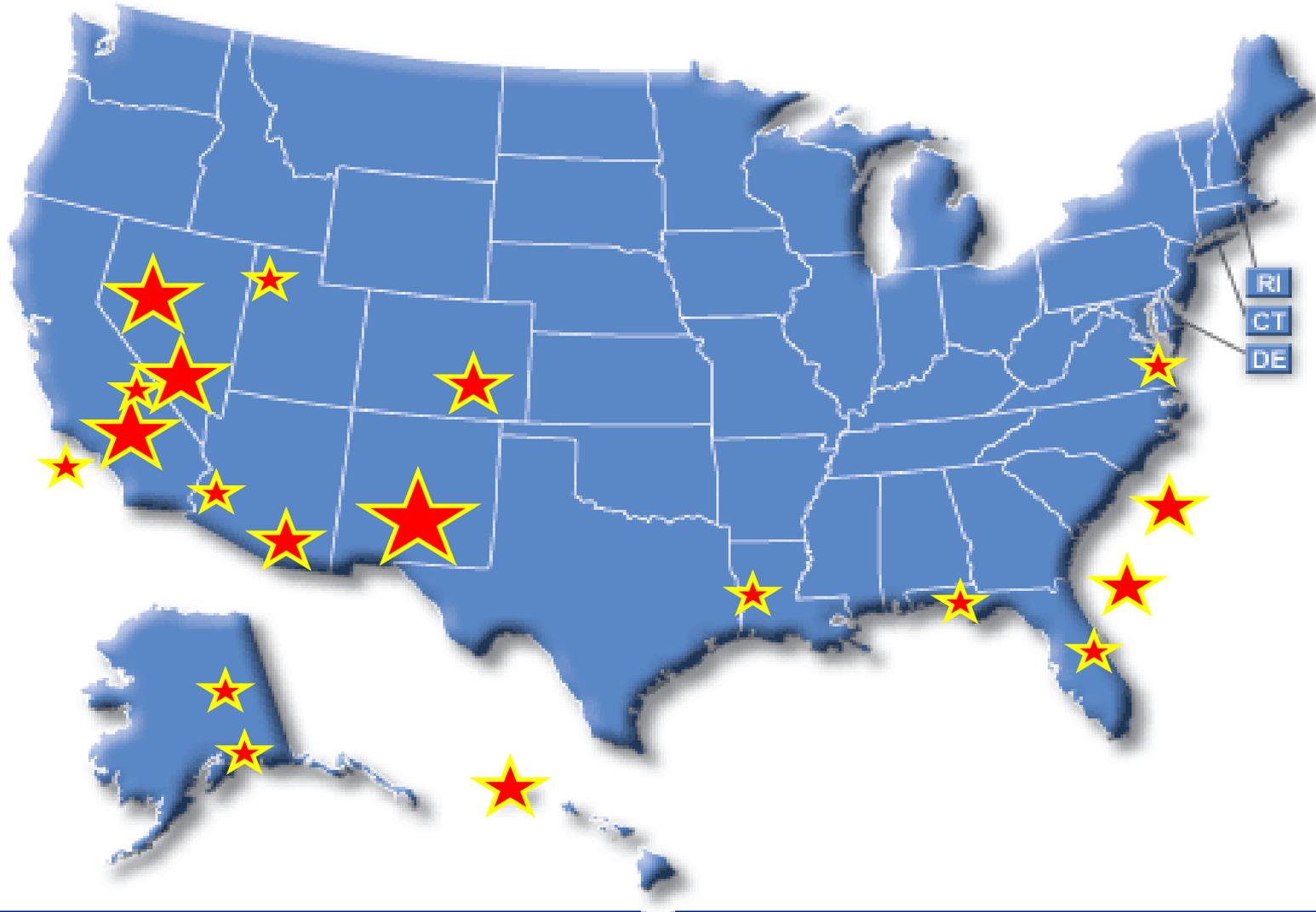


- **Ensure weapon systems can operate in GPS degraded environment**
 - **GPS inherently vulnerable due to low signal power**
 - **Aircraft must be able to navigate & weapons operate**
 - **Counter-measures must be effective**
- **Realistic testing/training required to prepare for operations in a GPS denied/degraded environment**
 - **Must test in operationally realistic environment**
 - **Testing required to eval vulnerabilities & new technologies**

GPS crucial to many warfighter capabilities & components of civil infrastructure



Recent GPS Test Locations



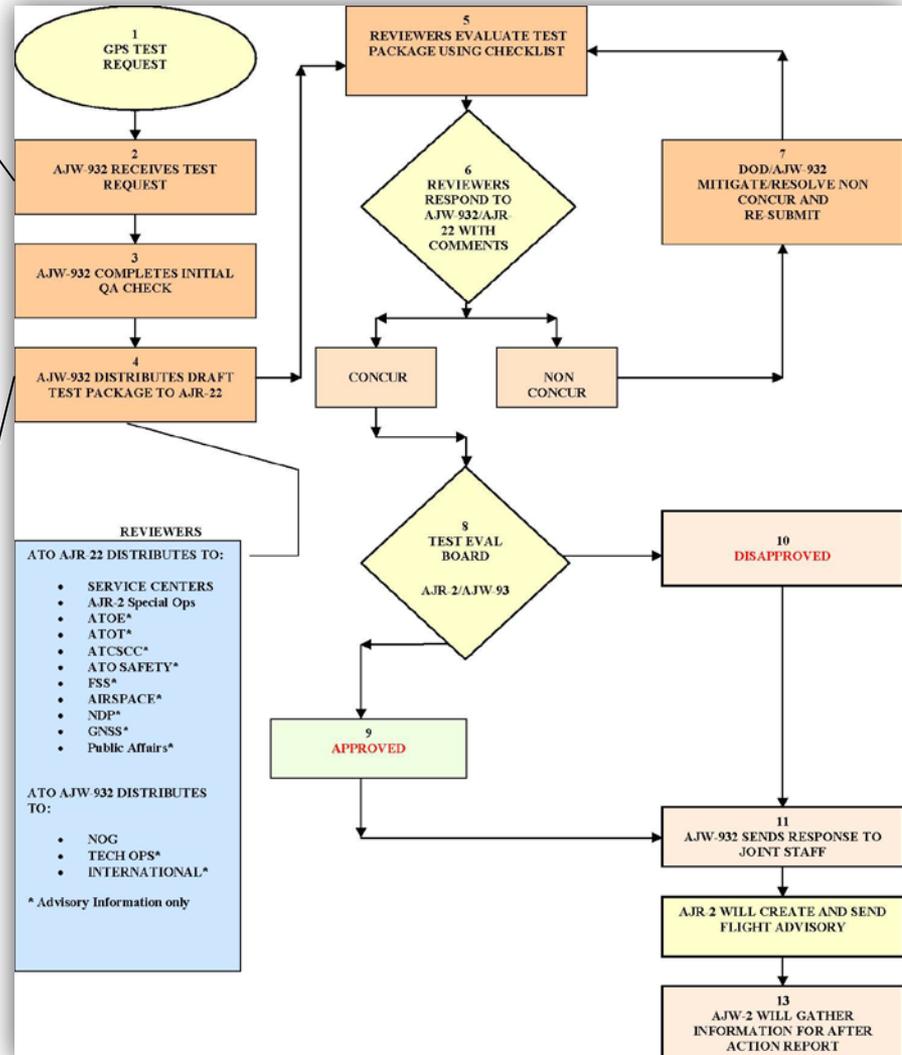


FAA Coordination Process



Spectrum Analysis

- Verify no simultaneous GPS test events @ 25kft (time/space)
- Verify no more than single WAAS reference station within surface footprint
- Question times outside “low-impact” times
- Identify impacted centers (plus Mexico & Canada)
- Build FAA Concurrence Message
- Build NOTAM





GPS Test Mitigations



- Test during low impact times... when possible
- NOTAM and Flight Advisory
- Monitor Guard channels
- Stop Buzzer
- ATC considerations during GPS Testing:
 - 5k ft ceiling, 5 mi visibility at GPS-only airfields
 - No critical NAVAID outages

-
- 2012 DoD Statistics
 - 47 Test Events at 16 Test Locations
 - 2685 approved hours & 740 used (approx 30%)
 - 10 Stop Buzzers Called

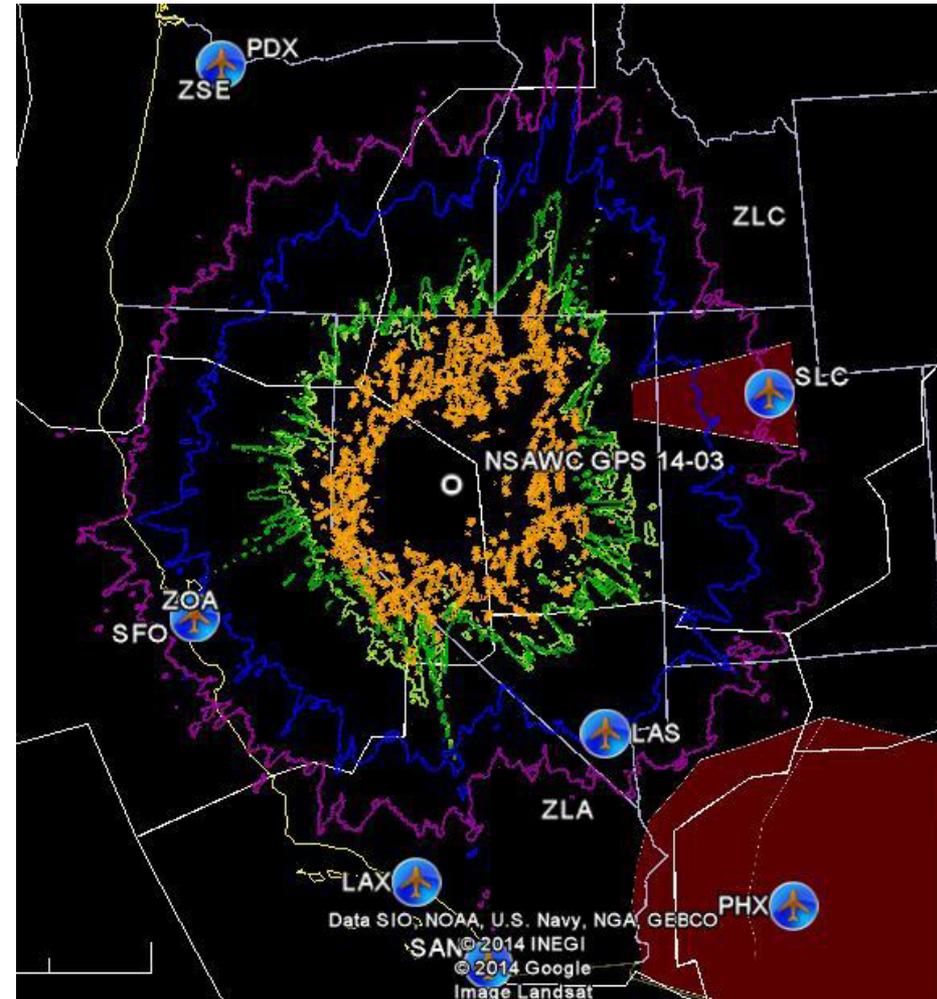


Difficult to Accurately Depict Impact Area



Modeling

- Model predicts possible interference at...
 - FL400, 250, 10kft MSL
 - 4kft & 50ft AGL
- Model contours based on worst-case performing receiver
- Worst-case test setup often used for modeling
 - Equipment positioning not always finalized when coordination starts (up to 6 months prior)





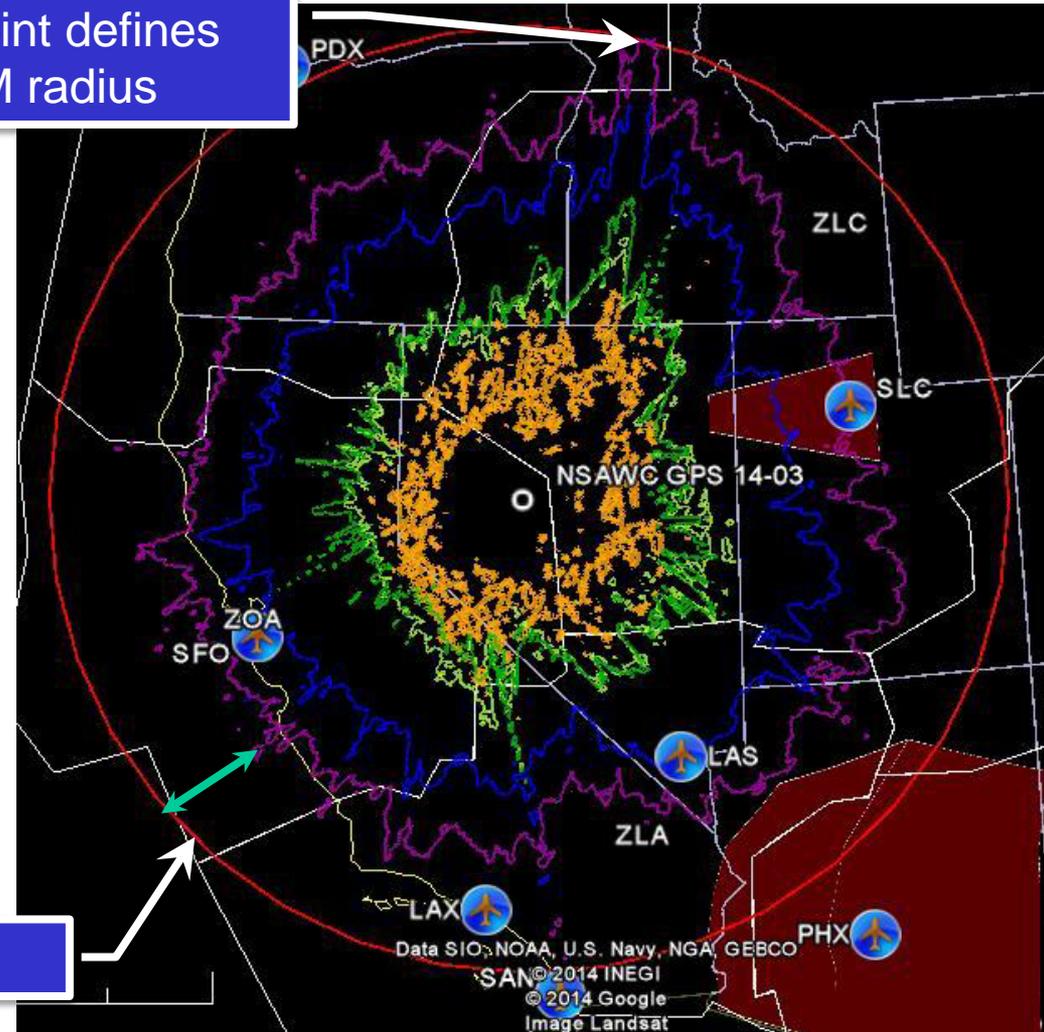
Difficult to Accurately Depict Impact Area



NOTAM

- Center point and radius used to describe impacted area
- Radius based on furthest point on contour
 - OK in areas where little/no terrain
 - Can result in >100 nm difference between NOTAM radius and model contour

This point defines NOTAM radius



>100 NM



Difficult to Accurately Depict Impact Area



- **Result: NOTAM is overly conservative**
 - Difficult to predict where an individual aircraft will be impacted
 - More difficult to describe in the NOTAM text
- NOTAM better indication of where aircraft **WILL NOT** be impacted
- Anecdotal evidence exists that pilots/controllers don't trust the NOTAMs because many aircraft within footprint do not experience interference



Summary



- **DoD GPS Testing is critical to meeting national security requirements**
- **DoD & FAA must continue to work together to accomplish individual missions**
- **Mitigations are in place to ensure safe environment**
- **Improvements needed to effectively & efficiently meet future test requirements while maintaining safety of NAS**



Questions



Overview



■ CY – 2015 Update

- RF-A 15-2
- NE-15
- RF-A 15-3
- Distant Frontier

■ Questions





RF-A 15-2

(30 Apr – 15 May 15)



■ Eielson:

- **Fam Day (1 May 15)**
- **18 AGRS (Eielson)** **12xF-16C+**
- 93 FS (Homestead) 12xF-16CM
- 13 FS (Misawa) 12xF-16CM
- 121 FS (JB Andrews) 10xF-16C
- 112 FS (Toledo) 10xF-16C
- TTF 92 ARW (Fairchild) 6xKC-135R
- **425 TFS RCAF** **6xCF-18**
- 210 RQS (JBER) 1xHH-60
- **527 SAS (Schriever)** **GPS Jam**

■ JBER:

- 90/525 FS (JBER) 12xF-22
- 44 FS (Kadena) 12xF-15C
- 962 AACS (JBER) 1xE-3
- 961 AACS (Kadena) 1xE-3

■ Distant Frontier:

- **425 TFS** **13-29 Apr**
- **13 FS** **18 May-7 Jul**
- **21 FS** **18 May-3 Jun**
- **5 ASOS** **TBD**
- **44/67 FS (JBER)** **18 May-10 Jun**
- **27 FS (JBER)** **26 May-10 Jun**
- **VX-9 (JBER)** **4-10 Jun**

- **95 Aircraft / 1,100 participants**



RF-A 15-3

(6 – 21 Aug 15)



■ Eielson:

- **Fam Day (7 Aug 15)**
- **18 AGRS (Eielson) 12xF-16C+**
- 36 FS (Osan) 10xF-16CM
- 25 FS (Osan) 8xA-10
- VAQ-209 (NAS Whidbey) 4xEA-18G
- TTF 22 ARW (McConnell) 6xKC-135R
- JASDF 6xF-15J
- JASDF 2xKC-767
- ROKAF 6xKF-16
- 148 ASOS (PA ANG) JTAC
- 25 ASOS (HI) JTAC
- 22 STS (JBLM) ST
- 210 RQS (JBER) 2xHH-60
- 179 FS (Duluth ANG) 12xF-16CM

■ USARAK/USA:

- 7 SFG (ODA) SOF
- 20 SFG/ABN (ODA) SOF
- JBER:
- 90/525 FS (JBER) 12xF-22
- 962 AACS (JBER) 1xE-3
- 961 AACS (Kadena) 1xE-3
- JASDF 1xE-767
- RAAF 1xE-7
- 517/249 AS (JBER) 2xC-17
- 36 AS (Yokota) 3xC-130
- RAAF 2xC-130
- JASDF 3xC-130
- RAF 2xC-130
- RTAF 1xC-130
- NZRAF 1xC-130
- **100+ Aircraft / 1,700 participants**



Distant Frontier

(13 Apr – 09 Sep 15)



■ Distant Frontier:

- 425 TFS 13-29 Apr
- 13 FS 18 May-7 Jul
- 21 FS 18 May-3 Jun
- 5 ASOS TBD
- 44/67 FS (JBER) 18 May-10 Jun
- 27 FS (JBER) 26 May-10 Jun
- VX-9 (JBER) 4-10 Jun

■ Distant Frontier:

- JASDF KC-767/E767/F-15J 27 Jul-RF 15-3
- 13 FS Post NE-7 Jul
- VMFA-242 Post NE-22 Jul
- 36 FS RF 15-3-12 Sep
- 25 FS RF 15-3-12 Sep
- ROKAF 29 Jul-RF 15-3
- 36 AS (JBER) RF 15-3-4 Sep
- RTAF (JBER) 3 Aug-RF 15-3
- 148 ASOS RF 15-3-11 Sep
- 25 ASOS RF 15-3-9 Sep
- USSOCOM 6 Aug-28 Aug



Questions



Integrity - Service - Excellence

Alaskan Command



NORTHERN EDGE 2015

**LCDR Karl Sander, USN
ALCOM J712**

21 April 2015

The Overall Classification of this Briefing is: **UNCLASSIFIED**



Background

- **NORTHERN EDGE (NE) is a U.S. Pacific Command exercise preparing for Asian-Pacific region crisis**
- **Biennial exercise dating back to 1975**
 - 2013 cancelled due to sequestration
- **Participation from all uniformed services and interagency partners**



Overview

- **PACOM war plan exercise**
 - Tactically focused, air & maritime integration
- **Comprehensive, realistic training**
 - Air-to-Air,
 - Air-to-Surface
 - Tactical Command and Control
 - Live-Virtual-Constructive training
- **Fully utilizes Alaska's training ranges**
 - Joint Pacific Alaska Range Complex
 - Gulf of Alaska (GOA)





NE15 Live Participants

Eielson

18 AGRS
336 FS
13FS
VMFA-242
VMAQ-2
TTF
TTF
MIT/LL
NRL/AFRL
3 ASOS (Ft Wainwright)
210 RQS
Boeing

Other

9 BS (Dyess)
96 BS (Barksdale)
509 BW (Whiteman)
12 RS
9 RW (Beale)
3xDDG
1xSSN

12xF-16C+
14xF-15E
16xF-16CM
12xF/A-18D
6xEA-6B
4xKC-10
10xKC-135
1xFalcon
1xSabreliner
JTAC
2xHH-60
1xCaravan

2xB-1B
2xB-52
2xB-2
2xRQ-4
1xU-2
3xSH-60R

JBER

90/525/302 FS
962/961/964 AACCS
VX-9
VFA-147/154
67 FS
27 FS
85 TES
422 TES
85 TES
VP-46/69
Navy Det Dallas
CPRW/VP-16
VAQ-132
VAQ-121
Contract
Contract
Northrop Grumman
Chameleon
VMGR-152
Raytheon
Boeing F-22 FTB
USARAK / 4-25

12xF-22
3xE-3
8xF/A-18E/F
12xF/A-18E/F
12xF-15C
12xF-22
5xF-16
2xF-15C
4xF-15C
4xP-3C
1xP-3 LSRS
1xP-3 / 1xP-8
5xEA-18G
3xE-2D
3xLear
4xHunter
1xBAC-111
2xSabre
2xKC-130
1xB-727
1xB-757
400 pax / 3 x
RQ-7 / Airlift



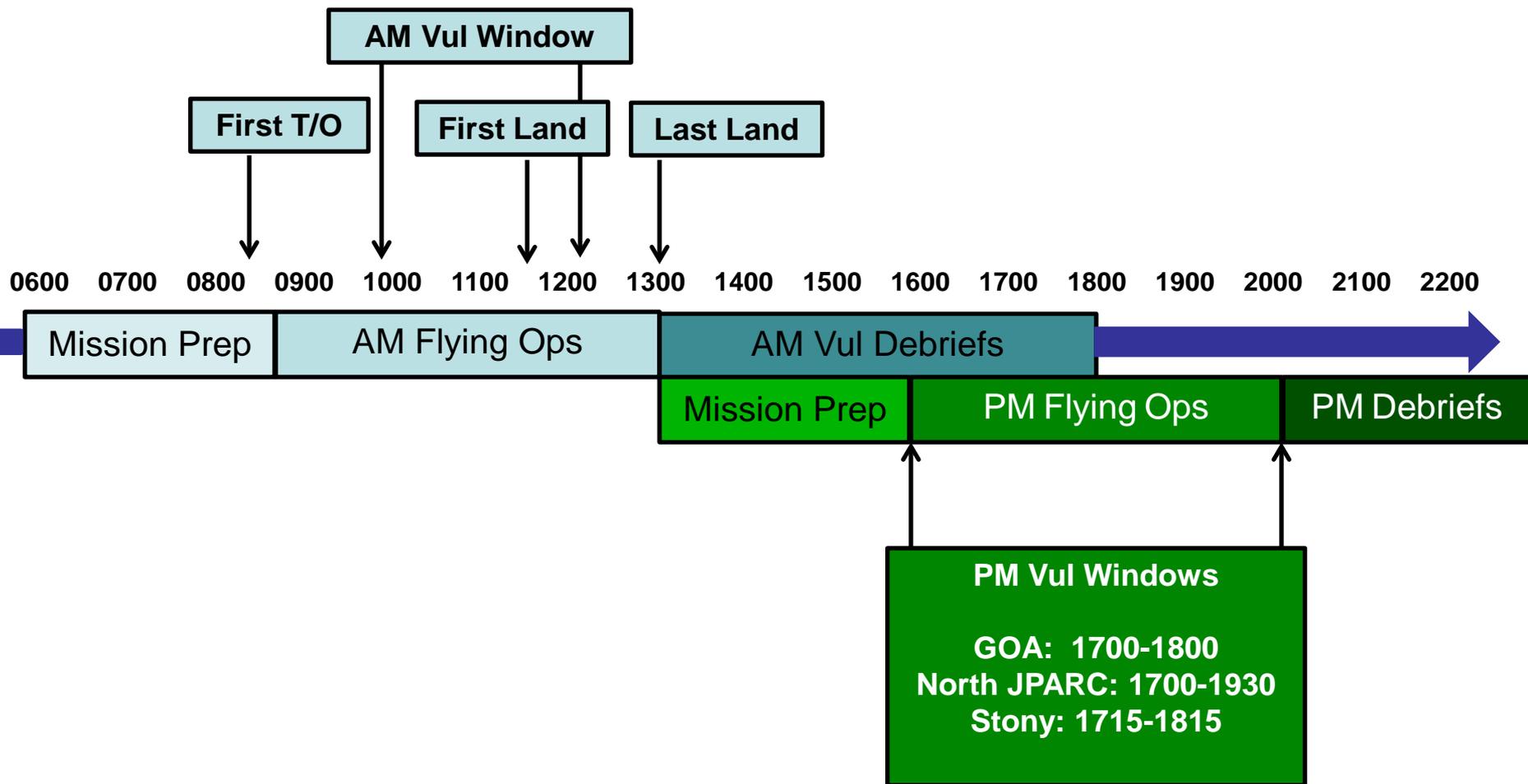
NE15 Calendar

June 2015

Sun	Mon	Tues	Wed	Thurs	Fri	Sat										
7	8	9	10	11	12	13										
	ARRIVAL IN THEATER			EXERCISE In-Briefs	Local Area Orientation											
14	15	16	17	18	19	20										
Mission Planning	<table border="1"> <tr> <td>GOA</td> <td>GOA</td> <td>JPARC</td> <td>GOA</td> <td>GOA</td> </tr> <tr> <td>GOA, Stony, JPARC</td> <td>GOA, Stony, JPARC</td> <td>GOA, Stony, JPARC, Fox</td> <td>GOA, Stony, JPARC, Fox</td> <td>GOA, Stony, JPARC, Fox</td> </tr> </table>					GOA	GOA	JPARC	GOA	GOA	GOA, Stony, JPARC	GOA, Stony, JPARC	GOA, Stony, JPARC, Fox	GOA, Stony, JPARC, Fox	GOA, Stony, JPARC, Fox	
GOA	GOA	JPARC	GOA	GOA												
GOA, Stony, JPARC	GOA, Stony, JPARC	GOA, Stony, JPARC, Fox	GOA, Stony, JPARC, Fox	GOA, Stony, JPARC, Fox												
21	22	23	24	25	26	27										
	<table border="1"> <tr> <td>GOA</td> <td>JPARC</td> <td>JPARC</td> <td>JPARC</td> <td>JPARC</td> </tr> <tr> <td>GOA, Stony, JPARC</td> <td>GOA, Stony, JPARC</td> <td>GOA, Stony, JPARC</td> <td>GOA, Stony, JPARC</td> <td></td> </tr> </table>					GOA	JPARC	JPARC	JPARC	JPARC	GOA, Stony, JPARC	GOA, Stony, JPARC	GOA, Stony, JPARC	GOA, Stony, JPARC		Redeploy
GOA	JPARC	JPARC	JPARC	JPARC												
GOA, Stony, JPARC	GOA, Stony, JPARC	GOA, Stony, JPARC	GOA, Stony, JPARC													
28	29	30														
	Redeploy				AM FTX Execution											
					PM FTX Execution											



NE15 Daily Schedule



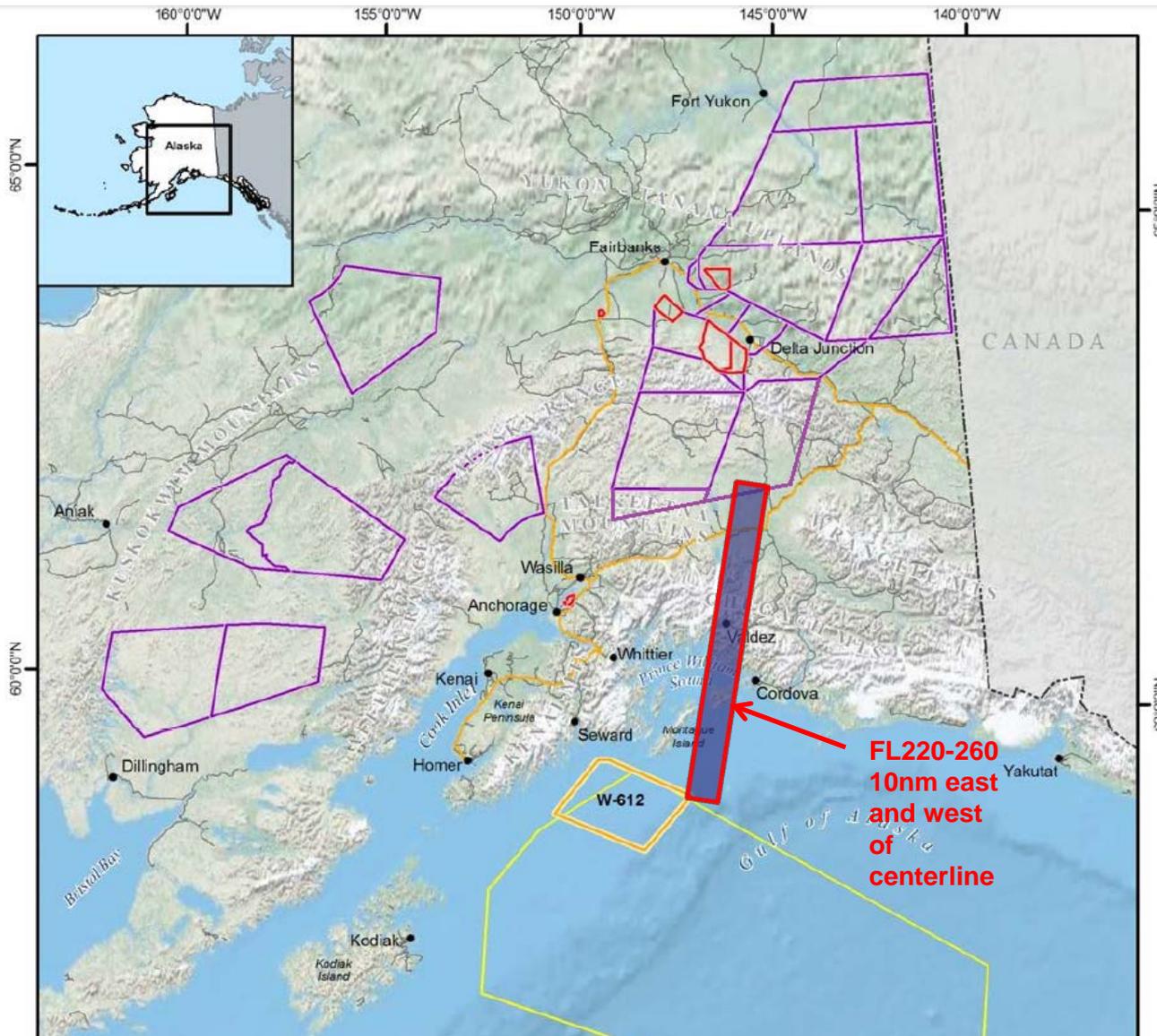


NE15 Highlights

- **Over 6,000 participants**
 - 73 units, 8 ships, 1 submarine, 196 aircraft
 - Cooperative FAA support essential to exercise success
- **Experimentation, Science and Technology**
 - 19 high-end experiments and simulations
 - Addressing priority capability shortfalls
 - Extensive employment of electronic attack
 - Anti-access demonstration that include GPS testing
- **Extensive use of Alaskan military infrastructure**
 - JBER, Ft. Wainwright & Greely, Eielson AFB, JPARC, GOA



Air Traffic Routing





Air Traffic Routing

- **Traffic flow coordinated in FAA Letter of Agreement**
- **Eielson departures and recoveries to/from the GOA via a stationary ALTRV, FL220-260**
- **Elmendorf departure & recovery via normal FAA approved routes**
 - **10nm spacing between flights, max 4 aircraft per flight**
 - **20nm between flights recovering to JBER if IFR**



GPS Testing

- **Provided by Joint Navigation Warfare Center, Kirtland AFB, NM**
- **Only one scenario for NE15**
 - **Tactical employment denial in JPARC**
 - **Scheduled for 23, 25 and 26 Jun**
 - **Frequency request encompasses entire second week to allow flexibility for weather cancellations**
 - **30 minutes total GPS testing during a 1 hour window within the morning vuls**
 - **Exact times will be determined day of based on scenario**



GPS Testing Mitigation

- **Detailed coordination with FAA**
 - *DoD and FAA independently plot and assess areas of potential impact*
 - FAA develops internal mitigation procedures
- **Directional Testing**
 - Narrow azimuth aimed away from critical ATC facilities
 - Targeting participating aircraft above FL300
- **Highly controlled and limited testing time windows**
- **Weather dependent**
- **Will not be used if weather at Allen AAF is IMC**
- **Redundant methods to pass “cease buzzer”**



GPS Testing

- **Notification methods**
 - **Public information: this briefing, Public Affairs releases, formal FAA notification (NOTAM)**
- **What effects will I see?**
 - **Possible blanking similar to that noticed during periods of intermittent coverage**
- **What should I do if I note adverse impacts?**
 - **Specific procedures to be released pending FAA approval (times, contact frequencies, etc.)**
 - **Notify controlling agency, coordinate alternate navigation**
 - **Emergency: “cease buzzer” call on GUARD (121.5 MHz)**



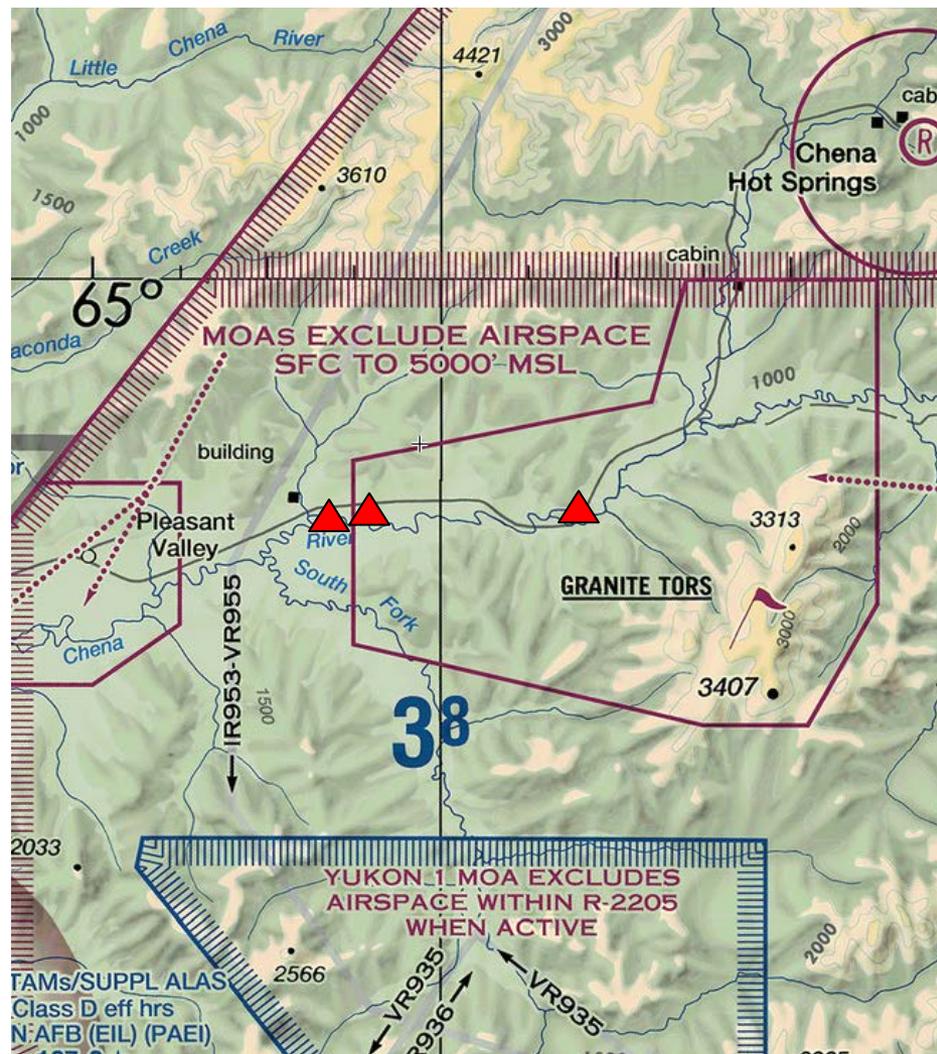
GPS Testing

- **Capability fielded by militaries around the world**
- **U.S. forces must expect to operate in a GPS-denied environment in future conflicts**
 - **Need to be able to recognize degradation and employ appropriate mitigation procedures**
 - **NORTHERN EDGE 15 presents a unique opportunity to provide that exposure**



Tethered Aerostats

- Technology demonstration
- 2-3 aerostats (“blimps”) deployed in SW corner of Yukon 1 MOA
- Greater than 500’ MSL but less than 5,000’ MSL
- NOT deployed for 24 hours
 - Deployments will be NOTAM’ed
 - Available on Special Use Airspace Information Service (SUAIS)





Summary

- **NORTHERN EDGE is one of Pacific Command and DoD's premier exercises**
- **Alaska's military infrastructure allows training on a scope and scale unrivalled anywhere else**
- **Interagency cooperation and community support are keys to exercise success**



Questions?



Mat Su CTAF Update

Alaska Civil Military Aviation Council

Tom George

AOPA Alaska Regional Manager



Denali CTAF

123.65

Mat Su CTAF Areas

FAA is re-assigning Common Traffic Advisory Frequencies in the Matanuska and Susitna (Mat-Su) Valleys to improve situational awareness and clarify frequency use. As of May 29, 2014, individual airport CTAFs are being assigned in accordance with the areas depicted on this map.

Pilots are encouraged to use ATC Flight Following and FSS airport advisory services, when available. When not in contact with ATC, pilots should use these CTAF frequencies while operating. In the areas depicted on this map to make position reports and while operating at airports within these areas. Outside these areas, standard CTAF guidelines apply. Consult the current Alaska Supplement and charts. Go to: www.faa.gov/go/flyalaska for additional details. Provide feed back to: www.aasfonline.org/feedback

High Traffic Locations

In addition to newly designated CTAF Areas, this map identifies known high-traffic locations. Pilots should be extra vigilant when flying near these locations. Some are established airports, already located on flight charts. Others are traffic convergence areas, popular lakes, gravel bars or other landing areas of known high aircraft use on a seasonal or year-round basis. They are displayed on this map to alert pilots to their locations, and assigned CTAF Areas.

Common Traffic Advisory Frequencies are specifically for use to communicate aircraft location and intentions to other aircraft or to a Flight Service Station, as applicable; Other air-to-air communications should be conducted on 122.75 or a company frequency to avoid congestion on the CTAFs.



Effective date: May 29, 2014

20 n. miles

Cook Inlet CTAF

122.7

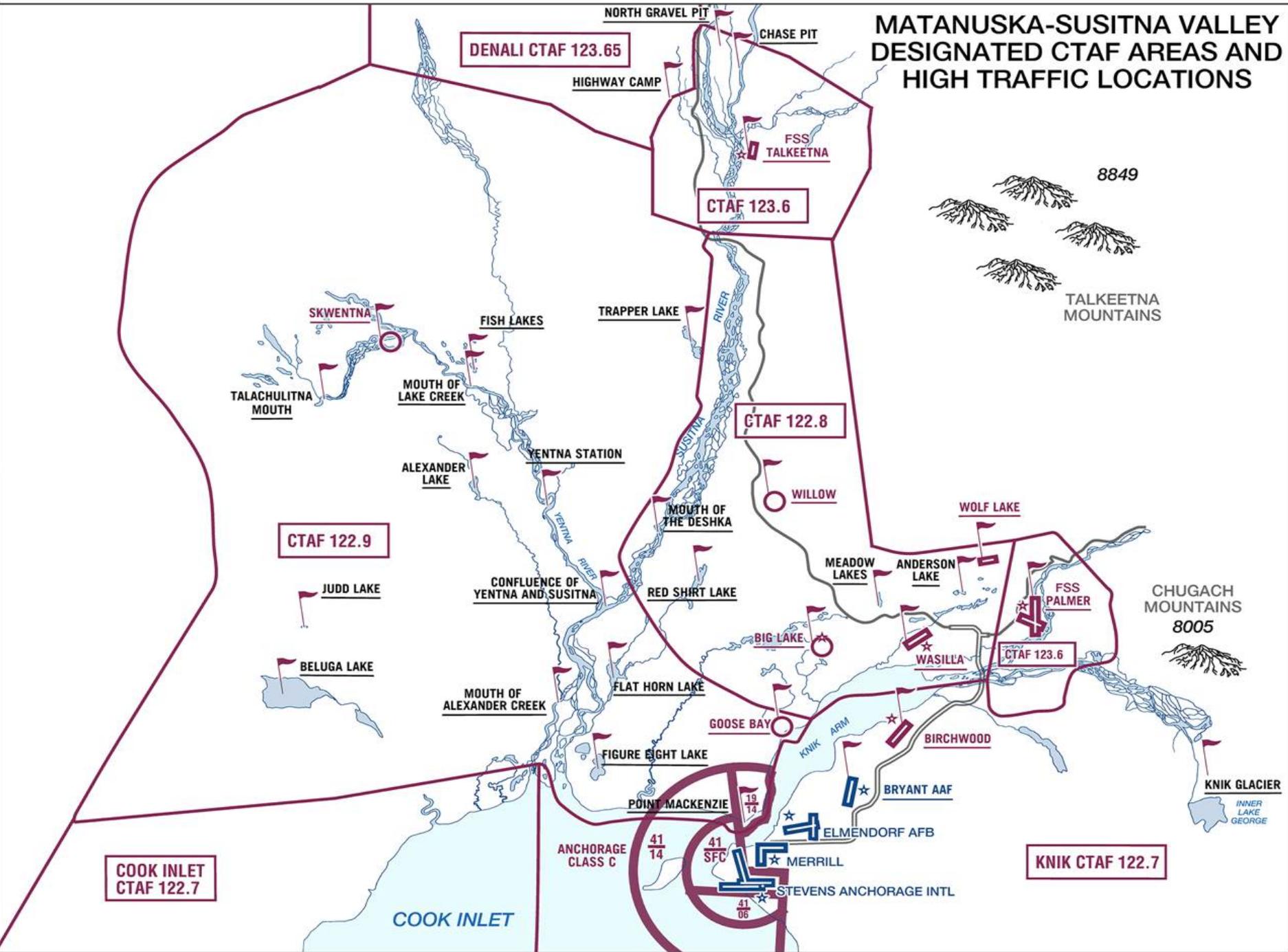
Knik CTAF

122.7

Image Landsat
Image IBCAO

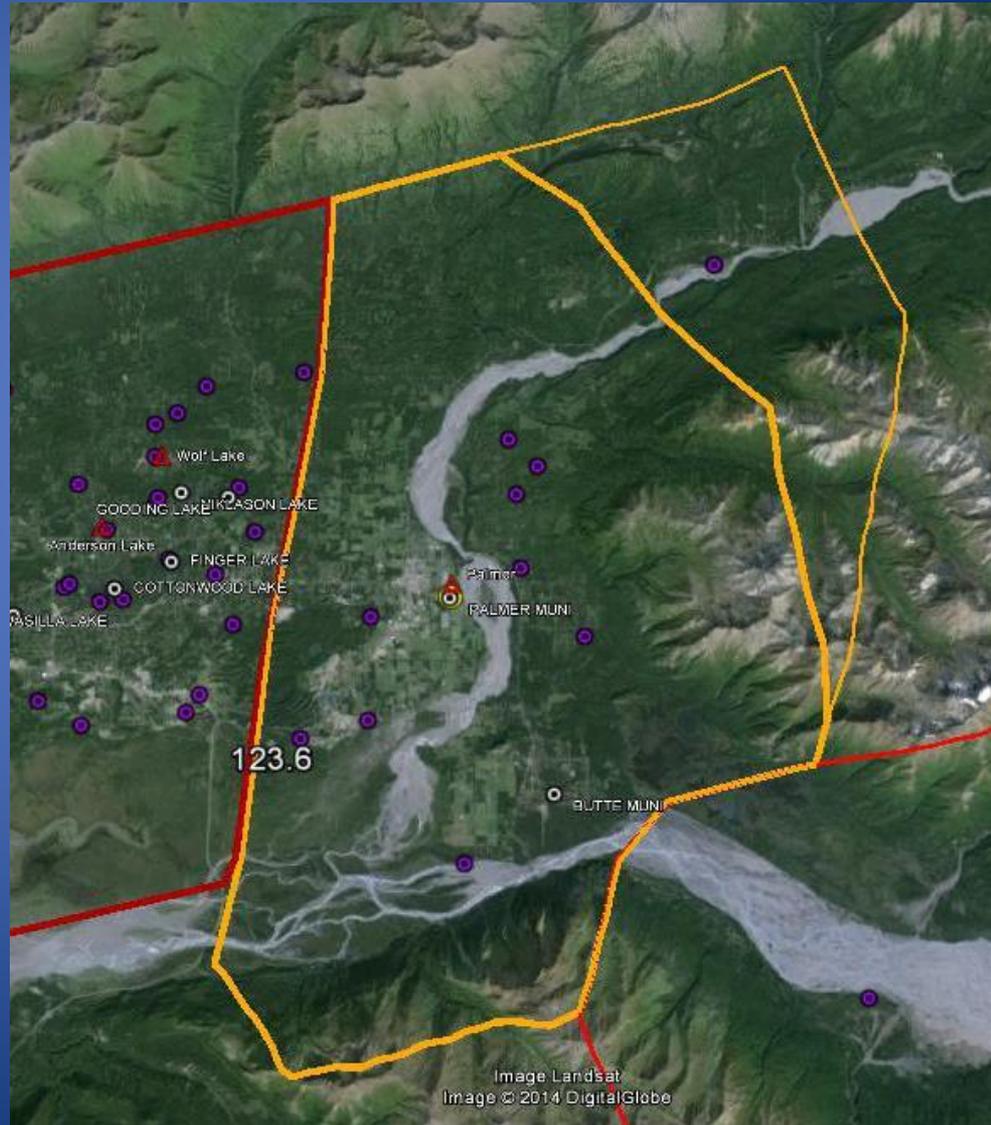
Google earth

MATANUSKA-SUSITNA VALLEY DESIGNATED CTAF AREAS AND HIGH TRAFFIC LOCATIONS



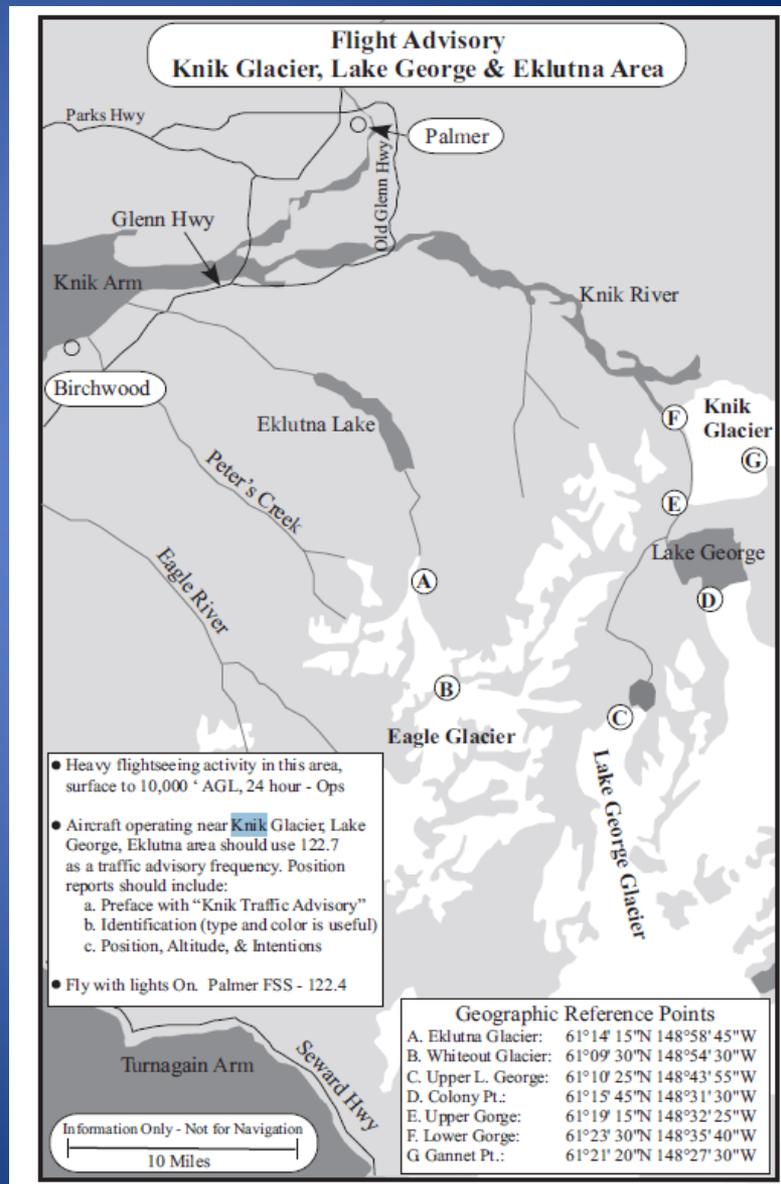
Minor revisions

- Palmer segment adjusted
- CTAFs up the Matanuska corrected

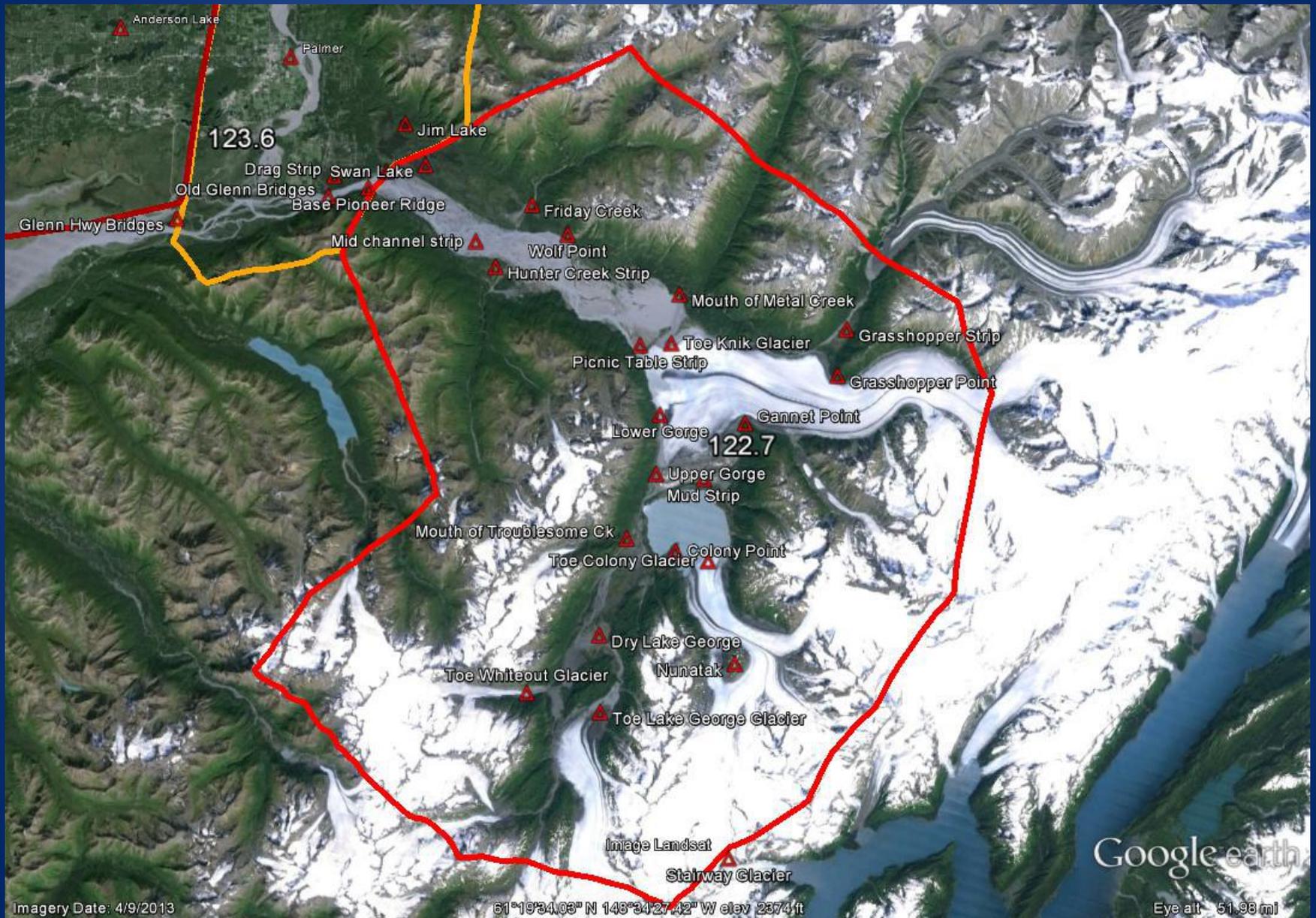


Knik Today

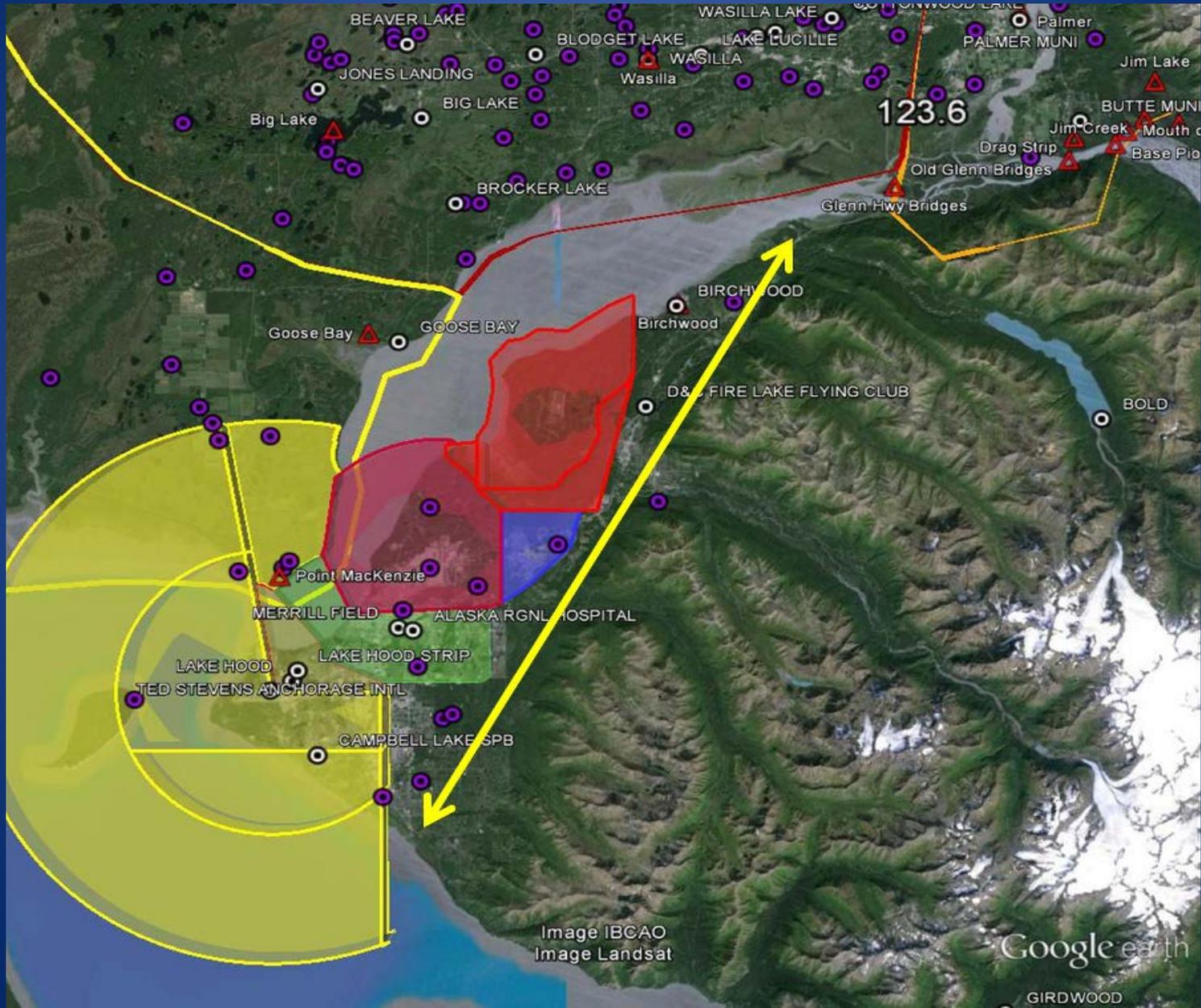
- Knik frequency assigned: 122.7
- Boundary of area not defined
- High traffic check points not published



Knik CTAF Area Re-defined



Glenn Highway Corridor Examined





ALASKA CIVIL MILITARY AVIATION COUNCIL



BREAK!!!



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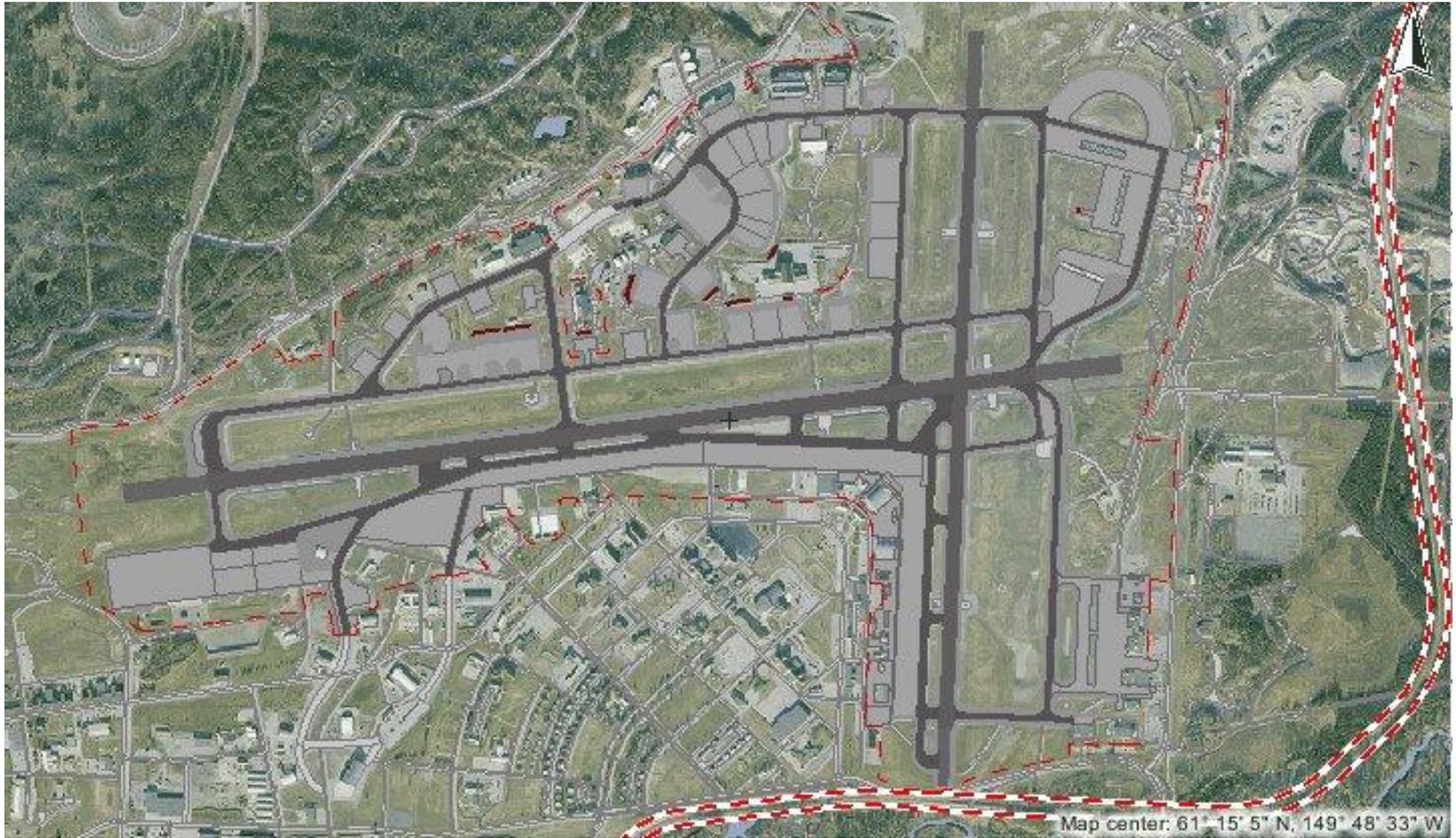
Airfield Operations



- **Elmendorf AFB**
- **Eielson AFB**
- **Bryant AAF**
- **Ladd AAF**
- **Anchorage IAP**
- **Fairbanks IAP**



Elmendorf AFB





Airfield Environment

Summer Outlook



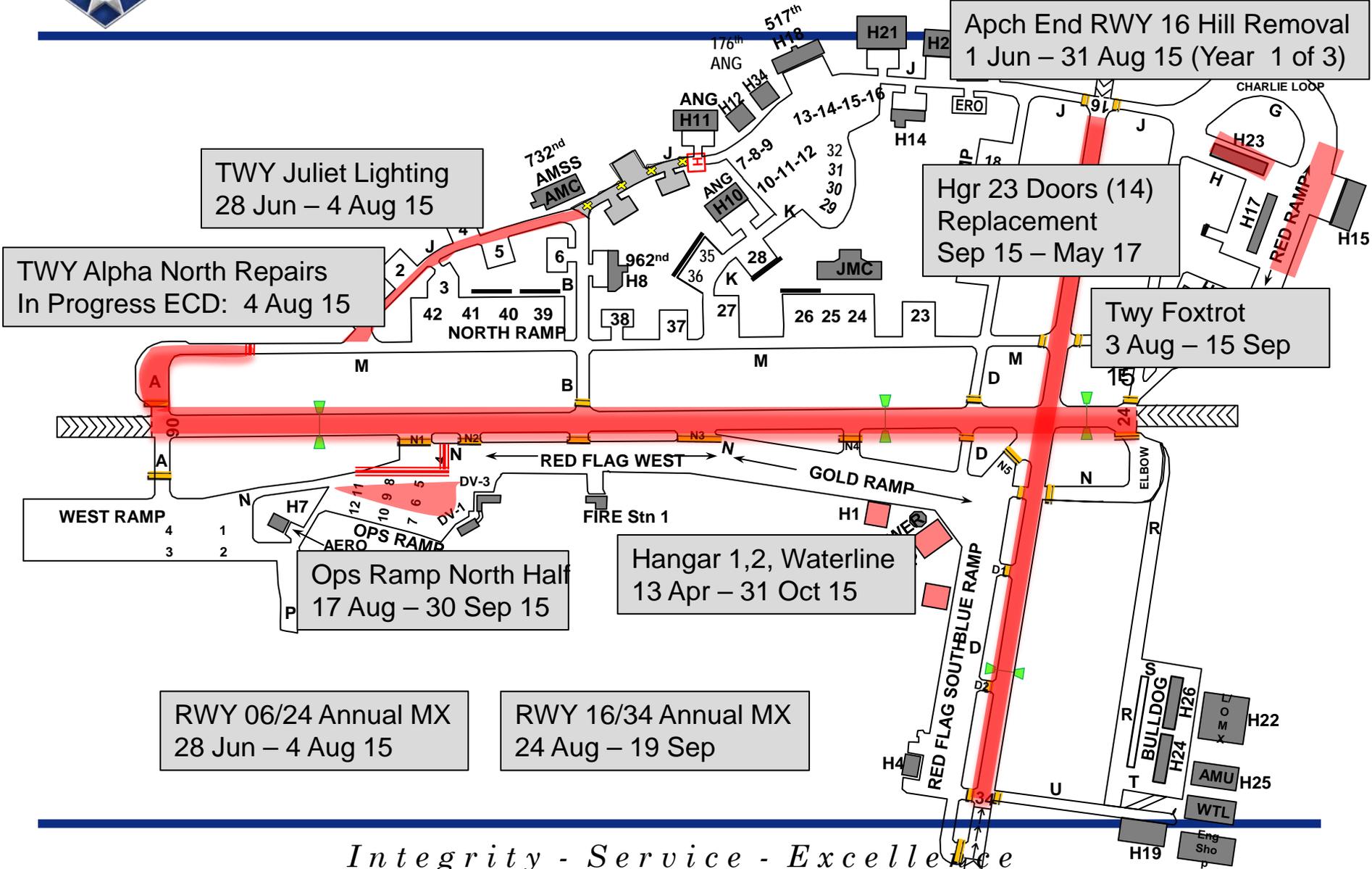
Const./Ops	Apr 2015	May 2015	June 2015	July 2015	Aug 2015	Sep 2015
Events		<div style="border: 1px solid red; background-color: red; color: white; padding: 5px; text-align: center;"> Red Flag 15-2 30 Apr – 15 May </div>	<div style="border: 1px solid red; background-color: red; color: white; padding: 5px; text-align: center;"> Northern Edge 15 11-26 Jun </div>			
Major Construction		<div style="border: 1px solid gray; background-color: #e0e0e0; padding: 5px; text-align: center;"> FOD Walk 21 May Afd Closed 0630-0830 </div>		<div style="border: 1px solid gray; background-color: #e0e0e0; padding: 5px; text-align: center;"> RWY 06/24 Closed 28 Jun – 4 Aug </div>	<div style="border: 1px solid gray; background-color: #e0e0e0; padding: 5px; text-align: center;"> RWY 16/34 Closed 24 Aug – 19 Sep </div>	
				<div style="border: 1px solid gray; background-color: #e0e0e0; padding: 5px; text-align: center;"> TWY Juliet Lighting 28 Jun – 4 Aug </div>	<div style="border: 1px solid gray; background-color: #e0e0e0; padding: 5px; text-align: center;"> TWY F 3 Aug – 15 Sep </div>	
	<div style="border: 1px solid gray; background-color: #e0e0e0; padding: 5px; text-align: center;"> CAC Siding/Floors/Security Line Installation (24 Jul – 15 Aug) 1 Apr 14 – 25 Aug </div>				<div style="border: 1px solid gray; background-color: #e0e0e0; padding: 5px; text-align: center;"> Ops Ramp North Half 17 Aug – 30 Sep 15 </div>	
			<div style="border: 1px solid gray; background-color: #e0e0e0; padding: 5px; text-align: center;"> Apch End RWY 16 Hill Removal 1 Jun – 31 Aug </div>			
	<div style="border: 1px solid gray; background-color: #e0e0e0; padding: 5px; text-align: center;"> TWY Alpha North Repairs 6 Apr - 4 Aug </div>				<div style="border: 1px solid gray; background-color: #e0e0e0; padding: 5px; text-align: center;"> Hgr 23 Door (14) replacement Sep – May 17 </div>	
		<div style="border: 1px solid gray; background-color: #e0e0e0; padding: 5px; text-align: center;"> Hangar 1/2/3 Waterline 13 Apr – 31 Oct </div>				



Airfield Environment



2015 Construction



Eielson AFB





Eielson AFB Construction

PROJECT	DATES	IMPACT/NOTE
Taxiway Golf Phase V (P&Mx)	18 May-20 July	Golf Closed from Delta to Charlie
¾ BAK-12 Overhaul	23 May-25 May	BAK-12 Out of Service
Oscar Row Mill & Overlay (P&Mx)	20 May-5 June	Oscar row closed
North Bay Drain Repair(P&Mx)	26 May-3 June	Southern entrance to North Bays restricted during hours of construction
Airfield Painting	1 June-31 July	NONE
Joint/Crack seal (P&Mx)	8 June-8 July	NONE
Nose Dock 7	1 July-15July Tentative dates	Excavate & remove underground well North side of ND7
North BAK-12 Overhaul	4 July-6 July	BAK-12 Out of Service
4 Bay Drain Repair (P&Mx)	10 July-25 July	4 Bay back closed to aircraft/vehicle traffic
Romeo/Sierra Pavement Repair (P&Mx)	18 July-25 July	Repair asphalt Romeo/Sierra ramp closed
South Loop Mill & Overlay	1 Aug - 30 Sep Tentative dates	South Loop Closed



Eielson AFB Holiday Closures

CLOSED	OPEN
22– 25 May 15	0700L on 26 May 15
3 – 6 Jul 15	0700L on 7 Jul 15
4 – 7 Sep 15	0700L on 8 Sep 15
10 – 12 Oct 15	0700L on 13 Oct 15
26 – 29 Nov 15	0700L on 30 Nov 15
25 – 28 Dec 15	0700L on 29 Dec 15
1 – 3 Jan 16	0700L on 4 Jan 16



Eielson AFB

Exercise Schedule

EXERCISE	INCLUSIVE DATES
RED FLAG – Alaska 15-2	30 Apr – 15 May
Northern Edge	11 – 26 June
RED FLAG – Alaska 15-3	6 – 21 August



Bryant Army Airfield



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Bryant Army Airfield



- **Traffic Pattern**

Open to civilian traffic with coordination – However,
No touchdown authorized

- **Airfield Construction**

Runway resurfacing scheduled for summer 2015
(April through July)



Ladd Army Airfield



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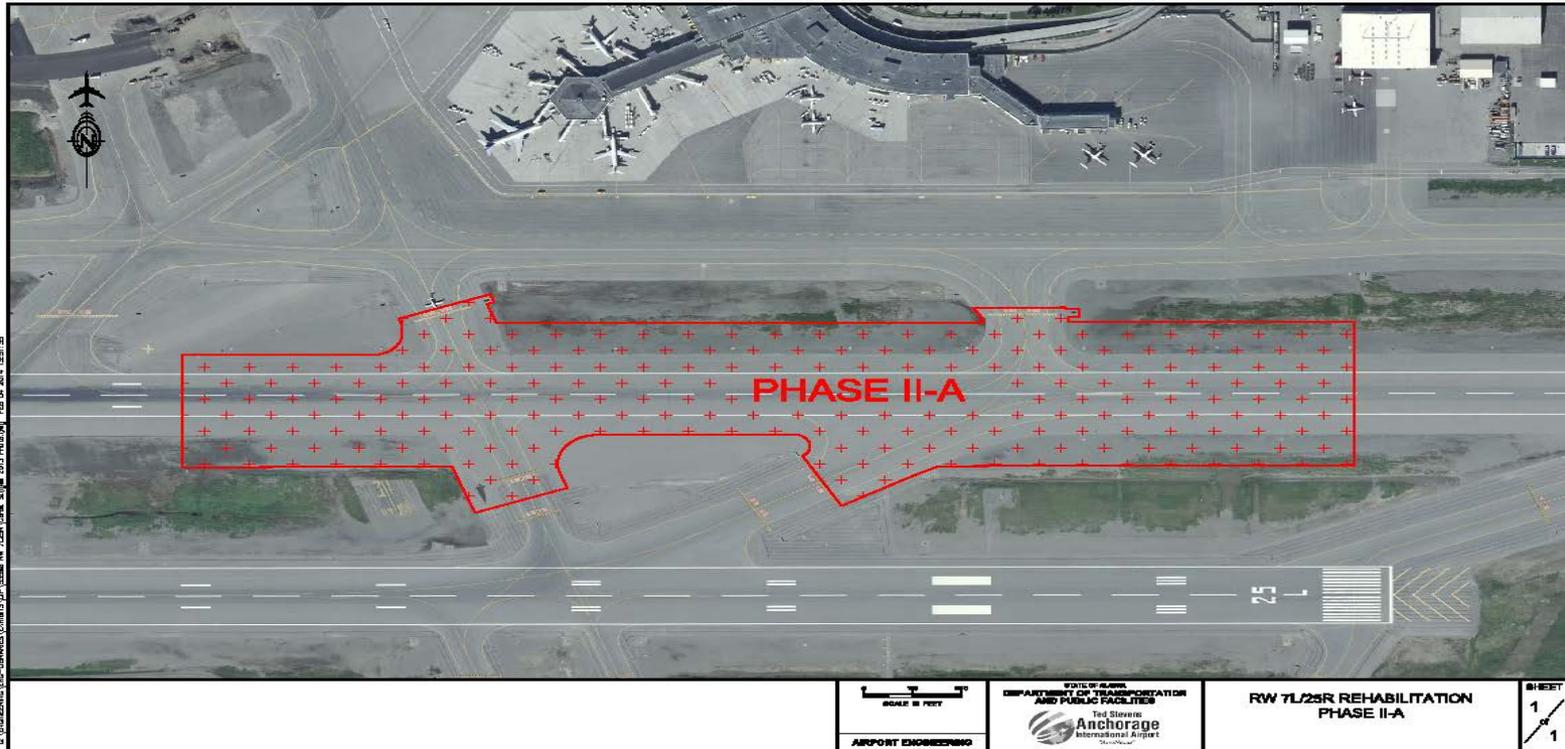
50/75/240 Celebrations Saturday, 13 June 2015



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Anchorage Int'l Airport



May 01-October 31.....Runway 7L/25R will be closed for completion of Phases 2A/2B of the runway reconstruction

May 01-July 30.....Phase 2A will include the closure of TWYS Echo & Delta between Runways 7R and 7L and all taxiways between Runway 7L and Taxiway Kilo



Anchorage Int'l Airport



July 30-October 31.....Phase 2B will include the closure of TWY Charlie between Runways 7R and 7L



Fairbanks

International Airport

AeroNexus®



Integrity - Service - Excellence

Short-Term

CONSTRUCTION PROJECTS / NAVAIDS	CONSTRUCTION PERIOD	EFFECTS/LIMFACs/ TEMPORARY OPS
Localizer shack relocation	Estimated 1-2 weeks July-August 2015	20R localizer outage
MagVar Change	Unknown	

Long-Term

CONSTRUCTION PROJECTS / NAVAIDS	CONSTRUCTION PERIOD	EFFECTS/LIMFACs/ TEMPORARY OPS
None		



**America's finest fighting team,
engaged in crises worldwide
while securing America's future
in the Last Frontier**

Noise Complaints



**Tommie Baker
April 21, 2015**



Noise Complaint Process

72- hour window

NOISE OCCURS

- Complainant contacts ALCOM Public Affairs (PA)
1-800-JET NOIS (1-800-538-6647) or 907-552-2341

If complainant calls directly to a Wing PA office or Ops, skip to the appropriate POC below to continue the process.

ALCOM PA

- Completes Noise Complaint Form
- Emails to appropriate agency PA office

Wing PA Office

- Forwards form to Ops POC
 - Cc ALCOM/J08 PA
v3ALCOM.J08@us.af.mil

If call begins at Wing PA office, Wing PA generates Part I of the form and follows the process from here.

Wing Ops Group POC

- Fills out Part II, Operations Info
- Returns form to Wing/PA POC

If complainant calls directly to Ops, the Ops POC completes Part I of the form and forwards the form to Wing PA POC and ccs ALCOM/J08 PA. Ops continues the process from here.

Wing PA Office

- Responds to Complainant
- Fills out Part III, Response to caller
- Emails completed form to ALCOM PA



Complaints Filed

▪FY12

▪**107:** Eielson, 85
JBER, 22

▪FY13

▪**58:** Eielson, 43
JBER, 13
ANG, 2

▪FY14

▪**87:** Eielson, 74
JBER, 13

▪FY15

▪**15:** Eielson, 9
JBER, 6



Thank You for Your Support

Purpose: To ensure noise complaints are answered in a timely manner, helping maintain positive community relations or minimize negative public perception which might be created with flying operations.





“SKE” Routes



Station Keeping Equipment (SKE) Routes

What are they?

Where are they?

When are they used?

- Ed Lasselle
 - 11th Air Force Airspace and Range Team
 - Updated 15 April 2015



“SKE” Routes - What are they?



- **SKE routes are special military IFR airways, created by an LOA, that only SKE equipped aircraft are authorized to use.**
- **What are “SKE equipped aircraft”?**
 - **SKE = Station Keeping Equipment**
 - **C-17 & C-130 aircraft have RADAR-like display showing location of other aircraft in formation**
 - **SKE display used to maintain precise formation position at night or in IMC**



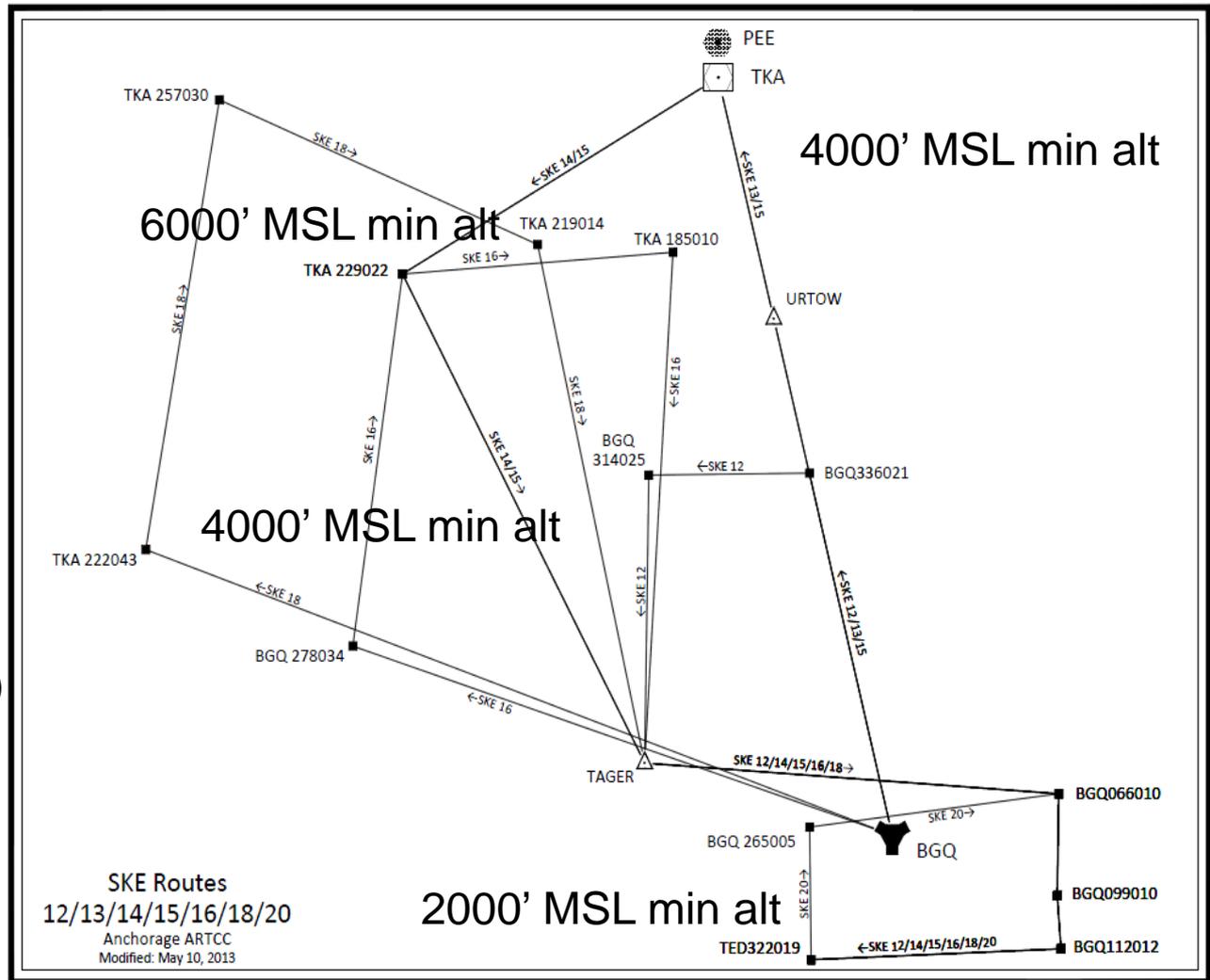
“SKE” Routes - What are they?



- Usually flown single-ship or two-ship
 - Formations can be up to six aircraft
 - Aircraft spacing within a flight: 4,000' to 2NM in-trail
- Formation leader squawks assigned code
 - Last aircraft squawks 4000
 - Middle aircraft do not squawk mode 3C



“SKE” Routes: Where are they?



-Note direction arrows

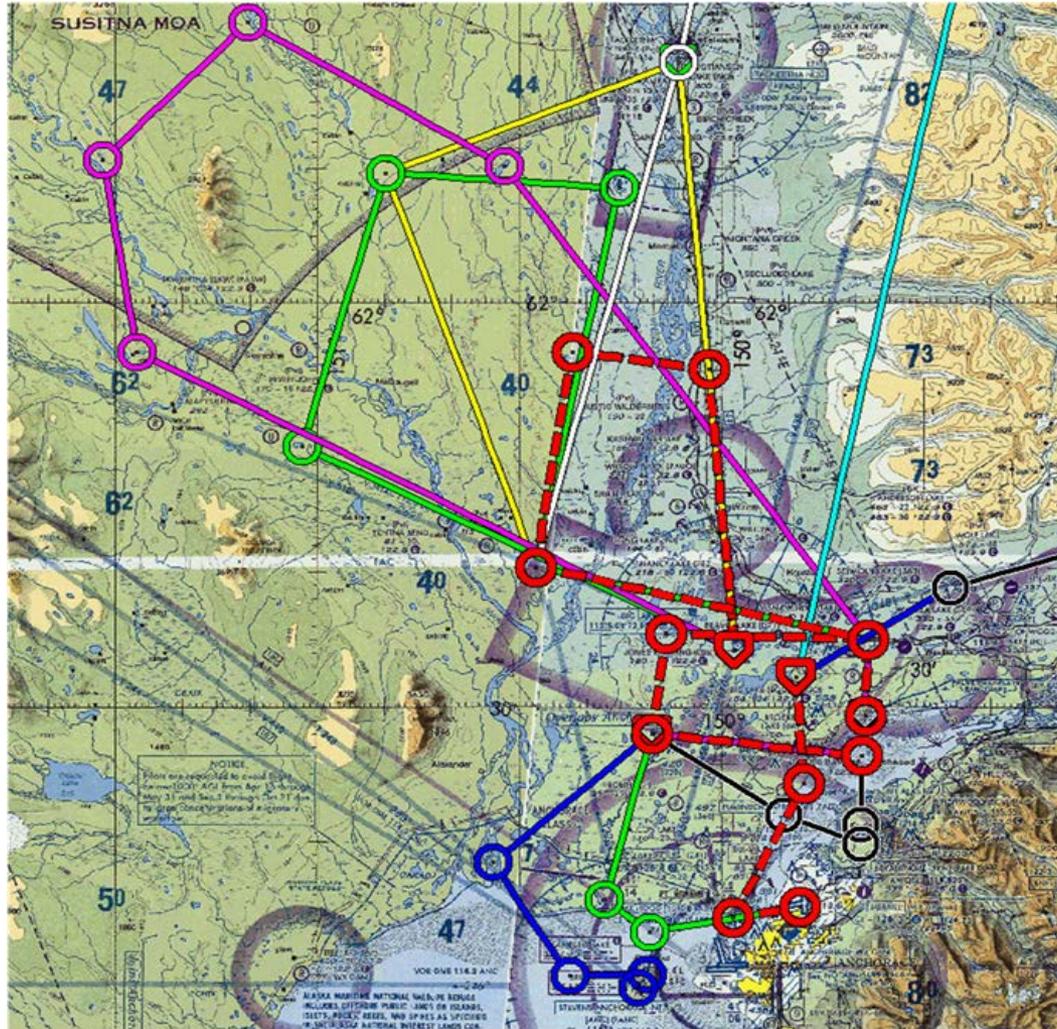
-Routes converge at TAGER (except SKE20)

-Then to BGQ066010

-Then south to R2203

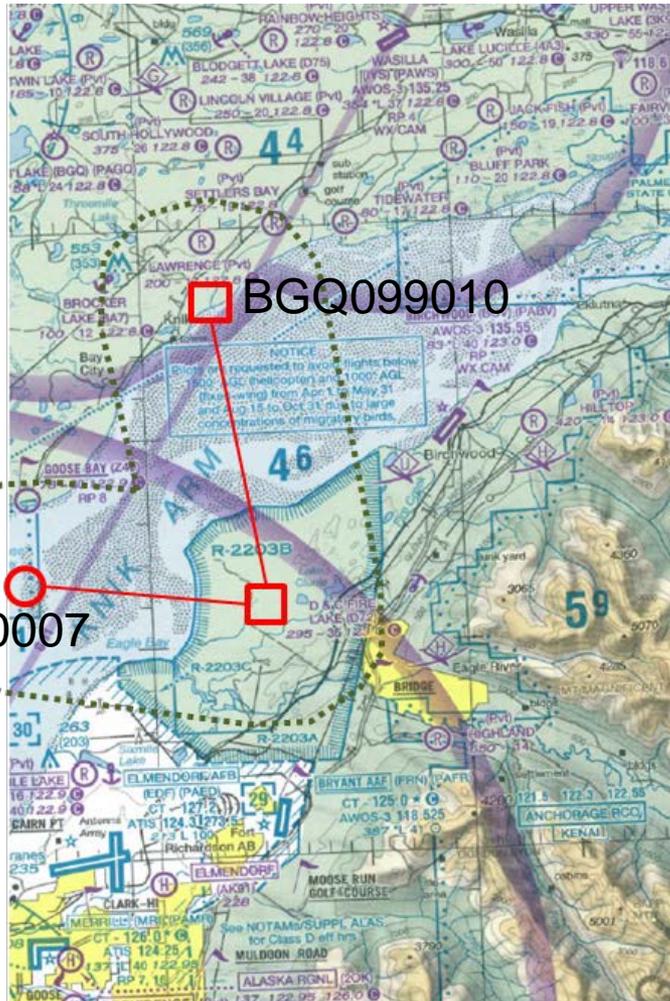


“SKE” Routes: Where Are They?





Airdrop routing for R-2203



- Typical altitudes 550' (VMC) to 2000' descending into R2203 climbing out of R2203
- Aircraft may operate IMC below MVA (FAA Exemption No. 4371) MVA=2000' run-in=1200'-2000' MSL Class G=1200' AGL 1 mi/clear clouds (**call ANC Apch if scud running**)
- Corridor is +/- 3 nm wide can be anywhere in corridor
- Often more than one aircraft
- Pilots very busy with cockpit tasks



C-17 R-2203 Racetrack





“SKE” Routes – When are they used?



Typical times R-2203 scheduled for airdrops (other time possible)

Day	Time (local)	Aircraft type
Monday	1930-2230	C-130
Tuesday	1300-1500	C-17
	1930-2200	C-130
Wednesday	0930-1200	C-17
	1200-1500	C-130
Thursday	1930-2200	C-130
	2200-midnight	C-17
Friday/Sat/Sun	Usually no flights into R2203	

- Check NOTAMs
- Talk to Anchorage Approach (118.6/119.1)
- Monitor 122.8/122.9 & make position reports
- Look Outside! Not just in front of you!
 - L & R sides and BEHIND TOO!
- Use caution for wake turbulence!



“SKE” Routes – When are they used?



- **C-17/C-130 “SKE” NOTAM found as “center” NOTAM (PAZA)**
- ENA **04/099** ZAN AIRSPACE LARGE MIL ACFT WITHIN AN AREA DEFINED AS 20NM RADIUS OF BGQ TO INCLUDE 3NM EITHER SIDE OF A LINE FROM BGQ099010 TO R2203 TO EDF320007 SFC-2000FT 1504170330-1504170600
- translation: watch-out for C-17/C-130 aircraft flying at low altitude (2000’) in the area of Goose Bay, Big Lake, Wasilla, Birchwood. Especially watch-out Wasilla south to R2203. Aircraft may be IMC below MVA over Knik Arm and R2203 (500’ to 2000’) from 0330-0600Z, 17 April 2015.
- Pointer NOTAM published at PAWS, PAAQ, PABV to see PAZA NOTAM
 - IYS 04/012 IYS AIRSPACE SEE ZAN **04/099** MIL ACFT 1504170330-1504170600
- PAED (Elmendorf) NOTAM in plain English
 - “CAUTION: TWO C-130S...IFR...SFC-2000’MSL...(city names spelled-out)...FROM 0330Z-0600Z...”



“SKE” Routes

Station Keeping Equipment (SKE) Routes

What are they?

Where are they?

When are they used?

QUESTIONS?

Special Use Airspace Information Service Update: A Civil Perspective

Tom George
Alaska Regional Manager
Aircraft Owners and Pilots
Association



Evolution of SUAIS

- Created in response to the mid-1990's expansion of the Eastern Alaska MOA Complex
- Took a number of years to develop-procedures and equipment
- Needs to evolve further now—
 - To better meet today's needs
 - To serve us in the future

Flying to Alaska?

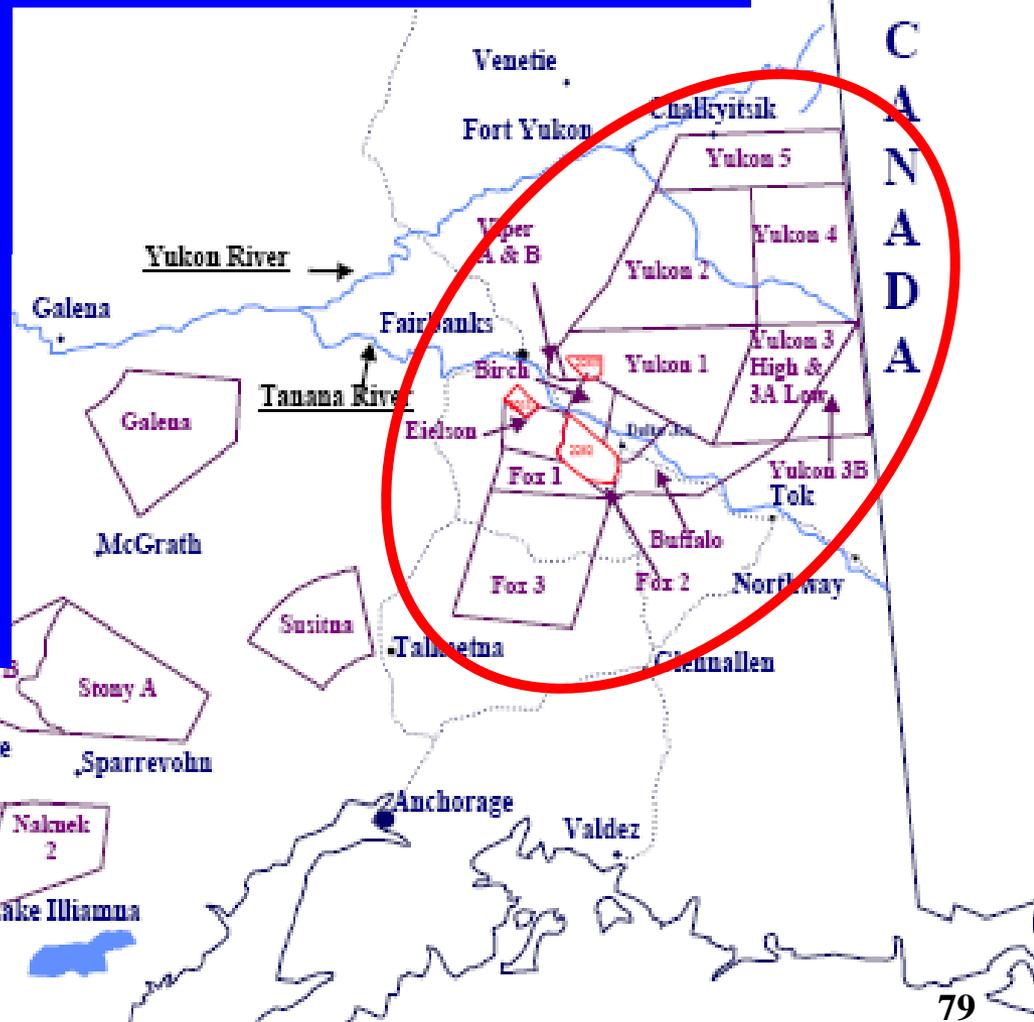
A photograph of a snow-capped mountain range under a clear blue sky. The mountains are rugged and covered in snow, with some peaks appearing to be partially obscured by low-hanging clouds or mist. In the bottom right corner, a portion of an airplane's wing is visible, showing a white surface with two red stripes and some rivets.

[Extracted from a 2008 presentation]



Military Operations Areas

- Eastern Alaska MOA complex over 300 miles across
- Too large to fly around!
- AOPA and Alaska Aviation groups demanded real-time information



Eastern Alaska MOA

Complex Use

- Routine training ~220 days/yr, few aircraft at a time
- Not used ~104 days/yr (weekends)
- Major Flying Exercises ~40 days/yr
 - Red Flag Alaska
 - Mock air war, fighters, tankers, etc.
 - 70+ aircraft airborne at once!
 - Ten day training exercises
 - US and foreign forces involved
- Pilots are urged to avoid these times!!!

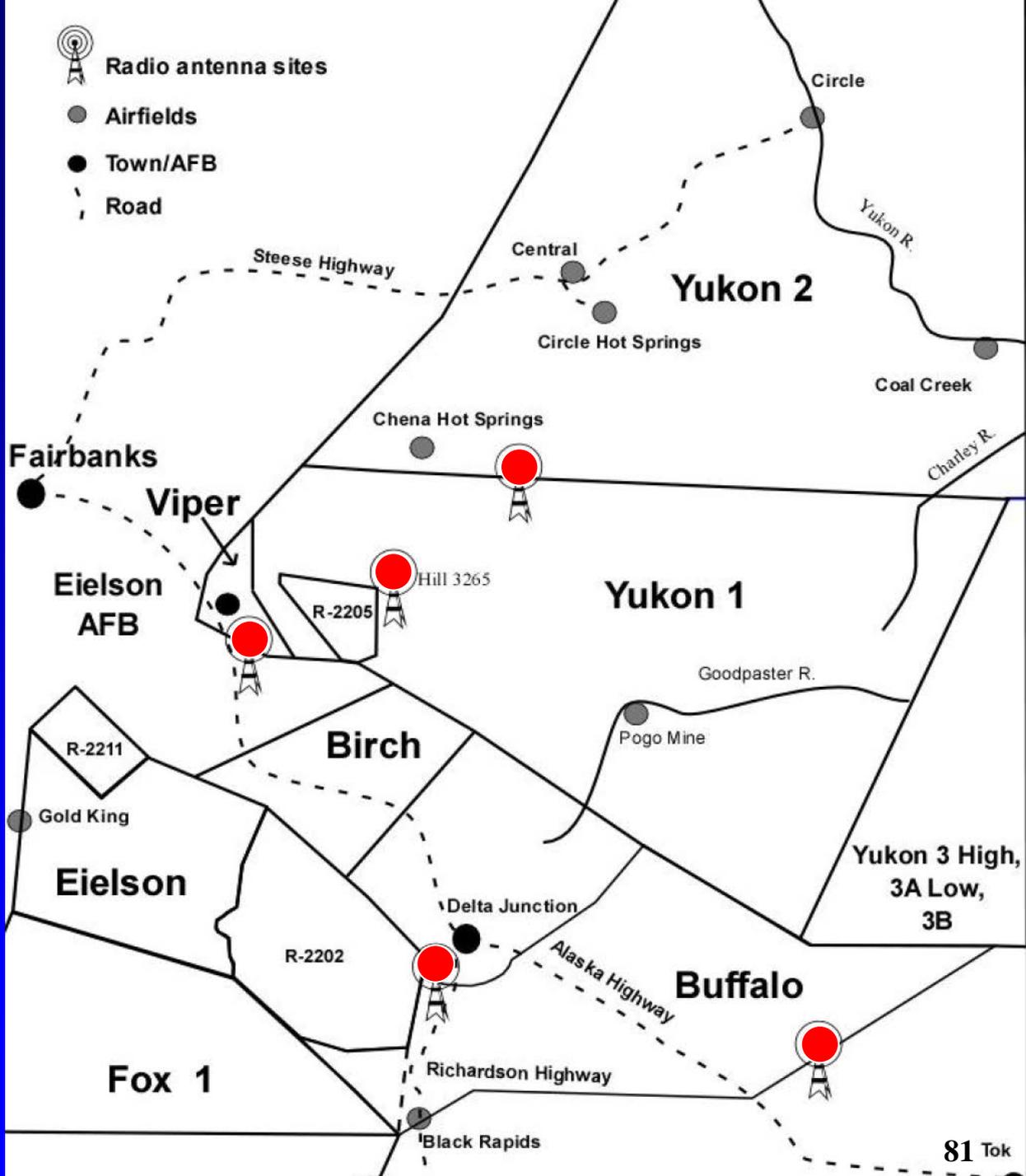
Special Use Airspace Information Service

operated by
Eielson Range
Control

VHF 125.3

**1-800-758-8723
(907) 372-6913**

● Radio repeaters



More information:

www.jber.af.mil/11af/index.asp

Click on “Alaska Airspace Info”

Download:

- SUAIS Brochure with maps
- Dates/Time of Major Flying Exercises
- Military Training Routes Info & Maps
- Frequency charted on Sectional Maps
- Information in Alaska Supplement
See *Notices* section

SUAIS today

- Coverage has changed through time.
 - Gained some south of the range
 - Lost some in the north/east segments
 - Still problematic in the eastern edge
- Need to consider both active and passive elements
 - Broadcast of recorded message is also important
 - May need to consider frequency architecture too

Safety Reporting

- Providing a mechanism for pilots to report “general safety concerns” is also important
- Providing a single phone number to collect and track reports helps military and civil interests.

**NOISE COMPLAINT &
GENERAL SAFETY REPORTING**
Report unexpected encounters with military
aircraft or other safety concerns
24 HOUR FEEDBACK LINE
1-800-538-6647
For **ADDITIONAL INFORMATION** about Air
Force flight activity in Alaska see our web site at:
<http://www.iber.af.mil/11af/alaskaairspaceinfo>

Tom George
Alaska Regional Representative
Aircraft Owners and Pilots Association

tom.george@aopa.org





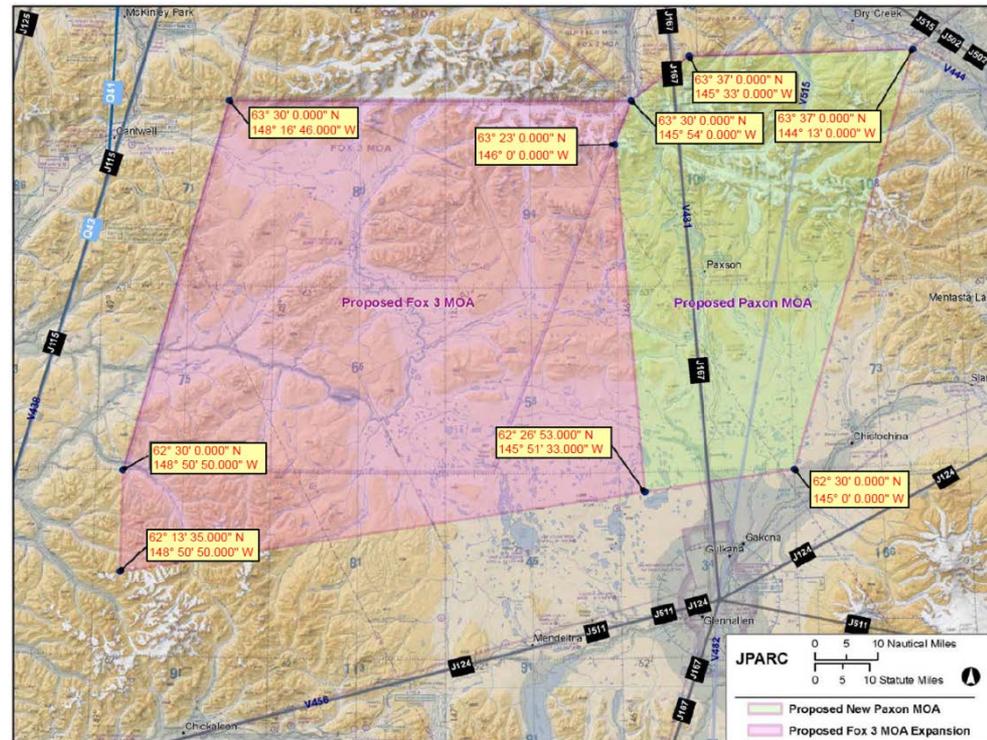
ACMAC Open Forum



JPARC:

SUMMARY: The FAA is considering a proposal from the USAF to modify, expand and establish Special Use Airspace (SUA) in the Joint Pacific Alaska Range Complex (JPARC). The USAF proposes to...

- Establish the new Paxson Military Operations Area (MOA) which will be contained within the currently existing Paxson ATCAA boundaries
- Expand the Fox 3 MOA vertically and laterally to match the ATCAA
- Extending the times of use for all MOAs in the JPARC training area





ACMAC Open Forum



SUAIS:

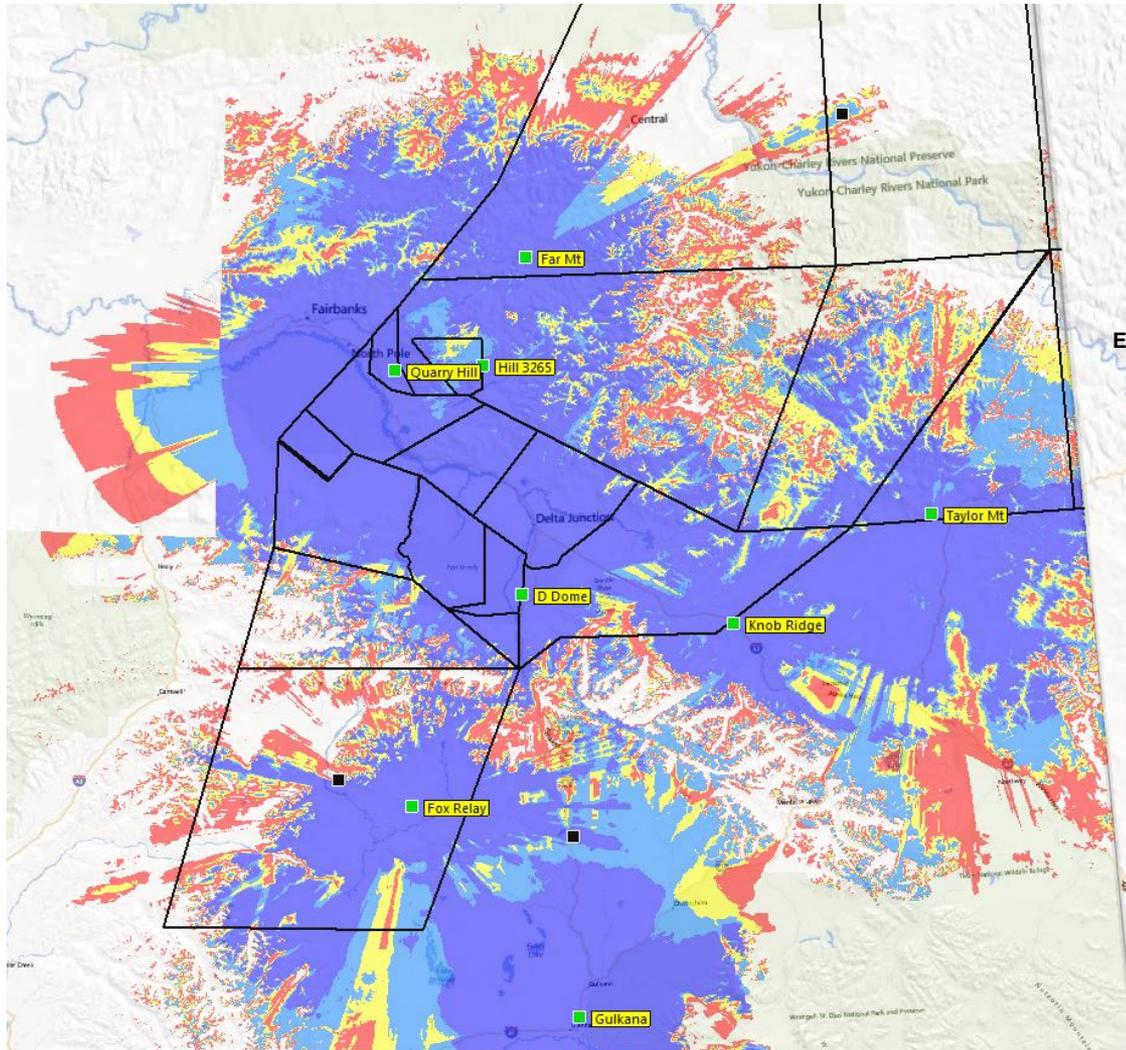
SUMMARY: As a result of the SUAIS Sub-ACMAC Lt Gen Handy has directed a mission analysis of the SUAIS evaluating its intent, coverage, cost, and operation to better understand its role in Alaska flight safety.

--1997 AK MOA Record of Decision: Reference B, section 2.2 (Measures to Mitigate Adverse Effects of the Preferred Alternatives), In addition, section 4.5 (Communications and Information Exchange), states...

“The Air Force will continue to provide the Special Use Airspace Information Service (SUAIS) to assist in increasing the situational awareness of all aviators operating in Eielson, Birch, Buffalo, and Yukon 1, 2 and 3 MOAs.”



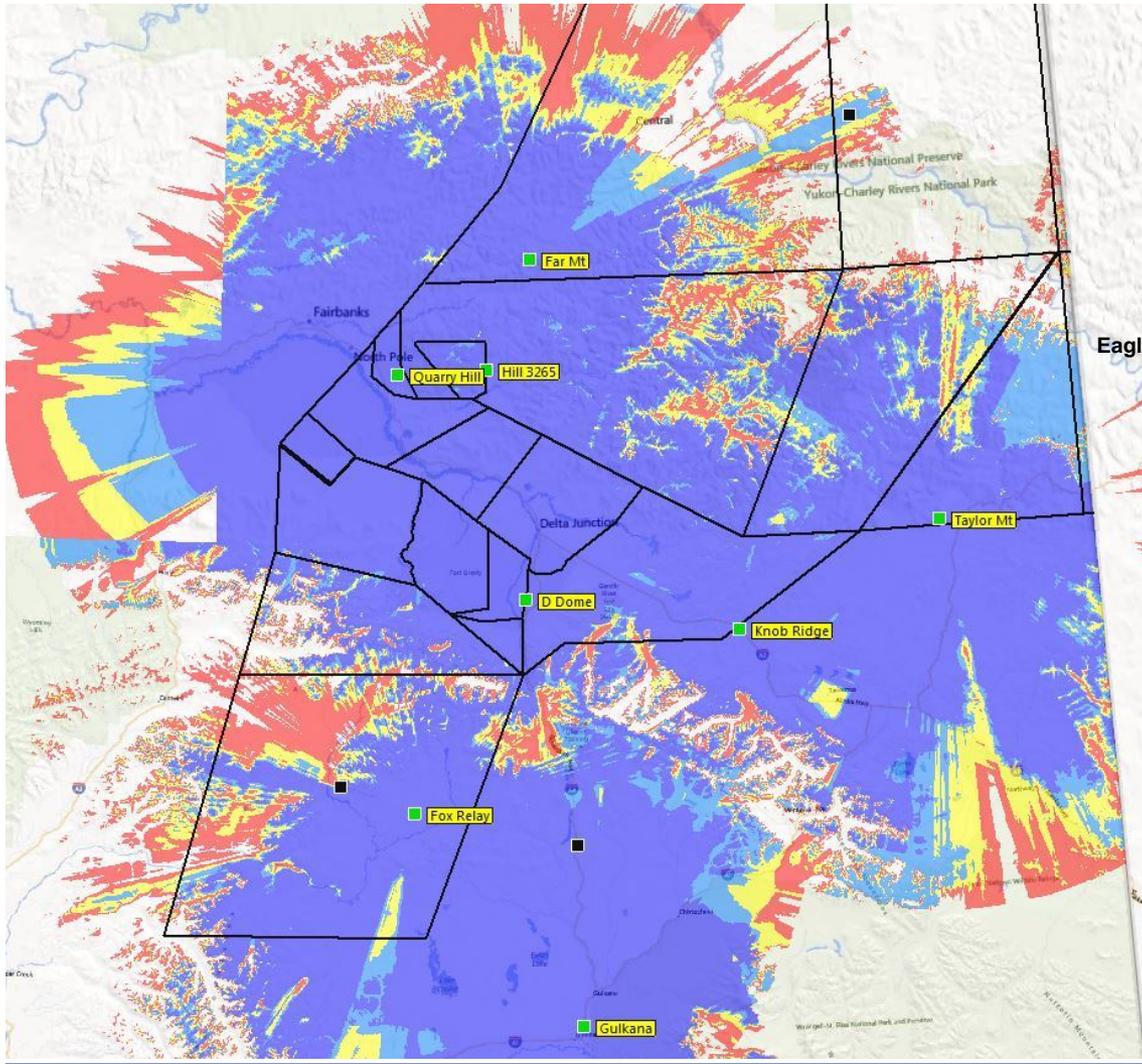
VHF – Radio Coverage w/o Snowy Peak 1000ft AGL



Blue = 100%
Yellow = Near receiver limit
Red = No coverage



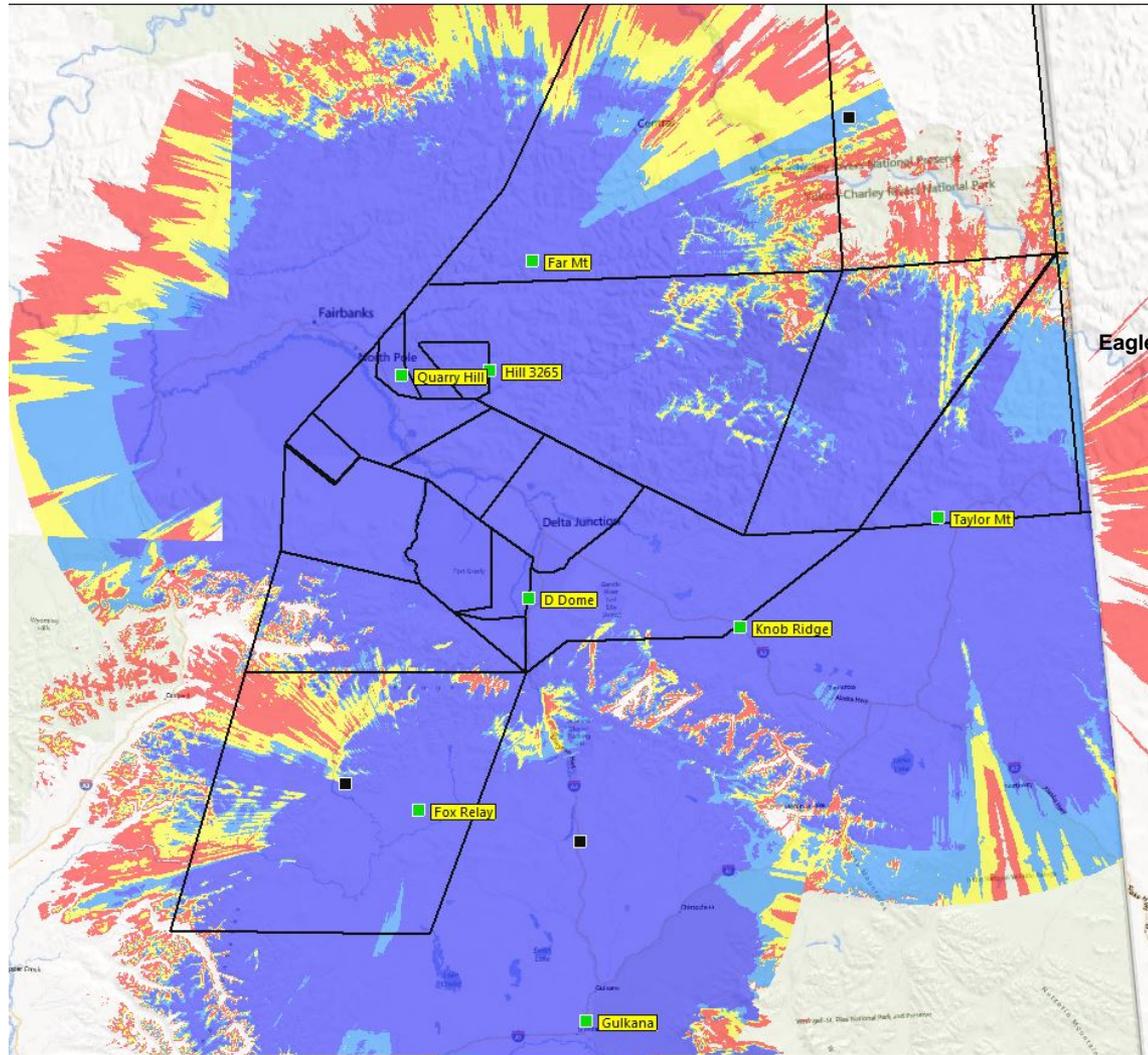
VHF – Radio Coverage w/o Snowy Peak 1500ft AGL



Blue = 100%
Yellow = Near receiver limit
Red = No coverage



VHF – Radio Coverage w/o Snowy Peak 2500ft AGL



Blue = 100%
Yellow = Near receiver limit
Red = No coverage

ALASKA CIVIL MILITARY AVIATION COUNCIL



CLOSING COMMENTS

Col Pat Miller



Next ACMAC

**Tentative: Tues, 17 November 2015
1000-1200**

**Inputs to:
alaskamilitaryairspace@us.af.mil**