



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

22 May 2018

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 13 April at 1:00 pm in the Field Maintenance Facility, Room AM 1071 at Ted Stevens International Airport, Anchorage, AK and was broadcast via a website conferencing application to the Tanana Conference Room in the Fairbanks International Airport, Fairbanks, AK. The webex allowed for any other interested personnel who could not attend from Ted Stevens or Fairbanks Airport to view and listen in on the meeting. The meeting slides can be found at <http://www.jber.jb.mil/Info/Alaskan-Airspace-Info/>. Please reference the slides as you read the minutes. These minutes primarily add or expand on information in the slides.

**Member Attendance:** See the attached sign-in sheet at the end of the minutes.

**Opening Remarks:** Colonel Bodine welcomed everyone to the spring 2018 ACMAC. He introduced himself, thanked all attendees and briefers, and spoke about the potential challenges of a busy summer aviation season that includes widespread airfield construction, multiple Red Flag-Alaska Exercises, and GPS Interference Testing within the Joint Pacific Alaska Range Complex (JPARC).

2. Old Business, Open Items & Lessons Learned.

a. **PAXON / FOX 3 / DELTA 5 MOA** updates: Lt Col Larsen, USAF Representative to the FAA, reviewed the previous delays in the approval and utilization of the proposed FOX 3, PAXON, and DELTA 5 MOAs. He reviewed the concerted efforts of the DoD and FAA stakeholders involved in completing the Environmental Impact Statement written reevaluation then finalizing and adopting the FAA Record of Decision (ROD). Based on estimated project completion, the three MOAs will be charted on the next 8 November VFR sectional.

b. **R-2201 / 2205** updates: CW4 Orin Englishbee, US Army Alaska, briefed that the secondary R-2201 public comment period is closed. The anticipated charting and utilization dates of both restricted areas is 8 November 2018.

(1) The question was asked: Who will control aircraft entry / exit at R-2201?

(a) Donnelly Range Control will control aircraft utilizing R-2201.

(b) Jane Dale (Alaska Air Carriers Association) inquired in a follow up question whether Donnelly Range Control is in contact with Eielson Range Control. It was confirmed that they are in direct and recurring contact with one another.

c. **GPS Interference Testing** briefing: Amanda Griffith, the Military Operations Specialist from Anchorage Center (ZAN), presented a briefing on GPS Interference Testing in the JPARC. The GPS testing, scheduled to happen for Red Flag exercise 18-1 and probable in 18-2, 3 and 4, affects aviators around Alaska and is a popular topic of discussion amongst Military, General Aviation and Commercial Aviation Organizations. During the 2017 Fall ACMAC's GPS discussions, Tom George (AOPA), Adam White (Alaska Airmen Association), and Jane Dale all advocated for improved information and communication processes which provide responsive and timely GPS testing information to Alaskan aviators. ZAN revised processes based on feedback received from Commercial and GA entities. Ms. Griffith briefed the system improvements that the FAA had put in place.

(1) Col Harlie Bodine stated that emphasized that GPS Interference Testing NOTAMS should improve.

(2) Tom George asked if there would be a contact phone number for those who would like to call with questions. -- Amanda Griffith listed her work number (907) 269-1108. Local FSS personnel can also be contacted for generic event information.

(3) Jane Dale mentioned that there was a direct phone line to the GPS test director during the previous events. She asked if there would be a phone number to the test director for the upcoming tests.

(a) GPS testing agents are not staffed to work incoming calls during field operations, all calls concerning event impacts should be directed to Amanda Griffith at (907) 269-1108. Additionally, questions or concerns can be emailed to [ALASKAMILITARYAIRSPACE@us.af.mil](mailto:ALASKAMILITARYAIRSPACE@us.af.mil).

(4) Adam White continued the conversation and expressed that he understood the need for GPS testing and the concern for its effects however he emphasized the "old school" ways of using failsafe basic navigation techniques.

(5) Jim Mullin (Assistant Director of Flight Operations at UAA) asked if the USAF Rescue Coordination Center was notified of GPS interference testing details -- it was confirmed later by Capt Callan and Amanda Griffith at the subsequent FAA-MIL meeting that the RCC is notified at the beginning and end of GPS testing. Additionally, safeguards were put in place to terminate GPS Interference Testing during all phases of real-world Search and Rescue events.

(6) **Note:** A newer version of the GPS Testing presentation by Ms. Griffith is included in the presentation that accompanies the minutes and will replace of the GPS presentation seen at the ACMAC

3. **Red Flag Alaska** updates: Mr. Pete Bussa, 353rd Combat Training Squadron, presented the planned events highlighting the inclusion of international allied partners and sister services. He projected the inclusion of over 70 aircraft and 1,300 participants in 18-1. Red Flags 18-2, 3 and 4 will feature increasing amounts of aircraft and personnel (details in the attached slide deck).

4. **SUAIS Updates** were briefed by Mr. Bussa immediately after the Red Flag brief from the 353 CTS.

a. The Paxson site has a radio broadcasting (125.3Mhz) as of the publishing of these minutes

b. The Tok site received permission to install an additional radio. Research into the Radio Frequency Spectrum environment is ongoing.

c. Mr. Ed Lasselle, 11 AF Airspace & Range Team, provided a quick overview of the SUAIS upgrade work managed by 11 AF. The 11 AF, 353 CTS, (with feedback from AOPA) began testing out new SUAIS frequency configurations. Mr. Lasselle's slide (in the attached deck) detailed the first plan for an "interleave" frequency setup. As of the writing of these minutes, Donnelly Dome is now transmitting on 126.3, the secondary SUAIS frequency, and transmitting the afterhour's message.

(1) Responding to a question posed by a general aviation representative, Mr. Lasselle indicated that the VFR sectional will eventually include which SUAIS radios are tuned to the primary and secondary frequencies.

5. **ARCTIC THUNDER 2018:** Maj Jerri-Lynn Harper, 962 Airborne Aircraft Control Squadron, followed the SUAIS briefing. The Open House is scheduled for 30 June and 1 July. Maj Harper mentioned that if the thunder birds do not perform, there will be a Joint Force Demo instead with a ceremony honoring the Thunderbirds who recently suffered a tragedy when Thunderbird 4 crashed, killing the pilot. Details on dates, setup, TFRs, and the Open house set up are included in the accompanying ACMAC brief slides.

6. **UAA AVIATION Brief:** Lt Col Jim Mullin, USAF-Ret, discussed the capabilities of UAA's Aviation Technology Division. He briefed the Ops tempo, aircraft types and mission profiles of the students who fly in the program. Mr. Mullin briefed that the "C-Wolf" call sign may or may not be used to identify UAA flights dependent on where they are flying (and what letters of agreement they maintain with the controlling agency). The slides to this presentation are included with the minutes.

**Break for Chairman's Comments from Col Bodine:** During this time, Col Bodine briefed the potential for RQ-4 "Global Hawk" participation in Red Flag-Alaska 18-3. If RQ-4 Operations occur, it will be via an approved FAA Certificate of Authorization (COA). The details of that COA have yet to be determined.

7. **Civil Air Patrol Briefing** Lt Col Jim Mullin, Civil Air Patrol, briefed the ACMAC body attendees on the value per flight hour of CAP assets, their search methods, capabilities, and the ability to accurately record their tracks. He touched on the importance of registering an ELT and the advantages of ELTs with GPS solutions. The entirety of the brief is included in the attached slides.

8. **A Flight Instructor's Viewpoint**, presented by Ms. Patterson-Simes of Sky Trek Alaska Flight Training, addressed the challenges of today's pilot training environment. She addressed the closing of flight schools around the nation due to the lack of qualified CFIs as well as the perceived atrophy in skills among current flight instructors and then presented thoughts on best practices to mitigate problems with flight instruction. Details of her thoughtful analysis can be found in the attached slide deck.

9. **JBER 2025 Vision:** Lt Col Russell Badowksi, 3rd Operations Support Squadron, provided updates to the ongoing efforts to extend Runway 16/34 at JBER. The Hill removal required for the extension has paused pending funding. A diagram of the improvements is included with the attached slides.

10. **Air Force Safety Briefing:** Maj Ryan Gandy, 3rd Wing Safety, reviewed the TCAS/ HATR events between JBER assigned aircraft and GA/ Commercial aircraft in the vicinity of JBER's airspace. He also briefed that there would be an ongoing Bird/ Wildlife Aircraft Strike Hazard/ Mid Air Collision Avoidance (BASH/MACA) campaign over the summer and brought flight safety materials for the

audience. Maj Gandy also emphasized the on-call phone number available for use: (907) 227-6273. Slides are attached.

## 11. Runway Updates

a. **Ted Stevens** updates were briefed by Mr. John Stocker. He highlighted the fact that RWY 15/33 will be closed from 01 April- 15 October 2019. Slides and the maintenance closure schedule are included in attachment.

b. **Fairbanks International** was briefed by Melissa Osborn. She detailed the short term impact of Taxiway B rehabilitation Impacts include: half width taxiway operations and occasional night closures/ PPR operations on of 2R/20L. Slides are attached.

c. **Eielson AFB**, briefed by Capt Bobby Norris, detailed the TACAN maintenance and F-35 construction operations as Eielson. Slides attached.

d. **Elmendorf Airfield**, briefed by SrA Samantha Glenny, detailed the runway and taxiway closures which started in April and run through the construction season. Details are in the attached slide deck.

12. **Open Forum** – The topic of SUAIS email was brought up in conversation. The email, 353CTS.RangeControl.SUAIS@us.af.mil, lets flyers email Eielson Range Control with details of their flight planning.

a. Since the ACMAC, Ed Lasselle released an electronic form to General Aviation organizations.

## 13. Closing Comments:

14. The meeting adjourned at 3:40 pm. The next ACMAC is planned for October of 2018. Submit briefing topic inputs to [alaskamilitaryairspace@us.af.mil](mailto:alaskamilitaryairspace@us.af.mil). Future ACMAC notifications will come out as the date is confirmed. Questions, corrections, comments, and/or concerns should be addressed to the 11 AF Airspace and Range Team at (907) 552-3636/5715 or (907) 552-4430/0999.

//SIGNED//

MARK D CALLAN, Capt, USAF  
11 AF, Airspace and Range Team Manager

Approved/~~Disapproved~~

//SIGNED//

HARLIE J.D. BODINE IV, Colonel, USAF  
Vice Commander, 11th Air Force  
Joint Base Elmendorf Richardson

Attachment:  
ACMAC Attendance Roster - Nov 17

cc:  
11 AF/CC