



Eleventh Air Force

Integrity - Service - Excellence

Alaska Civil/Military Aviation Council

Welcome!

Please Check in at Sign-up Table

Image © 2012 TerraMetrics
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Image © 2012 GeoEye

Google earth

61°06'41.97" N 149°39'32.76" W elev 2166 ft

Eye alt 13.42 mi



Eleventh Air Force

Airspace Management Team

Joint Base Elmendorf-Richardson

Maj Brent McFadden

Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Image © 2012 TerraMetrics

Integrity - Service - Excellence

Google earth

61°07'39.51" N 151°15'19.72" W elev 369 ft

Eye alt 386.60 mi²



Eleventh Air Force

ADMINISTRATION

Silence cell phones and other accessories

Emergency Exits

Please ensure you have signed in

Integrity - Service - Excellence



Meeting Agenda



Topic

- **Introduction**
- **Opening Remarks**
- **Red Flag Alaska Update**
- **MATSU Valley CTAF**
- **Bryant AAF Class D Airspace Update**
- **Airfield Status Update**

Break

- **Lights Out Operations**
- **Noise Complaints and Process**
- **JPARC ROD Update**
- **FAA Airspace Proposal Process**
- **Open Forum**
- **Closing Comments**

Briefer

- (Maj Brent McFadden)
- (Col Pat Miller)
- (Mr. Pete Bussa)
- (Mr. Tom George)
- (Mr. James Noe)
- (Multiple speakers)

- (3 OG/OGV)
- (Mr. Tommie Baker)
- (Lt Col Hunt)
- (Maj Rob Peck, AFREP)

- (Col Miller)



Alaska Civil/Military Aviation Council

Col Pat Miller



Red Flag Alaska Update



**Welcome to the 353rd CTS
Eielson AFB AK
Mr. Bussa**

THIS BRIEFING IS UNCLASSIFIED

Integrity - Service - Excellence



Overview



- **CY – 2014 Update**
- **Knob Ridge Update**
- **Snowy Peak Update**
- **Fox Relay Update**
- **Questions**





RF-A 14-1

(8 – 23 May 14)



■ Eielson:

- **Fam Day (9 May 14)**
- **18 AGRS (Eielson) 12xF-16C+**
- **425 FS (RSAF) 6xF-16C**
- **425 TFS (RCAF) 10xCF-18**
- **TBD (RCAF) 1xCC-150T**
- **67 FS (Kadena) 12xF-15C**
- **909 ARS (Kadena) 6xKC-135**
- **210 RQS 1xHH-60**
- **VFA-14 (NAS Lemoore) 4-5xF/A-18E**
- **VFA-154 (NAS Lemoore) 6xF/A-18E**
- **VFA-147 (NAS Lemoore) 6xF/A-18E**
- **VAQ-142 (Whidbey Is) 3xEA-6B**
- **VAW-117 (Point Mugu) 3xE-2C**
- **VFA-151 (NAS Lemoore) 4-5xF/A-18E**
- **148 ASOS (Indiantown) JTACS**

■ JBER:

- **90/525 FS (JBER) 12xF-22**
- **962 AACS (JBER) 1xE3**
- **961 AACS (Kadena) 1xE3**
- **517 AS (JBER) 2xC-17**
- **123 AW (Louisville) 3xC-130**
- **353 SOG (Kadena) 3xMC-130P**
- **NATO 1xE3**

■ Ft. Wainwright:

- **USARAK JFIRE/PR/RECCE**

■ Distant Frontier:

- **TBD**
- **98 Aircraft / 1,600 participants**



RF-A 14-2

(12 – 27 Jun 14)



■ Eielson:

- **Fam Day (13 Jun 14)**
- **18 AGRS (Eielson) 12xF-16C+**
- 36 FS (Osan) 12xF-16CM
- 25 FS (Osan) 12xA-10
- 159 FS (Jacksonville) 12xF-15C
- VAQ-138 (Whidbey IS) 4xEA-18G
- JASDF 6xF-15J
- JASDF 2xKC-767
- JASDF Stinger
- GAF 6xTornado
- 428 FS (RSAF) 6xF-15SG
- RSAF 1xKC-135
- 3 ASOS (Ft Wainwright) JTACS
- TTF (AMC) 6xKC-135
- 210 RQS 1xHH-60

■ JBER:

- 90/525 FS (JBER) 12xF-22
- 962 AACS (JBER) 1xE-3
- 961 AACS (Kadena) 1xE-3
- 517 AS (JBER) 2xC-17
- JASDF 1xE-767
- JASDF 3xC-130
- RAAF 1xE-7
- RTAF ?xC-130
- 192 AS (Reno) 1xC-130
- Distant Frontier:
- 25 FS Pre EX
- 36 FS Pre/Post EX
- 122 ASOS Pre EX
- **100 Aircraft / 1,700 participants**



RF-A 14-3

(7 – 22 Aug 14)



■ Eielson:

- **Fam Day (8 Aug 14)**
- **18 AGRS (Eielson)** **12xF-16C+**
- 14 FS (Misawa) 12xF-16CM
- 80 FS (Kunsan) 12xF-16CM
- 104 FS (Baltimore ANG) 10xA-10
- 176 FS (Madison ANG) 8xF-16
- VAQ-138 (Whidbey IS) 4xEA-18G
- TTF (AMC) 6xKC-135
- RCAF 6xCF-18
- 210 RQS 1xHH-60
- 123 STS, 146,113 ASOS JTACS
- **527 SAS** **GPS Jam**
- Off-Station:
- 110 BS (Whiteman) 1xB-2
- TBD 2-4xB-1 / 52

■ JBER:

- 90/525 FS (JBER) 10xF-22
- 962 AACS (JBER) 1xE3
- 961 AACS (Kadena) 1xE3
- 55 WG (Offutt) 1xRC-135
- 55 WG (Davis-Monthan) 1xEC-130
- 517 AS (JBER) 2xC-17
- 36 AS 3xC-130
- RAF 1xE3D
- RAAF 1xC-130
- Ft. Wainwright:
- **USARAK** **JFIRE/PR/RECCE**
- Distant Frontier:
- 14 FS Pre EX
- 80 FS Post EX
- **96 Aircraft / 1,600 participants**



RF-A 15-1

(2 – 17 Oct 14)



■ Eielson:

- **Fam Day (3 Oct 14)**
- **18 AGRS (Eielson)** **12xF-16C+**
- **ROKAF** **6xF-15K**
- **35 FS (Kunsan)** **12xF-16CM**
- **SEAD (TBD)** **10xF-16CJ**
- **TTF (AMC)** **6xKC-135**
- **210 RQS** **1xHH-60**

■ Ft. Wainwright:

- **USARAK** **JFIRE/PR/RECCE**

■ JBER:

- **90/525 FS (JBER)** **10xF-22**
- **962 AACS (JBER)** **1xE3**
- **961 AACS (Kadena)** **1xE3**
- **517 AS (JBER)** **2xC-17**
- **TBD (AMC)** **2-3xC-130**
- **NATO** **1xE3**
- **ROKAF** **1xC-130**

■ Distant Frontier:

- **TBD**

- **66 Aircraft / 1,000 participants**



Knob Ridge Radio

Status

- 11 Mar 13; Connect leased line
 - Operational as of 23 Jul 2013
 - Had audio quality issues (Issue should be Resolved)

Costs

- \$85,945.15 (installation, parts labor)
 - \$17,400.00 (annual recurring)



Flexible training in the world's largest instrumented range complex



Snowy Peak Repeater

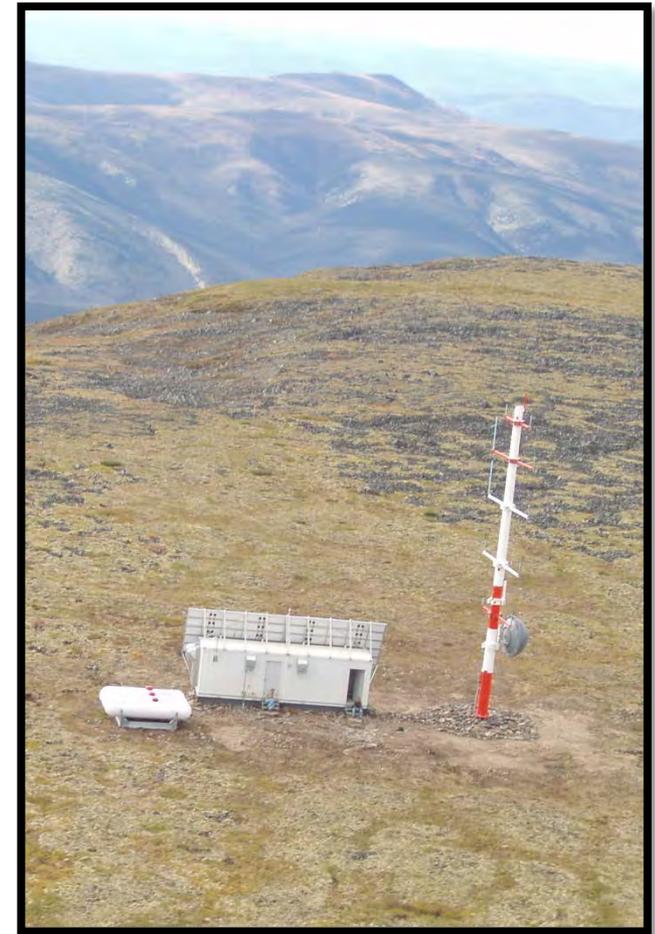


Status

- **Not Operational**
 - Snowy Peak needs NR2 to be operational
 - 07 Jul 11; NR2 was lost to a fire

Costs

- **\$900K-\$1.03M (To Replace NR2)**



Flexible training in the world's largest instrumented range complex



Fox Relay

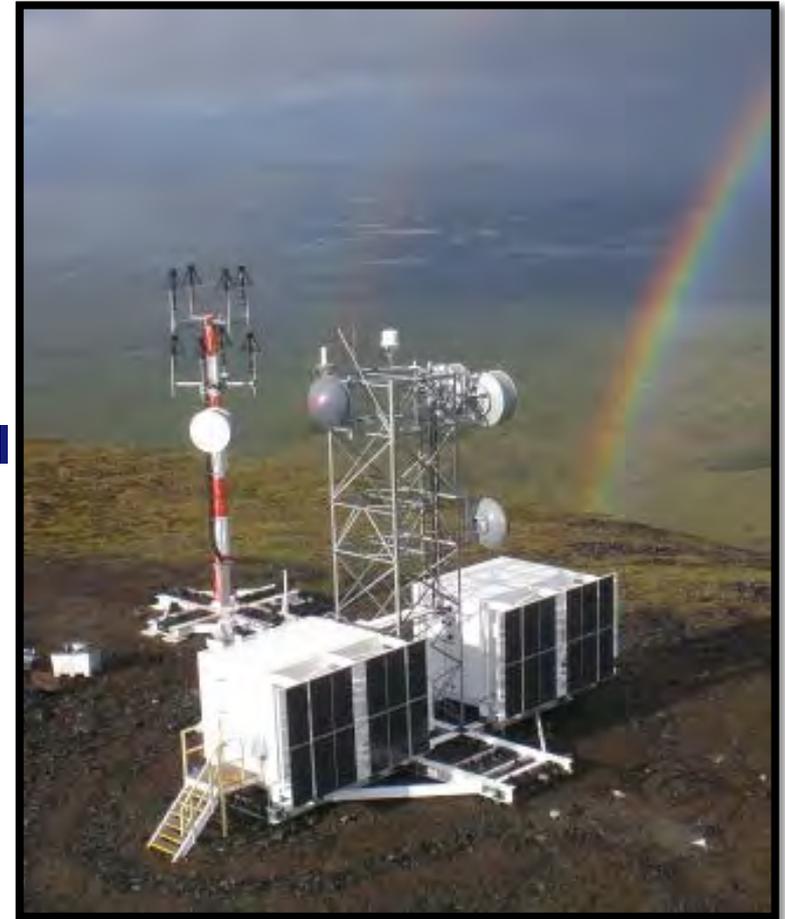


Status

- Added GATR radios
 - Operational as of CY 2010
- Mainly used by USAF forces
 - High floor of Fox produces minimal SUAIS requests

Costs

- \$ 3.0 M (inst., parts, labor)



Flexible training in the world's largest instrumented range complex



Questions



Integrity - Service - Excellence

Mat-Su Valley Collision Avoidance Workgroup

Dee Hanson

Alaska Airmen's Association

Tom George

Aircraft Owners and Pilots
Association

Background

- Multiple mid-air accidents and a potential near-mid air collisions during the summer of 2011, which resulted in FAA assembling a stakeholder group to evaluate the situation
- Two industry/government working groups were spawned from that meeting:
 - Mat Su Mid-Air Communications Working Group
 - Dee Hanson, Alaska Airmen's Association
 - Tom George, AOPA
 - Mountain Pass Collision Avoidance
 - Skip Nelson, ADS-B Technologies

Mat Su Valley Airports



Initial efforts

- Working group was established in Oct. 2011
 - FAA safety team, Air Traffic Control, Flight Service, Military, NIOSH
 - Aviation associations, local pilots: (Mat Su, ANC), CFI's
- Collecting background information on:
 - Location of high use areas
 - Assignment of CTAFs/Frequency congestion
 - Use for military training
 - Effectiveness of NOTAMs
 - Use of VFR reporting points
 - Review of mid-air avoidance training techniques
 - Review of FAA and NASA data systems reports

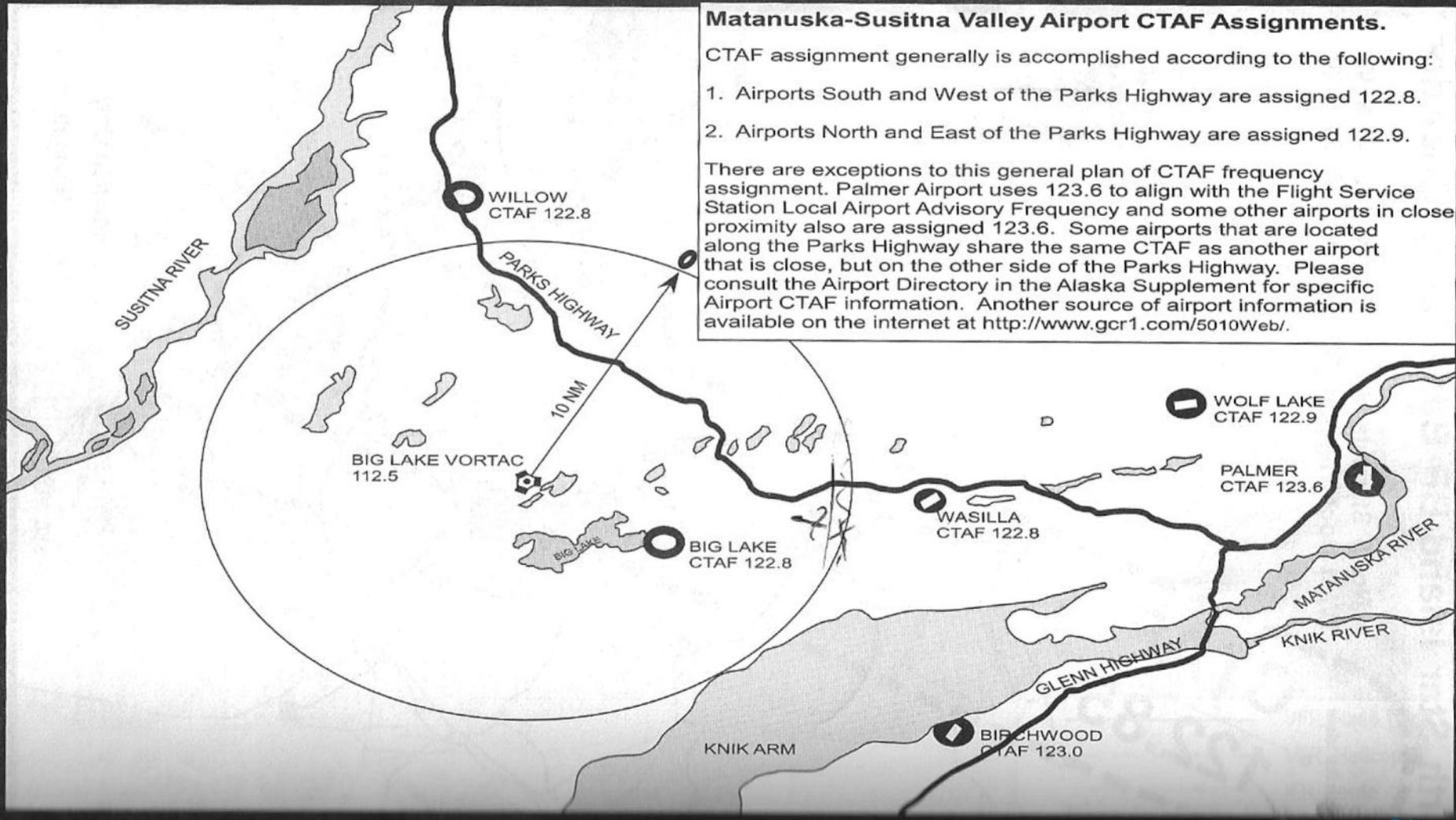
CTAF Assignments

Matanuska-Susitna Valley Airport CTAF Assignments.

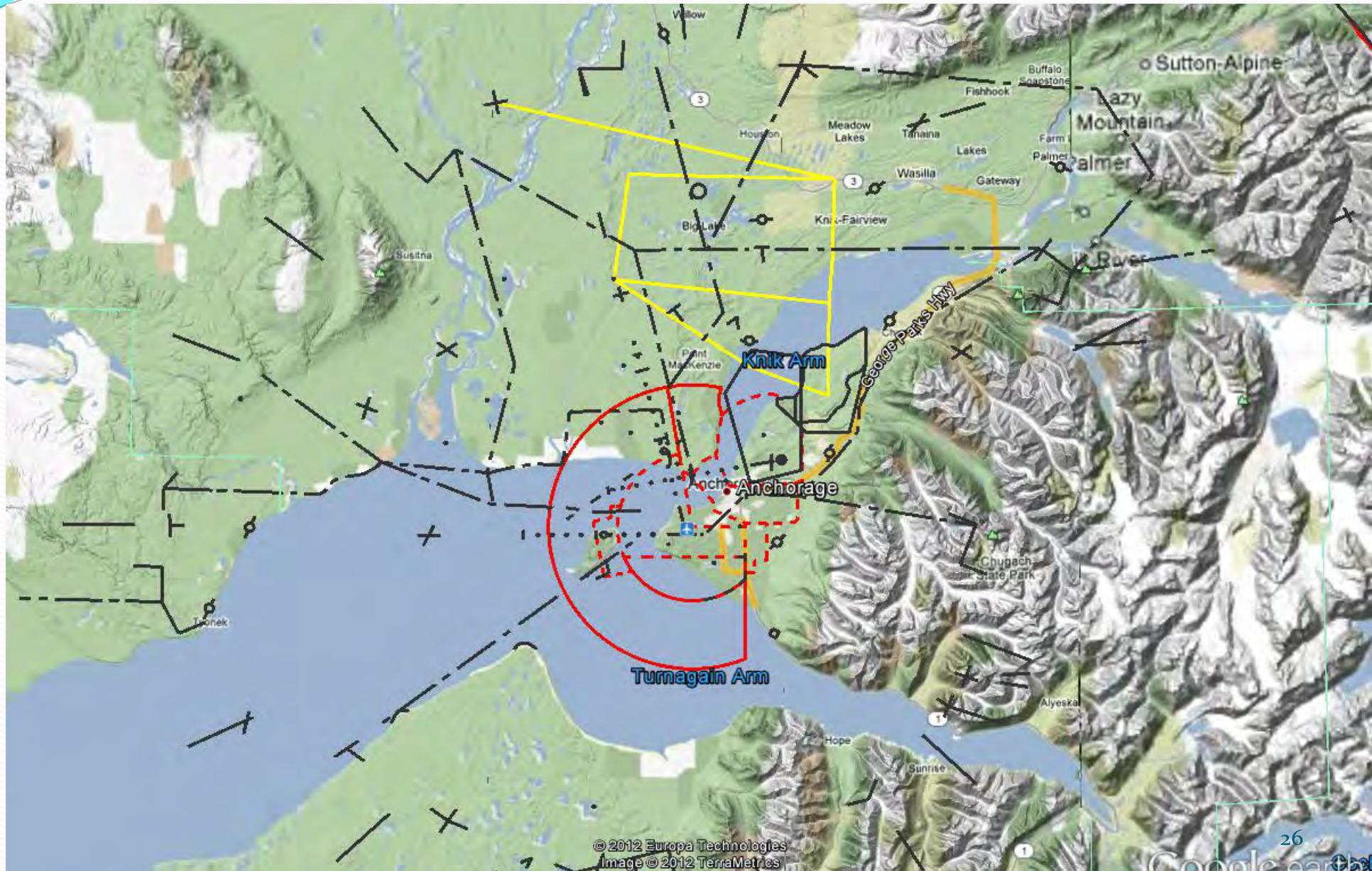
CTAF assignment generally is accomplished according to the following:

1. Airports South and West of the Parks Highway are assigned 122.8.
2. Airports North and East of the Parks Highway are assigned 122.9.

There are exceptions to this general plan of CTAF frequency assignment. Palmer Airport uses 123.6 to align with the Flight Service Station Local Airport Advisory Frequency and some other airports in close proximity also are assigned 123.6. Some airports that are located along the Parks Highway share the same CTAF as another airport that is close, but on the other side of the Parks Highway. Please consult the Airport Directory in the Alaska Supplement for specific Airport CTAF information. Another source of airport information is available on the internet at <http://www.gcr1.com/5010Web/>.

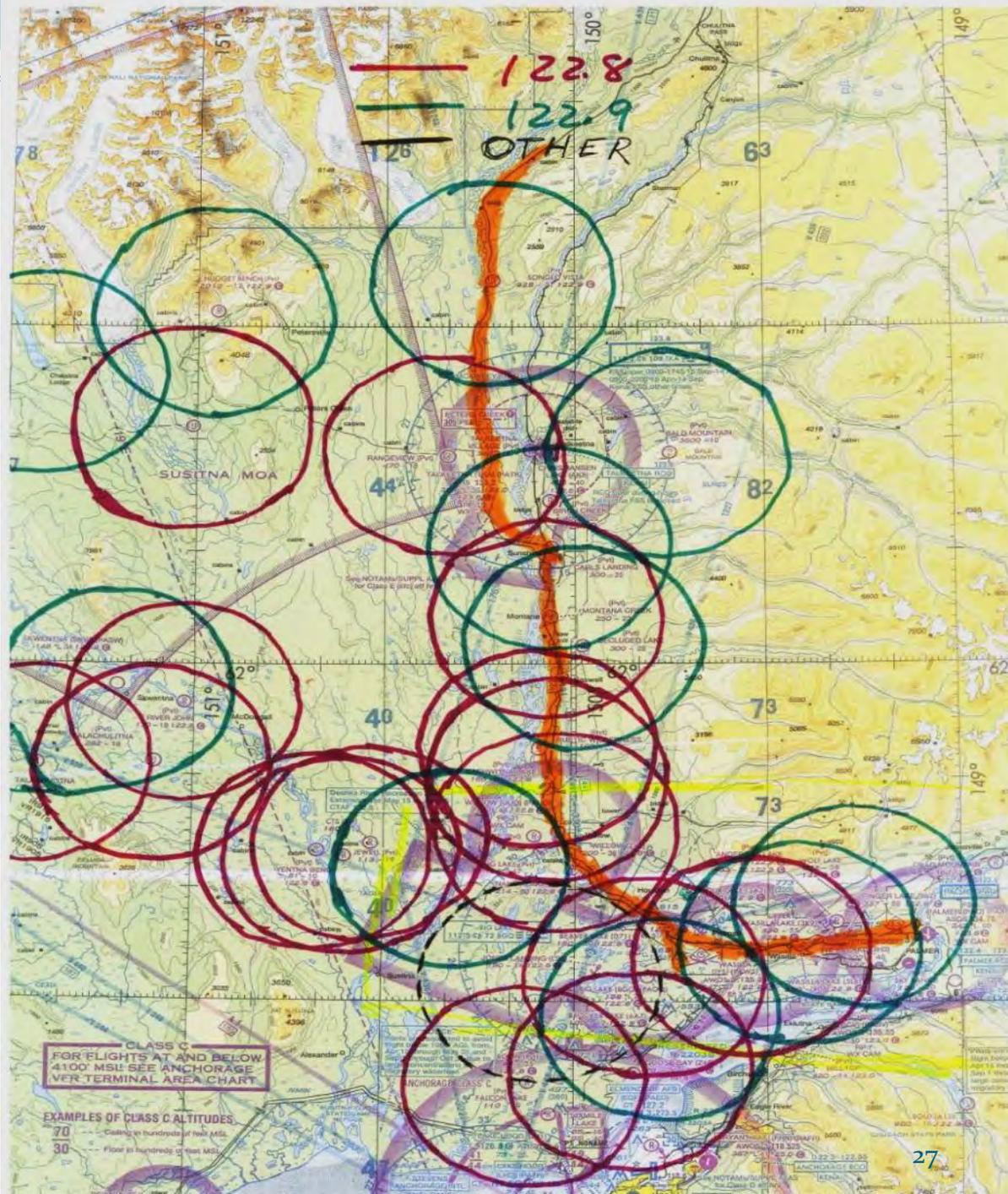


ATC Infrastructure: Land 15 Dep 7



CTAF Assignments

- Analysis by Rex Gray
- Used 10 mile radius, from AIM
- Shows considerable overlap



High Use Area Identification



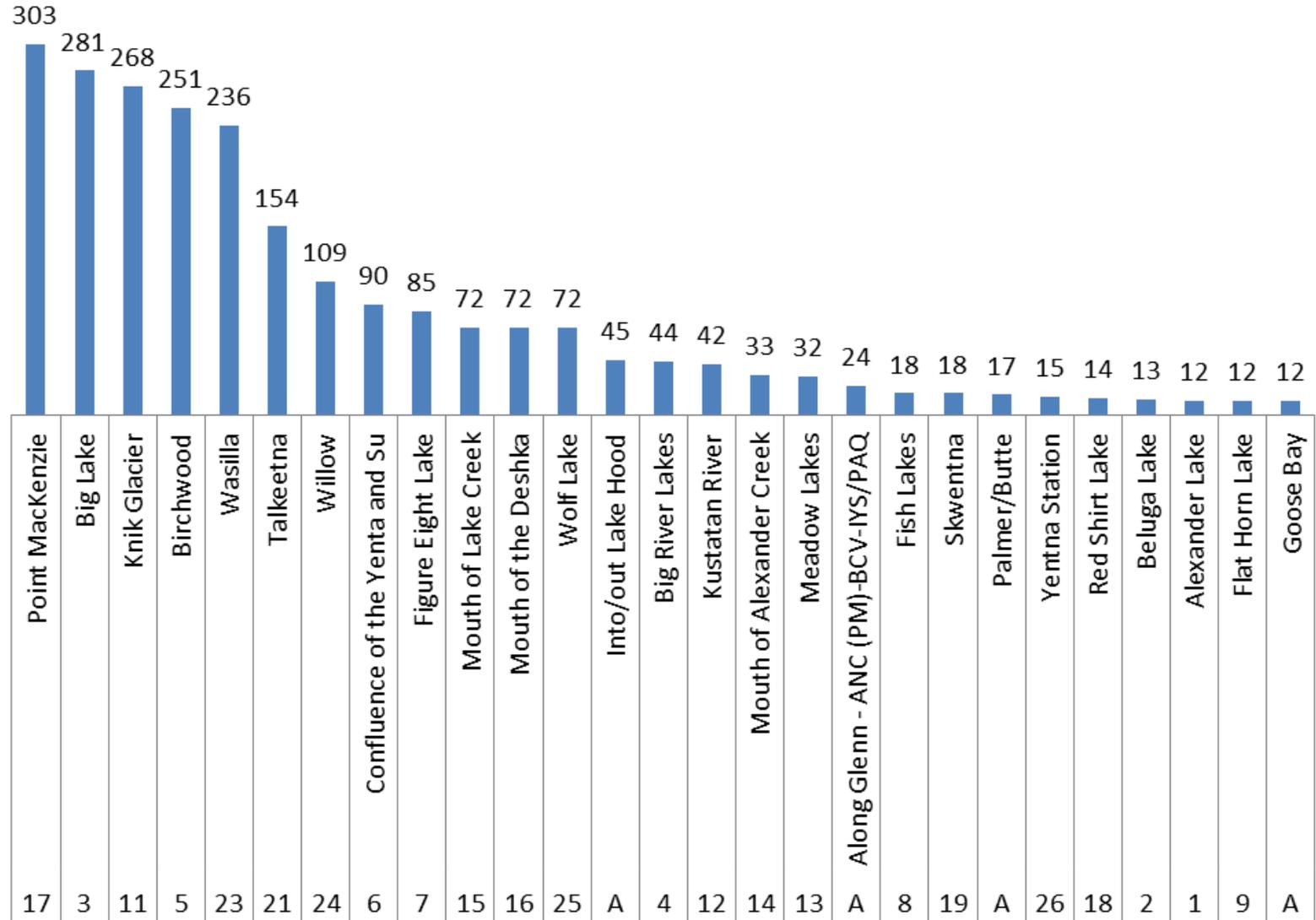
Pilot Survey

- AOPA conducted a pilot survey in 2012
- 519 surveys were completed
- Results helped validate specific details



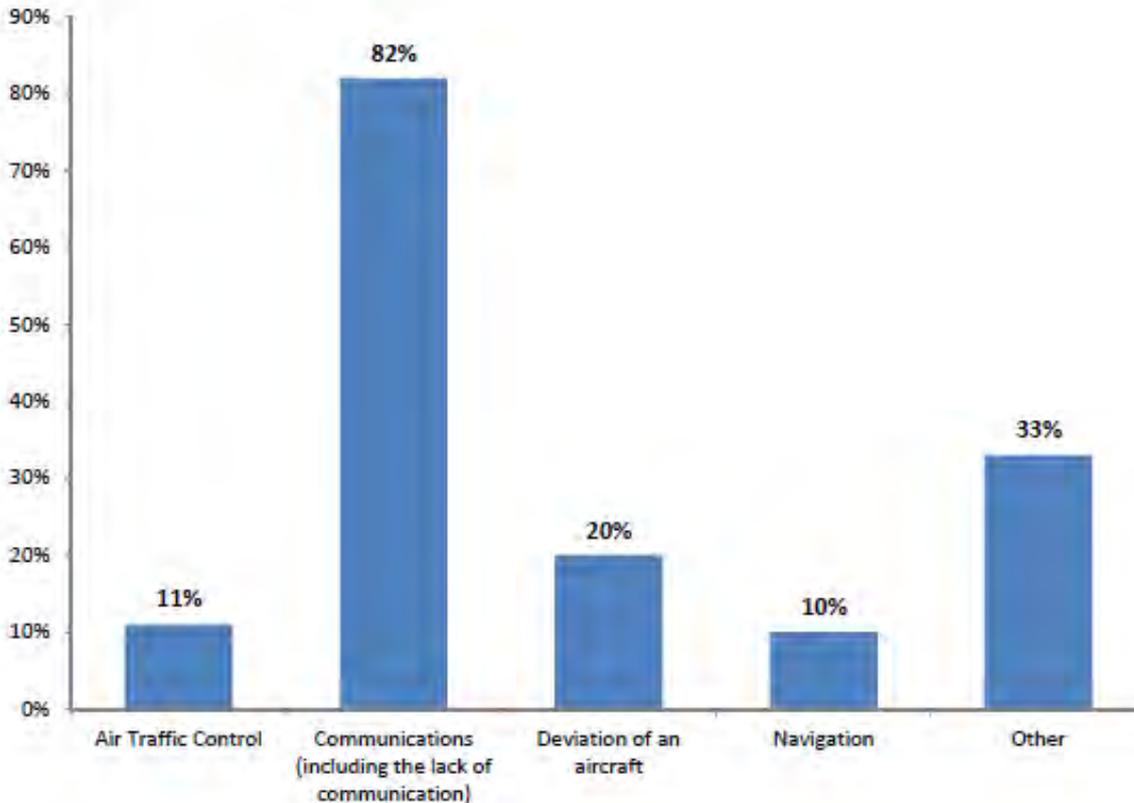
Mat Su Valley High Traffic Area

Greater than 10 responses



Communications ranked highest as factors contributing to unsafe situations

Figure 6: Factors Contributing to Unsafe Situations

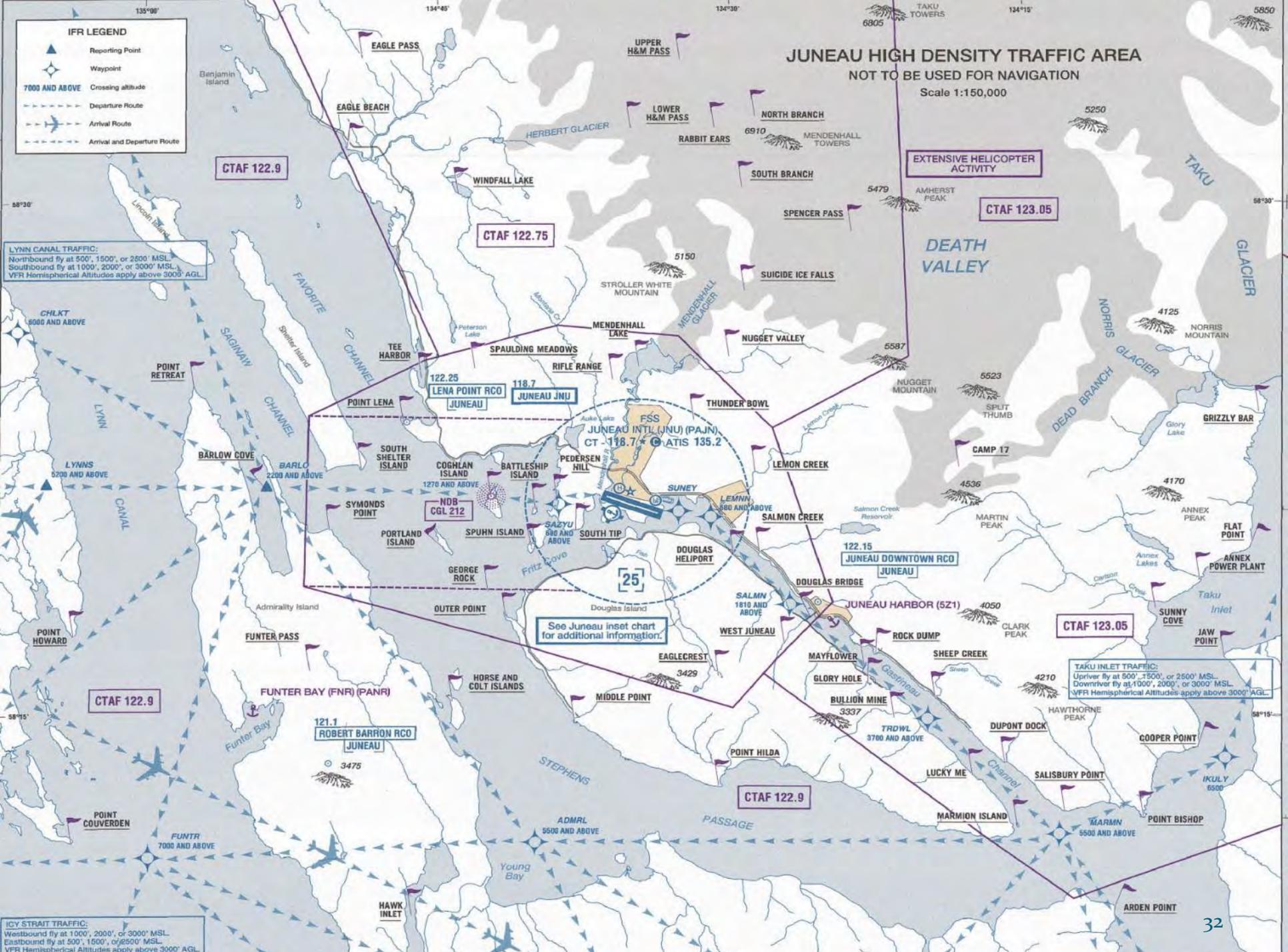


IFR LEGEND

- Reporting Point
- Waypoint
- 7000 AND ABOVE Crossing altitude
- Departure Route
- Arrival Route
- Arrival and Departure Route

JUNEAU HIGH DENSITY TRAFFIC AREA
NOT TO BE USED FOR NAVIGATION

Scale 1:150,000



LYNN CANAL TRAFFIC:
Northbound fly at 500', 1500', or 2500' MSL.
Southbound fly at 1000', 2000', or 3000' MSL.
VFR Hemispherical Altitudes apply above 3000' AGL.

TAKU INLET TRAFFIC:
Upriver fly at 500', 1500', or 2500' MSL.
Downriver fly at 1000', 2000', or 3000' MSL.
VFR Hemispherical Altitudes apply above 3000' AGL.

ICY STRAIT TRAFFIC:
Westbound fly at 1000', 2000', or 3000' MSL.
Eastbound fly at 500', 1500', or 2500' MSL.
VFR Hemispherical Altitudes apply above 3000' AGL.

Recommendations phase

- Top priority: **Develop alternate frequency assignments to improve situational awareness**
 - Today there is conflicting guidance on radio frequency usage
 - Developed initial scenarios based on AOPA survey and working group input

Area Frequency Scenario

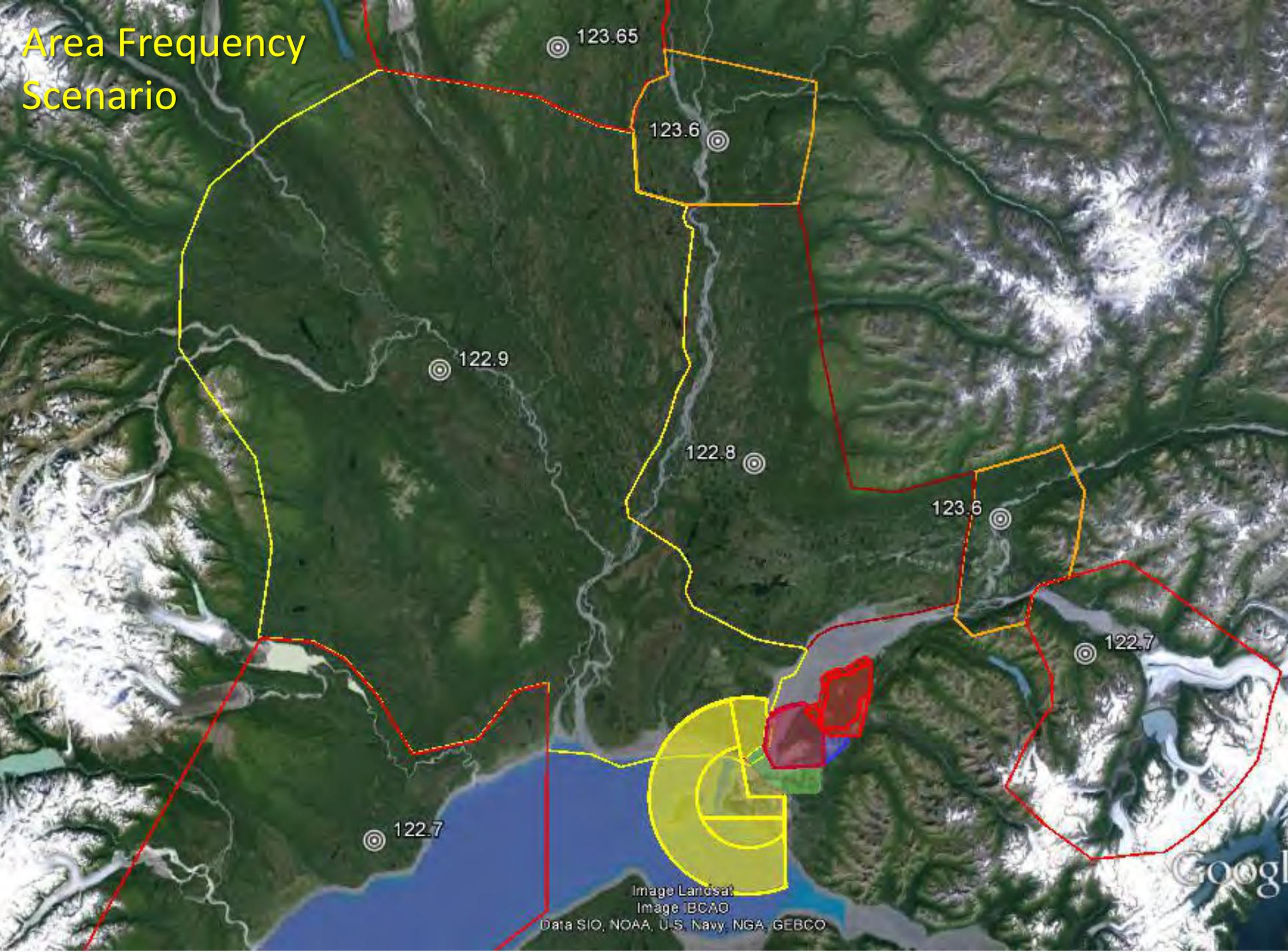


Image Landsat
Image IBCAO
Data SIO, NOAA, U.S. Navy, NGA, GEBCO

Vertical Area Frequency Scenario

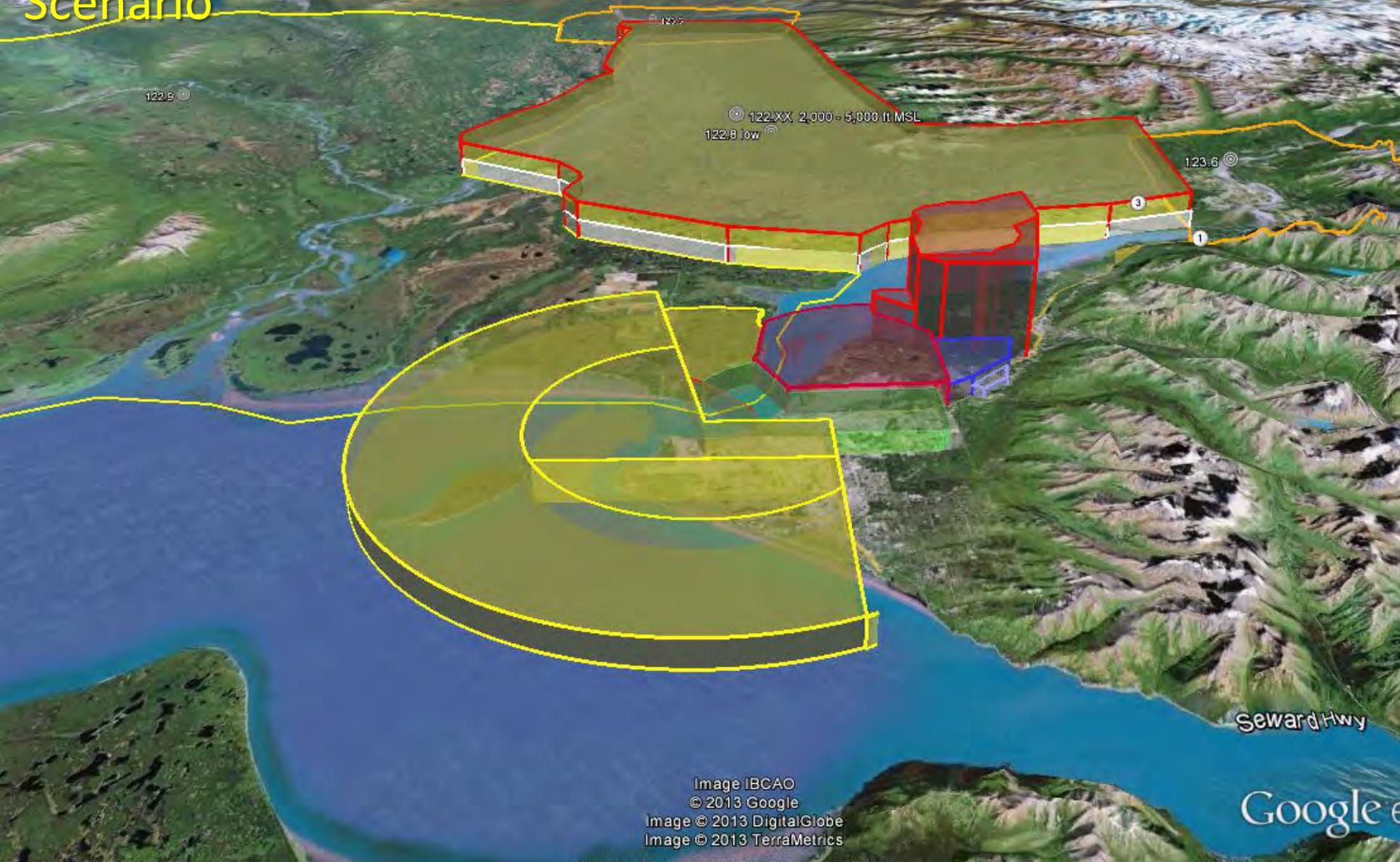


Image IBCAO
© 2013 Google
Image © 2013 DigitalGlobe
Image © 2013 TerraMetrics

Google e

Next Steps

- Refine scenarios based on initial work group review
- Determine feasibility of implementation
 - CTAF changes for individual airports
 - Resolve differences with adjacent area frequencies
 - Charting
 - Education
 - Notices in Alaska Supplement and other publications
- Obtain feedback from pilots/user groups

Striving for consistent information for pilots

- Plan to roll out any major changes in organized way
- Develop education campaign to accompany changes



Questions?



Bryant Army Airfield Class D Airspace

Mr. James Noe



Bryant Army Airfield



- **Class D Airspace**

 - Federal Register - Effective 17 October 2013
 - Awaiting Direct Communication line, Tower to A11

- **Control Tower**

 - Remains Advisory Service 125.0, 08:00-16:00 M-F

- **Letters of Agreement**

 - Established with EDF/A11



Airfield Operations



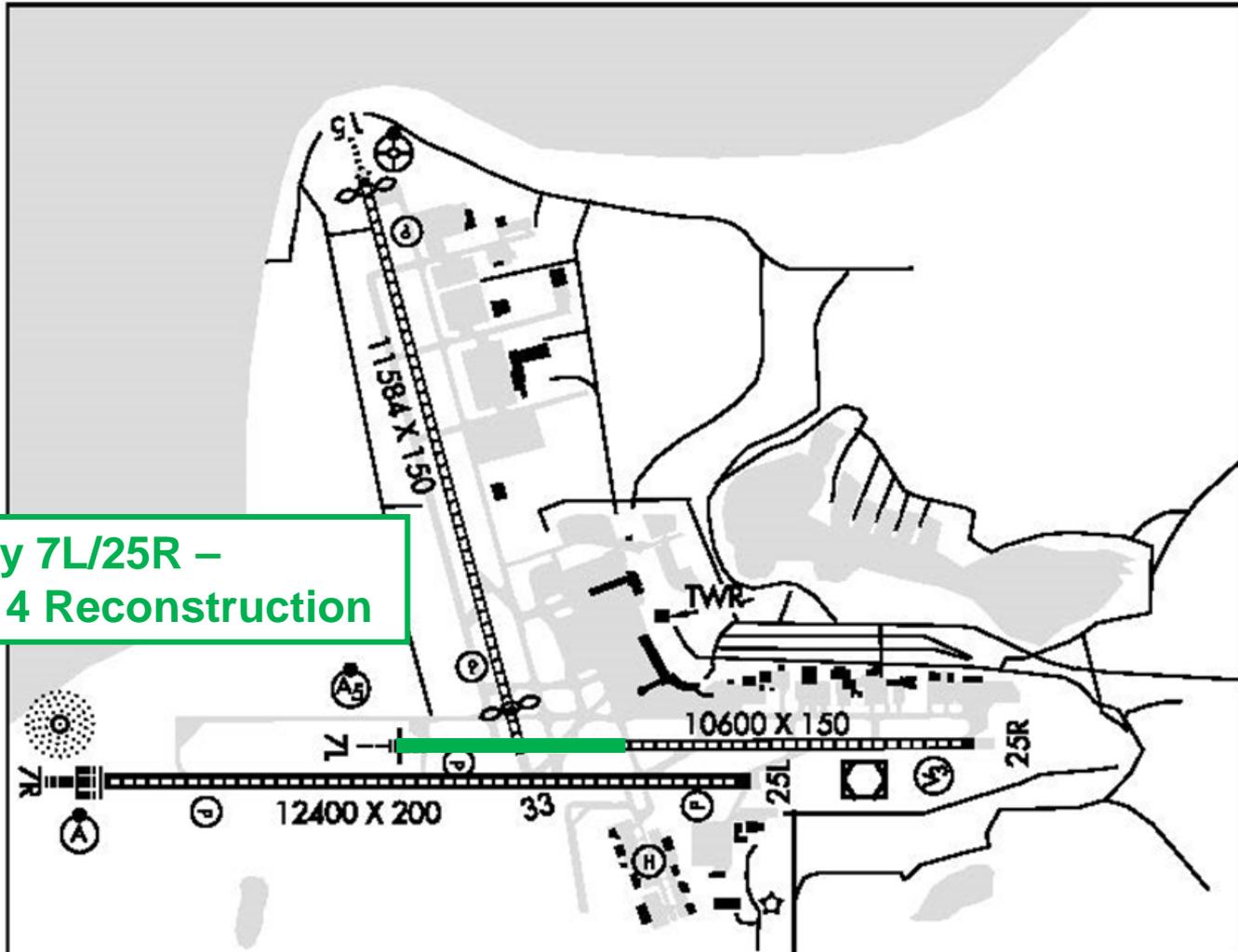
Ted Stevens International

Mr. John Stocker

Ted Stevens International

Major Airfield Projects/Closures 2014

Rwy 7L/25R –
2014 Reconstruction



Ted Stevens Anchorage International

CONSTRUCTION CLOSURES	CONSTRUCTION PERIOD	EFFECTS/LIMFACs/ TEMPORARY OPS
Rwy 7R/25L ILS Outage Burn-in	6-18 November 2013 18-25 November 2013	Cat II only on Rwy 7L No Cat III capability
<i>Rwy 7L Rebuild (Phase 1)</i>	<i>Summer 2014</i>	<i>Arrival Rate Restriction Limited Taxi routes</i>

Airfield Operations

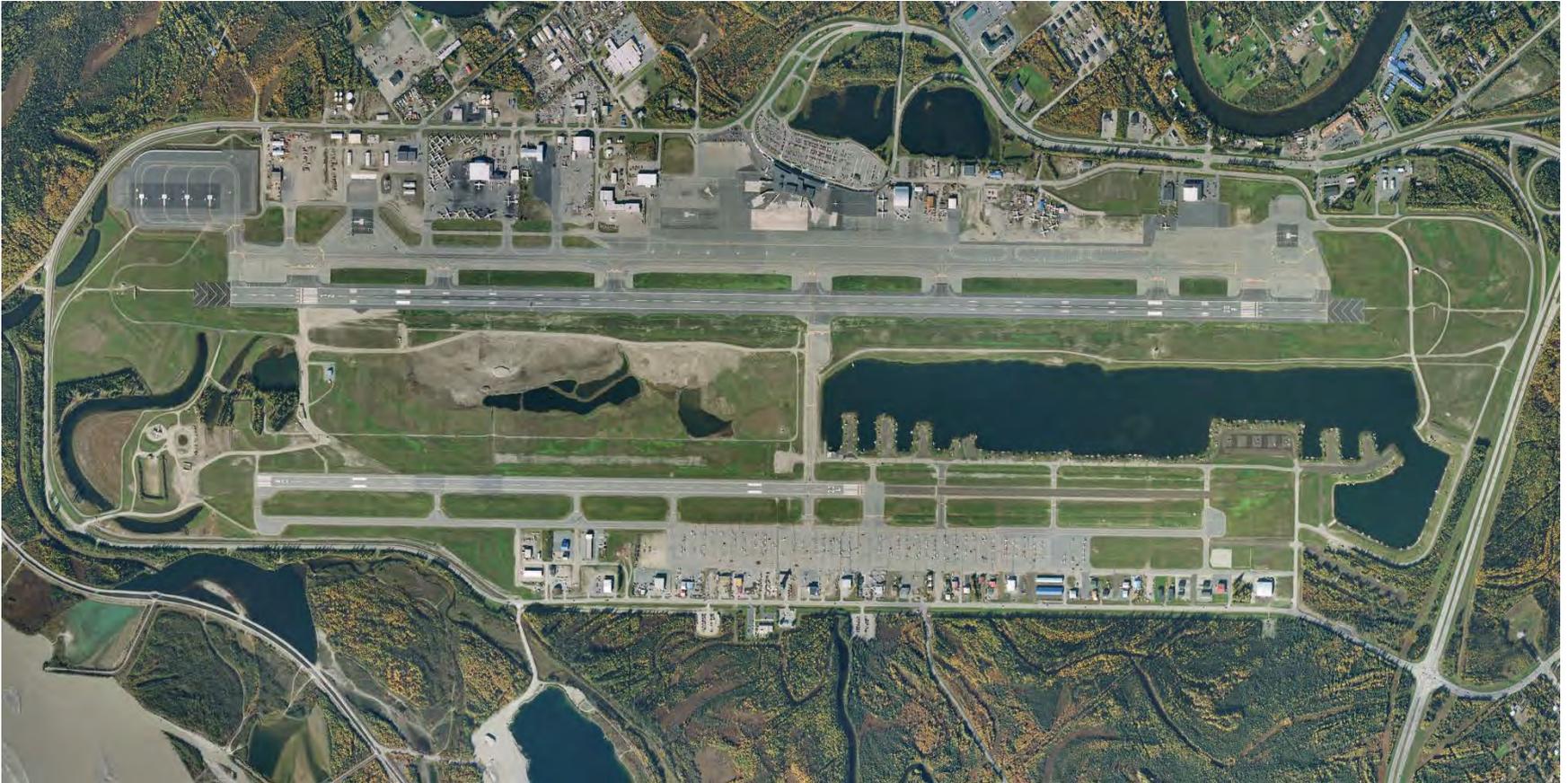
Fairbanks

Ms. Melissa Osborn



Fairbanks

International Airport
"AeroNexus"



Integrity - Service - Excellence



Short-Term

CONSTRUCTION PROJECTS / NAVAIDS	CONSTRUCTION PERIOD	EFFECTS/LIMFACs/ TEMPORARY OPS
MALSR Repair	14-18 July 2014 (est.)	20R ILS outages (daily)

Long-Term

CONSTRUCTION PROJECTS / NAVAIDS	CONSTRUCTION PERIOD	EFFECTS/LIMFACs/ TEMPORARY OPS
ARFF Remodel	2013	None



TAKE A BREAK



Integrity - Service - Excellence



Military Lights Out Operations



Maj Highley & Capt Stewart

Integrity - Service - Excellence



Overview



Regulations

Letter of Agreement (LAO)

Conditions and Limitations

Requirements

Airspace Overview

Questions



Lights Out Regulations



- **FAA exemption from § 91.209(a)(1) and (b) of Title 14, Code of Federal Regulations (14 CFR) allows USAF and the aircrew from other participating services, when conducting approved joint air operations, to conduct night vision goggle (NVG) lights-out training in certain military operations areas (MOA).**

- **AFI11-202V3 PACAFSUP**
 - **5.20.1.1. (Added-PACAF) Aircrews operating in the U.S. National Airspace System (NAS) are authorized to conduct reduced, covert, and lights-out operations in Restricted and Warning areas IAW MDS-Specific and AFI 11-214 guidance, as supplemented. Operations that fall outside of this guidance may also be authorized under approved USAF waivers and FAR exemptions. NAF/AOG's will coordinate reduced/covert lighting procedures with local ATC organizations and publish them in appropriate Letters of Agreement/MOUs or NAF/CC policy (forward a copy to HQ PACAF/A3T).**

- **Must Have Letter of Agreement (LOA) Regulation that Drives Lights-Out Operations**



Letter of Agreement (LAO)



- **Air Force Lights-Out Operations LOA**
 - Applies to all personnel and aircraft assigned to or hosted by the 3OG, 354OG, and 611AOC participating in lights-out operations
 - E-3, Regional Air Operations Center (RAOC), Baron Control or Panther Control will be utilized as Radar Monitoring Agency (RMA).

- **RMA will**
 - Establish minimum altitude
 - Continuous radar coverage and radio communication
 - Terminate when
 - Nonparticipating aircraft in close proximity
 - Spill-out occurs
 - Radar contact is lost
 - Loss of communication

- **Aircrews Must**
 - Squawk ZAN assigned crews
 - Inform ZAN when conducting lights-out operations
 - Notify RMA when wingman experiences a radio failure and lights-out operations are terminated

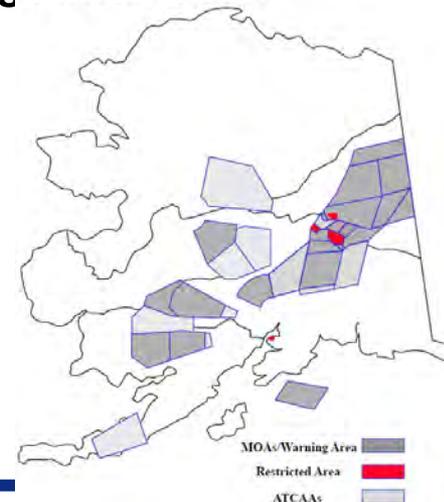


Conditions & Limitations



- USAF must establish a procedure to provide informational briefings to local flying organizations, businesses, and other civilian users w/in 100NM of MOA Airspace
- Limited to NVG flight training in specific MOAs
- Must be continuously monitored by military personnel to detect all nonparticipating aircraft
- Military personnel will immediately advise all participants when a nonparticipating aircraft has entered the active volume of operational air

ALASKA RANGE OVERVIEW:





Requirements



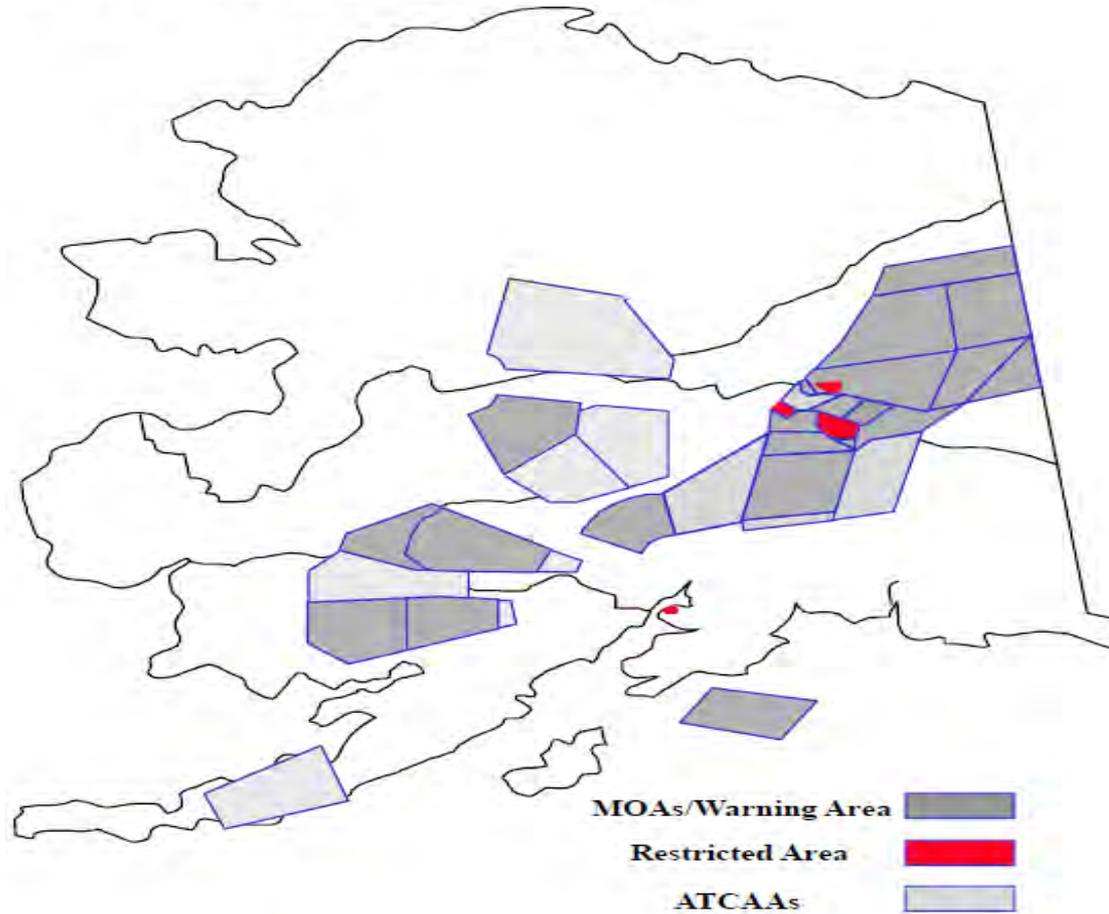
- **Lights out operations identified by Notice to Airmen (NOTAM) 48 hrs before begin**
- **Coordinated w the appropriate FAA air traffic control (ATC) facility**
- **Capability of being monitored for nonparticipating traffic**



Airspace Overview



ALASKA RANGE OVERVIEW:





Questions



Integrity - Service - Excellence



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

Noise Complaints



**Tommie Baker
November 12, 2013**



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

▪FY11

▪**68:** Eielson, 49
JBER, 19

▪FY12

▪**107:** Eielson, 85
JBER, 22

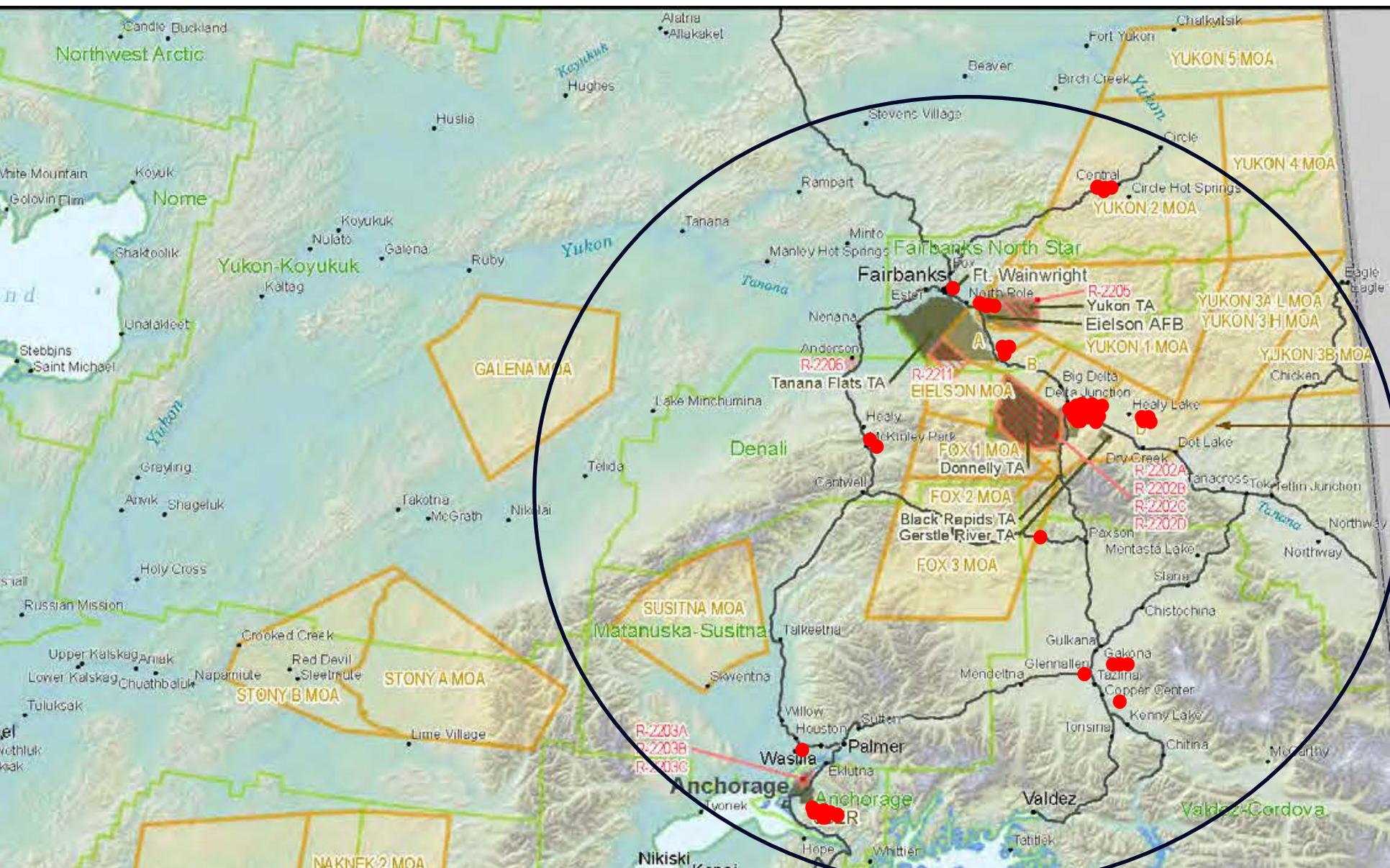
▪FY13

▪**58:** Eielson, 43
JBER, 13
ANG, 2





Complaint Areas





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.





Joint Pacific Alaska Range Complex

Master Plan Executive Summary

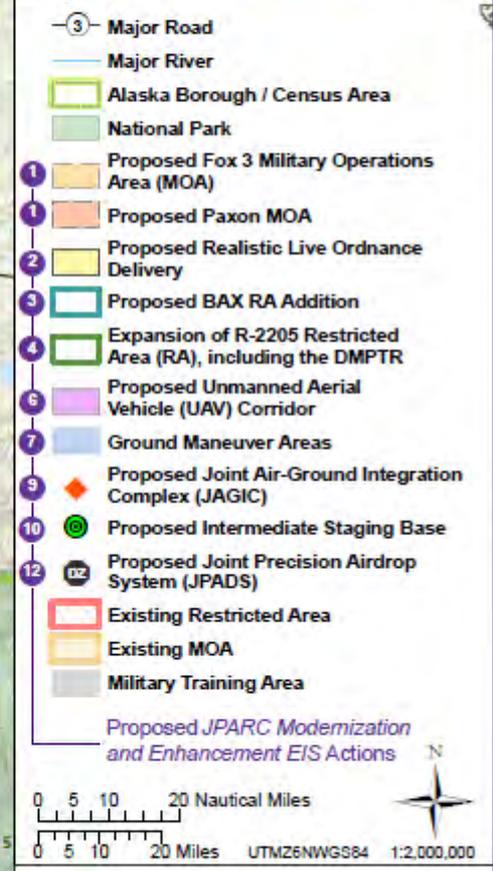
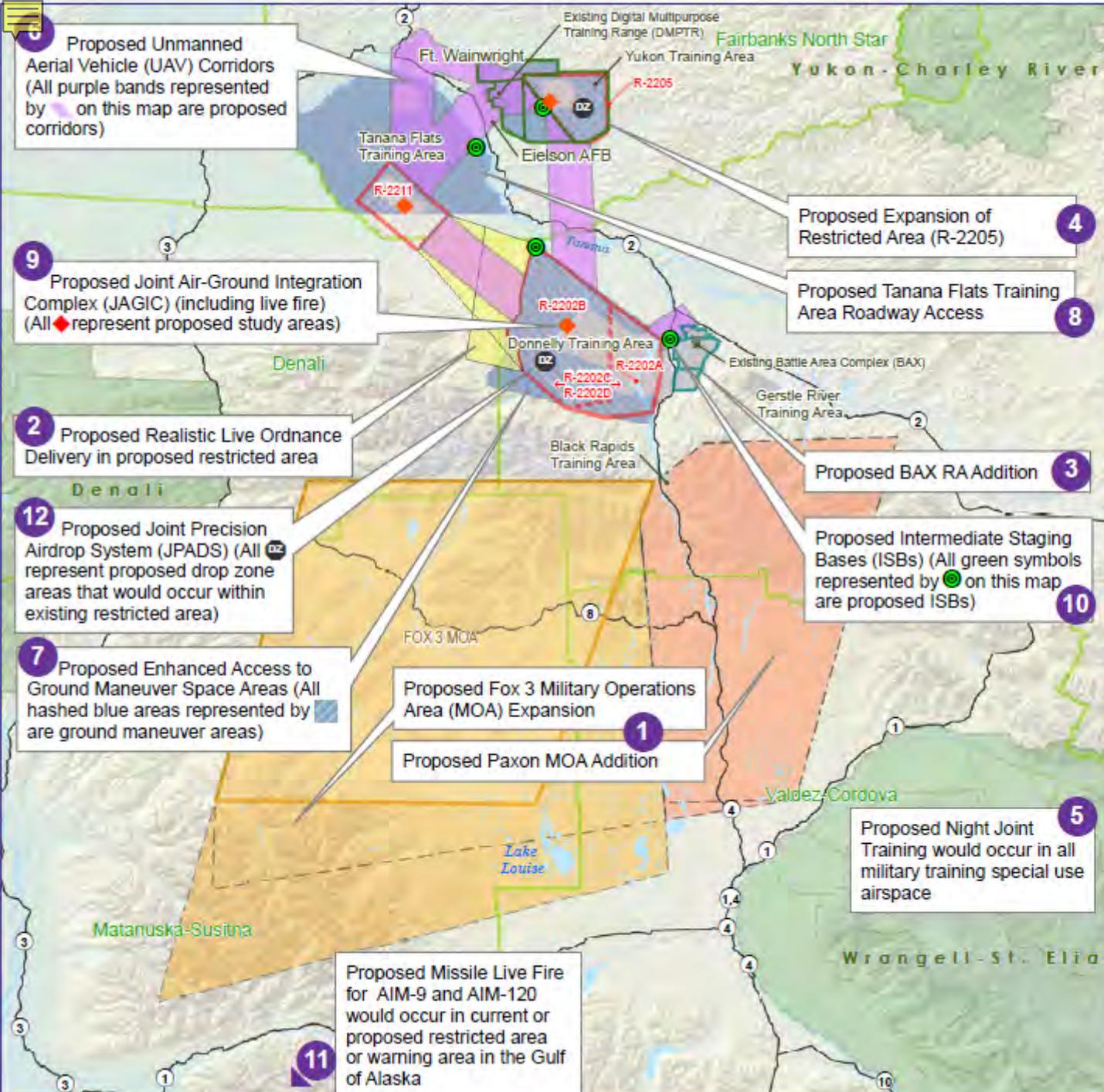
JPARC

Modernization and Enhancement EIS



Where we have been

- 2009 “Purpose and Need” requirements to support training on 5th Generation weapon systems; decision to work project as a “joint requirement”
- 2010 : Contract let to SAIC for project; 3 year cycle
- 2011: Navy EIS/ROD established the TMAA in the GOA
- 2011: JPARC Master Plan Finalized; 12 projects go forward; 6 definitive, 6 programmatic
- 2011-13 - JPARC Modernization and Enhancement Environmental Impact Study Milestones: Public Scoping, Draft EIS, Public Hearings, Final EIS, Record of Decision by Army and Air Force



JPARC Modernization and Enhancement EIS
Proposed Actions



Joint Pacific Alaska Range Complex



Environmental Impact Statement for the Modernization and Enhancement of Ranges, Airspace, and Training Areas in the Joint Pacific Alaska Range Complex in Alaska

Executive Summary

Final

June 2013



Executive Summary

Table ES-1. Comparative Analysis of EIS Proposed Action and Alternatives

Resource	Definitive Proposals					Programmatic Proposals ^a						
	Fix 3 MOCs Expansion and New Patrol MOCs	Resolute Live Ordnance Delivery	Battle Area Complex Restricted Area	Expanded Restricted Area R-2285	Night Joint Training	Unmanned Aerial Vehicle Access	Enhanced Ground Maneuver Space	Tarawa Plus Training Area Readiness Access	Joint Air-Ground Integration Complex	Low-Altitude Staging Base	Stable Live Flies for AIM-9 and AIM-120 in the Gulf of Alaska	Joint Precision Airdrop System Test Zone
Section Number												
Airspace Management and Use	2.1.1*	2.2.1	2.3.1*	2.4.1	2.5.1	2.6.1*	2.7.1	2.8.1	2.9.1	2.10.1	2.11.1	2.12.1
Noise	2.1.2*	2.2.2	2.3.2*	2.4.2	2.5.2	2.6.2*	2.7.2	2.8.2	2.9.2	2.10.2	2.11.2	2.12.2
Safety - Flight	2.1.3*	2.2.3*	2.3.3*	2.4.3*	2.5.3*	2.6.3*	2.7.3	2.8.3	2.9.3	2.10.3	2.11.3	2.12.3
Safety - Ground	2.1.4	2.2.4*	2.3.4*	2.4.4*	2.5.4	2.6.4	2.7.4	2.8.4	2.9.4	2.10.4	2.11.4	2.12.4
Air Quality	2.1.5	2.2.5	2.3.5	2.4.5	2.5.5	2.6.5	2.7.5	2.8.5	2.9.5	2.10.5	2.11.5	2.12.5
Physical Resources - Subsurface Geology	2.1.6	2.2.6*	2.3.6*	2.4.6	2.5.6	2.6.6	2.7.6	2.8.6	2.9.6	2.10.6	2.11.6	2.12.6
Water Resources	2.1.7	2.2.7*	2.3.7*	2.4.7	2.5.7	2.6.7	2.7.7	2.8.7	2.9.7	2.10.7	2.11.7	2.12.7
Fluvial/Pluvial	2.1.8	2.2.8*	2.3.8*	2.4.8	2.5.8	2.6.8	2.7.8	2.8.8	2.9.8	2.10.8	2.11.8	2.12.8
Geological Materials & Waste	2.1.9	2.2.9*	2.3.9*	2.4.9	2.5.9	2.6.9	2.7.9	2.8.9	2.9.9	2.10.9	2.11.9	2.12.9
Biological Resources	2.1.10*	2.2.10	2.3.10*	2.4.10	2.5.10*	2.6.10	2.7.10	2.8.10	2.9.10	2.10.10	2.11.10	2.12.10
Wetlands	2.1.11	2.2.11	2.3.11	2.4.11	2.5.11	2.6.11	2.7.11	2.8.11	2.9.11	2.10.11	2.11.11	2.12.11
Cultural Resources	2.1.12	2.2.12	2.3.12	2.4.12	2.5.12	2.6.12	2.7.12	2.8.12	2.9.12	2.10.12	2.11.12	2.12.12
Land Use - Land Management and Use	2.1.13*	2.2.13*	2.3.13*	2.4.13*	2.5.13*	2.6.13	2.7.13	2.8.13	2.9.13	2.10.13	2.11.13	2.12.13
Land Use - Public Access	2.1.14*	2.2.14*	2.3.14*	2.4.14*	2.5.14*	2.6.14	2.7.14	2.8.14	2.9.14	2.10.14	2.11.14	2.12.14
Land Use - Recreation	2.1.15*	2.2.15*	2.3.15*	2.4.15*	2.5.15*	2.6.15	2.7.15	2.8.15	2.9.15	2.10.15	2.11.15	2.12.15
Infrastructure and Transportation	2.1.16	2.2.16	2.3.16	2.4.16	2.5.16	2.6.16	2.7.16	2.8.16	2.9.16	2.10.16	2.11.16	2.12.16
Seismicity	2.1.17	2.2.17	2.3.17	2.4.17	2.5.17	2.6.17	2.7.17	2.8.17	2.9.17	2.10.17	2.11.17	2.12.17
Subsidence	2.1.18	2.2.18	2.3.18	2.4.18	2.5.18	2.6.18	2.7.18	2.8.18	2.9.18	2.10.18	2.11.18	2.12.18
Environmental Justice	2.1.19	2.2.19	2.3.19	2.4.19	2.5.19	2.6.19	2.7.19	2.8.19	2.9.19	2.10.19	2.11.19	2.12.19

COLOR KEY:

No beneficial or adverse impact.	Section includes proposed management actions.
Potential for adverse impact, but not significant; may require management actions or mitigations to avoid or reduce impacts.	Section includes proposed management actions/mitigations.
Potential for significant adverse impacts; requires management actions or mitigations to avoid or reduce impacts.	Section includes fully proposed management actions/mitigations.

* Analysis is based upon available data. Actual impacts have not been evaluated and mitigations have not been identified for Programmatic proposals.
 a. Mitigations and/or management actions are proposed for this resource area under this proposal.

Table ES-2 through Table ES-7 summarizes the impacts for each definitive proposal by resource or impact area and the mitigation measures developed by the Army and Air Force to avoid, reduce, or provide management actions to mitigate significant adverse impacts. In cases where a resource or impact area is not affected by the proposal, "No Effect" is stated in the table.



Record of Decision

**Record of Decision
for the Modernization and Enhancement of Ranges, Airspace,
and Training Areas in the Joint Pacific Alaska Range Complex (JPARC) in Alaska**

INTRODUCTION

As joint war fighting doctrine has developed since the end of the Cold War and after September 11, 2001, as new weapons systems and platforms come on-line, and as joint context training has evolved, the Joint Pacific Alaska Range Complex (JPARC), under its current configuration, can no longer fully meet the training and testing requirements for forces stationed in, and exercises occurring in and near, Alaska. The purpose of the JPARC proposed actions is to modernize and enhance JPARC in Alaska and to best support the military exercises in and near Alaska. JPARC modernizations and enhancements would enable realistic joint training and testing to support emerging technologies, respond to recent battlefield experiences, and train with tactics and new weapons systems to meet combat and national security needs.

Pursuant to guidance and philosophy found in DoD Directive 1322.18, *Military Training*, and in the Commander PACOM's Alaska Joint Training Program of Excellence, Alaskan Command (ALCOM), as the DoD's regional joint headquarters in Alaska, has coordinated with the Services to develop a strategy to identify joint training opportunities in Alaska, maximize the utilization of training resources, and improve joint context training at all levels. The *JPARC Modernization and Enhancement EIS* evaluated the potential environmental impacts for the reasonably foreseeable proposed projects associated with this strategy.

The *JPARC Master Plan* compiled all of the training and testing requirements for military units and DoD-sponsored exercises in the State of Alaska and provides a long-term 30-year strategy to coordinate and deconflict military range and airspace developments. Based on these requirements, the August 2011 *JPARC Master Plan* identified 21 distinct objectives for the modernization and enhancement of JPARC. The objectives were then developed into 19 independent actions, which fall into the categories of existing planning efforts, new actions, or potential future actions that require additional planning. These actions would fulfill capabilities needed by the multiple military units in the State of Alaska and the exercises they conduct but are in different stages of planning. The decision made in this ROD will be used to modify the existing Master Plan and will, consequently, provide updates in the continuum of the life of the JPARC.

The *JPARC Modernization and Enhancement EIS* considered and evaluated a total of 12 independent proposals. Six proposals were considered definitive as ripe for decision and are included in this ROD. The six definitive proposals that are the subject of this ROD include (1) Fox 3 Military Operating Area (MOA) Expansion and Paxon MOA Addition (Air Force), (2) Realistic Live Ordnance Delivery (Air Force), (3) Battle Area Complex (BAX) Restricted Area Addition (Army), (4) Expand Restricted Area R-2205, including the Digital Multi-Purpose Training Range (DMPTR) (Army), (5) Night Joint Training (Air Force), and (6) Unmanned Aerial Vehicle (UAV) Access (Army).

The other six proposals were considered in a programmatic manner and are not yet ripe for decision. The *JPARC Modernization and Enhancement EIS* addressed these six proposals programmatically and cumulatively so that the proposal proponents may continue to proceed with further planning, programming, design, or funding acquisition. The Army and Air Force

AIR FORCE DECISION

After consideration of relevant operational, environmental, economic and technical factors discussed in the Modernization and Enhancement of Ranges, Airspace, and Training Areas in the Joint Pacific Alaska Range Complex in Alaska Final Environmental Impact Statement, comments from the public, inputs from regulatory agencies, and other relevant factors, the Air Force has decided to implement Fox 3 Military Operating Area (MOA) Expansion and New Paxon MOA Alternative E (Preferred Alternative), Realistic Live Ordnance Delivery (Alternative A), and Night Joint Training Alternative B (Preferred Alternative).

This decision takes into account the direct, indirect and cumulative impacts from the alternatives. The Preferred Alternatives include all practicable means to avoid, minimize or mitigate environmental harm. Although mitigation measures and management actions are specified as part of this decision, particular mitigation measures and management actions could be modified by a subsequent decision after reexamination and reevaluation in any future environmental impact analyses of proposed Federal actions, including the programmatic actions identified above.

During the 30-day waiting period after the Notice of Availability was published for the Final EIS, additional comments from the local community and other government agencies were received. These comments have been considered in this decision making process. As part of that consideration, the Air Force will meet with ADFG to discuss appropriate modifications to the existing LOA and updates to the 11th AF Airspace Handbook.

GERALD F. PEASE, JR.
Deputy Assistant Secretary of the
Air Force (Environmental, Safety,
& Occupational Health)

6 Aug 2013
Date

STEPHEN L. HOOG
Lieutenant General, USAF
Commander, Eleventh Air Force

6 Aug 2013
Date



Six Proposals

DECISION

The Army selects:

Battle Area Complex (BAX) Restricted Area Addition – Alternative B (Preferred Alternative)
Alternative B was selected because the additional expansion encompasses both the BAX and Combined Arms Collective Training Facility (CACTF) military withdrawn lands under proposed restricted airspace, as opposed to Alternative A which only encompasses the BAX. Alternative B allows ground and air forces to work together enhancing joint use capabilities of the BAX and CACTF.

Restricted Area Expansion of R-2205, including the Digital Multi-Purpose Training Range (DMPTR) – Proposed Action (Preferred Alternative)

The Proposed Action was selected because the expansion best provides the Army with an area of sufficient size to encompass hazardous activities, an increase of more-realistic training, and better support joint training initiatives.

Unmanned Aerial Vehicle (UAV) Access – Alternative A (Preferred Alternative)

Alternative A was selected because Federal Aviation Administration's (FAA)-established restricted air space best meets the rapidly expanding UAV technologies and employment practices and allows the Army to practice employing UAVs during training events. Alternative B only establishes temporary Certificates of Authorization for each corridor.

The Air Force selects:

Fox 3 Military Operating Area (MOA) Expansion and New Paxon MOA - Alternative E (Preferred Alternative)

Alternative E was selected because it addresses public comments and FAA concerns by moving the southern boundary approximately 20 nautical miles (NM) to the north, avoiding potential impacts from the larger proposed MOA in Alternative A, yet still meeting the Air Force's needs. Alternative E also aligns the southern boundary of the MOA with the existing Fox 3 Air Traffic Control Assigned Airspace boundary.

Realistic Live Ordnance Delivery - Alternative A (Preferred Alternative)

Alternative A was selected because it meets long-range realistic live ordnance delivery training requirements for the Air Force while avoiding potential aviation impacts from the larger restricted area explored in Alternative B.

Night Joint Training - Alternative B (Preferred Alternative)

Alternative B was selected because it provides the Air Force with optimum capability to conduct Major Flying Exercises (MFEs) during hours of darkness in March and October, and provides optimum flexibility by allowing routine night flying training operations during all months of the year. Alternative A limits the extended JPARC MOA operating hours to MFEs only during March and October. Undertaking night flying operations, during both MFEs and routine training, is a critical Air Force training requirement.

BACKGROUND

The Army and Air Force organizations in Alaska responsible for the preparation of the Environmental Impact Statement for the Modernization and Enhancement of Ranges, Airspace, and Training Areas in the Joint Pacific Alaska Range Complex in Alaska (*JPARC Modernization and Enhancement EIS*) include U.S. Army Alaska (USARAK) and the 11th Air Force (11th AF), as coordinated by the Alaskan Command (ALCOM). ALCOM is a regional military command of the United States Armed Forces focusing on the State of Alaska and is a subunified command of the U.S. Pacific Command (USPACOM).

The Department of Defense (DoD) Services include the U.S. Army, Air Force, Navy, Marine Corps, and Department of Homeland Security's U.S. Coast Guard. JPARC provides a realistic training environment and allows the Services to train for full-spectrum engagements, ranging from individual skills to complex, and large-scale joint engagements. Each year, thousands of people from the Services; Federal, State and local agencies; allied nations; and nongovernmental organizations receive training in the JPARC.

JPARC consists of all air, land, and sea training capacity and assets in Alaska. JPARC is composed of the military land ranges, maritime training areas, and airspace that provide critical training and testing environment to the DoD Service units based in Alaska. Specifically, today, the JPARC is composed of approximately:

- 65,000 square miles of available airspace
- 2,490 square miles of land space with 1.5 million acres of maneuver land



Link to JPARC documents

- <http://www.jber.af.mil/shared/media/document/AFD-130820-016.pdf>
- <http://www.jber.af.mil/jparc.asp>



Where we are going

- Execution of ROD to support 5th generation training
- Airspace proposal requests to FAA
- Army/Air Force coordination measures
- Development of restrictions and mitigations
- Implementation procedures



Questions

UNITED STATES AIR FORCE

SUA Process Overview FAA JO 7400.2



Maj Rob Peck
AFREP
Anchorage, Alaska

Integrity - Service - Excellence

Overview

- **Define requirements and outline environmental issues**
- **ATC facility feasibility review**
- **Submit formal airspace proposal and environmental analysis**
- **Aeronautical impact**
- **Public and user group comments**
- **SRMD and Business Case**
- **Final proposal and matching environmental documents**
- **FAA HQ final review, approval, charting or disapproval**

Airspace: Pre-coordination with FAA

- **Mandatory**
- **Most important step in the process**
- **Who**
 - **Proponent with the affected ATC facility**
- **Proponent presents a draft airspace concept with requirements**
- **Is it operationally feasible?**

Airspace: Feasibility Review

- Done by ATC facility
- Determines feasibility
- Evaluates potential impact on facility operations
- Looks for ways to reduce affect to the NAS
- Expect changes
- Review can be lengthy
- Helps prepare the formal proposal
- Not to be considered as FAA endorsement or approval

Submission of Formal Aeronautical Proposal and Environmental

- **Proponent sends airspace proposal to FAA Service Center through the MILREP (Mr. Robbie McGurn)**
- **Include all requirements listed in FAAO 7400.2 para. 21-3-3**
 - **Include All SUA (ATCAAs, MOAs, Restricted Areas etc.)**
 - **Include environmental analysis if complete**

Environmental Documentation

- **Assess the airspace found to be feasible by ATC facility.**
- **Assessment must meet FAA requirements**
- **Contact the OSG Environmental Specialist for FAA process and requirements prior to submitting airspace proposal**
- **Perfect World**
 - **Environmental Impact Statement or Assessment will not get too far ahead of airspace proposal**
 - **Environmental and aeronautical process end concurrently**

Initial Service Area Action

- **Formal Aeronautical Study**
 - Final Overview of Feasibility
- **User groups Meetings**
- **Informal Airspace Meetings**
- **Rule/Non-Rule Making Process**
- **Public Comments**

Aeronautical Study Content

- **What affect would this new airspace have on:**
 - **IFR and VFR Terminal Operations**
 - **Impact on public use and chartered private airports (airports with FAA Form 5010 on file)**
 - **Impact on IFR En Route Operations**
 - **Impact on VFR Operations, Routes, and Flyways**
 - **Impact on other pending proposals. Cumulative Aeronautical Impact**
 - **Associated ATCAA**
 - **Alternatives**
 - **ATC Facility Assessment**
 - **ATC services**
 - **Recommendation (s) for FAA action on the proposal**

Aeronautical Study Findings

- **The service area office will:**
 - **Coordinate the study findings with the proponent to explore possible options to reduce aeronautical impact(s) if required**

User Groups

- **Comprised of varied aviation interests such as:**
 - **Airlines, general and business aviation, airports, etc**
- **Proposal may be submitted to a user group for technical assistance**
- **Should be presented jointly by FAA and proponent**
- **User groups provide FAA and proponent with other user perspectives**
- **Can be effective in helping identify potential problems not already discovered or considered**

Informal Airspace Meetings

- **“It is the policy of the FAA to hold, if at all practicable, informal airspace meetings to inform the affected users of planned airspace changes. The purpose is to gather facts and information relevant to the planned rulemaking or non-rulemaking action being studied. These are held in advance of the rulemaking/non-rulemaking action.”**

Rulemaking

- **Rulemaking:**
 - **Changes Federal Law by prohibiting or restricting public access**
 - **Process for regulatory SUA (Restricted and Prohibited areas)**
 - **FAA notice to public that FAA is considering Regulatory airspace action**
 - **Gather public comments**
 - **Process has no provision for waivers or “shortcuts”**

Public Comments

- **Who can comment**
 - **Anybody; not restricted to users of the NAS**

Final Service Area Action

- **Safety Risk Management Document (SRMD)**
- **Business Case**
- **Environmental Documentation (Final)**
- **Final package to FAA Airspace and Rules**

FAA Headquarters Action

- **Warning/Danger Area Proposal to State Department**
- **Airspace Office reviews, forwards draft final rule or non-rule to Environmental Office with supporting documents**
- **Environmental Office prepares and forwards final FAA FONSI/ROD to Chief Counsel**
- **Chief Counsel completes sufficiency review and sends comments back to Environmental Office**
- **Environmental Office signs decision document and forwards back to Airspace Office**

FAA HQ Action

- **Airspace Office makes final airspace determination**
 - **Publishes Final Rule/Non-Rule**
 - **Charts the action(s)**
- OR**
- **Letter of Rejection**

JO 7400.2

Restricted Area Processing

Calendar Days	Action
D	Proposal received by FAA regional/service area office.
D+30	Proposal reviewed by region/service area office; aeronautical study initiated. Proposal sent to Airspace Regulations and ATC Procedures Group to begin Rulemaking Process.
D+95	Proposal reviewed by Airspace Regulations and ATC Procedures Group.
D+105	NPRM published in Federal Register; Public comments directed to appropriate region.
D+150	Public comment period ends.
D+180	Comments reviewed by the region/service area office, and recommendations sent to Airspace Regulations and ATC Procedures Group.
D+240	Headquarters review of proposal, comments, and regional/service area office recommendations. Final determination; Rule prepared and submitted to Federal Register.
D+250	Rule published in Federal Register (at least 30 days prior to effective date).
D+250–306	Within this time frame; AeroNav cutoff date, and Rule effective date.

Notes From JO 7400.2

- **NOTE:** The time periods below are for a non-controversial aeronautical proposal and its associated environmental process. The time periods are for FAA review/processing only. Times for proponent and/or environmental contract support processing must be added.
- **AERONAUTICAL (Rulemaking):** A minimum 6 weeks for Service Area processing, and a minimum of 9 months to complete rulemaking once the formal package is received at Headquarters.

Summary

- **Define requirements and outline environmental issues**
- *** ATC facility feasibility review**
- *** Submit formal airspace proposal and environ. analysis**
- *** Aeronautical impact**
- *** Public and user group comments**
- *** SRMD and Business Case**
- *** Final proposal and matching environmental documents**
- *** FAA HQ final review, approval, charting or disapproval**
- **Typically 3-5 years to completion**
- **(*) Potential for change exists**



ALASKA CIVIL MILITARY AVIATION CONCIL



Integrity - Service - Excellence

OPEN FORUM





ALASKA CIVIL MILITARY AVIATION CONCIL



CLOSING COMMENTS



Col Pat Miller