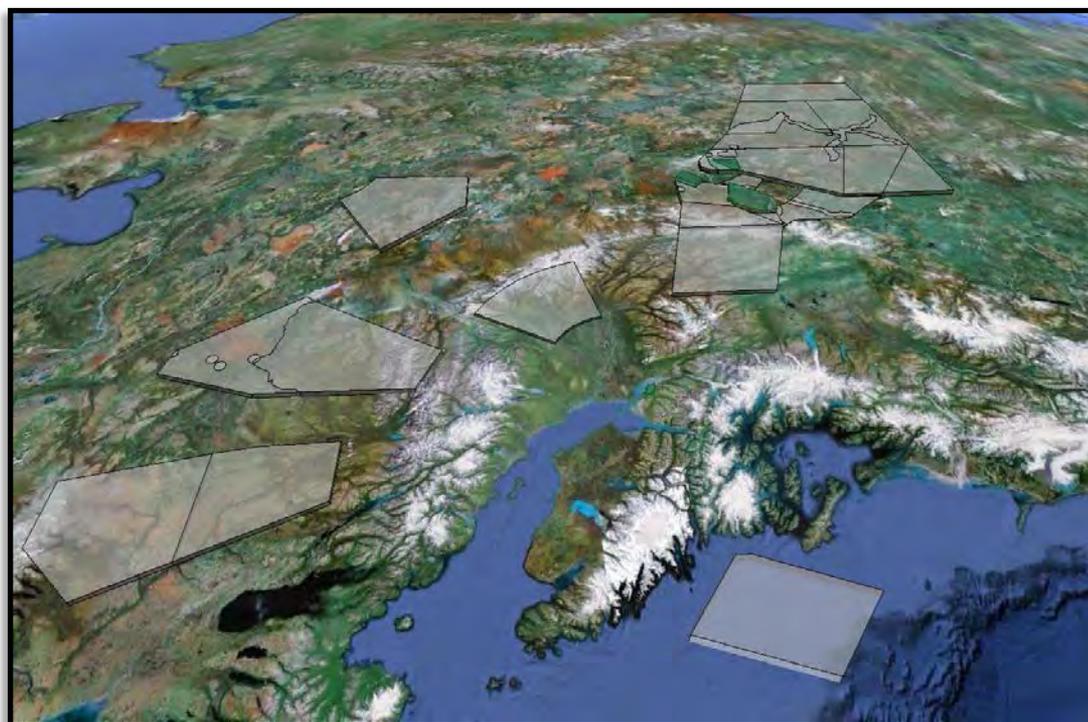




11th Air Force



Alaska Civil-Military Aviation Council 17 November 2015



Chairman
Col Lars R. Hubert
11th Air Force Vice Commander

Spokesman
Maj Brian McManus
11AF Airspace & Range Team



11th Air Force



**Silence cell phones and other accessories
Emergency Exits
Please ensure you have signed in (ANC/FAI)**



Introductions

Anchorage & Fairbanks

Slides posted at:

<http://www.jber.af.mil/11af/alaskaairspaceinfo/index.asp>





Agenda



-
- | | |
|---|------------------------------|
| 0900 Introduction | (Maj Brian McManus) |
| Opening Remarks | (Col Lars Hubert) |
| Old Business | (Maj Adam Shicks) |
| Northern Edge GPS Testing | (Lt Col Tim Bobinski) |
| ERC Roles & Responsibilities | (Mr. Pete Bussa) |
| Gray Eagle UAS | (Mr. Reed Greenwood) |
|
Break | |
| ADS-B in JPARC | (Mr. Scott Christy) |
| Red Flag Update | (Mr. Pete Bussa) |
| Airfield Status Update | (multiple speakers) |
| JPARC Concerns | (Mr. Tom George) |
| VFR Corridors | (Maj Adam Shicks) |
| Open Forum | (multiple speakers) |
| Closing Comments | (Col Lars Hubert) |
|
1200 Meeting Adjourned | |



11th Air Force



Alaska Civil/Military

Aviation Council

Col Lars Hubert



Old Business



2014 Arctic Thunder TFR

NEPA Process

F-35 Bed Down

MACA Pamphlets

Glacier Summit TFR

EX Northern Edge (Lt Col Tim Bobinski)



2014 Arctic Thunder TFR

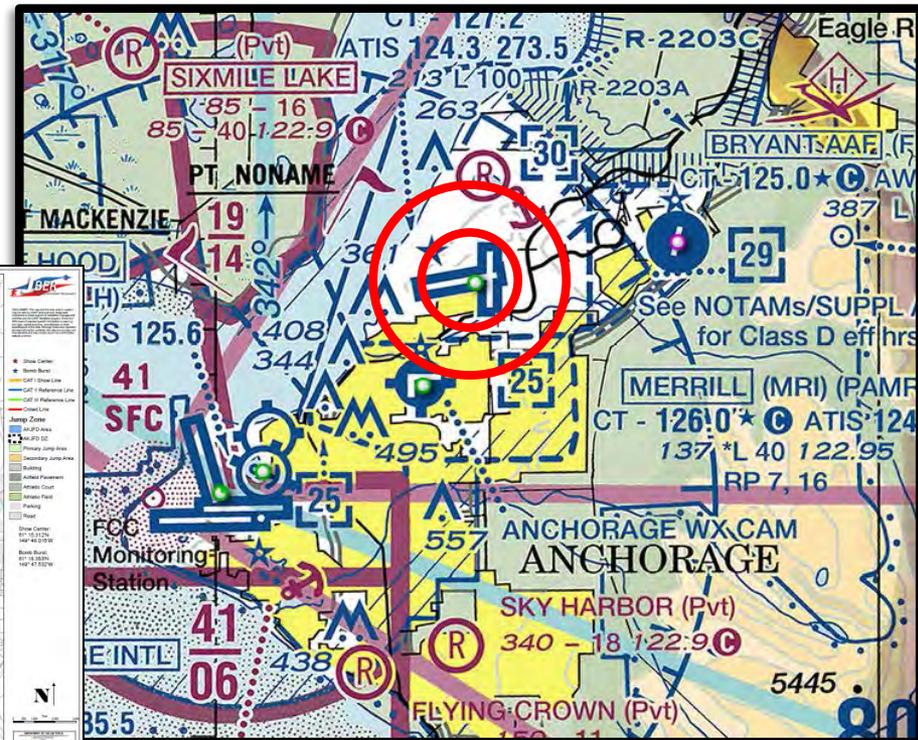
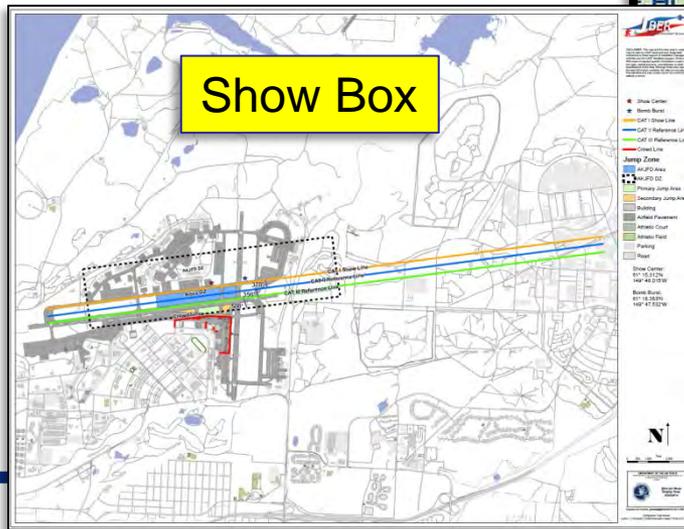


- TFR active throughout Arctic Thunder flight period
 - Thursday 5NM (Thunderbird arrival)
 - Friday, Saturday, and Sunday
 - 2.5 NM - (surface to 15,000MSL)
 - 5 NM - (surface to 15,000MSL) Thunderbirds and F-22s



Results:

- Complex “Accordion TFR” NOTAM
- Expanded & contracted throughout the day in an attempt to minimize impacts in ANC





NEPA Process

JPARC Modernization



• JPARC Modernization & Enhancement of Ranges

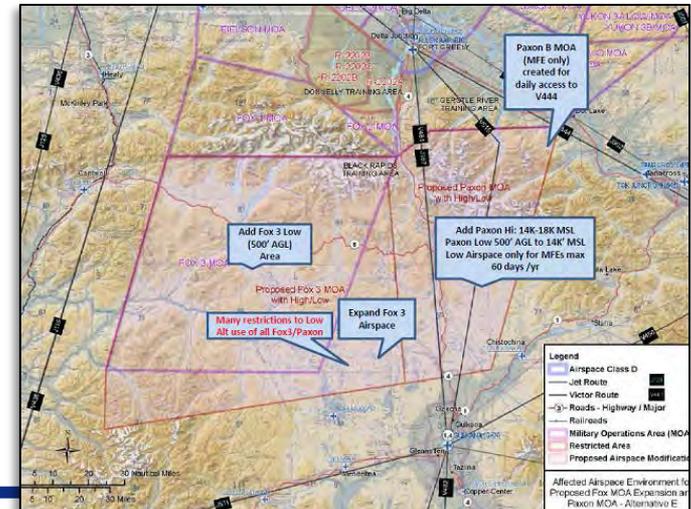
• Reason for EIS:

Provide a training environment with the capacity and capabilities to fully support required training tasks for operational units and trends:

- Technological advances in military equipment and systems
- Advances in combat tactics and techniques
- A continued need for diversified, efficient, and realistic training
- Maximize utility of scarce resources and increase joint training

• Status: USAF proposals are nearing completion within the FAA

- Expecting charting by late summer 2016
- Army proposals will go out for public comment from the FAA





NEPA Process

JPARC Modernization



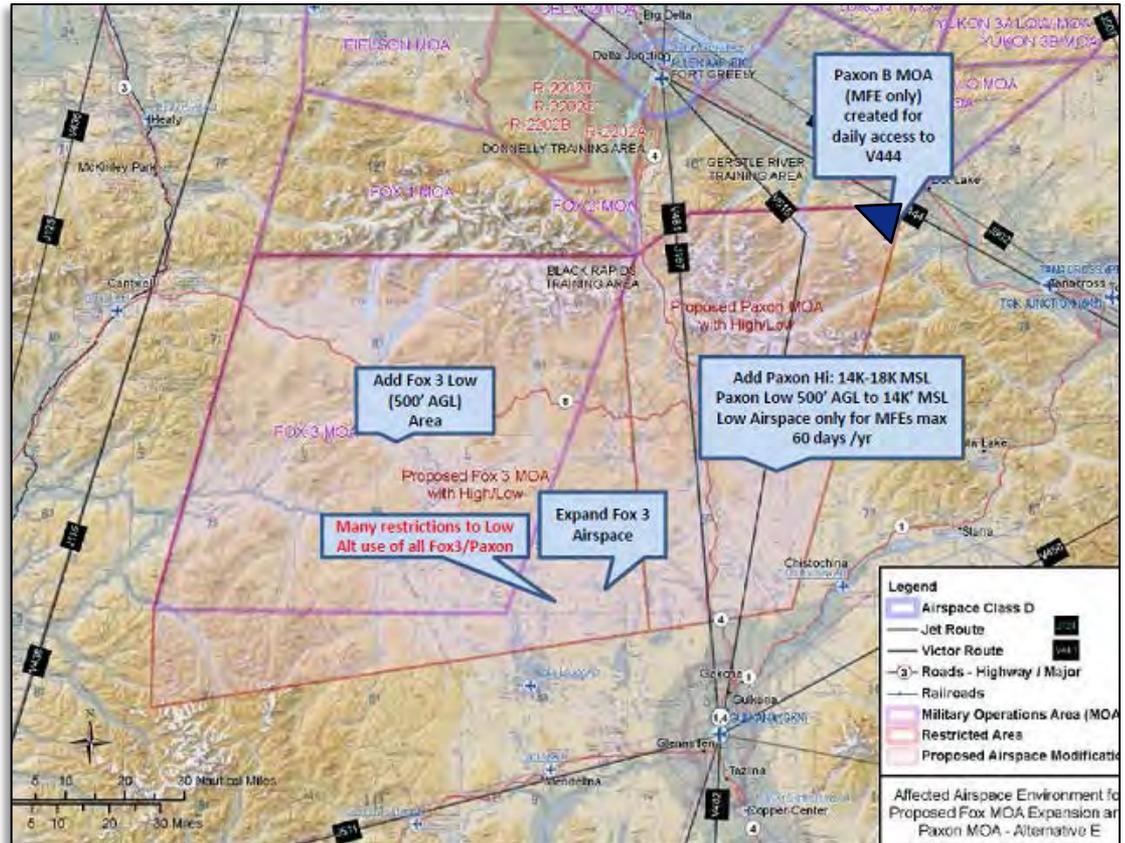
JPARC Modernization & Enhancement of Ranges

USAF Proposals

- Establish Paxon MOA
- Expand the Fox 3 MOA
- Extend JPARC times of use

Updates

- Paxon B = Delta 5 MOA
- Paxon MOA VFR Corridor won't be charted





NEPA Process

F-35 Basing



- **F-35 Basing EIS**

- Reasons for EIS:

- The Air Force is considering a proposal to base 54 F-35A (two squadrons 48 acft + 6 spares) at Eielson AFB between 2019-2021
 - No change in JPARC airspace proposed
 - Expecting approximately an 80% increase in JPARC north usage
 - Fairbanks North Star Borough Resolution 2015-31 supports

- Status: Public hearing completed and drafting final EIS

- **Inquiries:** Contact the 354 Fighter Wing, Public Affairs Office (354FW/PA),
 - 354 Broadway Avenue, Suite 15A, Eielson AFB, AK 99702.
 - Telephone 354 FW/PA at 907-377-2116
354fw.pa.publicaffairs@us.af.mil.





NEPA Process

F-22 Efficiency EIS



- **F-22 Efficiency EIS**

- Reasons for EIS:

- 1) Improve efficiencies in F-22 Flt operations at JBER
- 2) Respond to FAA 2014 guidance on opposite direction flight ops
- 3) Address public/agency concerns regarding airspace safety
- 4) Address 2011 F-22 Plus-Up EA constraints on ops
- 5) Address off-base noise south of JBER (Mt. View area)

- Status: Public scoping happened 14 Oct // USAF is now Drafting the EIS

- www.jberf22eis.com





MACA Pamphlets



<http://www.jber.af.mil/11af/alaskaairspaceinfo/index.asp>



**354TH FIGHTER WING
EIELSON AFB, ALASKA**



**MID-AIR COLLISION
AVOIDANCE
PAMPHLET**

15 April 2015

**Midair
Collision Avoidance**



**Joint Base Elmendorf-Richardson
June 2012**



Glacier Summit TFR



- **Review**

- The President of The U.S. (POTUS) 31 Aug – 2 Sep (Seward, Dillingham, and Kotzebue)
- The FAA issued multiple TFRs
- 30NM Outer Ring and 10NM Inner Core surface to 17,999Ft MSL
 - **Within 10NM**
 - Approved law enforcement, air ambulance, and military supporting Secret Service (USSS)
 - Regularly scheduled commercial passenger and cargo carriers under TSA-approved standard security programs
 - **Within 30NM to 10NM**
 - Limited to aircraft arriving/departing local airfields and ATC authorized operations (Aircraft may not loiter)
 - On an active IFR or VFR flight plan with a discrete code assigned by ATC
 - Squawking the discrete code prior to departure and at all times while in the TFR
 - Must remain in two-way radio communications
 - All USSS vetted aircraft operators based in the area must coordinate with ATC by phone prior to departure
 - **Gateway Airports**
 - Palmer Municipal, Wasilla Lake, Merrill Field, Lake Hood
 - **Prohibited Operations**
 - Flight training, Practice instrument approaches, Aerobatic flight, Glider ops, Seaplane Ops, Parachute ops, Ultralight, hang gliding, Balloon ops, Agriculture/crop dusting, Animal population control flight operations, Banner towing, Maintenance test flights, Model aircraft ops, Model rocketry, UAS, Utility and pipeline survey operations



Glacier Summit TFR

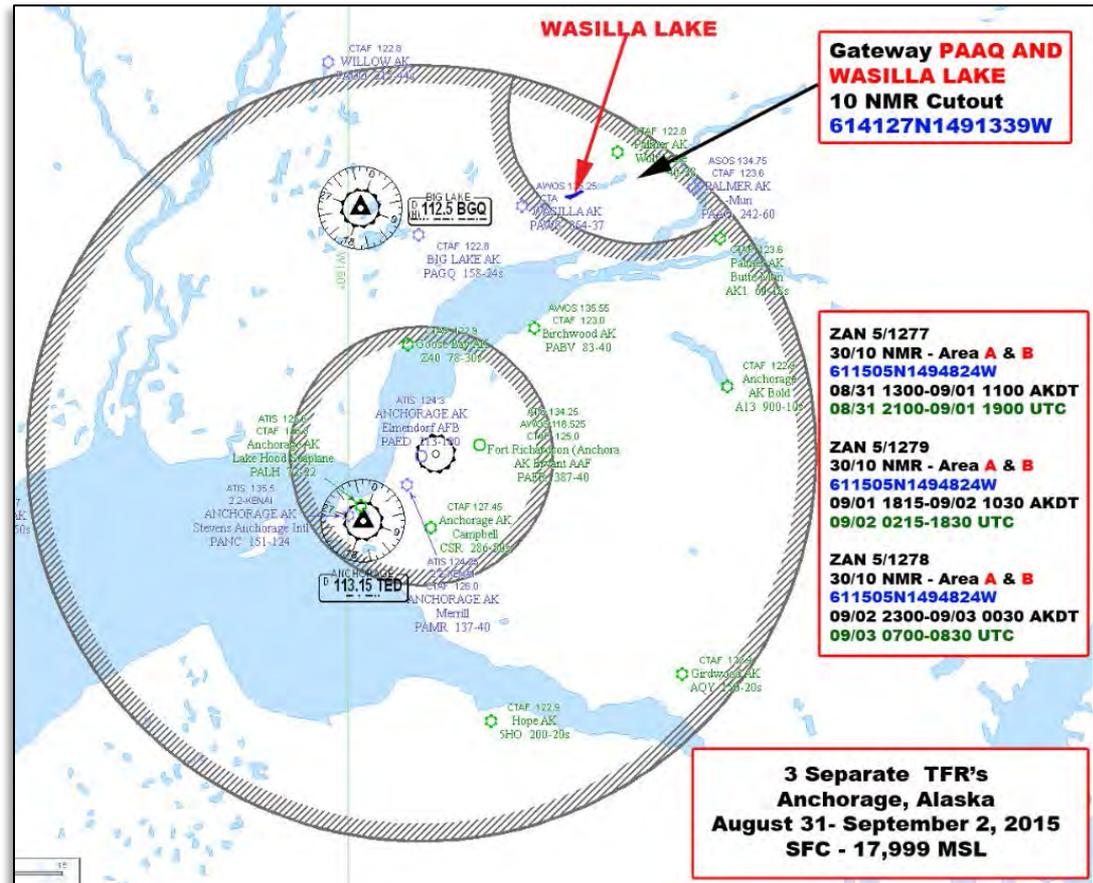


• Review

- The President of The U.S. (POTUS) 31 Aug – 2 Sep (Seward, Dillingham, and Kotzebue)

• Military Objectives

- Maintain air picture Situational Awareness (SA)
- Ensure safe flying ops to include TFR enforcement of unknown aircraft
- Support civil authorities in TFR enforcement and POTUS protection



Alaskan Command



NORTHERN EDGE 2015 Wrap-Up

**Lt Col Tim Bobinski
ALCOM Joint Exercises**

17 November 2015

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



Background

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





Overview

- **PACOM contingency exercise**
 - Replicate most challenging Pacific theater scenarios
 - Joint interoperability tactics, techniques & procedures
 - Requires Alaskan-sized spaces = vast distances large, modern military forces face

- **Comprehensive, realistic training**
 - Air-to-Air
 - Air-to-Surface
 - Tactical Command and Control
 - Live-Virtual-Constructive Integration





NE15 Highlights

- **Over 7,000 Joint Exercise participants**
 - 67 units, 8 ships, 1 submarine, 184 aircraft
 - 1,892 total sorties, 5,133.6 hours
 - Air refueling: 10,027,800 lbs transferred to 1,265 receivers
 - 31,207 lbs ordnance, 132,000 lbs cargo dropped
 - 117 paratroopers dropped
- **Experimentation, Science and Technology**
 - 19 high-end experiments and simulations
 - Addressed priority capability shortfalls
 - Extensive employment of electronic attack
 - GPS jamming, communications jamming, air/surface jamming, datalink jamming





GPS Jamming

- **Briefed at Spring ACMAC**
- **Provided by Joint Navigation Warfare Center, Kirtland AFB, NM**
- **Only one scenario for NE15**
 - **Tactical employment denial in JPARC**
 - **Scheduled for second week**
 - **Only one 'test' period conducted**
 - **Subsequent employment cancelled to mitigate effects on airborne wildfire fighting efforts**



Looking Ahead

- **Next NORTHERN EDGE in 2017**
- **Possibly earlier in the year (May vs. June)**
 - **Potential monetary savings to DoD**
 - **Reduce impact to airborne firefighting efforts**
 - **Avoid peak tourist season**





NORTHERN EDGE Summary

- One of U.S. Pacific Command & DoD's premier exercises
- Alaska's military infrastructure allows top-quality training unmatched anywhere else
- Interagency cooperation & community support are keys to exercise success





Questions?



Eielson Range Control





353 CTS/ADO

Pete “Bruster” Bussa

Integrity - Service - Excellence



Overview



- **Eielson Range Control**
 - **Airspace Management**
 - **Airspace Usage Report**
 - **Special Use Airspace Information Service (SUAIS)**
 - **ERC Does Not Provide**





Eielson Range Control



- Eielson Range Control (ERC) is the central point of contact within the Joint Pacific Alaska Range Complex (JPARC) North air and range spaces.
- Perform all range control functions necessary to manage and facilitate exercise and daily flying/threat training schedules
 - Has same day authority to implement requested changes to current day flight
 - Communicate with external agencies
 - Maintain awareness of ground parties and their movements
 - Deconflict as required, activities and occupants of JPARC North ground and airspace



Airspace Management



- **Open ranges and airspace 30 minutes prior to first scheduled activity**
- **Monitor radios, phones, surveillance radar and other ERC communications and visual information sources on a continual basis**
- **Interface with the FAA for aircraft operating in the JPARC when aircraft are unable to communicate directly**
- **Ensure all critical communications are recorded**



Airspace Management



- **Establish and Maintain Radio Contact with Aircraft within the JPARC-North Airspaces**
- **Act as central POC during emergencies, incidents and mishaps until Government representative assumes control**
- **Create and maintain daily event logs**



Airspace Usage Report



- **Maintain a count of airspace usage by military aircraft and weapons expenditures on JPARC Ranges**
 - **Annual Restricted Area and Military Operations Area Utilization Report**
 - **Quarterly Range and Equipment Utilization Report**
 - **Quarterly Munitions Expenditure Tracking Report**



Special Use Airspace Information Service (SUAIS)



- Shall provide the SUAIS to aid civilian pilots in effectively utilizing the Special Use Airspace in central Alaska
- Monitor the SUAIS radio frequency and telephone lines during JPARC operation hours and respond to requests for MOA and restricted area information from civil aviators
- Update the recorded SUAIS message with the most current projected airspace criteria



ERC Does not provide:



- Air Traffic Control Services
- IFR Vectoring
- Processing Flight Plans



Eielson Range Control



Questions ?

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U.S. ARMY ALASKA

READY UNITS * STRONG FAMILIES * ARCTIC TOUGH LEADERS



USARAK

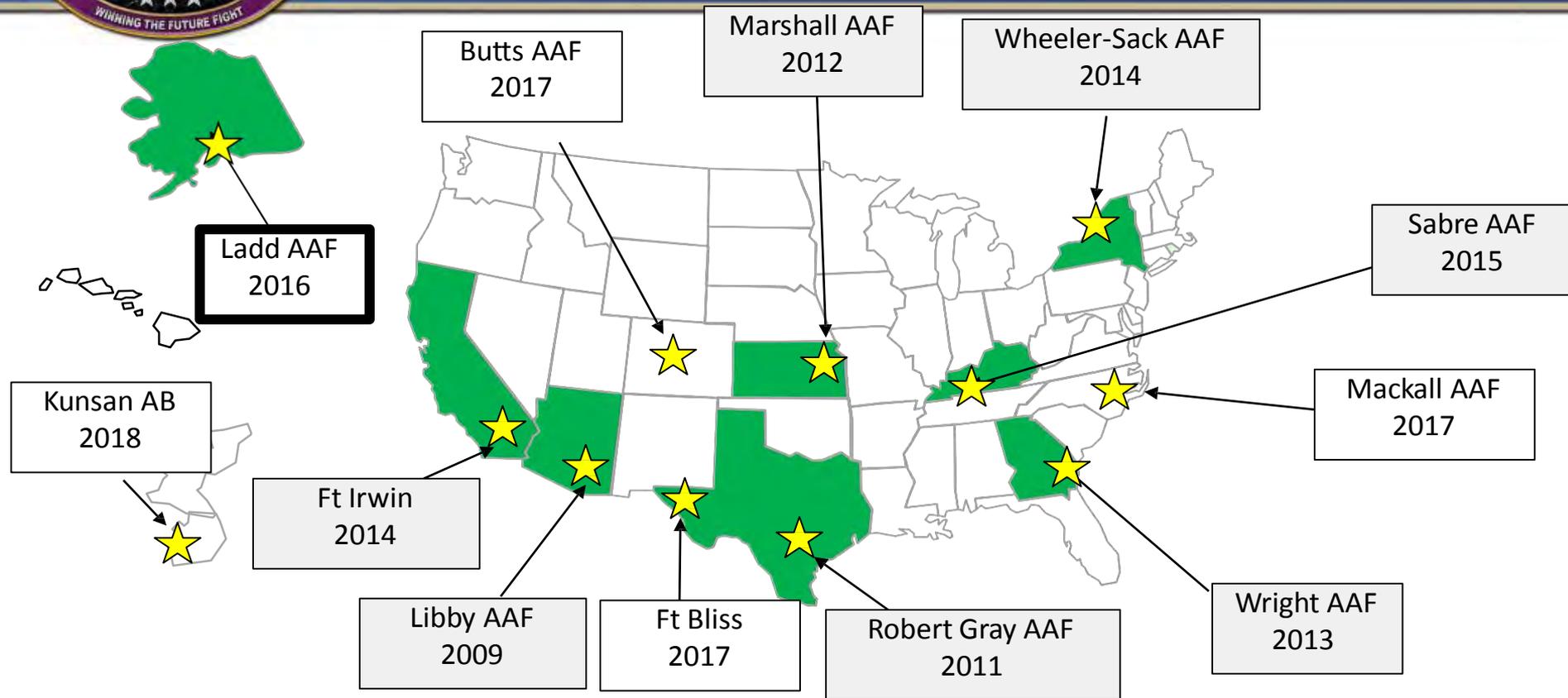
Gray Eagle Operations

J. Reed Greenwood
USARAK G3/5/7 AVN
907-384-2700 W

james.rgreenwood10.civ@mail.mil



US ARMY Gray Eagle Stationing



Common COA Characteristics

- Takeoff and Landing from Class D Army airfield's
- NAS access requirements limited to transit (Class E and G) to and from Restricted Airspace
- Day/ Night VFR operations (no IFR)
- No flight with weapons in the NAS
- See and Avoid requirements (Ground Observers / Chase plane / GBSAA*)



Gray Eagle System Overview

Deployed /Garrison



Unmanned Aircraft (UA)
12 / 9



Ground Control Stations (GCS)
6 / 5



TCDL GDT
7 / 5



MGCS
1 / 1

*Replaces PGCS



SATCOM GDT
3 / 2



TALS Antenna
6 / 6

Personnel
128 / 128

Datalinks

SATCOM & TCDL

- Ku-Band SATCOM with migration to Ka-Band
- Increased TCDL range with GDT Towers
- Bandwidth:
 - TCDL up to 274 mbs
 - SATCOM up to 44.7 mbs



Standard Equip. Package

Comms Relay Package- Medium

- Single Channel Comms Relay
- Secure Digital Comms



2 x ARC 201D SINGARS



APX-118



ARC 231

Additional Capabilities

- Airframe
 - 3,600 lb GTOW with 2.0l engine
 - Designed for T/O & LDG distance of 4,500 feet
- Near all weather capability
 - Wing De-icing allows flight through light icing
 - 20 knot crosswind landing capability
- Redundant Avionics
 - Redundant flight controls
 - Triple-Redundant flight processors
- Dual Automatic Take-off & Landing (ATLS)
 - Differential GPS
 - Back-up TALS (same as Shadow UAS system)
- Multiple hard points for weapons and external stores
 - (4 x on wings)
- Multiple Payload Bays
 - (2 x Forward, 1 x Aft)



Payloads

Threshold



EO/IR/LD



SAR/GMTI



HELLFIRE Missiles

- Up to 4 Hellfire Missiles
- Current: HFII UAS Missiles
- Future: AGM-114R & JAGM

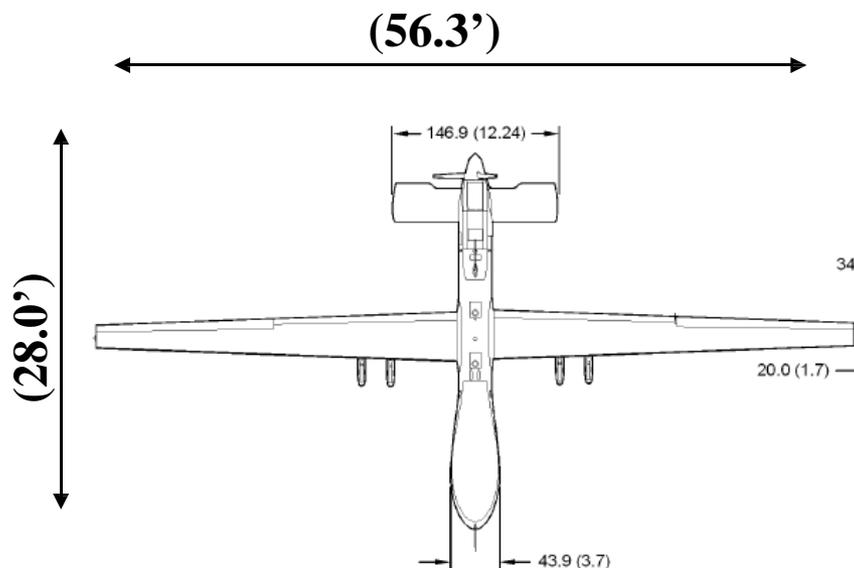
Heavy Fuel Engine

- Diesel JP-8
- Reduced logistics, common fuel across the Army
- 2.0 l Engine provides increased climb rates & fuel efficiency





MQ-1C Compared to C-182T



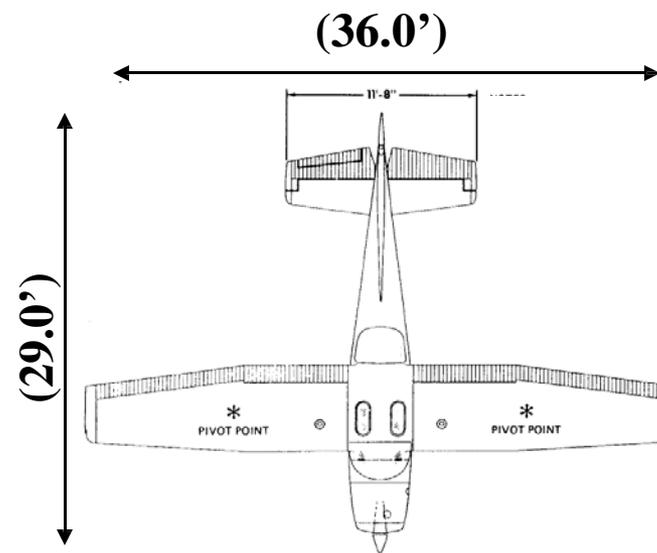
MQ-1C

Max weight 3600lbs

Vne/Va: 130 KIAS

Approach: 83 KIAS

Vs: 58 KIAS



C-182T

Max weight 3100lbs

Vne: 167 KIAS

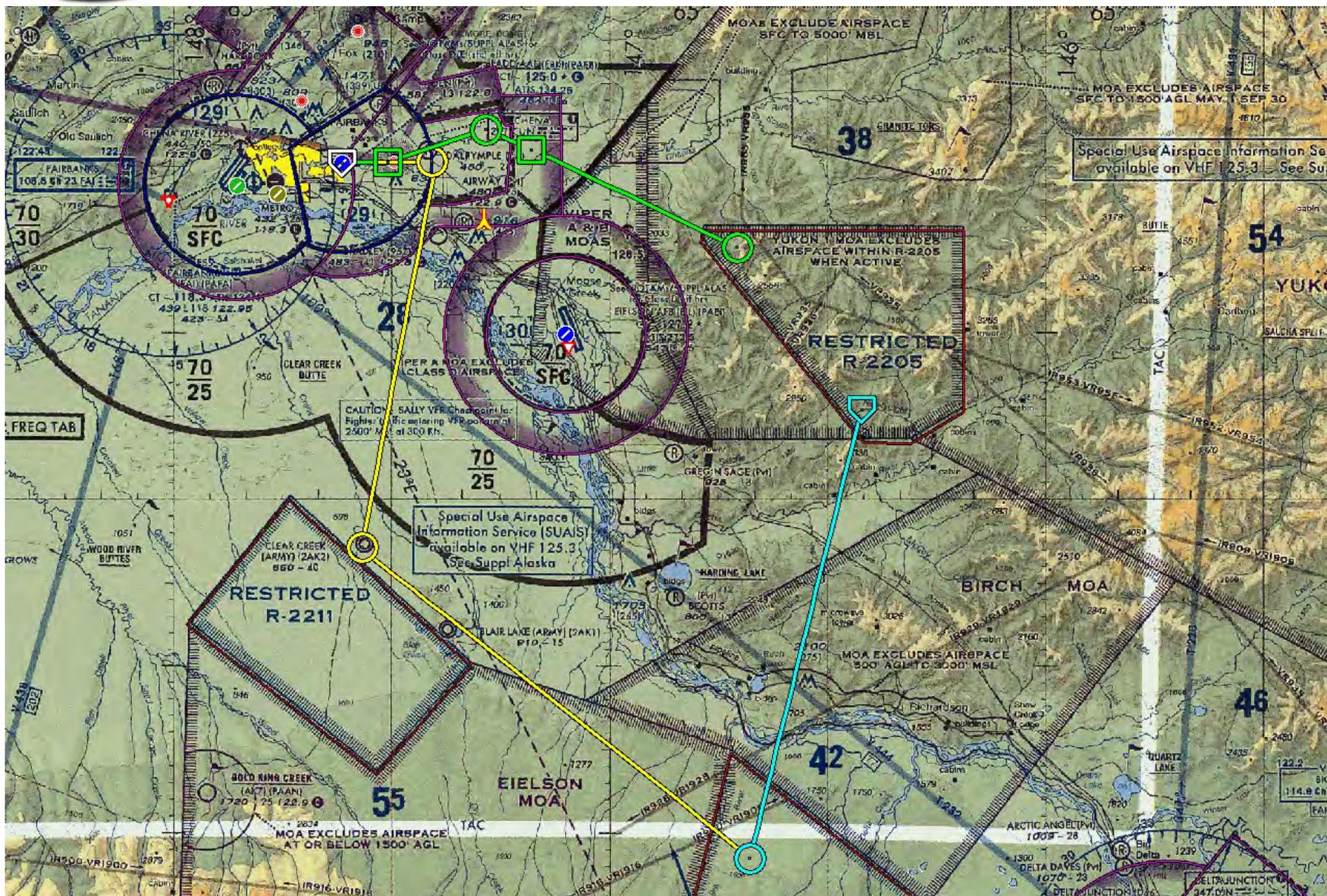
Approach: 70 KIAS

Vso: 52 KIAS

Flight characteristics and performance similar between Aircraft



DRAFT Gray Eagle Transition Routes

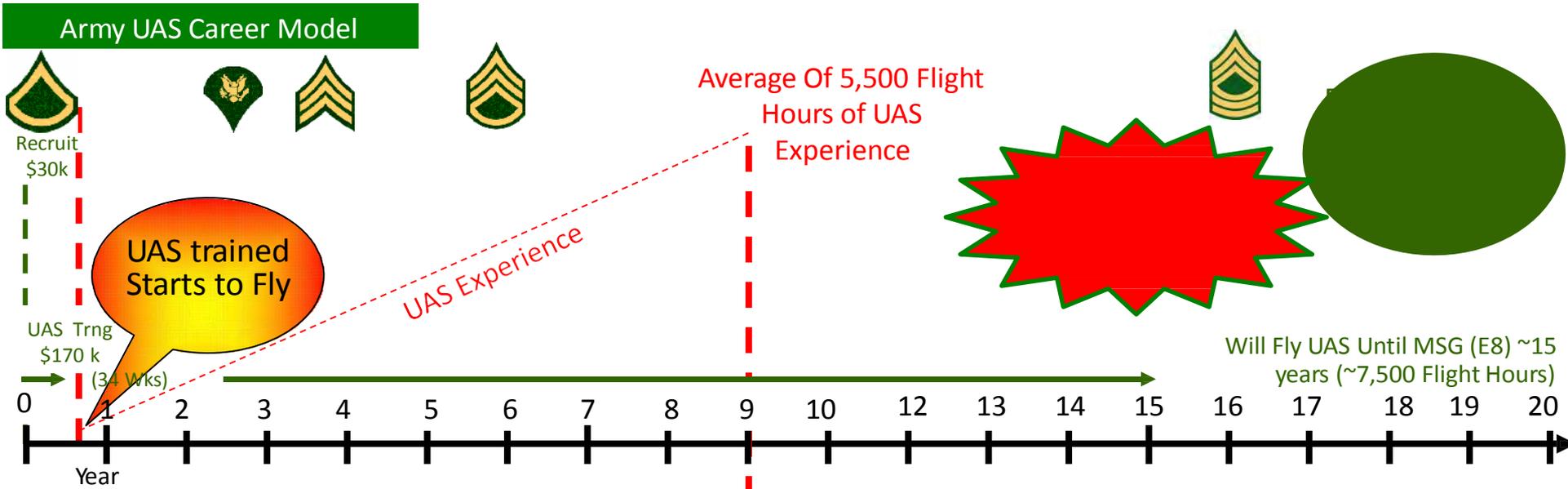




Profile of a UAS Operator

Army UAS Operator

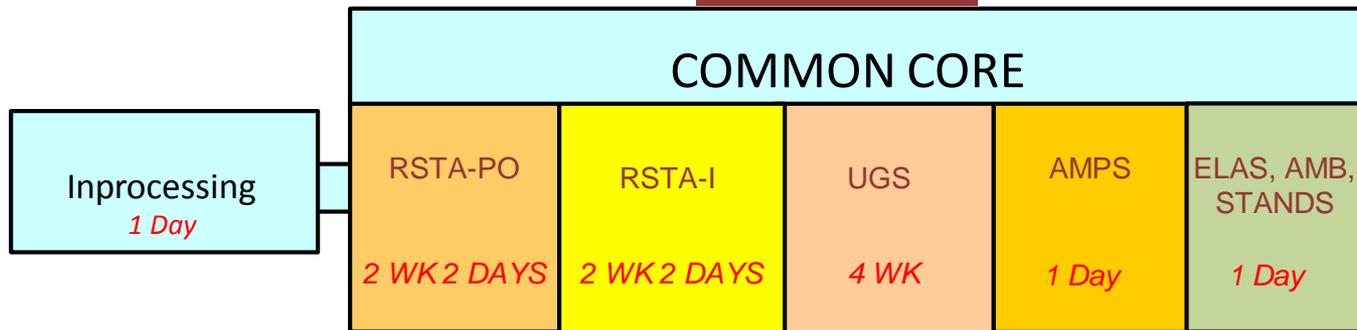
- Military Occupational Specialty 15W
- Enlistment 6 Year Commitment
- *Duties.* The UAS operator supervises or operates the UAS, to include mission planning, mission sensor/payload operations, launching, remotely piloting and recovering the aerial vehicle.





UAS Operator Training Pipeline

PHASE I



9 WKS 2 DAYS

Complies with CFR (FAR) 61.105, Aeronautical Knowledge, resulting in authorizations/ testing of the Private Pilot Knowledge Test (PPKT)

PHASE II In Go-to-War Aircraft



97 – 131 HRS

Instrument training, Graduates of the NAS Operations Module will be:

- trained to fly in IMC in the NAS
- able to pass the FAA Instrument Written Exam



Take a ways

- Army is fielding Gray Eagle to Alaska in February 2016 with flights starting in March 2016
- Performs like other light fixed wing aircraft.
- Gray Eagle are flown by Aviation professionals
- Transition Routes to and from the restricted areas are FAA approved.
- Approved for operation in National Airspace System.





Questions



US Army Alaska Public Affairs Office

Mailing Address:

Public Affairs Office

Attention: APVR-RPO

724 Postal Service Loop #5900

JBER-Richardson, Alaska 99505-5900

Public Affairs Officer

LTC Alan Brown

Phone: 907-384-1542

Email: alan.s.brown.mil@mail.mil



ALASKA CIVIL MILITARY AVIATION COUNCIL



BREAK!!!

Integrity - Service - Excellence



11th Air Force



ADS-B in JPARC

Mr. Scott Christy



ADS-B in JPARC



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ADS-B in JPARC



Integrity - Service - Excellence



ADS-B in JPARC



Integrity - Service - Excellence



ADS-B in JPARC



Integrity - Service - Excellence



ADS-B in JPARC





ADS-B in JPARC



Integrity - Service - Excellence



ADS-B in JPARC



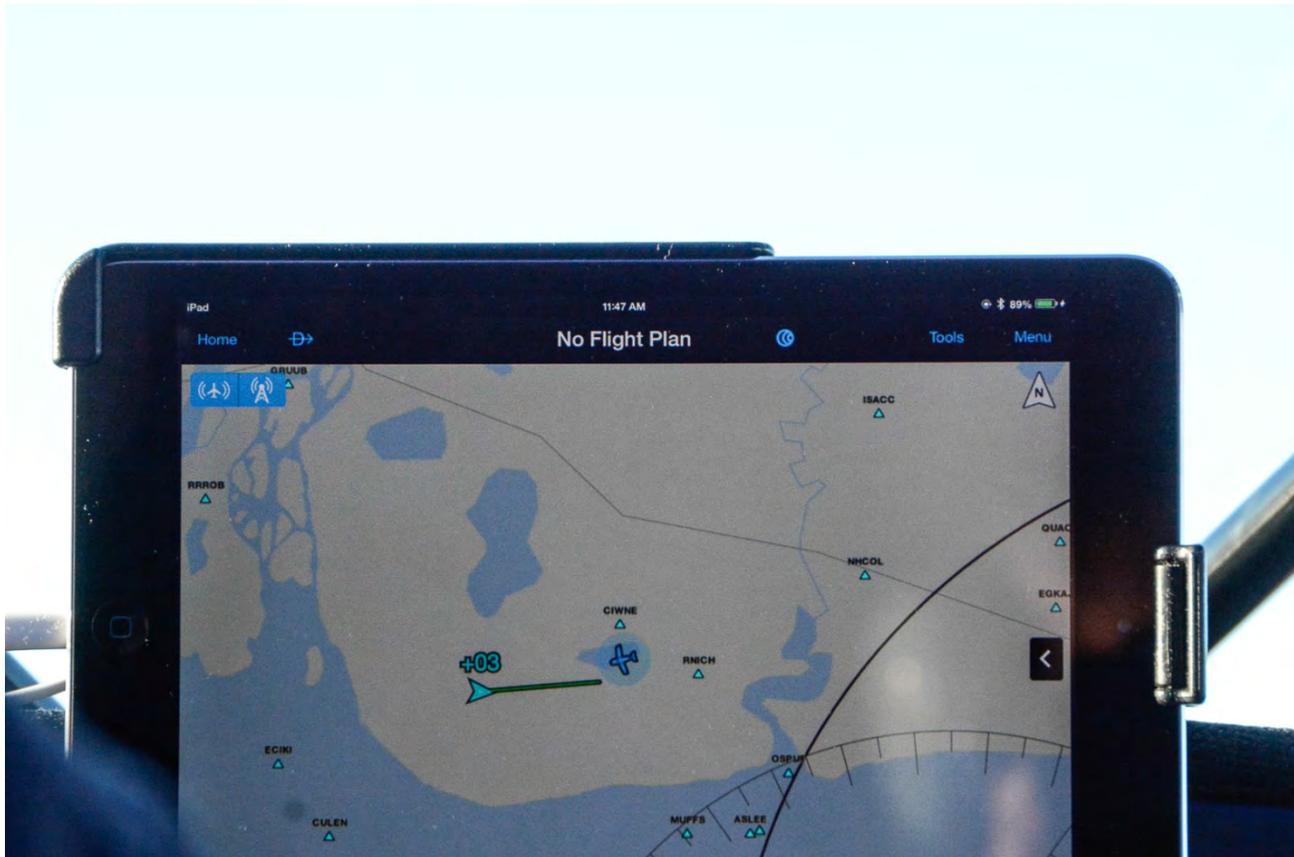


ADS-B in JPARC





ADS-B in JPARC



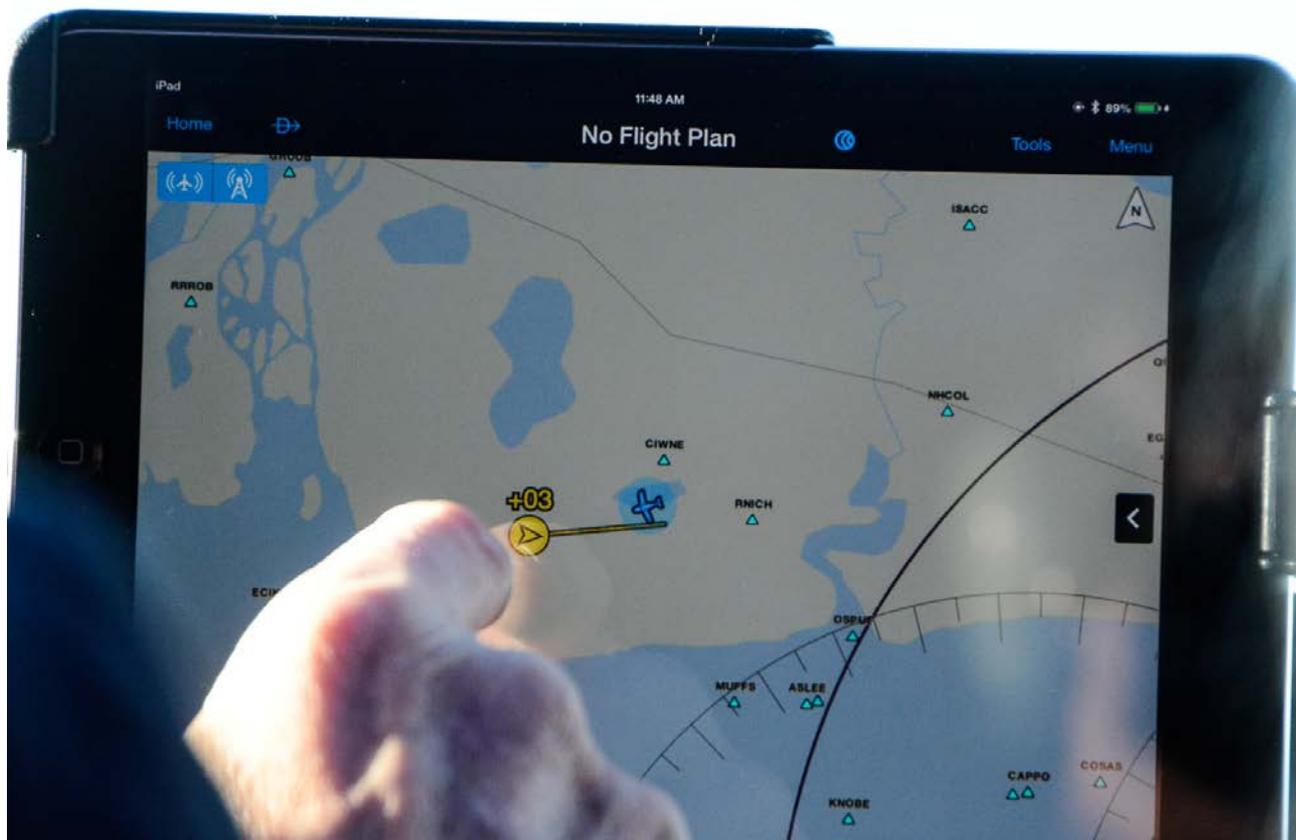


ADS-B in JPARC





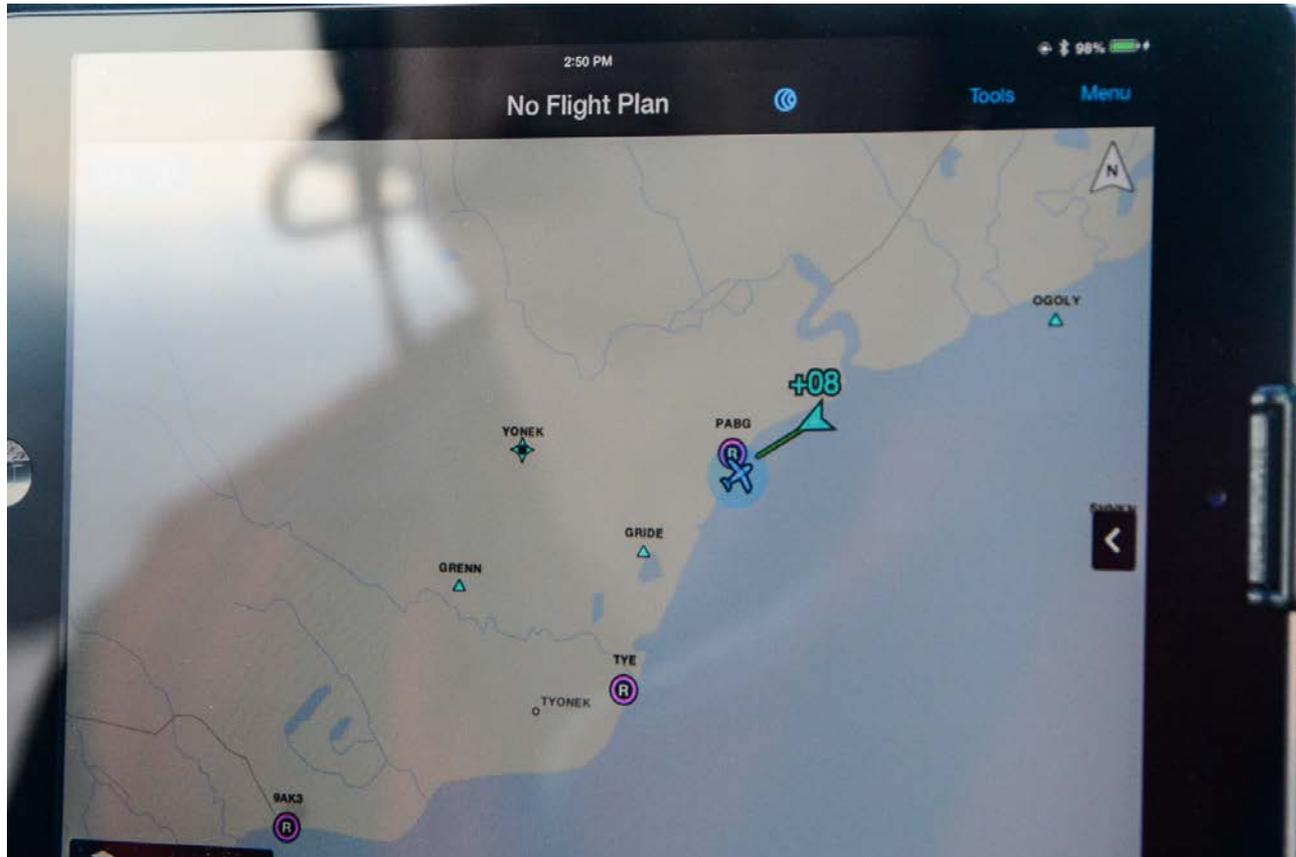
ADS-B in JPARC



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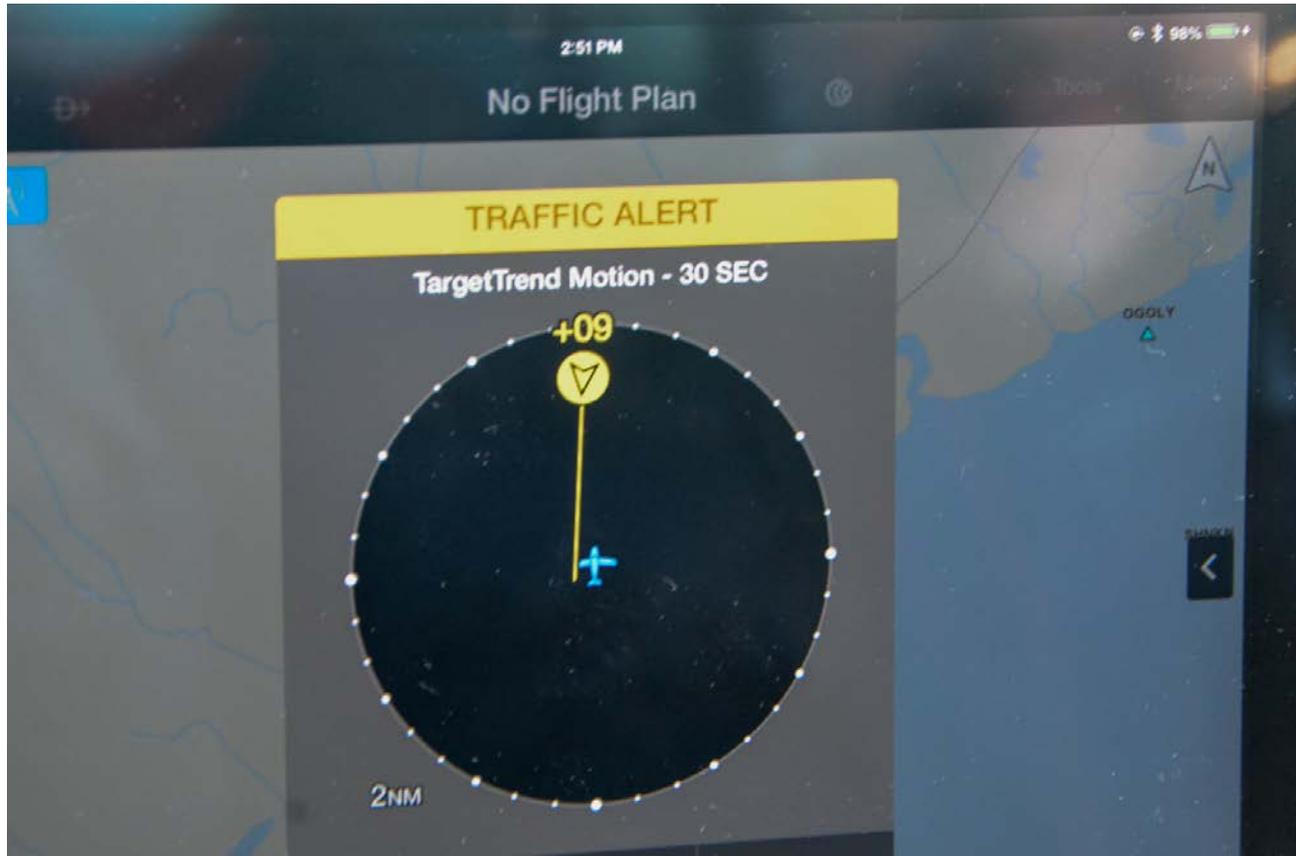


ADS-B in JPARC





ADS-B in JPARC





RED FLAG-ALASKA



353rd CTS Eielson AFB AK

THIS BRIEFING IS UNCLASSIFIED

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Overview



■ CY – 2016 Update

- RF-A 16-1
- RF-A 16-2
- RF-A 16-3
- RF-A 17-1
- Distant Frontier

■ Questions





Distant Frontier

(1 Apr – 31 Oct 16)



- Distant Frontier:

- TBD

TBD

- Distant Frontier:

- TBD

TBD



Questions



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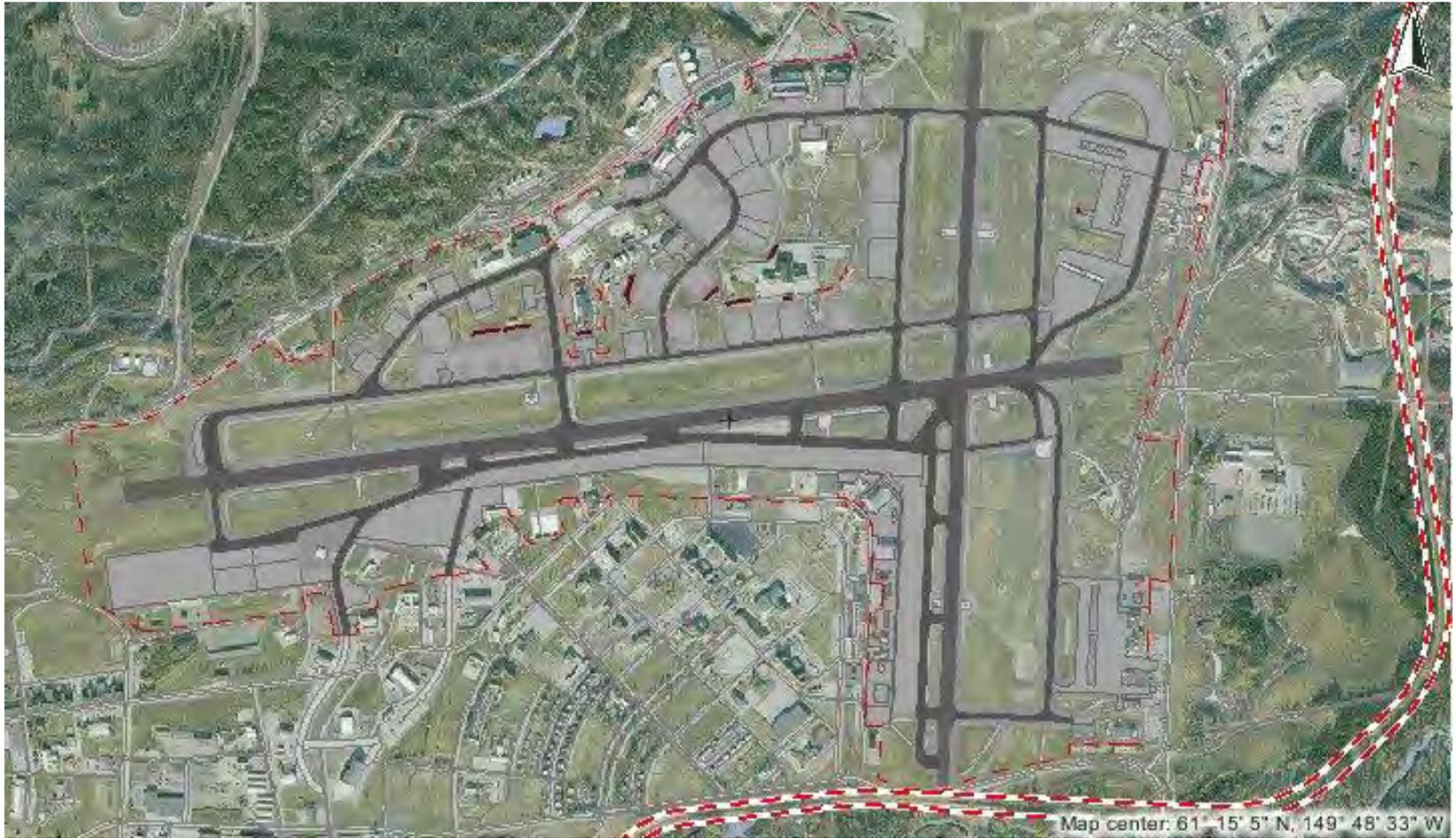
Airfield Operations



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



Elmendorf AFB





Airfield Environment

2016 Construction Schedule



Additional Airfield Projects may be added after Fall inspection for maintenance

Rwy 06/24 Re-grooving Project:
Apr – Aug
(10 day break for 2016 Airshow)

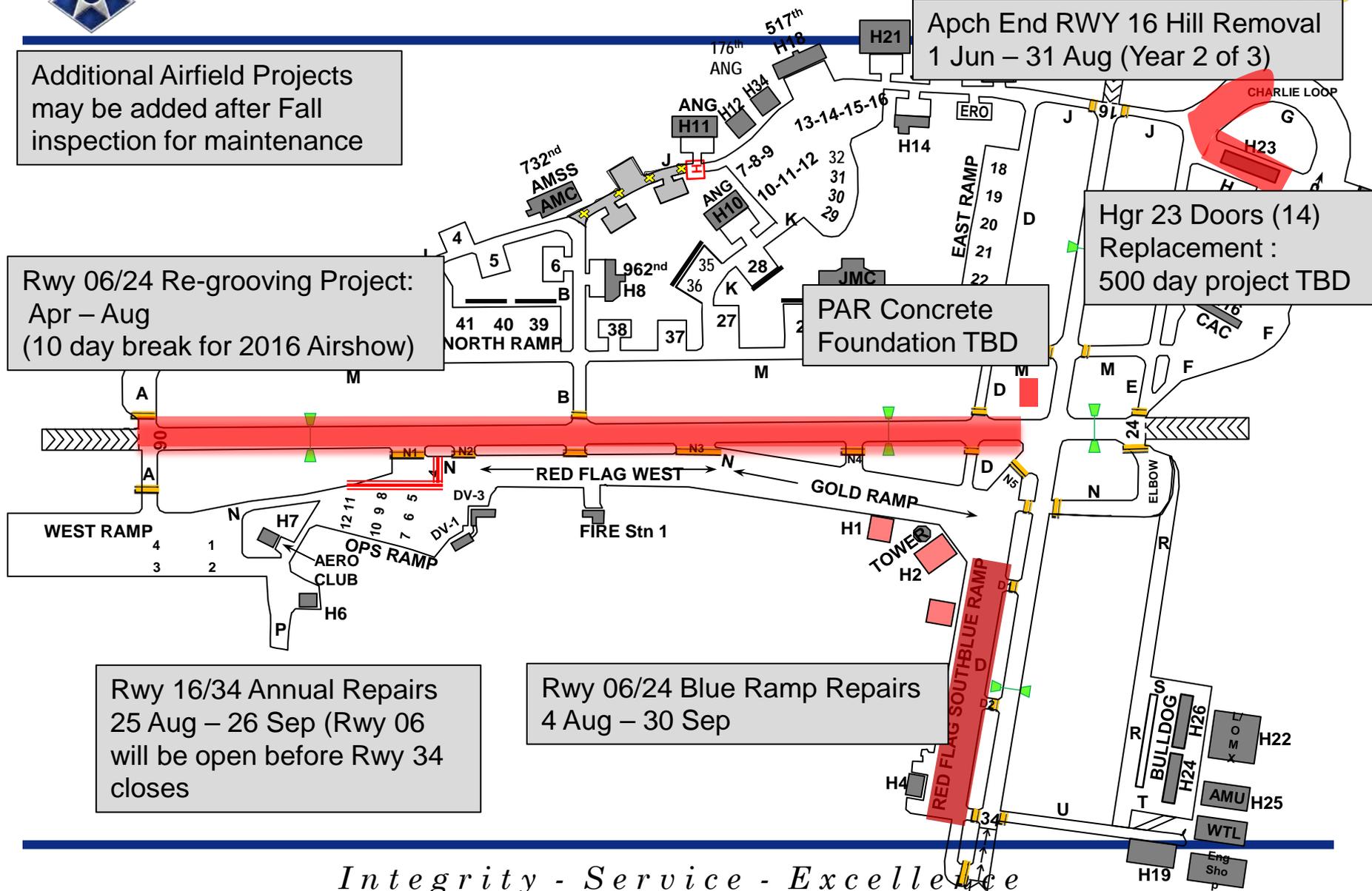
Apch End RWY 16 Hill Removal
1 Jun – 31 Aug (Year 2 of 3)

Hgr 23 Doors (14)
Replacement :
500 day project TBD

PAR Concrete
Foundation TBD

Rwy 16/34 Annual Repairs
25 Aug – 26 Sep (Rwy 06
will be open before Rwy 34
closes

Rwy 06/24 Blue Ramp Repairs
4 Aug – 30 Sep





Exercise/Events Proposed Schedule



- **Red Flag 16-1: 27 Apr - 15 May 16**
- **Red Flag 16-2: 1 - 19 Jun 16**
- **Open House: 28 Jul - 1 Aug 16**
- **Red Flag 16-3: 3 - 21 Aug 16**
- **Red Flag 17: 15 - 23 Oct 16**

Eielson AFB





Eielson AFB Construction

PROJECT	DATES	HOURS	IMPACT/NOTE
Nose Dock 7 Underground Injection Control	COMPLETE	0700-1900	Excavate & remove underground well North side of ND7
4 Bay Drain Repair (P&Mx)	COMPLETE	0700-1900	4 Bay back closed to aircraft/vehicle traffic - Project extended due to additional expense
Romeo/Sierra Pavement Repair (P&Mx)	COMPLETE	TBD	Repair asphalt on 6 fuel spill locations Romeo/Sierra ramp closed. - Sierra spot 6 not completed
South Loop (LOLA) Mill & Overlay	DELAYED TIL SPRING 2016	0700-1900	LOLA Closed LOLA on Charlie Row and South Ramp
Water Line & Fire Hydrant repair (T-dome)	DELAYED TIL SPRING 2016	0700-1900	Excavate West side of T-dome and repair fire hydrant and water lines
Nose Dock 7 Pavement replacement	DELAYED	0700-1900	Replace concrete on West side of ND7 Phase hangar closed Wide body aircraft restriction Foxtrot Oscar Row Spot 1 closed
Trim Pad Mill & Overlay	DELAYED TIL SPRING 2016	0700-1900	Mill & Overlay asphalt Closed to engine runs

*Next year's project list not yet available



Eielson AFB Holiday Closures

CLOSED	OPEN
26 – 29 Nov 15	0700L on 30 Nov 15
25 – 28 Dec 15	0700L on 29 Dec 15
1 – 4 Jan 16	0700L on 5 Jan 16
15 –18 Jan 16	0700L on 19 Jan 16
12 –15 Feb 16	0700L on 16 Feb 16
8 –10 Apr 16	0700L on 11 Apr 16
27 – 30 May 16	0700L on 31 May 16



Eielson AFB

Exercise Schedule

EXERCISE	INCLUSIVE DATES
RED FLAG – Alaska 16-1	38 Apr – 13 May
RED FLAG – Alaska 16-2	2 – 17 June
Airshow	23 – 24 Jul
RED FLAG – Alaska 16-3	4 – 19 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 complete (Grooved)
Taxiway identification change (Spring)



Ladd Army Airfield



Integrity - Service - Excellence



Ladd Army Airfield



- **New Airfield Manager**
- **New Safety Officer**
- **Hangars 4 and 5 complete; Storage facility nearing completion**
- **1-25 Attack Recce Battalion operations with AH-64 Apache Aircraft**



Fairbanks
International Airport
AeroNexus®



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Short-Term

CONSTRUCTION PROJECTS / NAVAIDS	CONSTRUCTION PERIOD	EFFECTS/LIMFACs/ TEMPORARY OPS
Mag Var Change	December 10, 2015	None expected

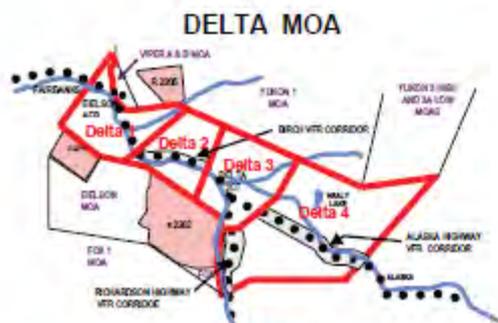
Long-Term

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

JPARC Concerns

Tom George

AOPA Alaska Regional Manager



SIDE VIEW
FL180

DELTA 1 10000' MSL	DELTA 2 5000' MSL	DELTA 3 3000' AGL	DELTA 4 7000' MSL
EIELSON AFB	BIRCH 500' AGL	DELTA JUNCTION	BUFFALO MOA 300' AGL

This MOA will only be utilized during major flying exercises (2012/13 dates listed on flip side). Usage times will be published 30 days prior to the start of each exercise. Exercise activation times will normally consist of a morning and evening period. Each period will last 1.5 – 2.5 hours. Reference the web page below and Eielson AFB NOTAMs for actual activation times. This MOA will be returned to the FAA immediately upon completion of military use. Activation times are published 30 days in advance to encourage pilots to plan their flights around the short activation windows. MOAs are "VFR see and avoid" airspace, and VFR flight through the MOA is not restricted, although extreme caution is advised due to the high speed/dynamic nature of military flying. Utilize SUAIS if you must transit an active MOA. Emergency aircraft, air evacuation, Life Flight, and fire fighting aircraft will always have priority over military training. Please refer to the Alaska Airspace webpage for the most current information:

<http://www.jber.af.mil/11af/alaskaairspaceinfo>

I AM NOT A PILOT. WHY SHOULD I KNOW ABOUT MOAs AND SUAIS?

The information in this pamphlet is for all persons traveling in the vicinity of Military Operations Areas (MOAs) in Alaska. For persons on the ground, this pamphlet provides information on where low flying military aircraft and "jet noise" may occur.

SUAIS INFORMATION

For current information on MOA, MTR and range status/activity, contact:

EIELSON RANGE CONTROL (ERC)

VHF 125.3

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

Contact nearest FSS or Anchorage Center after hours or when ERC can't be reached. Notify ERC via telephone when outages to SUAIS are encountered. (After hours, leave a message on the 24 hour feedback line listed below)

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.jber.af.mil/11af/alaskaairspaceinfo>

THIS PAMPHLET IS PROVIDED FOR INFORMATION PURPOSES ONLY. IT IS NOT INTENDED TO REPLACE OFFICIAL GUIDANCE AVAILABLE THROUGH THE FAA. IT IS STRONGLY RECOMMENDED THAT PILOTS CONTACT THE NEAREST FLIGHT SERVICE STATION FOR THE LATEST NOTAM INFORMATION ON RESTRICTED/SPECIAL USE AIRSPACE.

ALASKA MILITARY OPERATIONS AREAS (MOAs)

Special Use Airspace Information Service (SUAIS)

IMPORTANT INFORMATION ON MILITARY
AIRCRAFT OPERATIONS IN ALASKA FOR
ALL PILOTS, RESIDENTS, AND VISITORS



Updated: April 2013
DEPARTMENT OF THE AIR FORCE
11TH AIR FORCE
JOINT BASE ELMENDORF-RICHARDSON

DELTA MOA



SIDE VIEW FL180

DELTA 1 10000' MSL	DELTA 2 5000' MSL	DELTA 3 3000' AGL DELTA JUNCTION	DELTA 4 7000' MSL BUFFALO MOA 300' AGL
EIELSON AFB	BIRCH 500' AGL		

This MOA will only be utilized during major flying exercises, dates listed on flip side. Usage times will be published 30 days prior to the start of each exercise. Exercise activation times will normally consist of a morning and evening period. Each period will last 1.5 – 2.5 hours. Reference the web page below and Eielson AFB

NOTAMs for actual activation times. This MOA will be returned to the FAA immediately upon completion of military use. Activation times are published 30 days in advance to encourage pilots to plan their flights around the short activation windows. MOAs are "VFR see and avoid" airspace, and VFR flight through the MOA is not restricted, although extreme caution is advised due to the high speed/dynamic nature of military flying. Utilize SUAIS if you must transit an active MOA. Emergency aircraft, air evacuation, Life Flight, and fire fighting aircraft will always have priority over military training. Please refer to the Alaska Airspace webpage for the most current information:

<http://www.jber.af.mil/11af/alaskaairspaceinfo>

I AM NOT A PILOT. WHY SHOULD I KNOW ABOUT MOAs AND SUAIS?

The information in this pamphlet is for all persons traveling in the vicinity of Military Operations Areas (MOAs) in Alaska. For persons on the ground, this pamphlet provides information on where low flying military aircraft and "jet noise" may occur.

SUAIS INFORMATION

For current information on MOA, MTR and range status/activity, contact:

EIELSON RANGE CONTROL (ERC) VHF 125.3

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

Notify ERC via telephone when outages to SUAIS are encountered.

Contact Anchorage Center when ERC can't be reached.

To file a NOISE COMPLAINT call the
24 HOUR FEEDBACK LINE
1-800-538-6647 / 1-800-JET-NOISE

GENERAL SAFETY REPORTING
Report unexpected encounters with
military aircraft or other safety concerns
JBER - (907) 552-4128/4798
Eielson - (907) 377-1155/1025

For ADDITIONAL INFORMATION about Air Force flight activity in Alaska see our web site at:
<http://www.jber.af.mil/11af/alaskaairspaceinfo>

THIS PAMPHLET IS PROVIDED FOR INFORMATION PURPOSES ONLY. IT IS NOT INTENDED TO REPLACE OFFICIAL GUIDANCE AVAILABLE THROUGH THE FAA. IT IS STRONGLY RECOMMENDED THAT PILOTS CONTACT THE NEAREST FLIGHT SERVICE STATION FOR THE LATEST NOTAM INFORMATION ON RESTRICTED/SPECIAL USE AIRSPACE.

ALASKA MILITARY OPERATIONS AREAS (MOAs)

Special Use Airspace Information Service (SUAIS)

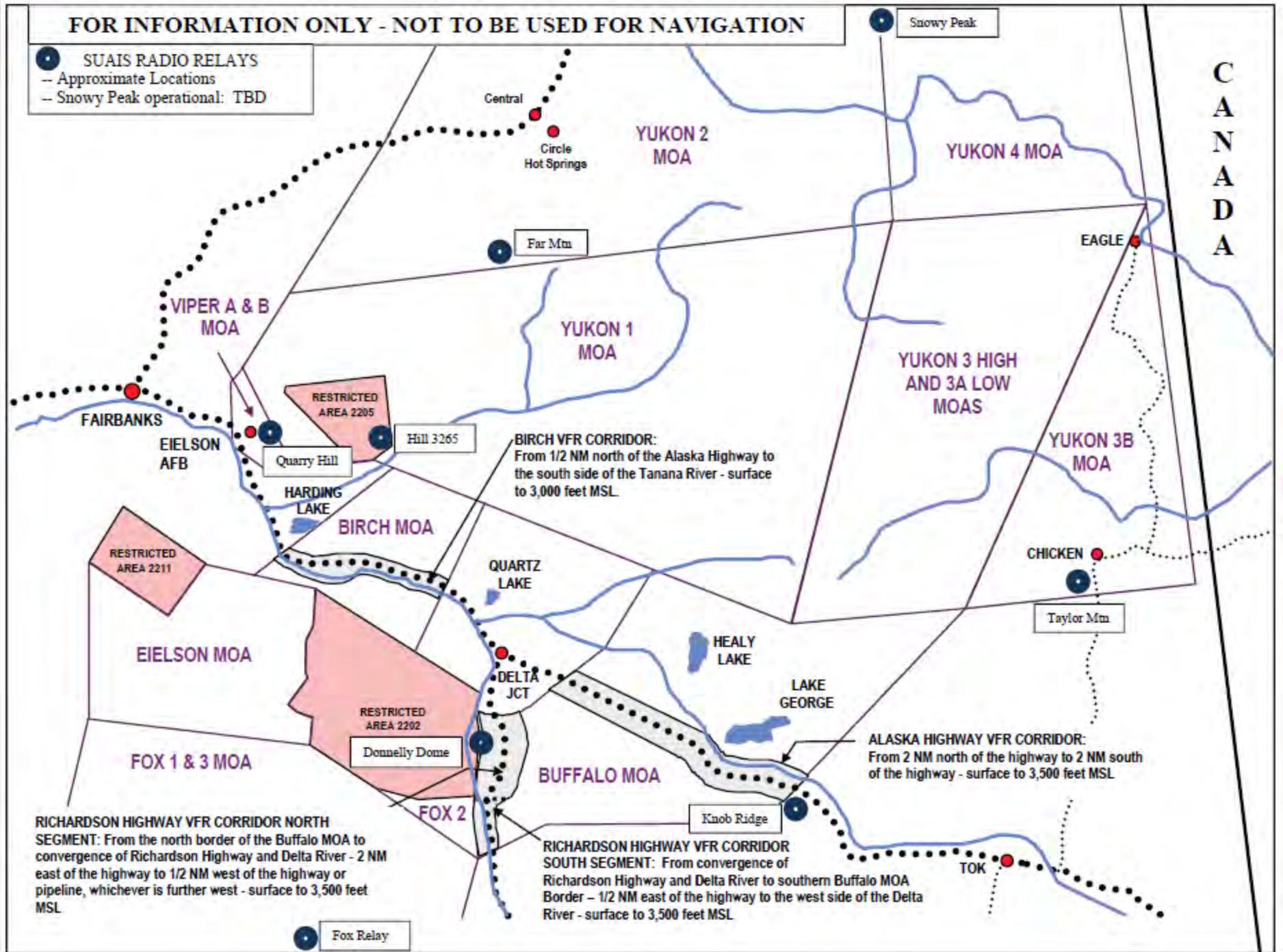
IMPORTANT INFORMATION ON MILITARY
AIRCRAFT OPERATIONS IN ALASKA FOR
ALL PILOTS, RESIDENTS, AND VISITORS



Updated: April 2014
DEPARTMENT OF THE AIR FORCE
11th AIR FORCE
JOINT BASE ELMENDORF-RICHARDSON

FOR INFORMATION ONLY - NOT TO BE USED FOR NAVIGATION

- SUAIS RADIO RELAYS
- Approximate Locations
- Snowy Peak operational: TBD



C
A
N
A
D
A

Snowy Peak

Central
Circle Hot Springs

YUKON 2 MOA

YUKON 4 MOA

Far Mtn

EAGLE

VIPER A & B MOA

YUKON 1 MOA

YUKON 3 HIGH AND 3A LOW MOAS

FAIRBANKS

EIELSON AFB

RESTRICTED AREA 2205

Quarry Hill

Hill 3265

BIRCH VFR CORRIDOR:
From 1/2 NM north of the Alaska Highway to the south side of the Tanana River - surface to 3,000 feet MSL.

YUKON 3B MOA

HARDING LAKE

BIRCH MOA

CHICKEN

RESTRICTED AREA 2211

EIELSON MOA

QUARTZ LAKE

HEALY LAKE

Taylor Mtn

FOX 1 & 3 MOA

RESTRICTED AREA 2202

Donnelly Dome

DELTA JCT

LAKE GEORGE

ALASKA HIGHWAY VFR CORRIDOR:
From 2 NM north of the highway to 2 NM south of the highway - surface to 3,500 feet MSL.

BUFFALO MOA

FOX 2

Knob Ridge

RICHARDSON HIGHWAY VFR CORRIDOR NORTH SEGMENT: From the north border of the Buffalo MOA to convergence of Richardson Highway and Delta River - 2 NM east of the highway to 1/2 NM west of the highway or pipeline, whichever is further west - surface to 3,500 feet MSL.

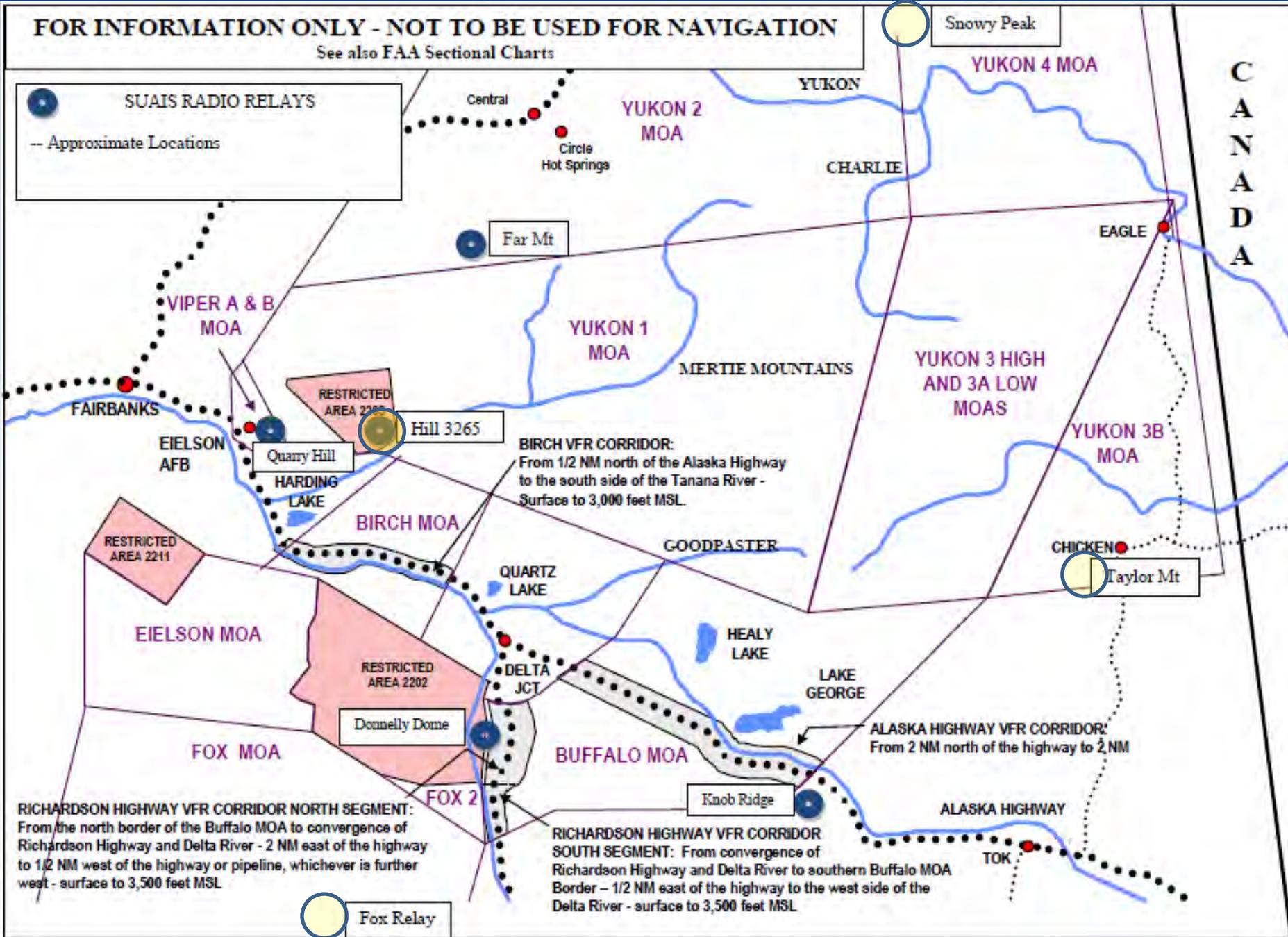
RICHARDSON HIGHWAY VFR CORRIDOR SOUTH SEGMENT: From convergence of Richardson Highway and Delta River to southern Buffalo MOA Border - 1/2 NM east of the highway to the west side of the Delta River - surface to 3,500 feet MSL.

TOK

● Fox Relay

FOR INFORMATION ONLY - NOT TO BE USED FOR NAVIGATION

See also FAA Sectional Charts



SUAIS RADIO RELAYS

-- Approximate Locations

Snowy Peak

Central

Circle Hot Springs

Far Mt

YUKON 2 MOA

YUKON

CHARLIE

YUKON 4 MOA

EAGLE

VIPER A & B MOA

FAIRBANKS

EIELSON AFB

Quarry Hill

HARDING LAKE

BIRCH MOA

Hill 3265

BIRCH VFR CORRIDOR:
From 1/2 NM north of the Alaska Highway
to the south side of the Tanana River -
Surface to 3,000 feet MSL.

MERTIE MOUNTAINS

YUKON 1 MOA

YUKON 3 HIGH
AND 3A LOW
MOAS

YUKON 3B MOA

RESTRICTED AREA 2211

EIELSON MOA

RESTRICTED AREA 2202

FOX MOA

Donnelly Dome

QUARTZ LAKE

GOODPASTER

HEALY LAKE

LAKE GEORGE

CHICKEN

Taylor Mt

RICHARDSON HIGHWAY VFR CORRIDOR NORTH SEGMENT:
From the north border of the Buffalo MOA to convergence of
Richardson Highway and Delta River - 2 NM east of the highway
to 1/2 NM west of the highway or pipeline, whichever is further
west - surface to 3,500 feet MSL

BUFFALO MOA

ALASKA HIGHWAY VFR CORRIDOR:
From 2 NM north of the highway to 2 NM south

Knob Ridge

RICHARDSON HIGHWAY VFR CORRIDOR SOUTH SEGMENT:
From convergence of
Richardson Highway and Delta River to southern Buffalo MOA
Border - 1/2 NM east of the highway to the west side of the
Delta River - surface to 3,500 feet MSL

ALASKA HIGHWAY

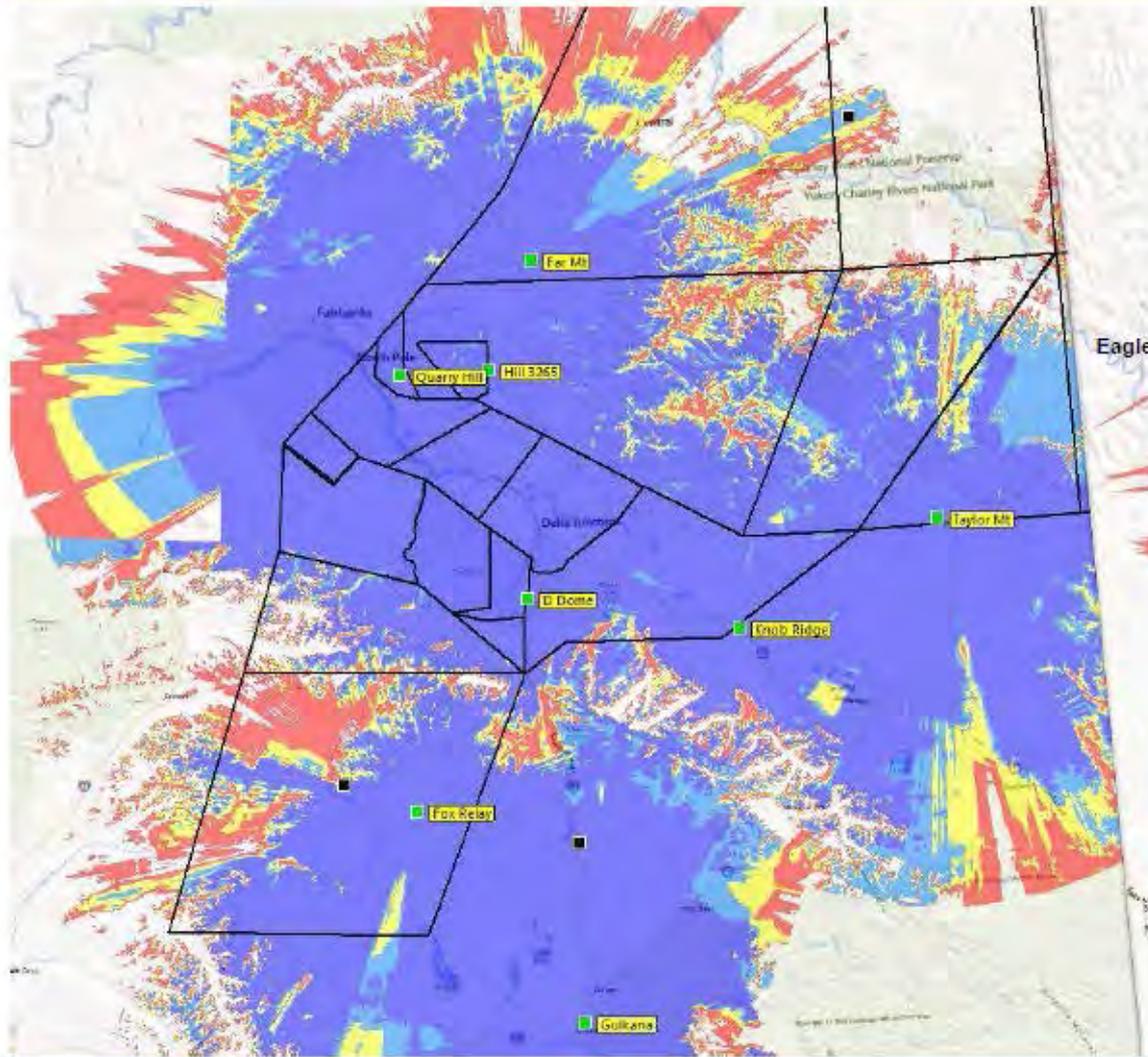
TOK

Fox Relay

C
A
N
A
D
A



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



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

What is needed

- Need to restore the single 800 number to report safety concerns to the military
 - Has voice mail
 - Single point of contact
 - Calls are logged, so they can be tracked
- Need better radio coverage for SUAIS
 - Validate coverage south of the Alaska Range
 - Upgrade system to have larger duty-cycle transmitters in the Tok area and south of the Alaska Range for 24 hour broadcast
 - Willing to consider additional frequencies, if needed, to make the service easier to implement



VFR Corridors

- VFR corridors used for military traffic de-confliction within the JPARC since 1990's
- Corridors = MOA Exclusion Areas
- Alternative to transiting MOA VFR

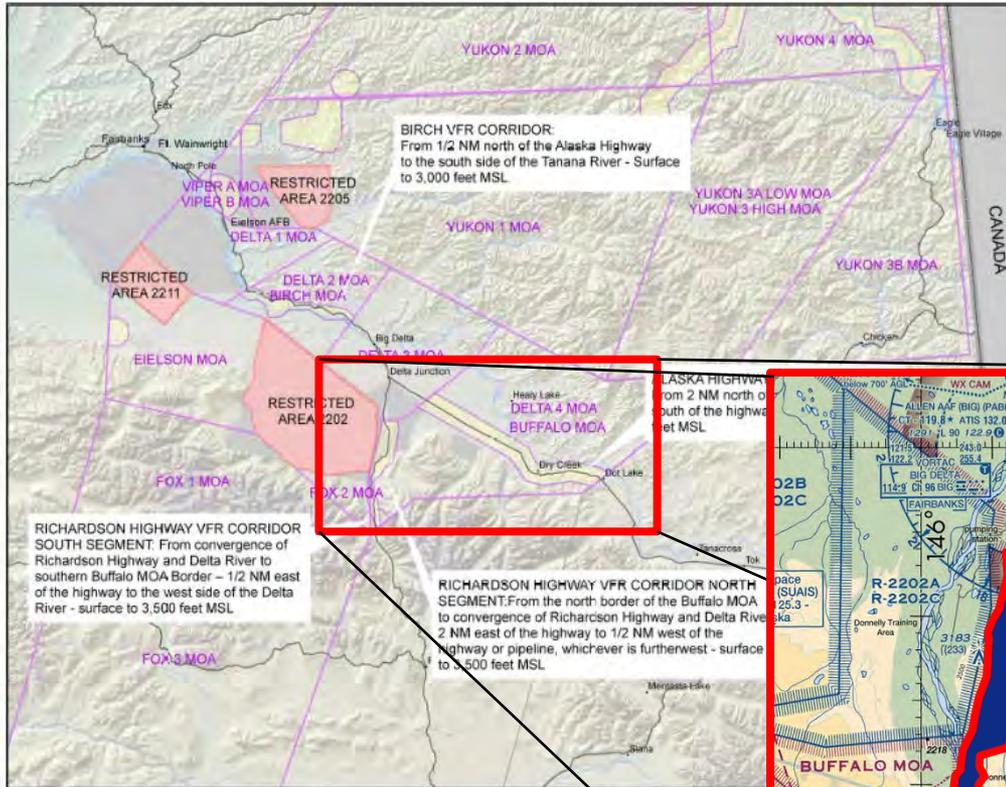
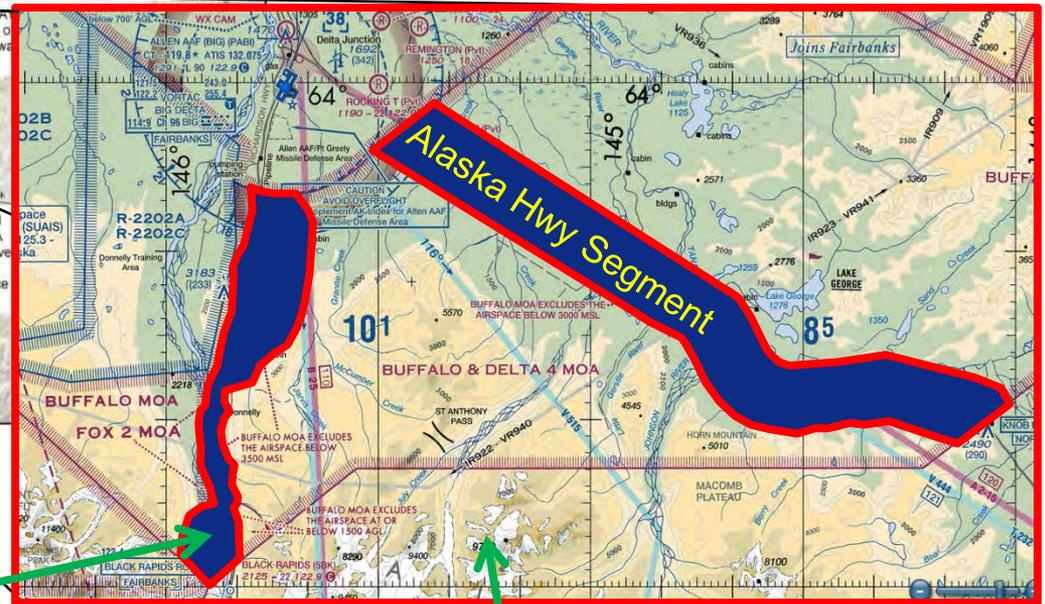


Figure B-1. Visual Flight Rules Corridors



Richardson Hwy North Segment

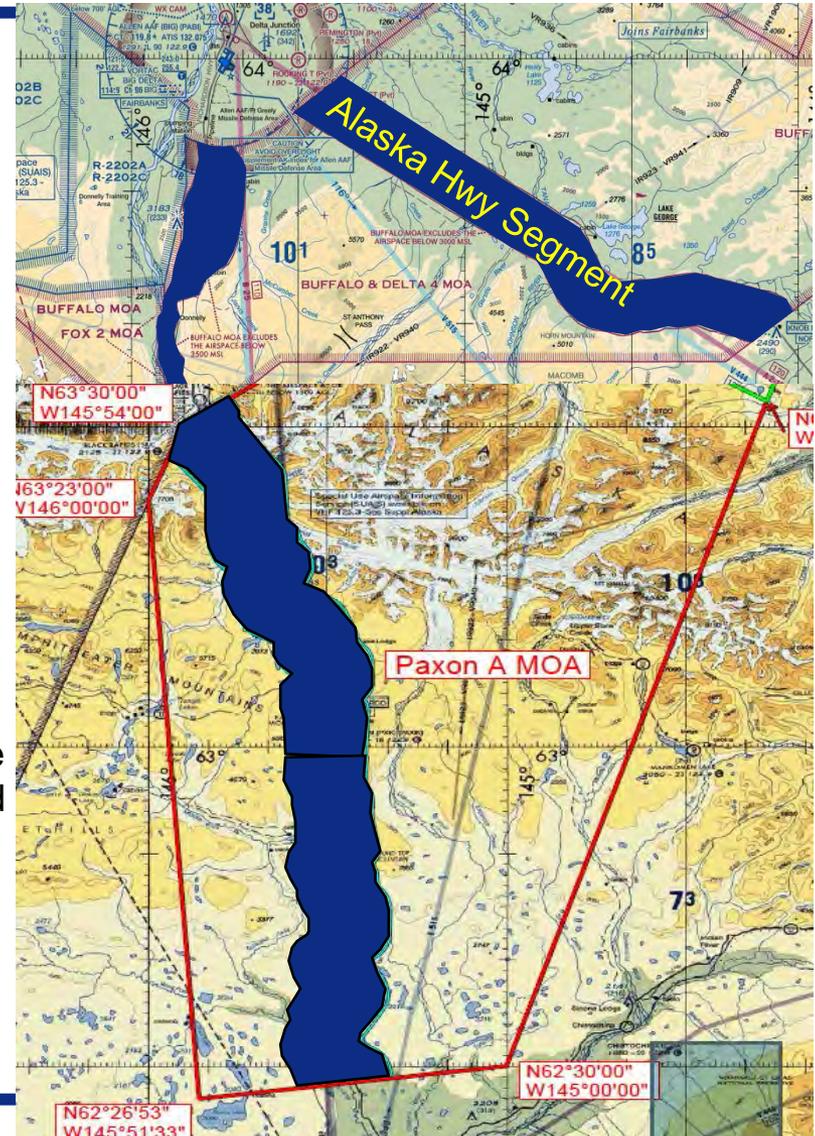
Proposed Paxon MOA



VFR Corridors



- Safety Risk Management Panel Concerns
 - Civil Representation: AOPA, AK Air-carriers Assoc, AK Airman's Association
 - VFR traffic vertically / horizontally compressed
 - Corridor depicted on sectional misleading
 - Not through the lowest terrain route
 - Does not adjust to inclement weather
 - Depiction and wording is confusing
 - References to VFR corridors on charts should be eliminated
 - Corridor depiction on charts is a national issue
 - Members recommended a workgroup
- MOA Exclusion Workgroup
 - Agreed VFR corridor/MOA exclusion area over the Richardson Highway will not be created or charted based on civil opposition





ACMAC



Open Forum

ALASKA CIVIL MILITARY AVIATION COUNCIL



CLOSING COMMENTS

Col Lars Hubert



Next ACMAC

**Tentative: Tues, 19 April 2016
0900-1200**

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