



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS ELEVENTH AIR FORCE (PACAF)
JOINT BASE ELMENDORF-RICHARDSON ALASKA

18 November 2015

MEMORANDUM FOR ALASKA CIVIL/MILITARY AVIATION COUNCIL (ACMAC)

FROM: 11 AF/CV
9480 Pease Avenue, Suite 118
JBER, AK 99506-2100

SUBJECT: Alaska Civil/Military Aviation Council Minutes

1. The ACMAC convened 17 November 2015 at 0900 in the Alaska Aviation Museum adjacent to the Ted Stevens International Airport in Anchorage, AK and was broadcast via shared desktop with audio to the Tanana Conference Room at Fairbanks International Airport in Fairbanks, AK. The PowerPoint slides are attached to provide more detailed information. These slides can also be found at <http://www.jber.af.mil/11af/alaskaairspaceinfo/index.asp>. Please reference the slides as you read the minutes.

2. Member Attendance: Colonel Lars Hubert, 11AF/CV, chaired the meeting. The attendance roster is attached.

3. Opening remarks by the ACMAC Chairman: Colonel Hubert welcomed everyone to the Fall 2015 ACMAC. He discussed the history and the importance of the ACMAC in providing a forum to meet and talk about the issues facing all Alaskan aviators.

4. The following agenda items were discussed:

a. Old Business: Maj Adam Shicks, Chief of the 11 AF Airspace and Range Team, discussed the following topics: the 2014 Arctic Thunder Airshow Temporary Flight Restriction (TFR); the National Environmental Policy Act (NEPA) process with respect to the Joint Pacific Alaska Range Complex (JPARC) modernization proposal, the F-35 Bed Down at Eielson AFB, and the F-22 Efficiency Environmental Impact Statement (EIS) at Elmendorf AFB; the Midair Collision Avoidance (MACA) Pamphlets; and the 31 Aug – 2 Sep 2015 President of the United States (POTUS) Glacier Summit TFR. Lt Col Tim Bobinski, Chief of the ALCOM Joint Exercise Division, then presented a wrap-up brief to Exercise NORTHERN EDGE 2015. Some points were made about moving Exercise NORTHERN EDGE 2017 up in time based on the transition between civilian ski plane and floatplane operations.

b. Eielson Range Control (ERC): Mr. Pete Bussa, 353rd Combat Training Squadron (CTS) Assistant Director of Operations, clarified ERC roles and responsibilities (e.g. the distinction between the services that ERC does and does not provide to civil/military traffic). Mr. Dave Patterson from United States Army Alaska (USARAK) further described the command and control relationships between ERC and USARAK ground controllers. Mr. Reed Greenwood, USARAK G3, then delineated between the various air and land clearance authorities. He highlighted the difference between participatory and non-participatory aircraft. Mr. Tom George recommended that we further discuss these details at a sub-ACMAC where more time could be devoted to this subject. Maj Shicks agreed that we need to more thoroughly educate pilots on the roles, responsibilities, authorities, and coordination efforts required between ERC, Anchorage Center (ZAN), and USARAK ground controllers.

c. Gray Eagle Unmanned Aircraft System (UAS): Mr. Reed Greenwood briefed the future MQ-1C Gray Eagle UAS mission at Fort Wainwright. Several questions were asked about the MQ-1C's transponder and ground-based sense and avoid (GBSAA) radar system. Mr. Greenwood stated that the MQ-1Cs will be equipped with a Mode C transponder and eventually with automatic dependent surveillance-broadcast (ADS-B). Moreover, Mr. Greenwood explained that the MQ-1Cs will soon fly unaccompanied without a chase aircraft in visual meteorological conditions (VMC). Mr. Tom George asked about the approximate altitude that MQ-1Cs will operate at in Restricted Area R-2205. Mr. Greenwood replied that MQ-1Cs will operate between 8,000' – 11,000' MSL. Colonel Hubert asked about lost link procedures. Mr. Greenwood explained that if an MQ-1C loses its link, it is programmed to fly to a Contingency Holding Point (CHP) where it will hold for approximately 24 hours while operators attempt to reestablish the lost connection. Mr. Greenwood pointed out the approximate locations of each CHP within each restricted area.

d. Automatic Dependent Surveillance-Broadcast (ADS-B) in the JPARC: Mr. Scott Christy from the Lake Hood Pilots Association discussed his personal experiences with his recent investment in ADS-B technology. Mr. Christy explained that ADS-B technology has significantly enhanced his ability to maintain situational awareness on air traffic, especially in remote areas of Alaska where radar does not always exist. Mr. Christy is a strong proponent of ADS-B technology. Maj Shicks commended Mr. Christy for sharing his experiences.

e. Red Flag-Alaska (RF-A) Update: Mr. Pete Bussa provided an overview of upcoming exercises to include RF-A 16-1, 16-2, 16-3, 17-1, and Distant Frontier. The projected dates as well as the expected participants were briefed. Major Shicks asked if the planning for these exercises took into consideration the increased airspace that the military expects to gain in the summer of 2016 with the addition of the Paxson Military Operating Area (MOA) and the expansion of the Fox 3 MOA. Mr. Bussa replied no.

f. Airfield Status Update: Airfield construction plans and impacts were briefed for Ted Stevens International Airport, Elmendorf AFB, Eielson AFB, Bryant AAF, Ladd AAF, and Fairbanks International Airport.

g. JPARC Concerns: Mr. Tom George presented two concerns for civil aviators who operate in and around JPARC MOAs. First, Mr. George pointed out the need for the Air Force to provide a single point of contact for civil pilots to voice safety concerns, when required. Mr. George pointed out that the current Special Use Airspace Information Service (SUAIS) Pamphlet has too many phone numbers to call, which most of the time do not always work. Maj Shicks informed Mr. George that he will attempt to reinstitute a single number for civil pilots to call to report safety concerns to the military. Second, Mr. George highlighted the need for the Air Force to provide better radio coverage throughout JPARC MOAs by way of SUAIS. Maj Shicks agreed that we need to more clearly define what actually constitutes adequate SUAIS coverage. Col Hubert stated that he recognizes the need to establish a technical working group to more thoroughly investigate the current gaps in the Air Force's current SUAIS coverage.

h. VFR Corridors: Major Shicks briefly discussed why the depiction of VFR corridors over the Richardson Highway will not get charted on future VFR sectional charts once the proposed Paxson MOA and the expanded Fox 3 MOA become instituted. This was collectively decided at an FAA Safety Risk Management Panel (SRMP) in September 2015 due to the recommendations of several civil aviation groups (e.g. AOPA, Alaska Air Carriers Association, Alaska Airmen Association, etc.).

i. Open Forum: Mr. Harry Kieling stated that this meeting was one of the most productive ACMAC meetings he has attended. He encouraged everyone to share more information about safety. Mr. Carl Siebe from the Civil Air Patrol informed everyone that due to budget cuts, five De Havilland Beaver Aircraft will be returned to the Air Force for disposal. Mr. Scott Christy recommended that we hold the

next ACMAC after normal business hours or in conjunction with another Alaska aviation function so that more civil pilots can attend. Mr. Rich Sewell from the Alaska Department of Transportation voiced several safety concerns relating to the increased use of recreational drones in Alaska.

5. Closing Comments: Colonel Hubert thanked all in attendance. He especially thanked those who worked on the briefings and the civilian briefers who shared their valuable information and legitimate concerns. He encouraged everyone to continue the civil/military dialog and looks forward to receiving more briefings from our civilian counterparts at future ACMACs.

6. The meeting adjourned at approximately 1215. The next ACMAC was announced for April 19, 2016. Submit topic inputs to alaskamilitaryairspace@us.af.mil. Future ACMAC notifications will come out as the date is confirmed and nears. Questions, corrections, comments, and/or concerns should be addressed to Maj Michael Curry, 611 AOC/CODK, at (907) 552-4430 or DSN 317-552-4430.



MICHAEL J. CURRY, Maj, USAF
11 AF, Airspace and Range Team Manager

Approved/Disapproved



LARS R. HUBERT, Colonel, USAF
11 AF, Vice Commander
ACMAC Chairman

2 Attachments:

1. Fall 2015 PowerPoint Slides, 17 November 2015
2. Fall 2015 ACMAC Attendance Rosters, 17 November 2015

cc:
11 AF/CC