



DEPARTMENT OF THE AIR FORCE  
PACIFIC AIR FORCES

JAN 4 2012

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 10 November 2011, at 0900 in the 353rd Combat Training Squadron, Eielson AFB AK and was broadcast via VTC to the Reeves Conference Room at JBER, AK. The meeting slides are attached to provide more detailed information about the various briefs. Please refer to these as you read the minutes.

2. Member Attendance: Colonel Patrick Moylan, 11AF/CV, chaired the meeting and the attendance roster is attached.

3. Opening remarks by ACMAC Chairman: Colonel Moylan welcomed everyone to the Fall ACMAC. The ACMAC gets everyone together twice a year to identify and discuss issues.

4. The following agenda items were discussed:

a. **RED FLAG-Alaska CY12 Update:** Lieutenant Colonel Stodick, 353rd Combat Training Squadron, provided an overview of upcoming exercises to include Red-Flag 12-2 through 13-1. There are no Northern Edge exercises scheduled for 2012. RF-A 12-2 and 12-3 will be very large exercises with over 60 aircraft currently scheduled to participate. Additionally, GPS jamming is being planned for the RF-A 12-3 exercise. Please refer to the attached slides for specific details.

RED FLAG-Alaska 12-2	7-22 June 12
RED FLAG-Alaska 12-3	2-17 August 12
RED FLAG-Alaska 13-1	4-19 October 2012

b. **Airfield Status Update:** Briefings were presented by several members: Capt Jeff Byman, Ted Stevens International Airport; Mrs. Merry, Fairbanks International Airport; Mr. Ferguson, Ladd Army Airfield and Mr. Johnson, Bryant Army Airfield. Briefings were not provided for Elmendorf AFB, Eielson AFB or Allen Army Airfield as they did not have any projects negatively affecting general aviation. Detailed airfield construction information is provided on the attached slides.

1) Capt Byman advised that ANC VOR deactivation and TED VOR activation is now scheduled for February 2012. Additionally, Rwy 14/32 will become Rwy 15/33 in February. Rwy 7R/25L extension/rebuild continues with the runway becoming available later in November 2011 and the Cat III available December 2012. Taxiways E/M/L rebuilds scheduled for 2012-2013 will cause limited flow-thru parking.

3) Ms. Merry advised that funding for the Rwy 2L/20R DME install at FAI is being pushed back to June/July 2012. The West Apron improvements will begin May 2010, with an expected completion in September 2012. Major impact is that aircraft may have to back taxi on Rwy 20 from Twy N.

4) Mr. Ferguson (Ladd AAF) remarked that most surfaces have been replaced over the last four years. The new aviation brigade facility on the southwest corner of the airfield should be completed October 2013.

5) Mr. Johnson discussed the planned class D for Bryant AAF. The control tower continues to be refurbished, contracts to install equipment is underway. The Class D will mirror the Bryant segment as outlined in the Alaska Supplement and will go from SFC-3,000 MSL. Operating hours will be NOTAM'd. As more aircraft return from Iraq, the amount of traffic is anticipated to increase. A letter of agreement has been established between Bryant and Elmendorf Tower which requires prior coordination for aircraft leaving one Class D and entering the other Class D. The Class D will only be active when the control tower is open. When the tower is closed, the airfield becomes uncontrolled and aircraft use the advisory frequency of 125.0. Principle concerns are the VFR corridor to the East and the potential impact of pushing more aircraft towards the Controlled Firing Area (CFA).

c. **Sub-ACMAC Report:** Mr. John Crowe held a Sub-ACMAC on 24 May 2011. The Sub-ACMAC is a technical committee with meetings held in the North and South. It's primarily focused on problem solving, but is not a decision making body. In the last Sub-ACMAC, SUAIS was discussed. The focus was whether or not the current SUAIS is in compliance with the 1995 Environmental Impact Statement (EIS). Possible safety enhancements and road ahead/recommendations were also discussed. With complaints about poor reception in some areas, radio coverage was examined to determine where we could improve. The radio at Knob Ridge was removed several years ago as it was determined at that time there was sufficient radio coverage overlap and this radio was an unnecessary expense. However, this is proving to be inaccurate and Knob Ridge is being reevaluated to have a radio reinstalled. This should greatly increase the radio coverage in that area. Additional recommendations discussed were to add Taylor Mt, Quarry Hill and Snowy Peak to the current letter of agreement.

d. **Air Force Representative to the FAA (AFREP) update:** Lieutenant Colonel Babos first discussed the recent C-17/C-150 incident that happened in September. A meeting was held with C-150 pilot, FAA and the AFREP. They fully discussed the incident as well as recommendations to prevent this in the future. The FAA Safety Team (FAAST) has established a new working group in response to a growing number of safety incidents that have recently occurred within Alaska. From this group, two sub-groups formed. One sub-group is investigating frequency congestion, to include CTAFs, within the valley. The other group is investigating choke points in several locations such as airports and mountain passes that have a high potential for an incident. The overall focus of the group is to identify potential areas and procedures that could lead to a mid-air collision. This group is lead by industry people and is open to anyone who wishes to participate. The goal is that within 3-4 months, recommendations will be provided to the general aviation community to help prevent future incidents. NOTAMS continue to be an issue. The Air Force in conjunction with the FAA are looking for ways to better advertise military operations. Basic airmanship such as continuous scanning for traffic is also being discussed. A question was asked as to why we do not have NOTAMs at Wasilla. The NOTAM system currently does not allow us to add NOTAMs to other airports such as Wasilla. "Pointer NOTAMs" are being investigated. These would allow us to add NOTAMs that would normally only be listed under Elmendorf's NOTAMs to be visible under other airfields' NOTAMs. However, with the extreme number of airfields in the Anchorage Bowl alone, solely relying on NOTAMs is not the final answer as we would not be able to cover all airports and: NOTAMs are only effective if pilots read them. General education will continue to ensure the flying community is aware of military operations.

Lt Col Babos also recapped the National Park Service Denali Over-flight Advisory Group. This group was stood up by the Department of the Interior 3 years ago. Intent is to come up with a voluntary set of measures to address the soundscape in Denali National Park. Currently, the soundscape exceeds the maximum level in parts of the back country. Focus is to address aviation noise that will negatively affect individuals' ability to enjoy the park. The group meets every 6 months and looks mostly at aviation for hire such as flights carrying climbers to the mountain.

e. **Joint Base Elmendorf-Richardson (JBER) Controlled Firing Area (CFA) awareness.** Chief Warrant Officer Greenwood discussed what a CFA is, why most pilots don't even know it's there, and

problems they are having with general aviation flying through their airspace. A CFA is airspace designated to contain activities that if not conducted in a controlled environment would be hazardous to non-participating aircraft. CFAs are not depicted on aeronautical charts because the user terminates the activities when required to prevent endangering non-participating aircraft. CFA activities shall be suspended immediately when a non-participating aircraft approaches these areas. The approach corridor to Merrill Field goes right through one of the CFAs. Each time an aircraft is observed entering the CFA; all operations are suspended until the aircraft clears the area. This disrupts training, sometimes to the point where training can't be completed, which results in untrained or not fully trained soldiers. With the Class D proposal at Bryant Army Airfield, aircraft will be required to stay farther East and will put more aircraft over the CFA, further interrupting training. General education is needed to make pilots aware of the CFA so that they can avoid it if possible. Chief Greenwood stated that they are looking into systems to augment visual observations of aircraft with a RADAR system that incorporates TCAS. Currently, they are unable to accurately determine aircraft altitudes, so all firing in the CFA is stopped even if they are only affecting low altitudes. If they were able to determine aircraft height, they would be able to continue training and only affect airspace under the aircraft. Additionally, they would be able to continue training during inclement weather. Currently, they are unable to train if there is weather in the area that obscures their ability to visually spot aircraft. Airspace is also being reevaluated to determine if the VFR corridor can be moved to avoid the CFA as well as Bryant Class D. General education will be an immediate course of action which can be accomplished via several means such as public service announcements, radio/television advertisements, brochures and articles in various periodicals.

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**f. Mat-Su Mid-Air Communications Review Working Group.** Dee Hanson from the Alaska Airmen's Association is chairing this sub-group that focuses on the congested airspace north of Anchorage and the Mat-Su Valley. The Mat-Su Valley currently has over 200 registered airports with an unknown number of unregistered airports that may only be used seasonally or by private parties. The FAA originally established the Parks Highway as a boundary to separate the busiest parts of the Valley with aircraft northeast of the highway operating on 122.9, and aircraft southwest operating on 122.8. With this frequency arrangement, a flight from Talkeetna to Knik requires operators to change radio frequency 6 times. Since the military is also a user of this airspace, military aviators and personnel from the Airspace Management office are participating in these meetings and were asked to create and provide a VFR reporting point map which could be combined with a civilian reporting point map to create a uniform list of VFR reporting points. The Airspace Management office is also providing a detailed description of all routes in the area which will help determine the highest traffic areas. This will take some time as many airports/areas are influence by seasons and fluctuate throughout the year. As aviation congestion has changed since the original boundaries were established, it may become necessary to make changes. Military training and its locations will be evaluated. NOTAMs are being evaluated such as how they are used and what airports they are available at. A complete inventory of the Mat-Su Valley is one of the goals of this group. We will look at other areas such as Juneau and possibly model how they managed their area.

**g. Joint Pacific Airspace Range Complex (JPARC).** Lieutenant Colonel Hunt provided a briefing on the current status of the JPARC Environmental Impact Statement (EIS). He briefed that JPARC is a collection of all the airspaces and ranges in Alaska to include the Gulf of Alaska (GOA). The JPARC EIS will be adding one Military Operations Area (MOA), expanding one MOA, and adding Restricted Airspace in the vicinity of Delta Junction. These requests are driven by requirements within the Department of Defense based upon 5<sup>th</sup> generation weapon systems. The draft EIS is underway and the Notice of Availability (NOA) is tentatively scheduled to be published in the Congressional Federal Register and the end of March 2012. Public comment period opens after NOA publication and JPARC draft EIS public review begins with a 45 day public review period which may be changed to allow proper amount of time for review. Public hearings are planned for May 2012 in several communities and public comments will become part of the final EIS. Alaska Airmen's Association asked that the timeline for

public hearings and public comments be looked at too ensure there is adequate time to collect comments. Further information to include expected timelines can be found at <http://jparceis.com/>

5. Open Forum:

a. Chris Matthews of Wright Air inquired about GPS jamming, weather minimums with respect to GPS jamming, and if GPS jamming is halted due to cloud ceilings. It was explained that this first requires FAA approval and the jamming is directional in nature and it's affects on general aviation are minimal if any. The last time GPS jamming was conducted, NOTAMs were published, and no negative effects on general aviation were reported. Weather limits will be confirmed (possibly 10,000' minimum ceiling).

b. SUAIS frequency reception will continue to be investigated. There is currently not a method for pilots to report frequency outages.

c. Sub-ACMAC topics will include SUAIS, CFA avoidance and NOTAMS

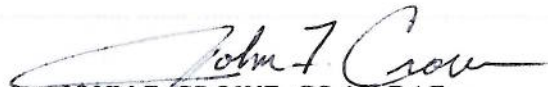
d. Mr. Haggland stated we need to work on NOTAMs and general information dissemination. Col Moylan asked for specific examples that we can address. Col Moylan stated that general education with general aviation needs to increase. Many actions such as RF-A activity, R-2203, lights out, etc are available on the Center NOTAM page and Elmendorf/Eielson page.

e. Major General Palumbo stopped in and reiterated the need to protect the CFA allowing continued training. He asked the members of the ACMAC to aggressively work to identify a solution.

f. Alaska Air Carriers stated they appreciate the database that is going to be created to help track frequency problems with SUAIS. They ask that we report any aircraft that we identify not using SUAIS back to them.

6. Closing Comments: Colonel Moylan thanked all in attendance for their participation and interest in ACMAC. He emphasized that the ACMAC will continue to keep working these hard issues until they can be resolved. We need to make sure we have the right people at the right meetings and dive deep into the issues. Even if we can't solve the issue, we can at least come up with mitigations to make it better.

7. The meeting adjourned at approximately 1155. Notifications for the next ACMAC will be sent as soon as a definitive date is set. Questions, corrections, comments, and/or concerns should be addressed to Mr. John Crowe, 611 AOC/CODK at Commercial (907) 552-0999 or DSN 317-552-0999.

  
JOHN F. CROWE, GS-12, DAF  
11 AF Airspace Manager

~~Approved~~ Disapproved

  
PATRICK O. MOYLAN, Colonel, USAF  
ACMAC Chairman

Attachment:  
Meeting slides

cc:  
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