



# 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

61°06'41.97" N 149°39'32.76" W elev 2163 ft

Google

Eye alt





# *Eleventh Air Force*

*Integrity - Service - Excellence*

## Airspace Management Team

## Joint Base Elmendorf-Richardson

### Capt Jeff Byman





# *Eleventh Air Force*

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## ADMINISTRATION

Silence cell phones and other accessories

Please ensure you have signed in

Hold questions until the end of presentations

Introductions

11 AF/CV – ACMAC Chairman

Breaks



# *Eleventh Air Force*

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## **Alaska Civil/Military Aviation Council**

**Col Patrick Moylan**



# ***Eleventh Air Force***

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## **Sub-Alaska Civil/Military Aviation Council (ACMAC) Update**

**Mr. John Crowe  
Airspace manager, 11AF**



# Sub-ACMAC

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- **Small panel of subject matter experts**
- **Trouble shoot specific airspace issues when needed**
- **Not a decision making body**
- **Findings/solutions presented to appropriate decision maker**





# Subject Matter Experts

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## Members present:

- **Mr. John Crowe (Chairman)**
- **Lt Col Scott Babos (AFREP)**
- **Major Eric Hoffman (353<sup>rd</sup> CTS)**
- **Mr. Rick Vickery (FAA)**
- **Mr. Tom Scarboro (353<sup>rd</sup> CTS)**
- **Mr. Terry Tedor (353<sup>rd</sup> CTS)**
- **Mr. Tom George (AOPA)**
- **Mr. Pete Haggland (Alaska Miners Assn)**
- **Mr. Leif Wilson (40 Mile Air)**



# SUAIS



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- **Mandated by ROD of 1997 (EIS of 1995)**
  - **“The Air Force will continue to provide the Special Use Airspace Information Service (SUAIS) to assist in increasing the situational awareness of all aviators operating in Eielson, Birch, Buffalo, and Yukon1, 2, and 3 MOA’s**





# Special Use Airspace Information Service (SUAIS) Sub-ACMAC 24 May 2011



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- **Meeting Goals/Takeaway**
  - **Is SUAIS currently compliance with 1995 EIS?**
  - **Possible safety enhancements?**
  - **Road ahead/Recommendations**



# Areas Reviewed

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**History/Environmental Impact Statement (EIS) Mitigations**

**Site Locations**

**Radio Coverage**

**SUAIS Recording**

**SUAIS Letter of Agreement (LOA)**





# SUAIS Radio Locations

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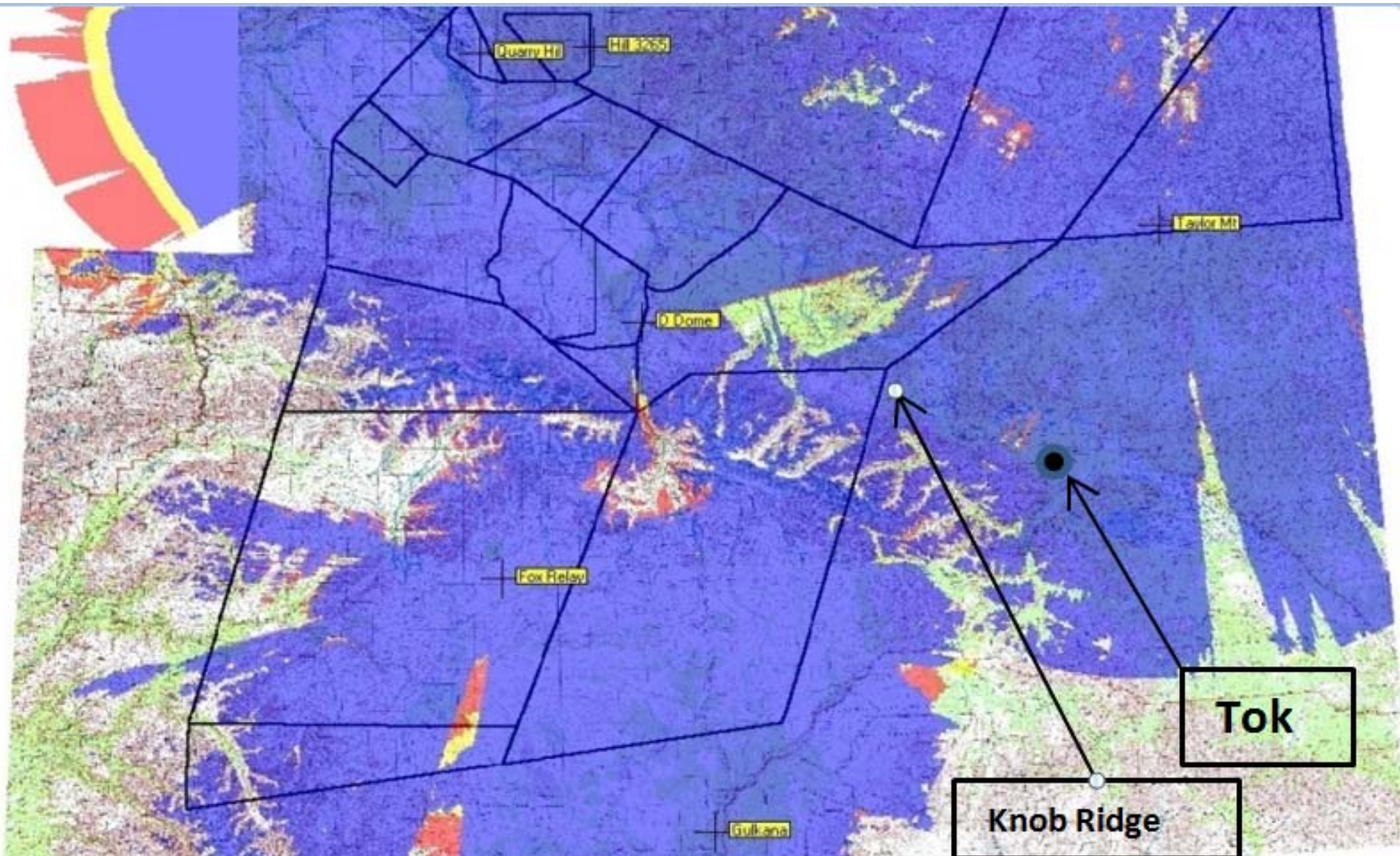
- **Hill 3265/Crow's Nest**
- **Far Mountain**
- **Donnelly Dome**
- **Quarry Hill (Not in Letter of Agreement)**
- **Taylor Mountain (Not in Letter of Agreement)**
- **Snowy Peak (Not in Letter of Agreement)**
- **Knob Ridge (Removed due to existing overlapping radio coverage)**

# RED FLAG-Alaska Airspaces and Their Low Altitude Radio Coverage's

- **How to read to charts:**

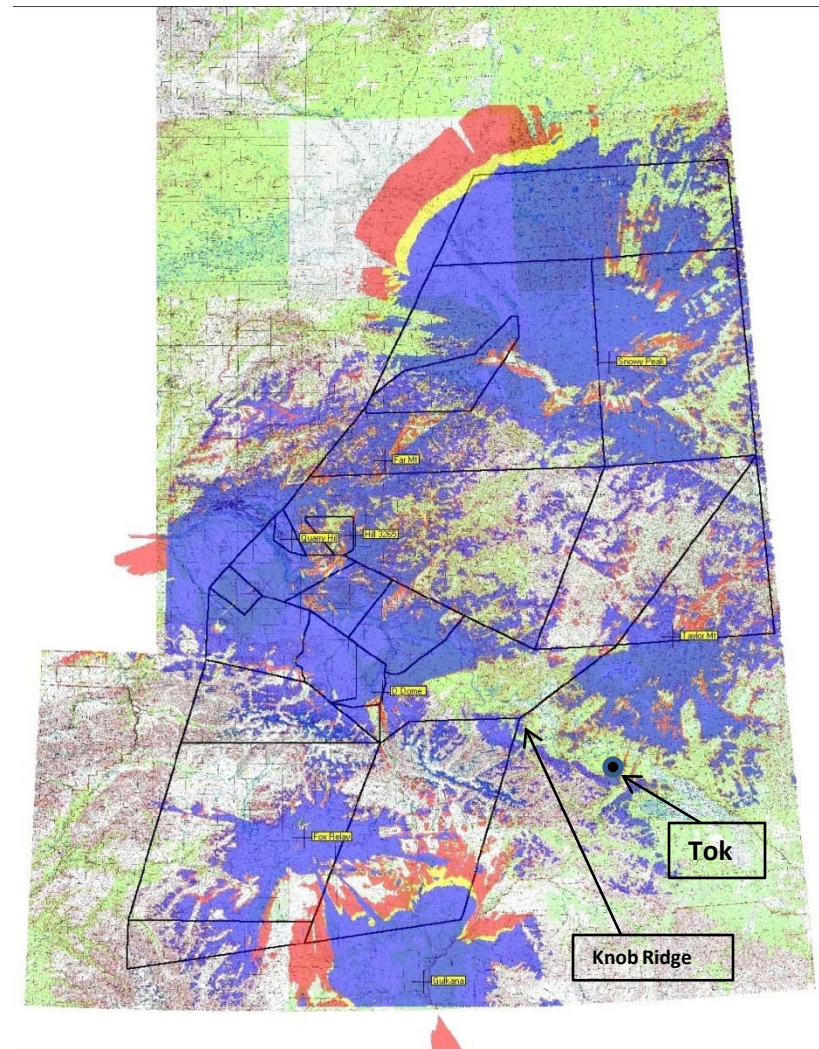
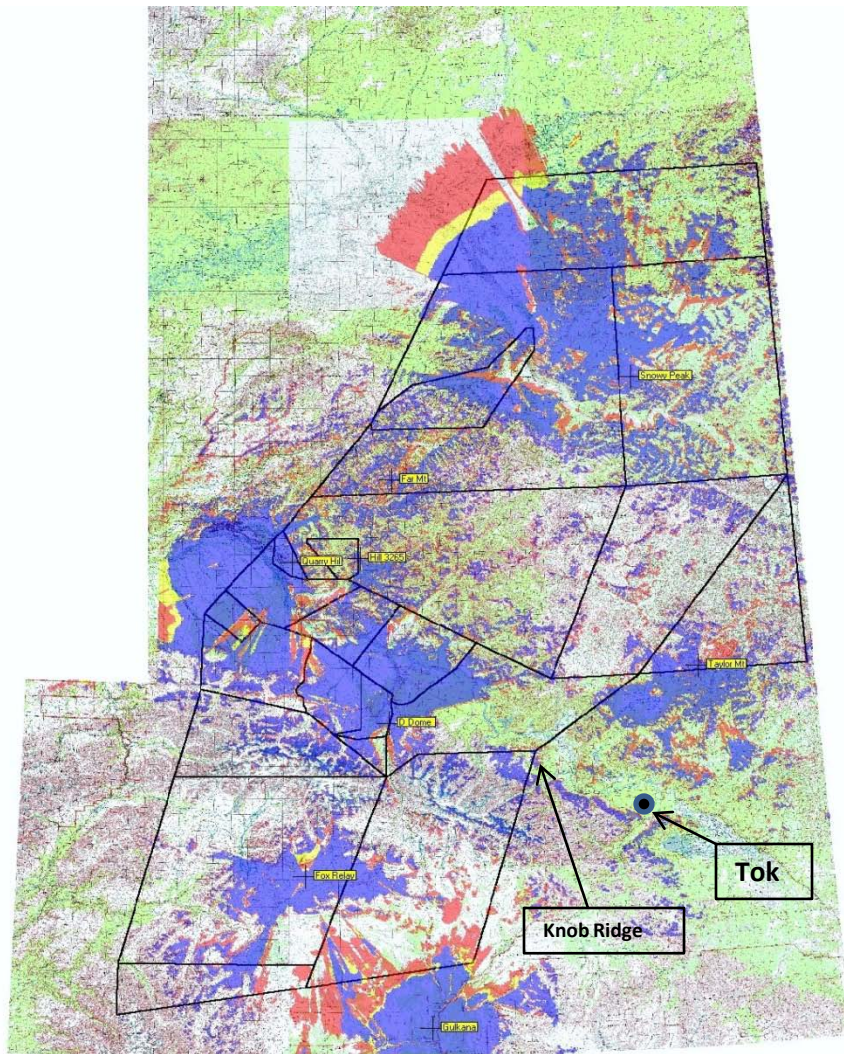
- Each plot is artificially truncated at 100nm to save computer processing time and reduce file sizes.
- Plots are probability-based .
  - **Blue = 100% 100% probability of coverage.**
  - **Yellow = ~70% probability of coverage.**
  - **Red = Zero probability of coverage**
  - **If no color, does not mean lack of coverage, just less than of 70% probability.**
- In order to be as conservative as possible, inputs values are for VHF/UHF with Discone antennas, 20 ft towers, and 10W radios. There was no consideration for taller towers, waveform-specific antennas nor radio amplifiers that are prolific throughout the JPARC radio infrastructure.
- Current coverage's are shown for 100, 500, 1000, 2500, and 5000 ft AGL
- A legacy plot showing just Knob Ridge/Dot Lake site is included, and contrasted to show relatively limited value of its incorporation into the network.
- Lastly, comments may be emplaced on the graphics to highlight key points.





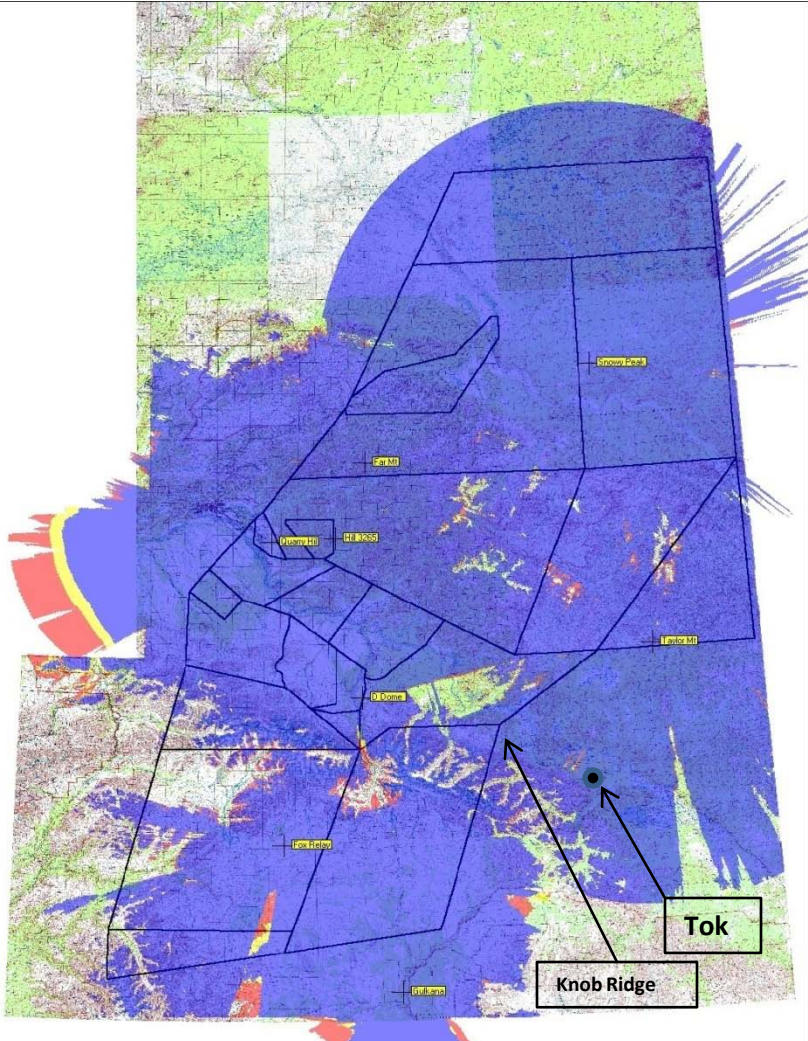
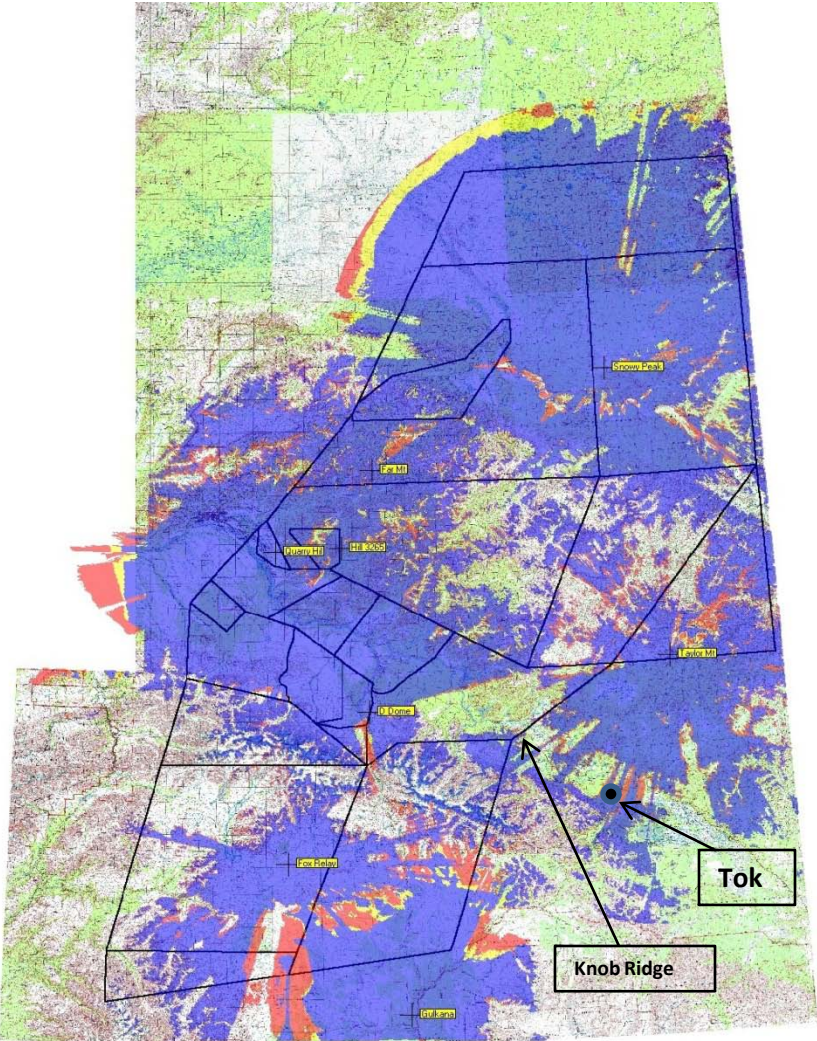


# 100ft and 500ft AGL Plots



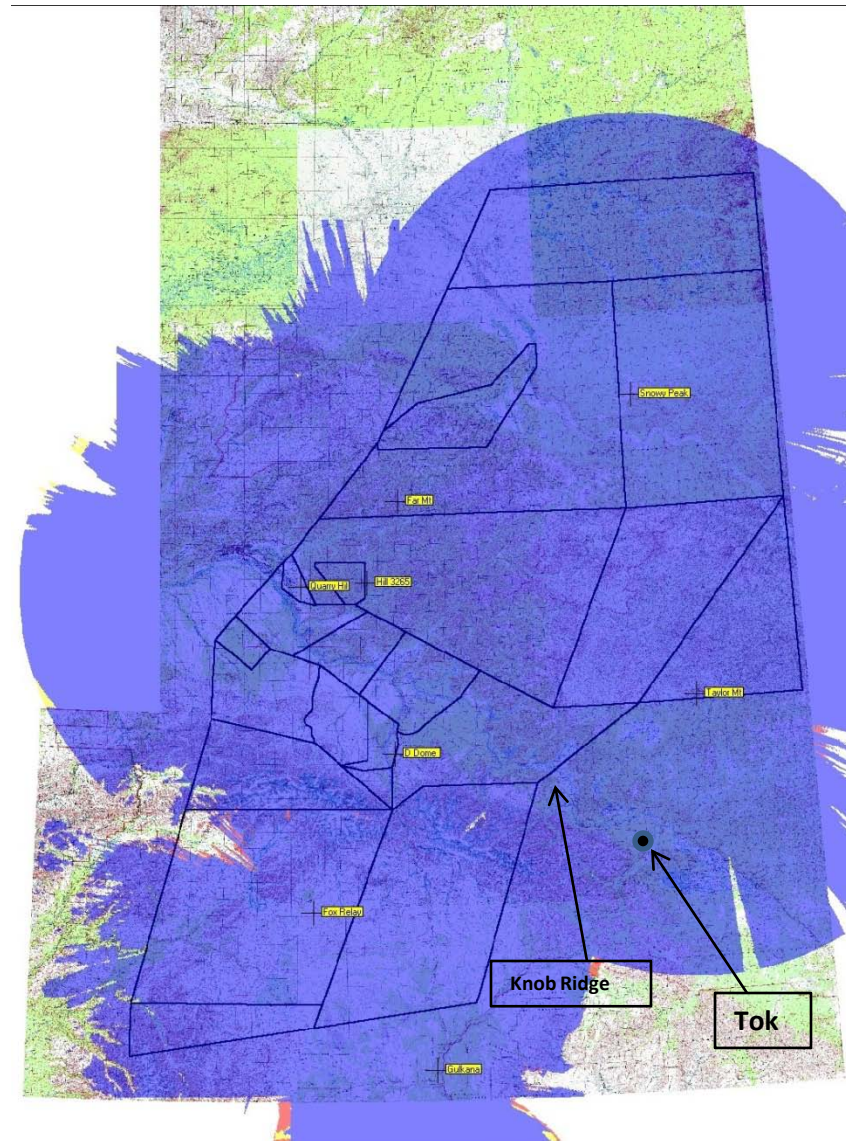


# 1000ft and 2500ft Plots





# 5000ft Plot





# Meeting Takeaway/Recommendations



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- **Add Taylor Mt/Quarry Hill to LOA with mitigations**
- **Add Snowy Peak to LOA without mitigations**
- **Reinstall Knob Ridge**
- **SUAIS Pamphlet additions**
  - **Information to solicit MTR activity from ERC**





# Knob Ridge Update

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- **AT&T ALASCOM**

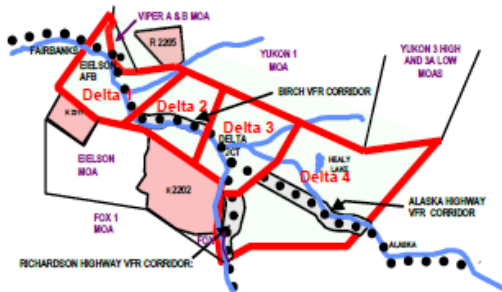
- Unable to provide a “turn key” operation
- Provide space and power only

- **Military**

- Provide equipment and maintenance

❖ All cost estimates have received from AT&T/military and forwarded to senior leadership for decision making.

## 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 (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

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



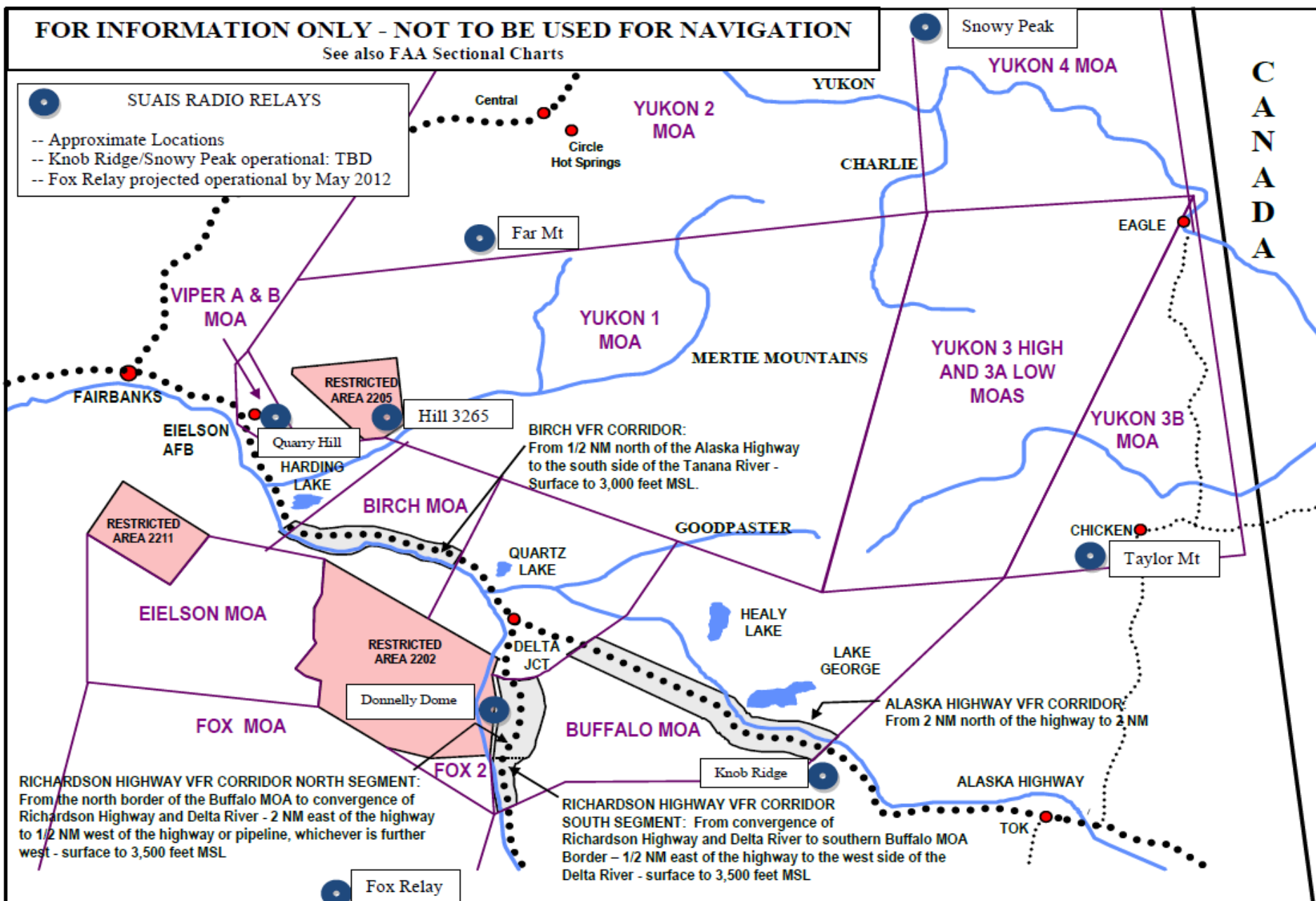
Updated: Feb 2012  
DEPARTMENT OF THE AIR FORCE  
11<sup>TH</sup> AIR FORCE  
JOINT BASE ELMENDORF-RICHARDSON

**FOR INFORMATION ONLY - NOT TO BE USED FOR NAVIGATION**

See also FAA Sectional Charts

**SUAIS RADIO RELAYS**

- Approximate Locations
- Knob Ridge/Snowy Peak operational: TBD
- Fox Relay projected operational by May 2012



C  
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D  
A

**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

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

**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.

RESTRICTED AREA 2211

RESTRICTED AREA 2202

RESTRICTED AREA 2205

Fox Relay

Knob Ridge

Taylor Mt

Far Mt

Snowy Peak

Circle Hot Springs

Central

YUKON

CHARLIE

YUKON 4 MOA

YUKON 2 MOA

YUKON 1 MOA

MERTIE MOUNTAINS

YUKON 3 HIGH AND 3A LOW MOAS

YUKON 3B MOA

GOODPASTER

EIELSON AFB

FAIRBANKS

Quarry Hill

HARDING LAKE

BIRCH MOA

QUARTZ LAKE

HEALY LAKE

LAKE GEORGE

EIELSON MOA

FOX MOA

BUFFALO MOA

FOX 2

Donnelly Dome

DELTA JCT

ALASKA HIGHWAY

ALASKA HIGHWAY

TOK

EAGLE

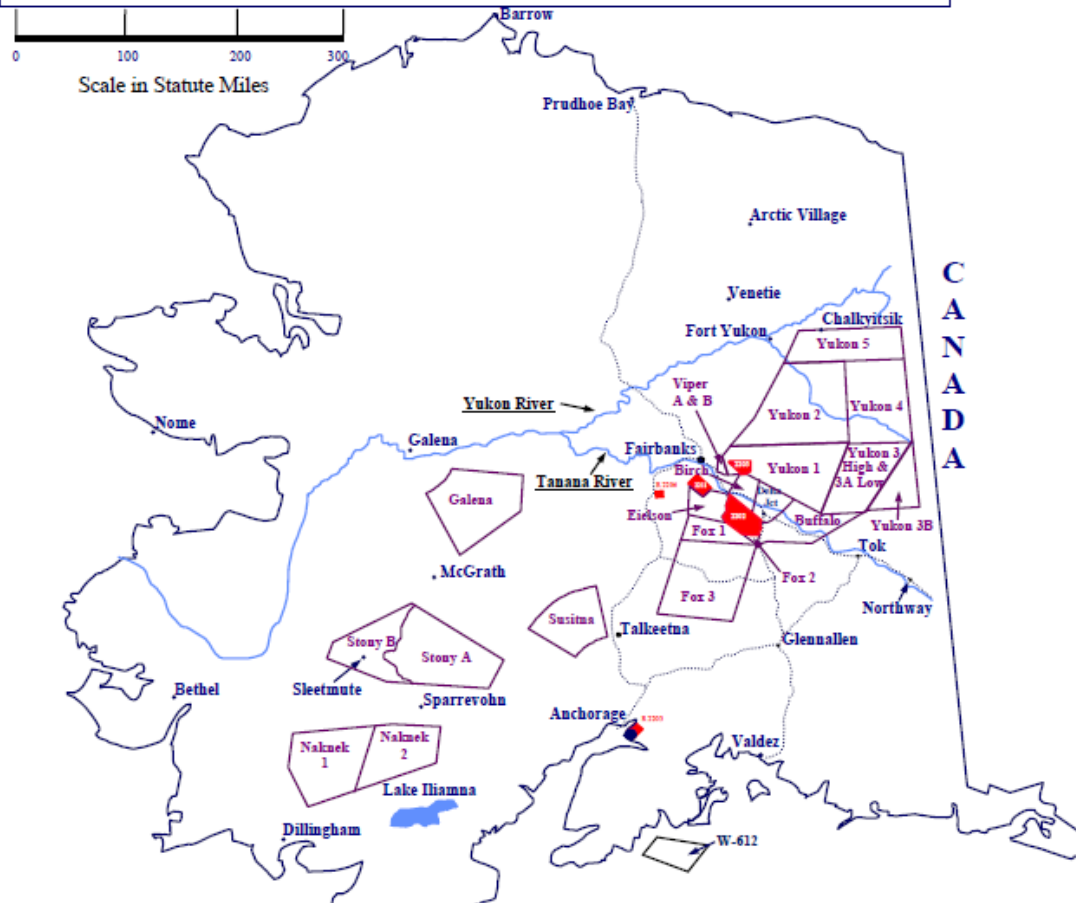
CHICKEN



# ALASKA MILITARY AVIATION OPERATIONS

FOR INFORMATION ONLY - NOT TO BE USED FOR NAVIGATION

See also FAA Sectional Charts



## SPECIAL USE AIRSPACE LIMITS

### MILITARY OPERATIONS AREAS (MOA):

BIRCH	500' AGL	4,999' MSL
BUFFALO	300' AGL	6,999' MSL
EIELSON	100' AGL	17,999' MSL
YUKON 1	100' AGL	17,999' MSL
YUKON 2	100' AGL	17,999' MSL
YUKON 3 HIGH	10,000' MSL	17,999' MSL
YUKON 3A LOW	100' AGL	9,999' MSL
YUKON 3B	2,000' AGL	17,999' MSL
YUKON 4	100' AGL	17,999' MSL
YUKON 5	5,000' AGL	17,999' MSL
VIPER A	500' AGL	10,000' MSL
VIPER B	10,001' MSL	17,999' MSL

FOX 1	5,000' AGL - 17,999' MSL
FOX 2	7,000' MSL - 17,999' MSL
FOX 3	5,000' AGL - 17,999' MSL
GALENA	1,000' AGL - 17,999' MSL
NAKNEK 1	3,000' AGL - 17,999' MSL
NAKNEK 2	3,000' AGL - 17,999' MSL
STONY A	100' AGL - 17,999' MSL
STONY B	2,000' AGL - 17,999' MSL
SUSITNA	** - 17,999' MSL

\*\* FOR SUSITNA, FLOOR OF 5,000' AGL OR 10,000' MSL, WHICHEVER IS HIGHER

### RESTRICTED AREAS:

R-2202A/B	SURF	9,999' MSL
R-2202C		10,000' MSL
R-2202D		31,001' MSL
R-2203A/B	SURF	UNLIMITED
R-2203C	SURF	11,000' MSL
R-2205	SURF	5,000' MSL
R-2206	SURF	20,000' MSL
R-2211	SURF	8,800' MSL
		FL 310

### WARNING AREA:

W-612	SURF	FL 290
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DELTA 1-4

SEE BACK PAGE FOR INFO

## WHAT IS THE SPECIAL USE AIRSPACE INFORMATION SERVICE?

The Special Use Airspace Information Service (SUAIS) is a 24-hour service provided to civilian pilots. The SUAIS's primary function is to provide civilian pilots with information regarding Air Force flight operations in the MOAs and Restricted Airspace within central Alaska, so they may better plan their flights through and around the SUA. The service provides "near real time" information on Air Force flight activity in the Fairbanks and Delta Junction areas. SUAIS also provides information on Army artillery firing and known helicopter operations.

## CONTACT INFORMATION AND HOURS OF OPERATION

Eielson Range Control is an airspace facilitator at Eielson Air Force Base, Alaska which is staffed during the 10 hour flying window. This window is normally from 9 a.m. to 7 p.m., Monday through Friday (except federal holidays), and times when military flying is in progress in the Interior Alaskan MOAs and Restricted Areas. After hours, telephone and radio callers will receive the airspace status through a recorded message. Eielson Range Control is equipped with UHF and VHF radios and radar displays.

Pilots can call SUAIS at 1-800-758-8723 or (372-6913 from the Fairbanks area). If airborne, contact Eielson Range Control, VHF 125.3. SUAIS information can also be found on the Joint Base Elmendorf-Richardson home page at: <http://www.jber.af.mil/11af/alaskaairspaceinfo> then select "Special Use Airspace Information Service". Beyond SUAIS radio range, Flight Service Stations can give status of special use airspace, to include Military Training Routes (MTR).

## WHY USE SUAIS?

**SAFETY:** Eielson Range Control monitors all military activity in MOAs and can advise civilian pilots of high-speed military aircraft operating in

them. The MOAs adjacent to the Richardson and ALCAN Highways between Tok, Delta Junction, and Fairbanks are areas of heavy general aviation use. VFR transit corridors have been established along the highways, but the MOAs are of special concern since they are subject to flights at high speed/low altitude by military aircraft.

**EFFICIENCY:** Military Restricted Areas are not always in use. Eielson Range Control can advise civilian aircraft of current restricted area status.

**EMERGENCY:** Eielson Range Control can assist in clearing military aircraft out of this airspace if requested by the FAA or other agencies for emergency operations such as air ambulance missions or fire fighting operations.

## HOW TO USE SUAIS

**PREFLIGHT:** Call the SUAIS phone number to find out which MOAs along your route of flight are scheduled to be active and during what times.

**INITIAL RADIO CONTACT WITH RANGE CONTROL:** Provide your present position (with reference to a NAVAID or a well known geographic reference), altitude, and intended route of flight. Conveying intentions is critical to helping the system enhance flight safety in areas that lack low altitude radio coverage.

**POSITION REPORTS:** To promote safety and improve everyone's situational awareness, pilots are encouraged to provide routing and destination updates, particularly if their route of flight changes.

## SUAIS RADIO AND RADAR COVERAGE

Radio relay stations permit pilots flying as low as a few hundred feet to contact Eielson Range Control in the Tanana Valley between Lake George and Fairbanks. Aircraft flying in mountainous terrain to the east of the Tanana River will need to be as high as the tops of the highest terrain in their immediate vicinity. The general area of radio coverage encompasses Circle to the north, Fairbanks to

the west, Black Rapids to the south, and Chicken to the east. The ability to detect light aircraft without transponders is limited. Transponder use is highly recommended.

Eielson Range Control *does not* provide air traffic control services. They can provide information on the status of airspace and the *approximate* locations of *military aircraft* in the area. IFR vectoring, processing of flight plans, etc., is not provided. *Use of the SUAIS constitutes an acknowledgment, understanding, and acceptance of these limitations.*

## MAJOR FLYING EXERCISE SCHEDULE

The following schedule lists dates when higher than usual levels of activity can be expected in Alaskan MOAs. Military flying activities *are not limited* to these dates. Military aircraft may be encountered at any time throughout the year.

The major exercises dates are listed below.

Dates below subject to change  
Check the web site for updates

The exercise schedule for the 2012 season is as follows:

**RED FLAG- Alaska 12-2:** June 11-22\*  
**RED FLAG- Alaska 12-3:** August 6-17\*  
**RED FLAG- Alaska 13-1:** October 8-19\*

The exercise schedule for the 2013 season is as follows:

**RED FLAG- Alaska 13-2:** April 29 - May 10\*  
**NORTHERN EDGE:** June 17-28\*  
**RED FLAG- Alaska 13-3:** August 12-23\*

\*Military flight activity will normally increase one to two business days prior to major exercises to allow pilots to familiarize themselves with the airspace.

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



# JBER Special use Airspace Awareness UPDATE

CW4 Greenwood  
USARAK G3/5/7 AVN  
907-384-2700





# Background

- PROBLEM STATEMENT
- ACMAC
- SUB-ACMAC
  - ADS-B Technologies
  - FAA AAL 613
  - AK AVN Safety Foundation
  - Seaplane pilots Association
  - 11 AF Airspace
  - AACA
  - AOPA
  - JBER Range Control
  - 611 AF
  - Bryant AAF
  - Department or the Army Representative to the FAA



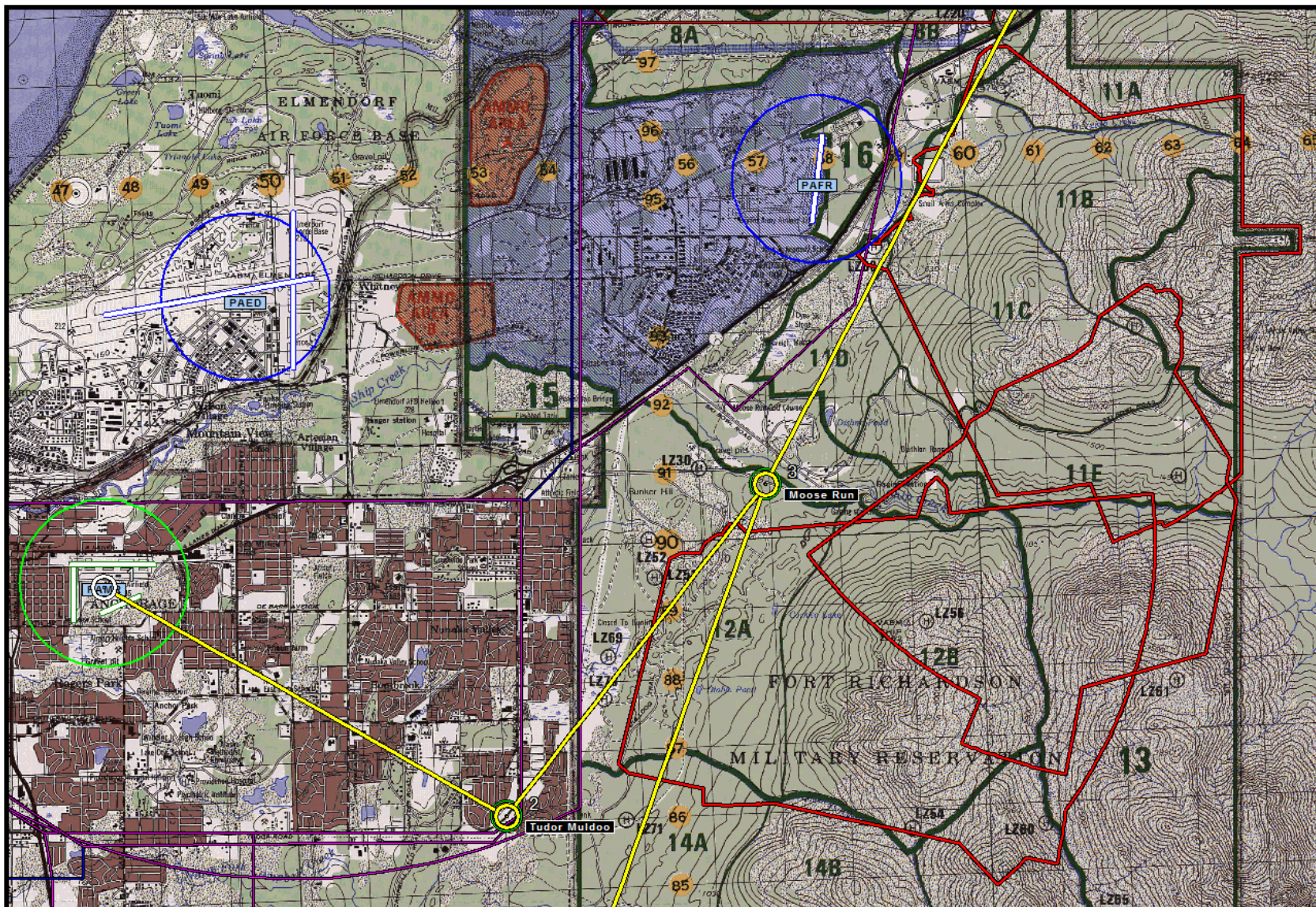
# JBER Controlled Firing Area (CFA) Conflict

## \*Problem Statement

– Small aircraft incurring training delays on the JBER Small Arms Range. Soldiers have verbalized aircraft interruptions in training affect overall unit readiness

\* Bottom Line Staff analysis indicates these are costly disruptions however no evidence suggest unit readiness has been affected.









# Way ahead

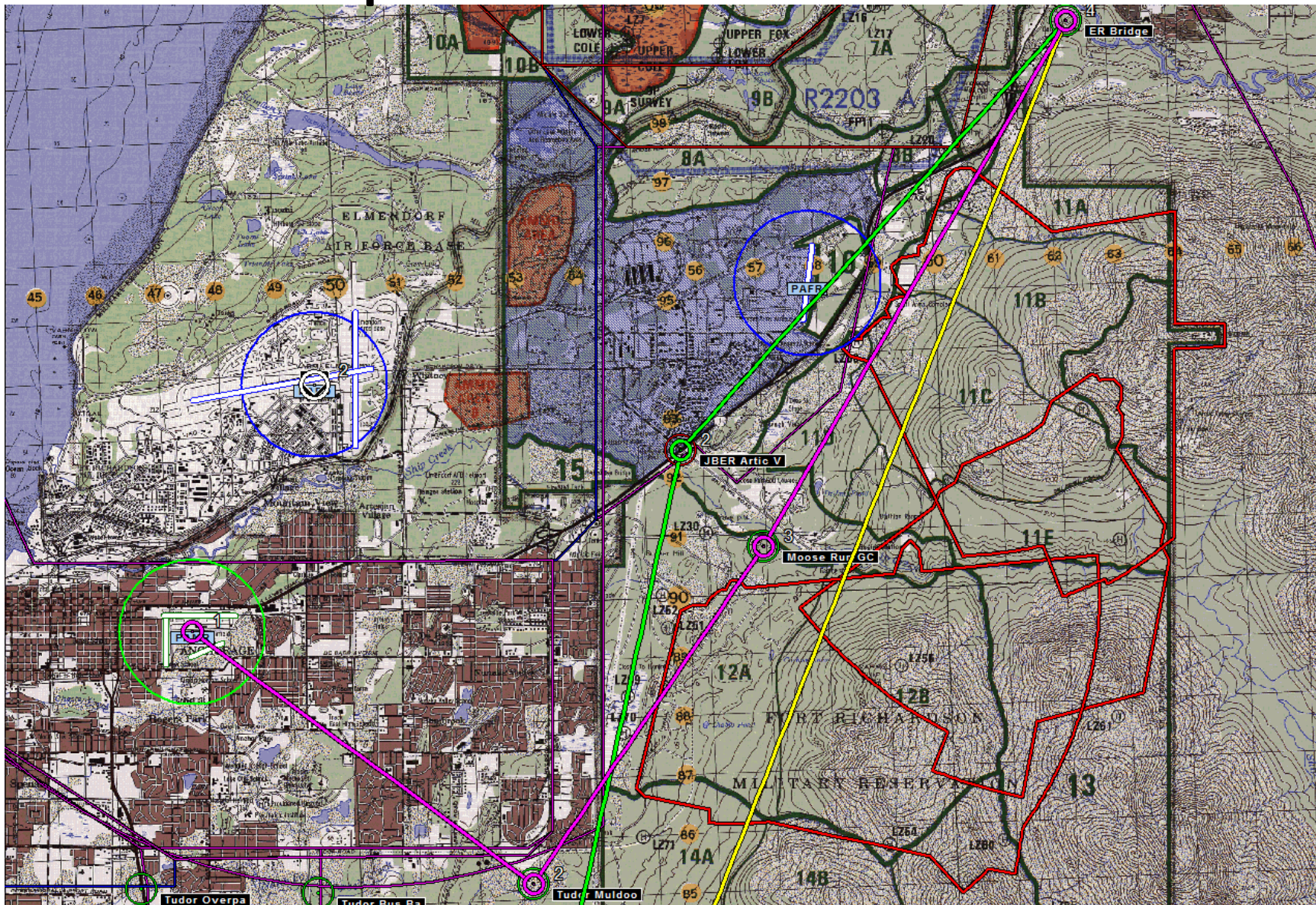
## USARAK

- Mitigation
  - STARS LITE
  - Air guard communications
- Ensure R 2203A closer information is disseminated
- Work with the Mid-Air Collision Avoidance MSB
- Pilot Education
  - Brochure
  - Articles in periodicals





# Experimental VFR Point



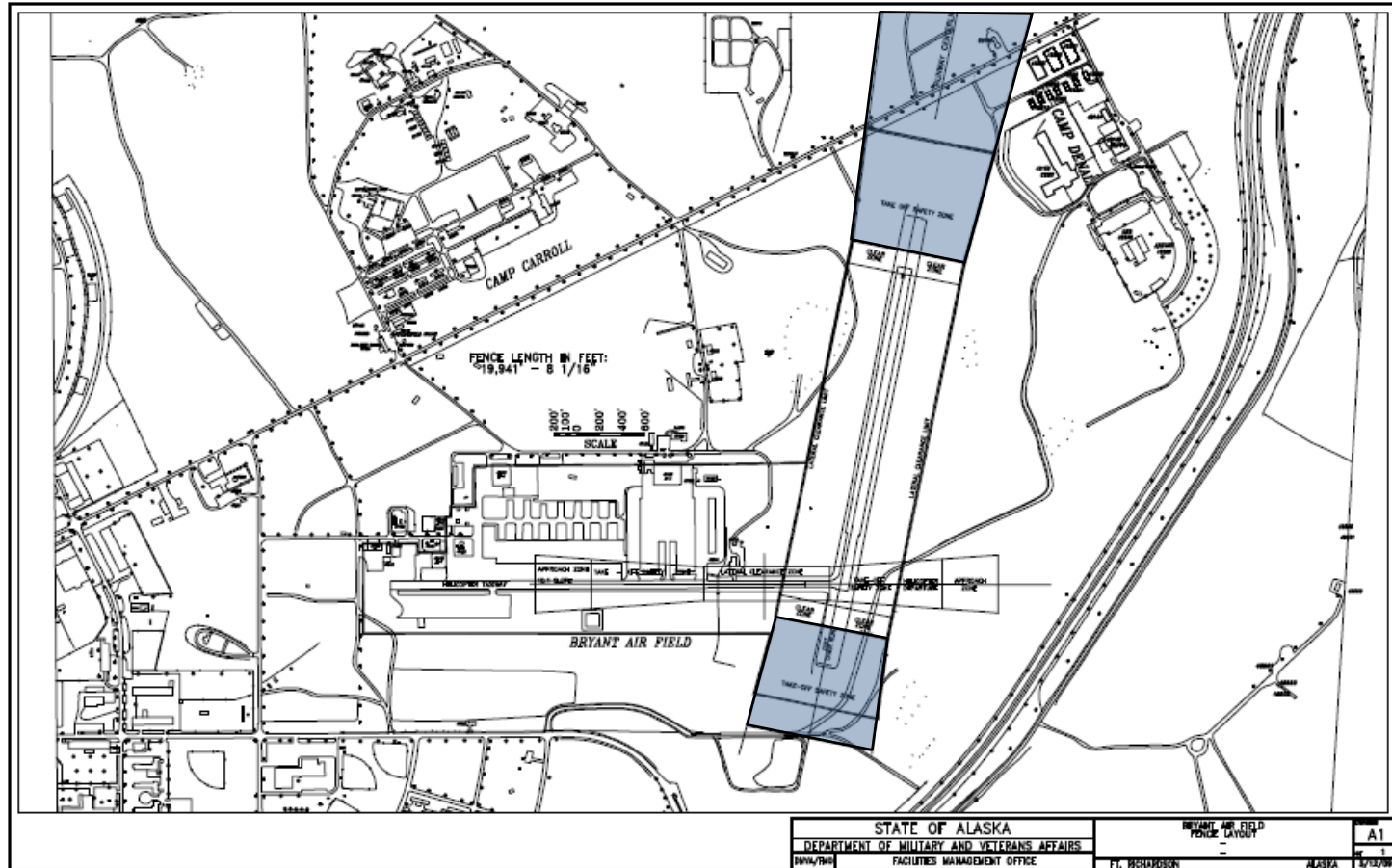




# Questions?



# Bryant Army Airfield



## Tower Refurbish (Complete-Open for Advisories)





DEPARTMENTS OF THE ARMY AND THE AIR FORCE  
ALASKA ARMY NATIONAL GUARD ELEMENT, JOINT FORCES HEADQUARTERS  
PO BOX 5800  
FORT RICHARDSON AK 99506-0800

NGAK- TAG

3 February 2012

MEMORANDUM FOR Federal Aviation Administration, ATTN: Manager Western Service Group Operations Support Group, AJV-W2, 1601 Lind Avenue Southwest, Renton, Washington 98057

SUBJECT: Establishment of Class D Airspace Bryant Army Airfield, Fort Richardson, Alaska

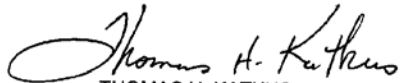
1. The Alaska Army National Guard seeks to reestablish the Class Delta airspace at Bryant Army Airfield (BAAF).
2. On 1 October 1995 the Air Traffic Control Tower at BAAF ceased operations. Shortly afterward the airspace at BAAF reverted to Class G. The reestablishment of Class D airspace is necessitated to conduct positive control of military and civilian aircraft within the Bryant Segment, streamline IFR departures, and maintain control of the numerous aircraft that transition from the Anchorage metropolitan area along the Glenn Highway.
3. The Alaska Army National Guard is the main tenant at BAAF. Aircraft include 20 UH-60 Blackhawk helicopters and 8 C-23 Sherpas. Additionally, the AKARNG State Flight Detachment has one C-12 (Beech King Air) that may be eventually moved from Elemendorf AFB to BAAF. Other non-tenant users of the airfield include CH-47 Chinook and UH-60 Blackhawk helicopters from Fort Wainwright, HH-60 Pavehawks and C-130s from the Air National Guard, HH-60 Jayhawks and C130s from the US Coast Guard and Civil Aircraft Patrol light fixed wing and gliders. There are also several Civil Aircraft Landing Permit holders that frequent the airfield.
4. The Controlling Agency for the airspace will be Bryant Tower. The proposed hours of operation will be 0800-1600L, M-F excluding Federal Holidays and additional hours published via Notice to Airmen. Anticipated opening date is 20 Sep 12.
5. Bryant has hired two seasoned Air Traffic Controllers and has been authorized to hire three more controllers. A training program has been established and all controllers will be fully certified by the anticipated opening date.
6. Weather Observation and Reporting. Continuous weather reporting is available via the Handar 575 Automated Weather Observation System (AWOS) located on BAAF.

NGAK- TAG

SUBJECT: Establishment of Class D Airspace Bryant Army Airfield, Fort Richardson, Alaska

7. Proposed Class D is the same dimensions as the Bryant Segment identified in CFR 14 § 93.55e and is as follows: That area from the surface to and including 2,000 feet MSL, within a line beginning at latitude 61° 17' 13"N., longitude 149° 43' 35"W.; thence west along latitude 61° 17' 13"N., to longitude 149° 43' 08"W.; thence south along longitude 149° 43' 08"W., to the Glenn Highway; thence north and east along the Glenn Highway to Ski Bowl Road; thence southeast along the Ski Bowl Road to a point one-half mile south of the Glenn Highway; thence north and east one-half mile south of and parallel to the Glenn Highway to its intersection with a line one-half mile east of and parallel to the Bryant Airport Runway 17/35 extended centerline; thence northeast along a line one-half mile east of and parallel to Bryant Airport runway 17/35 extended centerline to the point of beginning.
8. For further information please contact Mr. Erik Johnson at 907-242-4489, or [erik.johnson@us.army.mil](mailto:erik.johnson@us.army.mil).

Encl

  
THOMAS H. KATKUS  
Major General (AK), AKARNG  
The Adjutant General – Alaska



R-2203

Bryant Segment

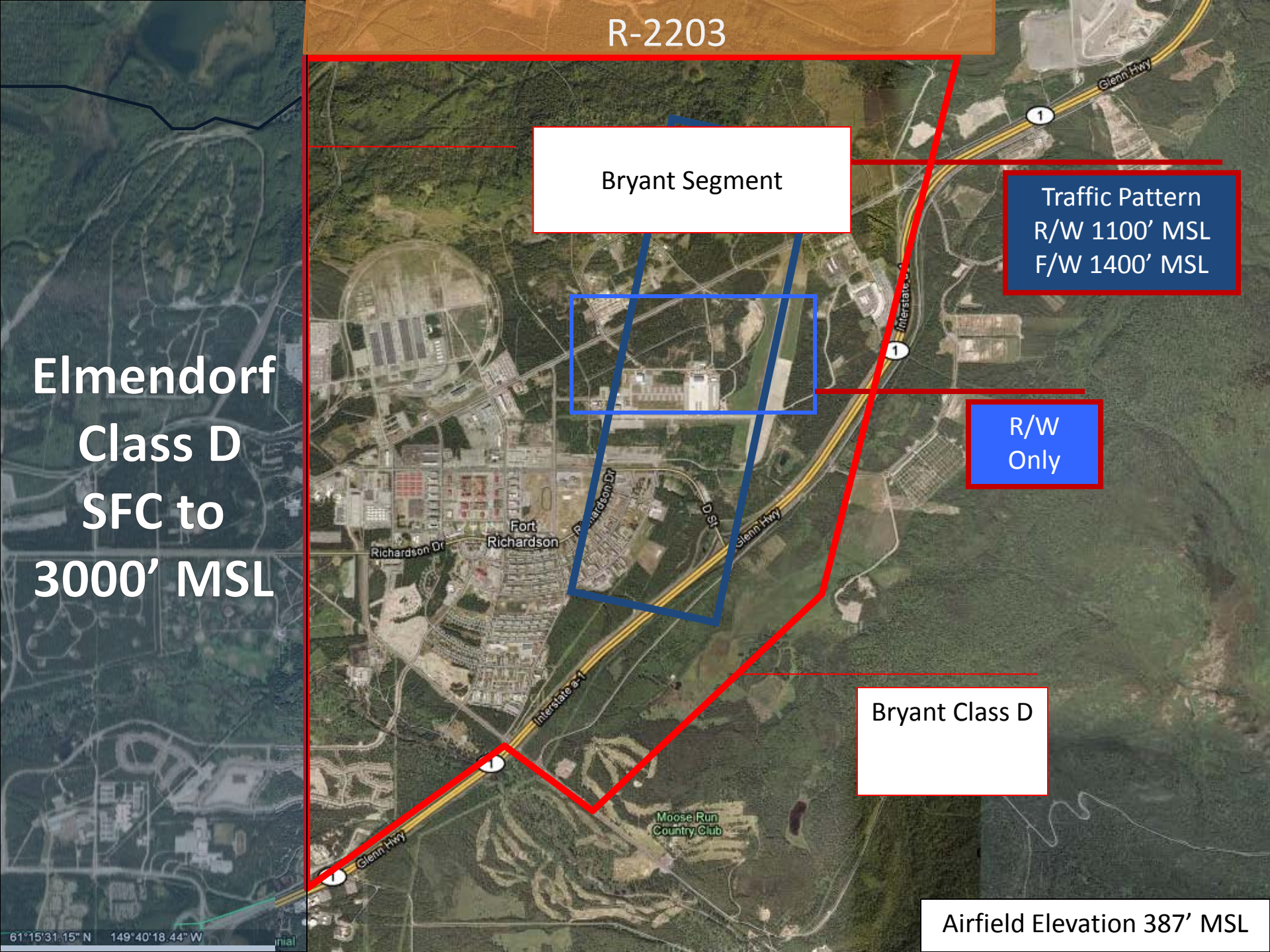
Traffic Pattern  
R/W 1100' MSL  
F/W 1400' MSL

R/W  
Only

Bryant Class D

Airfield Elevation 387' MSL

Elmendorf  
Class D  
SFC to  
3000' MSL



# Chart 2 Alaska Supplement

ANCHORAGE, ALASKA	VFR OVERFLIGHT ROUTE	EASTSIDE OVERFLIGHT
<b>ROUTE PURPOSE:</b> The EASTSIDE OVERFLIGHT provides an orderly route for transiting the Anchorage bowl while avoiding Class C/D airspace and reducing potential conflict with aircraft using established routes to and from adjacent airports.		
ENA AFSS <b>122.3</b>	ANCHORAGE APP CON <b>119.1 (NORTH)</b>	ANCHORAGE APP CON <b>126.4 (SOUTH)</b>
<b>VFR PROCEDURE ONLY</b> <b>CHART NOT TO SCALE – NOT TO BE USED FOR NAVIGATION</b>		
<b>ROUTE INSTRUCTIONS:</b>  <b>NORTH TO SOUTH:</b> Fly southbound along the Glenn Highway to the Eagle River Bridge, then direct Moose Run Golf Course, direct Potter, maintain 2500' MSL.  <b>SOUTH TO NORTH:</b> Proceed from Potter direct to Moose Run Golf Course, direct Eagle River Bridge, then northbound along the Glenn Highway, maintain 3500' MSL.  Go to <a href="http://www.alaska.faa.gov/ata">www.alaska.faa.gov/ata</a> for more information.		

VFR Corridors are designed to control high-density VFR traffic within the Anchorage area.

Traffic going to/from Anchorage Intl, fly over the Tudor/Muldoon intersection.

Traffic going to/from Merrill (one of the busiest small airfield in the world), flies over the Muldoon intersection.

Aero Club traffic going to/from Elmendorf (EDF), flies over Bryant AAF.

\* Mountain Graphics have been added to display terrain





**QUESTIONS?**





# *Eleventh Air Force*

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# BREAK TIME



# *353d Combat Training Squadron*



## **RED FLAG-Alaska CY-12 ACMAC Update**



**Mr. Pete “Bruster” Bussa  
Operations, 353 CTS**

**U.S. AIR FORCE**

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# RF-A Exercise Plan



## ■ RF-A 12-2 (7-22 Jun 12)

### ■ Fam Day (8 Jun 12)

- **Eielson** 12 x F-16C+
- USAF 10 x A-10, 24 x F-16CM/J
- USAF C-17
- JBER 1 x HH-60, 4 x F-22, E-3
- **Germany** 8 x Euro, KC-310
- **Poland** 8 x F-16, C-130E
- **NATO** 1 x E3
- **Japan** 6 x F-15MJ / JAWACS
- **Japan** 3 x C-130 / 2 x KC-767
- **Australia** E-7A / 2 x C-130H/J
- **TTF** 6 x KC-135R
- **60+ aircraft / 1,600 participants**
- **DF Poland / Germany (18 May – 6 Jun)**
- **Various (24May – 27 Jul)**

## ■ RF-A 12-3 (2-17 Aug 12)

### ■ Fam Day (3 Aug 12)

- **Eielson** 12 x F-16C+
- USAF 2 x MC-130, RC-135
- USAF 24 x F-16, 3 x C-130
- USAF EC-130, 2 x E-3, 4 B-2
- **FWW** OH-58, UH-60, CH-47
- **Moffett** 2 x MC-130
- **JBER** 1 x HH-60, 8 x F-22
- **USN** 5 EA-18G
- **TTF** 6 x KC-135R
- **UK** 1 x E-3D, C-130J
- **Canada** 8 x CF-18, C-130T
- **50+ aircraft / 1,100 participants**
- **GPS Jamming**
- **DF (TBD)**





# RF-A Exercise Plan



- **RF-A 13-1 (4-19 Oct 12)**

- **Fam Day (5 Oct 12)**

- **Eielson**            **12 x F-16C+**
- **USAF**              24 x F-16, 12 x F-22
- **USAF**              2 x E-3, TBD x C-130
- **USMC**             5 x EA-6B, 15 x F/A-18
- **USMC**             3 x C-130
- **Singapore**        6 x F-15SG / 10 x F-16
- **Turkey**            6 x F-16
- **NATO**              2 x E-3
- **Korea**             2 x C-130 / ? F-15K
- **Finland**          ? x ?
- **Malaysia**        5 x F-18D
- **Thailand**         1 x C-130

**60+ aircraft / 1,600 participants**

# RED FLAG-Alaska

Questions?





# ***Eleventh Air Force***

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## **MOA Lights Out Training**

**LOA 14 February 2005**

**FAA NVG lights out exemption 7960E 22 Dec 2011**

**Maj Justin “Stick” Anhalt  
Chief, Fighter Division, 3 OG Stan/Eval**





# PURPOSE

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- **To conduct training that matches the conditions of wartime**
  - **Typically accomplished nightly during the winter months October-March**



# AIRSPACE



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**Blair ATCAA**

**Delta 1-4 MOA's/ATCAA**

**Eielson MOA/ATCAA**

**Fox 1 MOA/ATCAA**

**Fox 2/3 MOA's**

**Naknek 1/2 MOA's/ATCAA**

**Stony A/B MOA's/ATCAA**

**Susitna MOA/ATCAA**

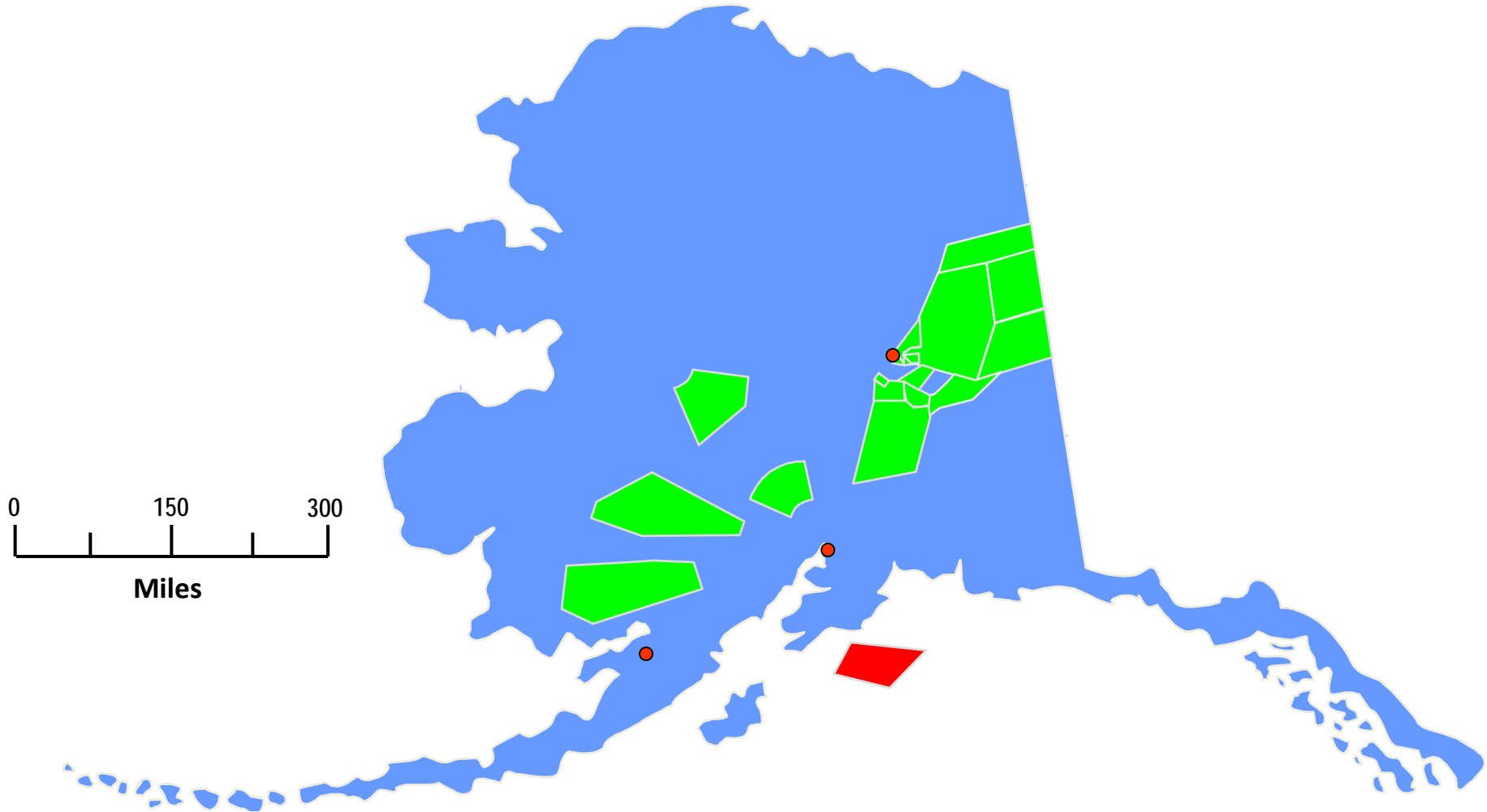
**Yukon 1/2 MOA's/ATCAA's**

**Birch MOA**

**Buffalo MOA**

**Viper ATCAA**

# AIRSPACE







# PROCEDURES

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- **72 Hours prior NOTAM information is sent to the servicing Flight Service Station**
- **48 Hours prior NOTAM must be published (may publish recurring schedule)**
- **48 Hours prior notify ZAN**
- **Day Of**
  - **Aircraft squawk ZAN assigned Mode 3**
  - **Notify ZAN of lights out operations**
  - **Identify radar monitoring agency (TOPROCC or E-3) and monitor frequency**



# SAFETY

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- **Lights out floor based on RMA (TOPROCC RMA MSL)**

- **Fox 1/2 MOA            10,000**
- **Fox 3 MOA            15,000**
- **Eielson MOA           5,000**
- **Birch MOA            5,000**
- **Buffalo MOA          10,000**
- **Stony A/B MOA        5,000**
- **Naknek 1/2 MOA      5,000**
- **Susitna MOA          15,000**
- **Yukon 1/2 MOA        10,000**

- **Knock- it-off**

- **Radios/Radar contact lost**
- **EP**
- **Stranger traffic above floor**



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## **Lights Out Questions?**



# **ALASKA CIVIL/MILITARY AVIATION COUNCIL**

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## **AIRFIELD STATUS UPDATE**

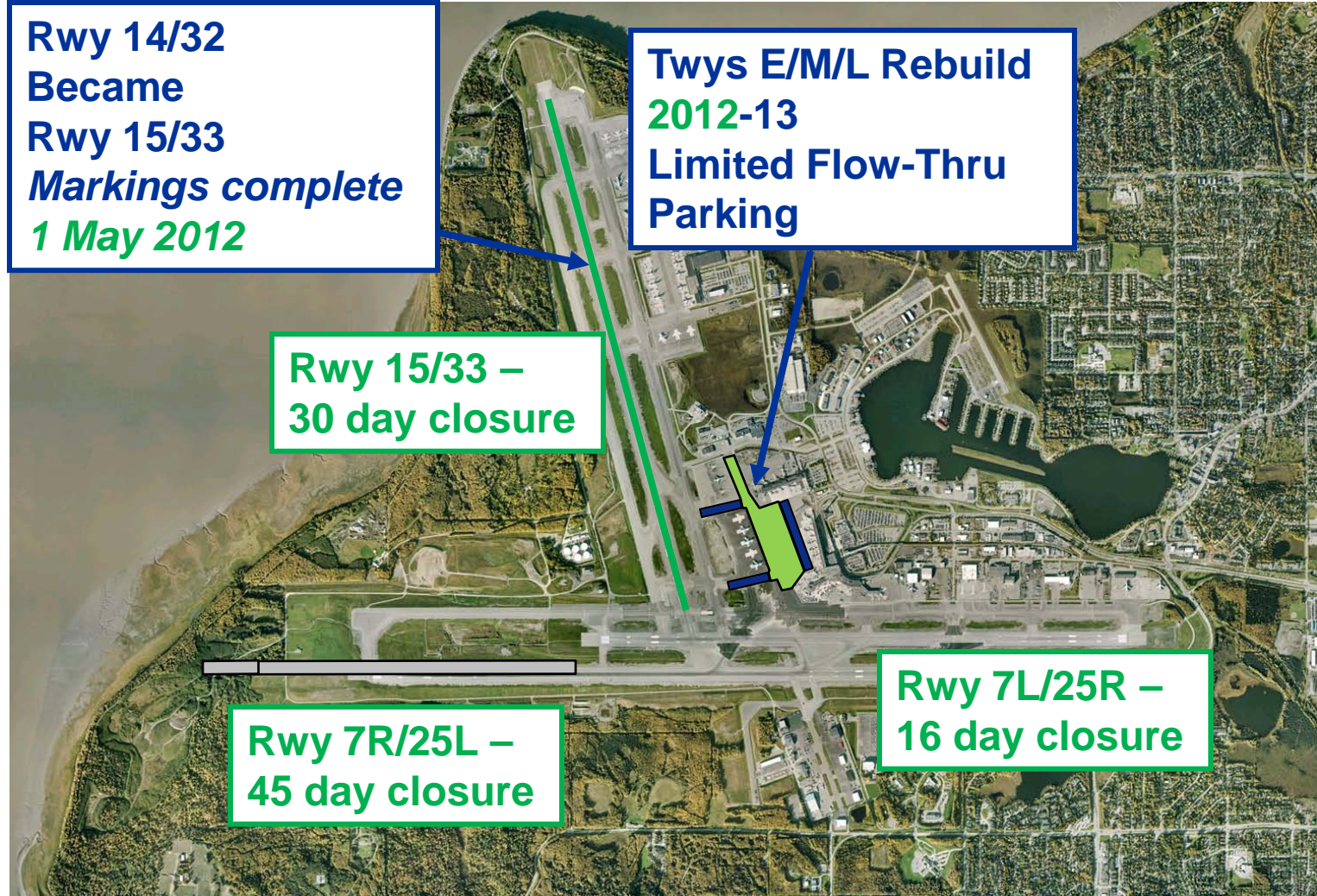


**Airport Presentations from:**

- Ted Stevens Int'l – Mr. Stocker**
- Fairbanks Int'l – Mr. Whitmire**

# Ted Stevens International

## Major Airfield Projects/Closures 2012-2013



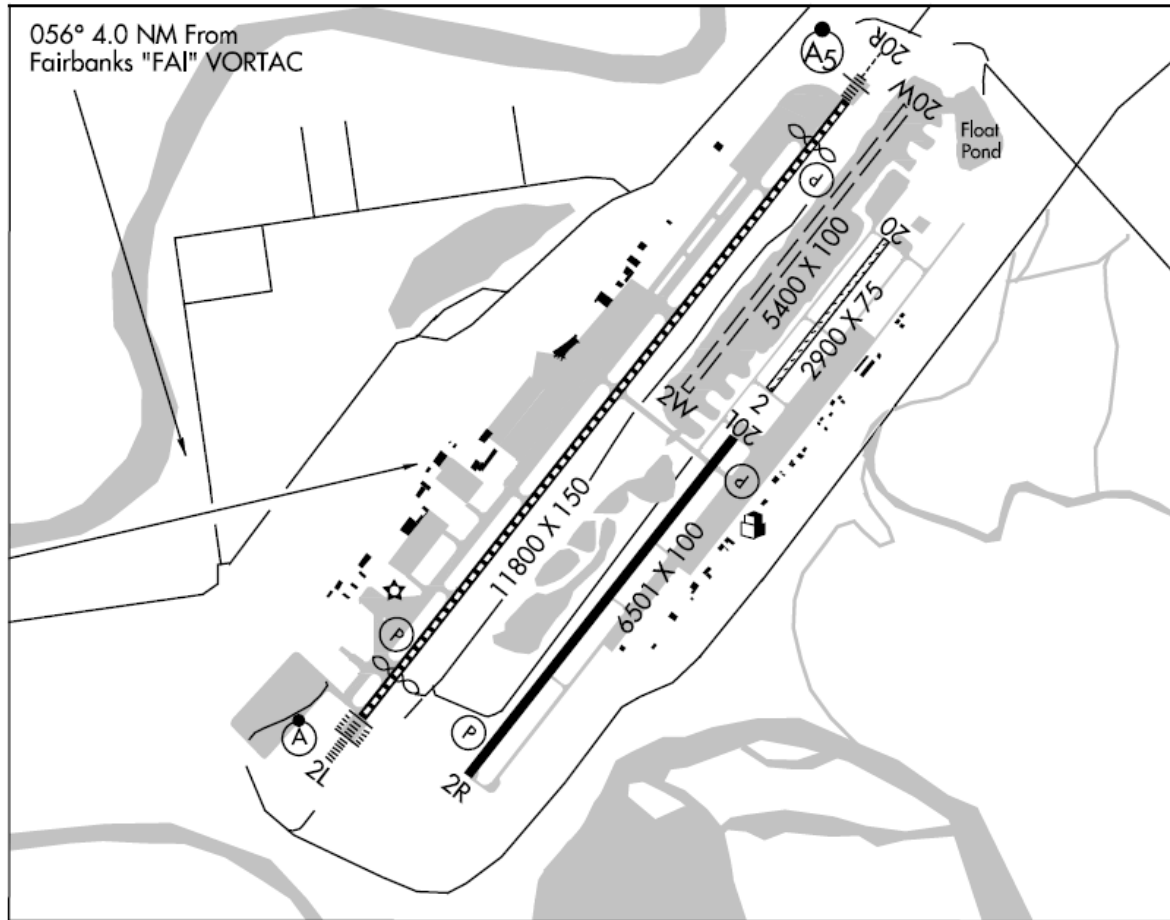
# Ted Stevens Anchorage International

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<b>CONSTRUCTION CLOSURES</b>	<b>CONSTRUCTION PERIOD</b>	<b>EFFECTS/LIMFACs/ TEMPORARY OPS</b>
Rwy 15/33 Closure	Summer 2012 – 30 days	
Rwy 7R/25L Closure	Summer 2012 – 45 days	
Rwy 7L/25R Closure	Summer 2012 – 16 days	
Twy E/L/M Rebuild	Summer 2012-2013	Limited Heavy Acft Parking
<i>Rwy 7L Rebuild</i>	<i>Summer 2014</i>	<i>Limited Taxi routes</i>



# Fairbanks International



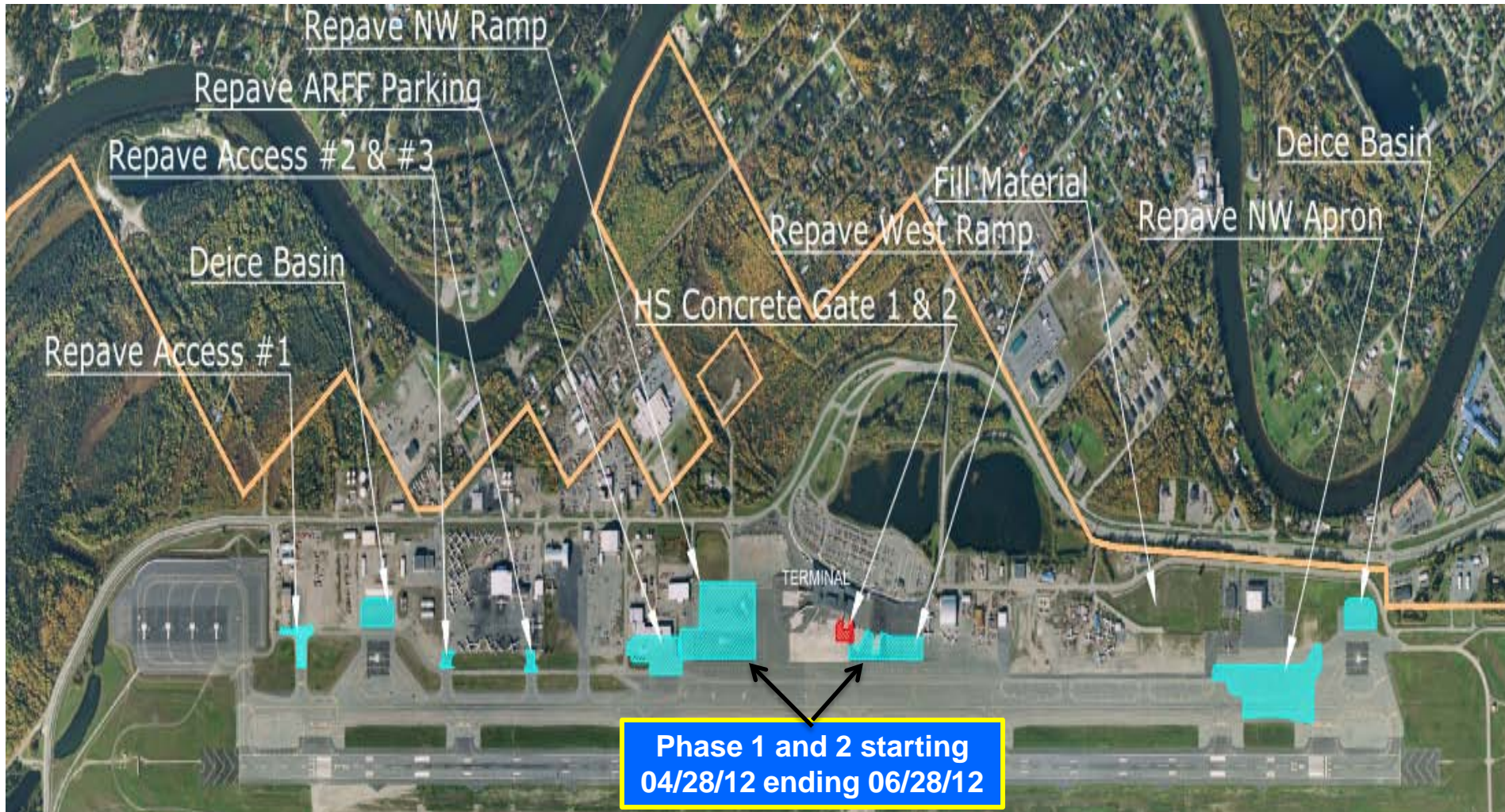
# Fairbanks International

## Short-Term

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<b>CONSTRUCTION PROJECTS / NAVAIDS</b>	<b>CONSTRUCTION PERIOD</b>	<b>EFFECTS/LIMFACs/ TEMPORARY OPS</b>
2L DME installed at LOC	Completion date May 31, 2012	No change to Procedures until Spring 2012 due to flight check and publishing.
Install 20R DME at LOC	Completion date July 26, 2012	No change to procedures until flight checked and published.
West Apron Improvement See attached map	Initial start 04/28/2012 Completion Date 9/30/12	Resurface Areas of the west ramp asphalt. Contract and work schedules are in the process of review.

# 2012 West Apron Improvement



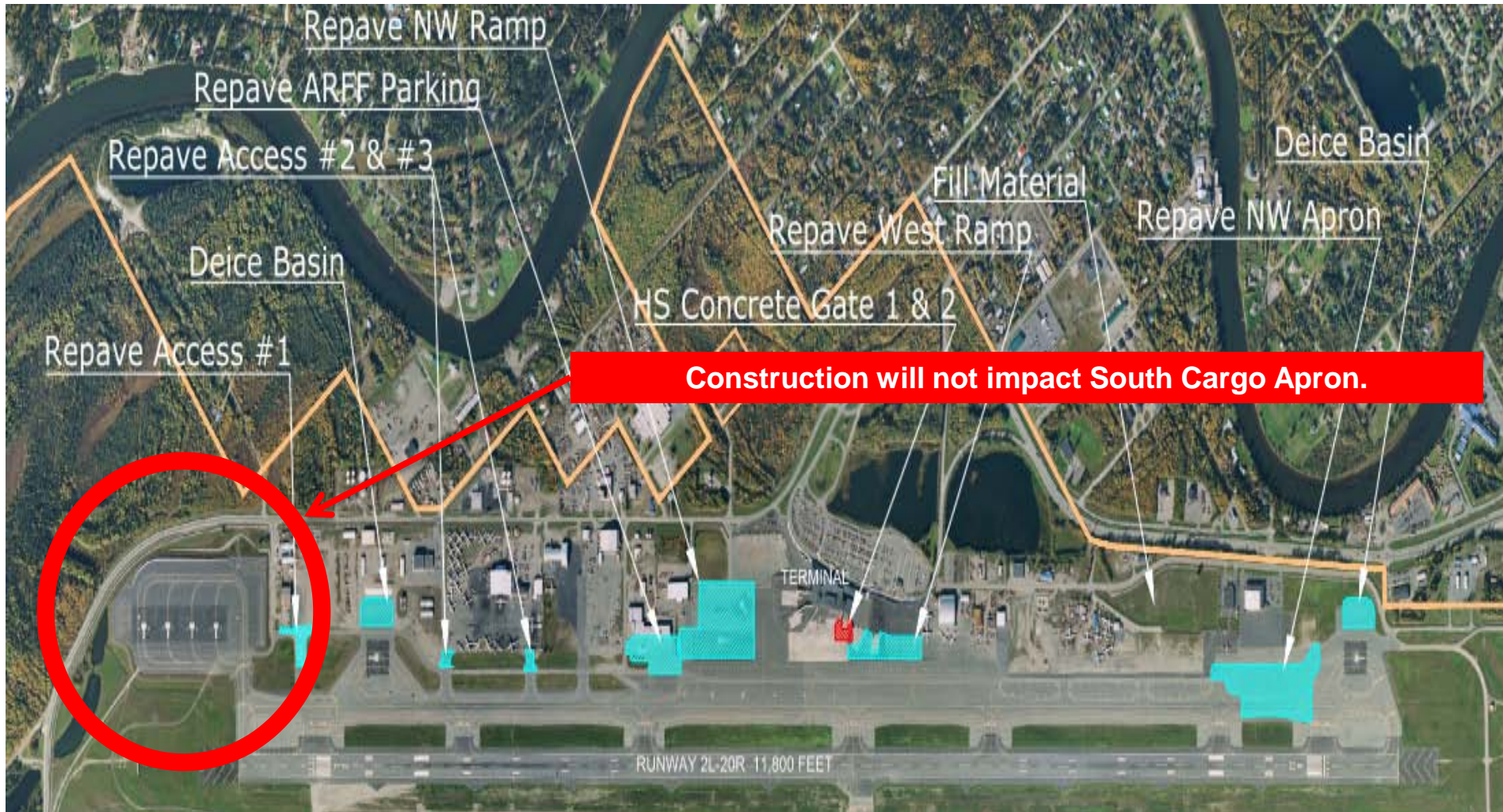


# 2012 West Apron Improvement



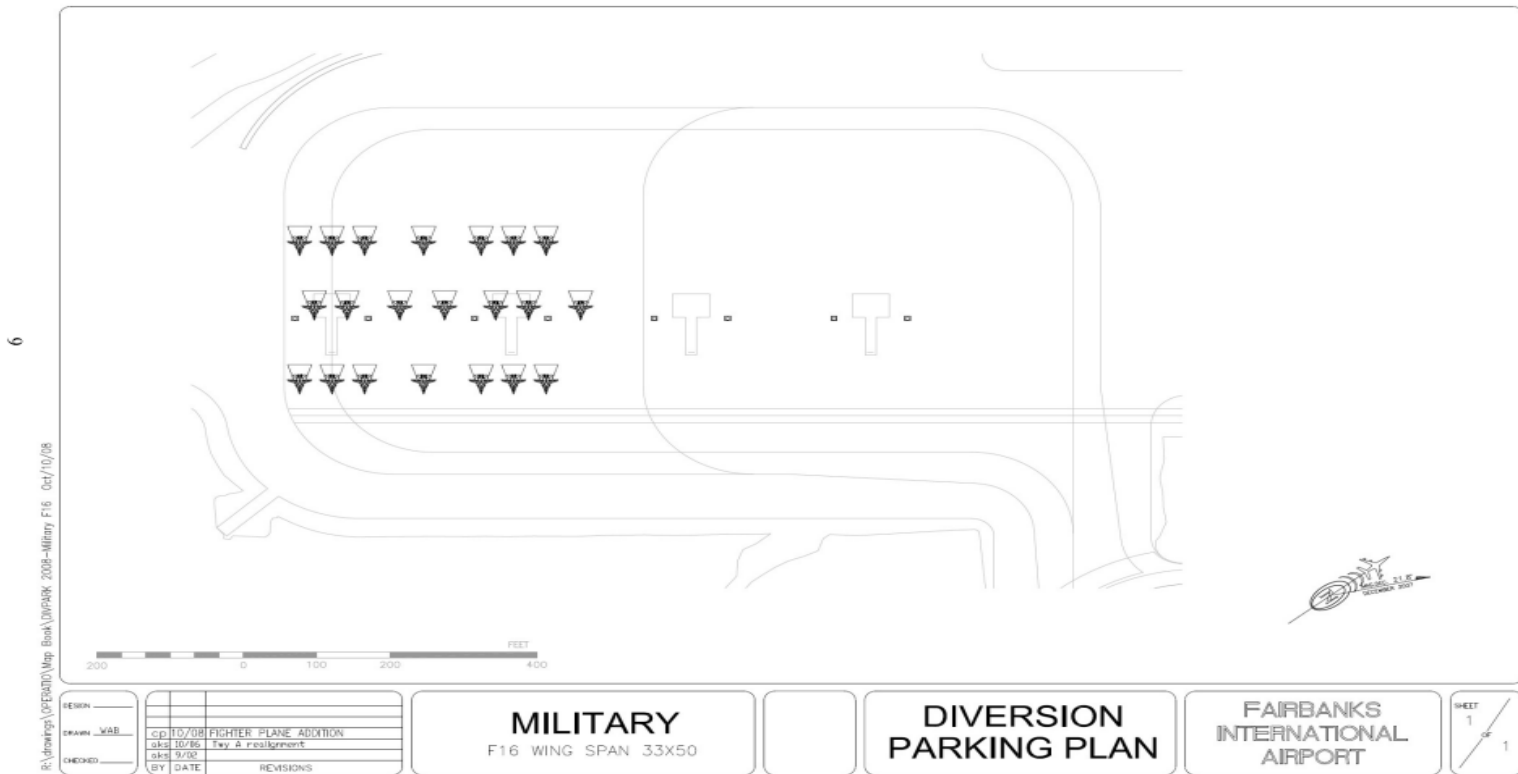


# 2012 West Apron Improvement



# 2012 Construction Military Diversion Parking

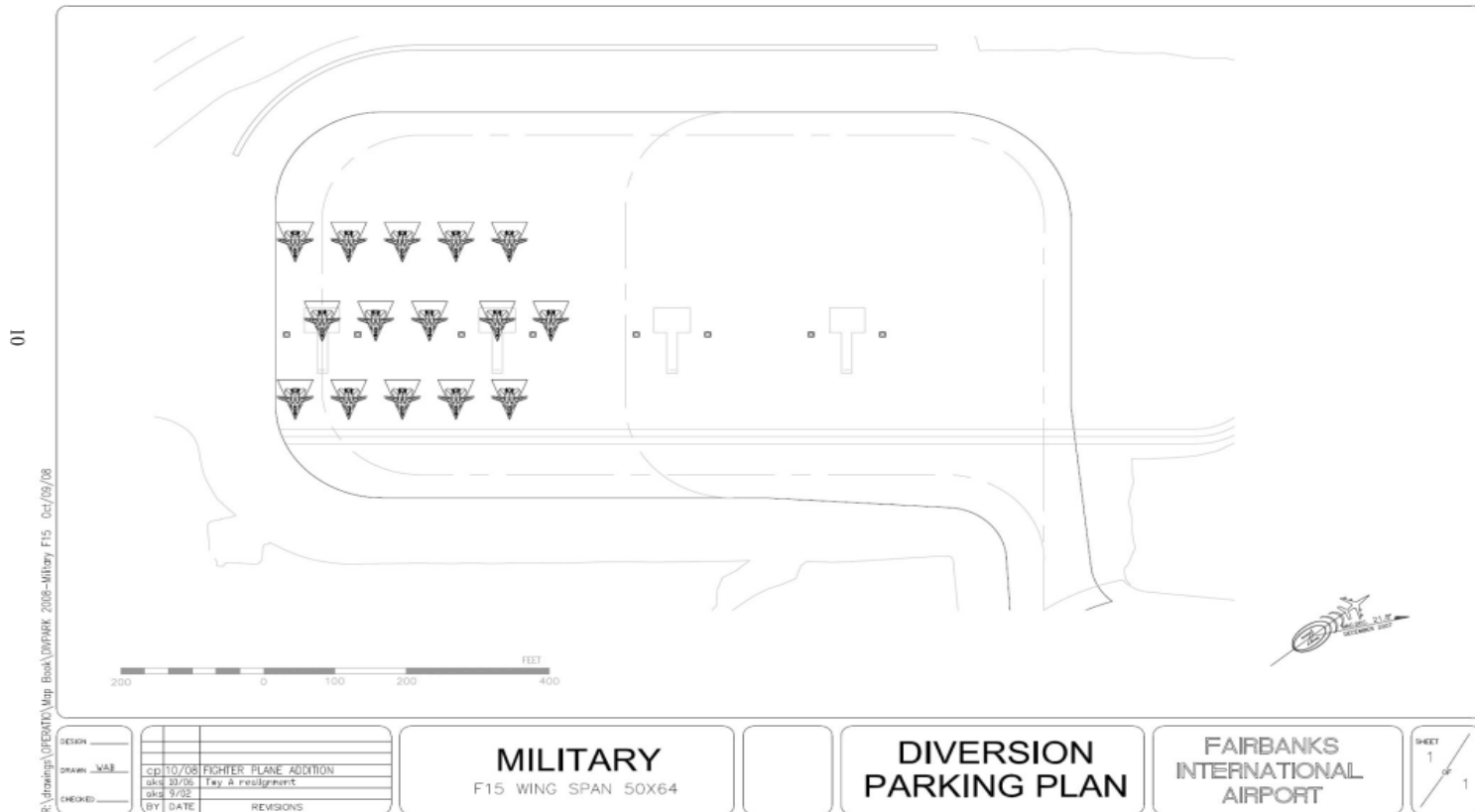
Parking for “Small” F16 Size Aircraft (Ramp Capacity: 48)





# 2012 Construction Military Diversion Parking

Parking for “Large” F15/F22 Size Aircraft (Ramp Capacity: 36)



# Fairbanks International

## Long-Term

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



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# **CLOSING COMMENTS**

**Col Patrick Moylan**





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# **BREAK TIME**