



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

2 May 2019

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 24 April at 10:00am simultaneously at Ted Stevens and Fairbanks International Airport linked via video teleconference. 11AF thanks the dedicated staff at both Airports for hosting the ACMAC. For a copy of the briefing slides, please visit the 11th Air Force Airspace website: <https://www.jber.jb.mil/Info/Alaskan-airspace-info/>. Referencing the slides while reading the minutes enhances understanding since these minutes primarily add to or expand information in the slides.

2. **Opening Remarks:** Colonel Bodine welcomed everyone to the Spring 2019 ACMAC. He thanked all attendees and the Ted Stevens International staff, and spoke about the need for more training airspace to accommodate the increasing capabilities and requirements of today's fifth generation fighter aircraft. He mentioned how joint and coalition partners also need more training airspace, and have increased the demand for access to the Joint Pacific Alaska Range Complex (JPARC). He recognized the unique and cooperative relationship throughout the aviation community of pilots and controllers in Alaska and how this ACMAC would not solve every problem addressed but would open the conversation to enhance safety through mutual understanding.

3. **Open Items**

a. **Restricted Airspaces:** CW4 Jason Evans reported Restricted Areas 2201 & 2205 soonest effective date is 7 Nov 2019.

b. **JPARC North Changes:** Mr. Ed Lasselle covered changes to Fox 3 and Paxon MOAs, charted vs. actual expected times of use, and Special Use Airspace Information Service (SUAIS) radio locations throughout the northern Joint Pacific Alaska Range Complex (JPARC).

(1) Mr. Lasselle gave a brief history of recent charting. The Electronic version of the sectional correctly depicts the new JPARC airspace. The printed sectional was not updated in time due to unforeseen complications in the printing process. Adam White and Rune Duke were involved in identifying the issue with the charts and providing solutions to allow the new JPARC airspace to be used. The correct JPARC airspace can be viewed on electronic charts, such as those available on SkyVector and Garmin Foreflight.

(2) Mr. Lasselle also discussed the MOA charted times of use. He explained that the charted times of use as printed on the sectional are confusing and for many of the MOAs are not representative of when

the MOAs will be used. In particular, Delta 1-5 MOAs and Paxon Low MOA are only activated during Major Flying Exercises and only by NOTAM. Fox 3 Low MOA is also only activated by NOTAM, but is available for daily training.

(a) Jaime Patterson-Simes mentioned that there was some difficulty locating and using pointer NOTAMs that communicate important GPS and MOA usage information.

(3) The current SUAIS radio locations and frequencies were depicted on the slides. The newest radio addition, Tok, is operational.

(4) Col Bodine ended the JPARC Airspace rollout briefing with a recap of why JPARC is vital; not only to the Air Force in Alaska, but to the USAF as a whole and to our international training partners. He spoke about the buildup of 5th generation aircraft in Alaska, the emergence of JPARC as a level 4 Airspace and Range complex and its future use as multi-national training ground.

4. Informational Briefs

a. **New Range Squadron at Eielson AFB:** Mr. Ed Lasselle informed the audience that a new 354th Range Squadron dedicated to Air Force interests in the JPARC ranges and airspace will be activated soon at Eielson AFB. It will start as a detachment (354th Operations Group Detachment 4) on 3 May 2019, and “grow” to a squadron at a later date as more people are assigned. Lt Col Reese will be the first commander.

b. **Flying Around Denali:** Ms. Lisa Asplin and Mr. Bob Edison spoke to the ACMAC audience about Mid Air Collision Avoidance (MACA) while flying around Denali. Lisa Asplin, an FAA Safety Team Member out of Fairbanks spoke about the need to prevent unexpected encounters between the part 135 operators flying around Denali and military aircraft.

(1) One of the ways Ms. Asplin suggested promoting MACA awareness is through the preseason meeting where the FAA, commercial operators and other aviators flying around Denali can discuss reporting point and procedures for safe operation during the peak flight-seeing season. She also offered to brief military flying squadrons on Denali aviation safety practices.

(2) Mr. Bob Edison then began briefing the pilot’s perspective. He emphasized that he did not want to discourage military operators from flying near Denali. He did point out that commercial operators are flying smaller aircraft at lower speeds than military counterparts and that often this mismatch in flight characteristics can work against the interest of safety if military operators are not aware of the reporting points and frequencies used around Denali.

(3) Finally, Lisa and Bob closed with a discussion of meetings, contact information and maps. GPX files are available on the park’s website: <https://www.nps.gov/dena/planyourvisit/avmapguidelines.htm> which also has aviation information pamphlets for Denali. Lisa Asplin can be reached at (907) 457-9241 or lisa.asplin@faa.gov.

c. **Civil “Valley Ops”:** Ms. Jamie Patterson-Simes and Mr. Jim Moss briefed the civilian perspective of flying and training student pilots in the Wasilla/Palmer/Big Lake/Goose Bay area.

(1) Ms. Patterson-Simes opened up the briefing by talking about the inherent limitations of TCAS, safety of flight issues between high performance military aircraft that by design are difficult to see and GA aircraft, and the cost-prohibitive pricing for most pilots of equipping with ADS-B. She briefed a few

aviation incidents involving military aircraft which made headlines, and issues of student pilots flying in the practice area which is also the transit route for military aircraft flying to and from MOAs and flying airdrop training sorties on station-keeping equipment (SKE) routes.

(2) Ms. Patterson-Simes stated that many students in the “practice area” are monitoring ANC Approach frequency, and not CTAF.

(3) Mr. Jim Moss briefed the specifics of UAA operations near the Big Lake VOR. This NAVAID is very frequently used by civil pilots to practice IFR flying outside the congestion of the Anchorage Bowl. Approach and Departure procedures into Big Lake, Wasilla and Palmer airports are frequently used.

(a) The below observations and recommendations were made.

Observations	Recommendations
There appear to be no published MTRs in the Practice Area; Low-Level Military flights seems to be random with airspeeds up to 250 KTS	Consider establishing and publishing known routes/MTRs within the Practice Area
There is no charted MTR to the Susitna MOA	Consider publishing an MTR to the Susitna MOA with a minimum, safe altitude, that does not conflict with Practice Area traffic
GA aviators cannot hear the conversation between ATC and military aircraft using UHF frequencies	All radio transmissions in the Practice Area should be on VHF
Potential for encountering severe wake turbulence	Increase minimum separation between aircraft
Pilots lack of awareness regarding concurrent Military, Part 135, training and transitioning traffic operations	Develop an on-line FAAsteam Training Course
Significant volume of VFR & IFR flight training that utilizes the BGQ VOR, the potential for mid-air collisions is great	Develop a system for stacking aircraft in the holding patterns

(b) Lastly, Harry Kieling remarked that 406 Beacons, VFR flight following and lack of transponder usage is a problem in the aviation community that should be addressed.

d. **Military “Valley Ops”:** Maj Jeremiah Brewer, Maj Scott Owen, and Maj Paul Rauenhorst collectively briefed routes flown by military aircraft through the Wasilla/Palmer/Big Lake/Goose Bay area.

(1) VHF 118.6 and not 119.1 is the common frequency military pilots are using on departure.

(2) C-17 and C-130 pilots operating in “the Valley” make radio calls on and monitor CTAF (122.9/122.8 as appropriate).

(3) HH-60/ HC-130 Aerial Refueling track locations and procedures were reviewed. One ACMAC member stressed the importance of republishing track info to the public if the location changes.

(4) SKE routes were discussed. SKE routes are used north of Anchorage to perform airdrop, using C-17s and C-130s in support of airborne training requirements. SKE routes can be found on the back of the Anchorage/Fairbanks VFR Terminal Area Chart.

(5) Tom George started a discussion on developing a product with all known military routes, MOAs and MTRs on one product for students to reference. Col Bodine agreed with Mr. George – a product should be developed. He also mentioned that a MACA Roadshow should be held to talk about the various routes that go through the training area.

e. **Seaplane Flying in Alaska:** Mr. Scott Christie gave a briefing on seaplane flying in Alaska, and how seaplanes can be found operating from lakes as small as one-quarter mile, literally anywhere in Alaska. Since seaplanes do not need much distance to takeoff or land, these planes can catch other aircraft off-guard if not used to seeing aircraft operating out of small lakes or bodies of water. Many of the lakes in “The Valley” are registered seaplane bases and are well used in the summer.

f. **Anchorage Bowl Study & Scoping Document:** Mr. Brian Ochs gave an update on the Anchorage Bowl Airspace Feasibility Study, adding that the contractor, Leidos, would submit their recommendations on whether an ILS to Elmendorf RWY 16 was feasible.

g. **JBER 2025 Vision Update:** Lt Col Russell “Big” Badowski briefed the extended North/South runway progress, the reasons why it is needed, the timeline to completing it, and milestones. He reiterated that the feasibility analysis by Leidos is pre-decisional. The FAA will make a determination based on the Leidos study on whether to pursue further decisional action based on impacts to safety and efficiency to the Anchorage Bowl.

h. **Air Force Safety Brief:** Capt Brent Spencer briefed 3^d Wing Safety office personnel, Alaskan mid-air collision statistics, military aircraft arrival procedures, Hazardous Air Traffic Report (HATR) historical data since 2016, Traffic Collision Avoidance System (TCAS), and four examples of HATRs. 3^d Wing Safety can be contacted for a Safety MACA Roadshow at 907-552-4128.

Refreshment Break

i. **Northern Edge-19:** Capt David “Tact” Hickle presented an overview of the up-coming major flying exercise Northern Edge (NE) -19 to include: why it is important for the military, expected participants, exercise dates and proposed schedule, highlights from NE-17, and routing to/from the Gulf of Alaska.

j. **GPS Jamming:** Mr. James Manns gave an insightful brief on why the military needs to train for GPS jamming, the different types of GPS jamming, systems used, cease buzzer procedures, FAA center high/low impact times, tentative NE-19 jamming schedule in May, and max predicted jamming effects.

k. **Red Flag Alaska GPS Jamming:** Lt Col Nicholas “Ripley” Haussler presented a briefing on expected jamming during RF-A, FAA ceiling/visibility restrictions for jamming, and the potential use of FAA aviation weather cameras to see the ceiling/visibility in certain areas with concerning terrain.

(1) Mr. Tom George asked about jamming with low ceiling/visibility and the resulting discussion about flying through Isabell Pass, while good, had to be truncated for meeting timing purposes.

l. **Red Flag Alaska:** Mr. Pete “Bruster” Bussa briefed the RF-A 19-2 and 19-3 schedules, and the expected participants with the number and types of aircraft.

m. Runway Updates:

(1) **Fairbanks Int'l Airport Runway Update:** Chief Aaron Danielson briefed the Fairbanks Int'l Airport construction projects and expected runway closures.

(2) **Ted Stevens Int'l Airport Runway Operations:** Mr. John Stocker presented current construction projects at Ted Stevens International, forecast runway closures and taxiway changes, plus the resulting limitations to parking spots.

(3) **Eielson AFB Runway:** Capt Bobby Norris provided an update on the construction at Eielson AFB and the F-35 accommodations being built through 2020.

(4) **JBER Runway Update:** Lt Kinser Newkirk briefed the expected runway closures at JBER for this summer.

5. **Open Forum:** No questions were asked during the open forum.

6. **Closing Comments:** Col Bodine summarized the takeaways – the need for a MACA Roadshow, a look into the effectiveness of 1800-JET-NOISE – thanked the Ted Stevens and Fairbanks Int'l staff for hosting ACMAC, and praised the collective effort and cooperation of the Alaskan aviation community.

7. The meeting adjourned at 1:50 pm. The next ACMAC is planned for the Fall of 2019. Please submit briefing topic requests to AlaskaMilitaryAirspace@us.af.mil. Future ACMAC notifications will be sent out as the date is established. Questions, comments, and/or concerns should be addressed to the 11 AF Airspace and Range Team at (907) 552-5715 or AlaskaMilitaryAirspace@us.af.mil.

//SIGNED / hjb / 28May19//
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