

MEMORANDUM FOR RECORD

SUBJECT: Proceedings – Air Force Eastern-New England Region Airspace/Range Council – Management Session

.A GENERAL - The Air Force Eastern-New England Region Airspace/Range Council Management Session began at 1:00 PM on April 19, 2006 at the Pease Air National Guard Base. The New Hampshire Air National Guard hosted the meeting and provided excellent support for the first meeting to be held in their new facility.

.B COUNCIL PROCEEDINGS FOR THE AFTERNOON OF APRIL 19, 2006

1. Remarks/Objectives/Introductions – Colonel Rice (Director of Operations, Massachusetts ANG) and Colonel Harrison (HQ USAF, Ranges and Airspace Division), Co-Chairman of the Eastern-New England Region Airspace/Range Council. **Colonel Rice** welcomed everyone to the meeting and mentioned that the DOD session had been held in the morning. He introduced himself as the new co-chairman of the Eastern-New England Region Council, an A-10 pilot at Barnes ANGB and on the Massachusetts Air National Guard state staff. **Colonel Reddell**, Director of Operations, New Hampshire ANG, added his welcome to attendees.

- **Mr. Gallo (FAA Director, Tactical Operations)** addressed the council with a special award to an individual who has been very supportive over the past few years —Lt Colonel Wyman for his years of hard work and dedication. Colonel Wyman will be retiring before the next meeting of the Council. Colonel Wyman mentioned how he appreciated the efforts of Mr. Gallo and Mr. Scoggins and others who have been supporting the military mission in the region for so many years and particularly since 9/11. He also mentioned that with the FAA reorganization, his AFREP position will be eliminated and that Southern Region office will cover the FAA Eastern Service Area.
- **Colonel Harrison** briefed that the Air Staff needs the ideas and inputs from the field to support requirements and proposals with Congress and Industry. Relating to the Public is a key factor that the Guard has learned to do well and some Active Duty units have learned as well. Our job is to identify issues and solve problems. We brief Congressional Staffs on airspace proposals and answer any questions that the Legislative Branch of government might have on airspace issues. Recent issues concern Wind Generated Energy Facilities. One of the problems for the Department of Defense is that we have no mechanism that informs us of impending encroachment on airspace. The only way we know of potential developments is through community involvement.

.2 National Overview – Brig Gen Akey (Commander, Massachusetts ANG), Co-Chairman of the National Airspace/Range Executive Council, welcomed everyone and emphasized that the management meetings are working sessions and urged attendees to get together with the people you need to solve problems.

- **History:** The Eastern-New England Region Airspace Council began in 1989 to solve problems that became evident during an environmental assessment of training airspace modifications needed to support new training requirements caused by aircraft changes at some Air Guard units. A few years later, there was pending legislation in Congress that would have severely restricted military training. Environmental interest groups opposed all military airspace modifications.
- **BRAC** (Base Realignment and Closure) and **QDR** (Quadrennial Defense Review) have created many changes in equipment and basing. That will impact where and how we train — and future

airspace requirements. Changes in aircraft, weapons, tactics, and in the enemies that we face all dictate changes in military training.

- **The greatest impediments to changing training areas** are the very slow processing of our airspace proposals and accompanying environmental documentation and the increasing litigious society in which we must gain approval. By the time we chart a change in airspace, other airspace concepts have been developed to meet changing training requirements. We have proposals that for various reasons are four to five years old and the environmental assessments are about to become invalid. These airspace requirements must be evaluated more expeditiously in order for our training requirements to be met.

.3 Unit Operations Briefings – Lt Col Haar (177th Fighter Wing/Warren Grove Range, New Jersey)

- **Brig Gen Kwiatkowski (NY ANG / DO)** began the States updates with a follow-up to General Akey's briefing by stating that the Adirondack Airspace proposal must be approved by November 2006 or it will be void due to the environmental. He stated that he was at this meeting representing the Adjutant General of New York to seek action on this proposal. If not completed now it will have to be re-accomplished at another 4 to 5 million dollars of taxpayers' money and more years of lost training.
- **West Virginia - Lt Col McMillie (130th Airlift Wing).** There are two flying units in West Virginia. One unit operates C-130s at Charleston and a small operation with one C-26 aircraft at Clarksburg. The other flying unit is preparing for a transition from C-130s to C-5As at Martinsburg. The major issue in the state is the runway extension to 9,300 feet at Martinsburg to meet the operational requirements of the C-5As.
- **Vermont – Lt Col Rogers (158th Fighter Wing).** The unit currently operates F-16 Block 25 and will converting to Block 30 F-16Cs with much greater capabilities such as Situation Awareness Data Link and Targeting Pods in FY-07. There are no airspace issues in Vermont. The unit does not have any special use airspace in the state.
- **Rhode Island – Lt Col Comstock (143 OG).** The unit has C-130J models at Quonset State Airport and does not have any airspace issues. The unit trains in Rhode Island, Connecticut, and Massachusetts including the Turner Drop Zone and the local Drop Zone.
- **New Jersey – Colonel Webster (NJ ANG).** The 177th Fighter Wing at Atlantic City has the same mission as the New York and Vermont units and Warren Grove Range has similar issues as the Adirondack Range.
 - **Lt Col Haar (177 FW/Warren Grove Range)** added that there are two additional units in New Jersey, the 108th Air Refueling Wing and the 227th Special Operations Squadron at McGuire. They are minimal users of special use airspace. The Warren Grove Range has been attempting to acquire additional high altitude airspace to provide for laser pod training at the range. Not all of the FAA environmental details have been completed to allow for charting but it is acceptable aeronautically. In the near future, New Jersey will be the home of a new Air Support Operations Squadron (ASOS) that serves as the primary air liaison between the Army and Air Force during ground operations.
 - **McGuire AFB – Lt Col Cady (305th Airlift Wing/ADO)** briefed that the Air Force operates active duty KC-10s and C-17s from McGuire. BRAC has required McGuire AFB, NAS Lakehurst and Ft Dix to merge into a single Joint Base. This has

repercussions of priority and control over facilities and new/different aircraft on the Air Force ramp. The major airspace requirement is the increased need of the C-17 to operated low altitude tactically on MTRs and in approach and departure airspace, and a requirement for Drop Zones. Navy Lakehurst is the planned assault landing and drop zone site to be developed.

- **Pennsylvania –**

- **East: Lt Col Chupein (148 ASOS - Fort Indiantown Gap).** The state flying units include the 193rd Special Ops Wing with C-130J models and the 111th Fighter Wing A-10s at Willow Grove. The 193rd primarily uses the Warning Areas offshore and have reported no problems. Willow Grove airspace issues are the Bollen Range coordination with NY Center and adequate situational awareness with aircraft in the high airspace. The range currently has imposed restrictions on that airspace and they will remain until we have solved the problems.
- **West: Lt Col Irvin (171 ARW, Pittsburg).** The Guard operates KC-135R models and there is also a C-130 AFRC unit at Pittsburg. The Air Refueling Unit uses the AR Track over Ohio and also uses the Duke MOA. A new requirement for KC-135 units is practicing tactical arrival and departure procedures. The nearest facility where they can train is Rickenbacker International Airport located adjacent to the town of Lockbourne, Ohio. The unit is being tasked in support of the AR 20 NE/SW Air Bridge and they are looking at using Pease International Tradeport for their tactical training.

- **New York –**

- **174th Fighter Wing, Syracuse - Lt Col Semmel**

- **Airspace:** Falcon, Syracuse, Drum, Sylvia and Champion MOAs and R5201, Misty airspace. They unit also uses IR 801 and VRs 724/725/1800/1801 as well as the Air Refueling Route AR 609. The Adirondack Range supports more than 3,000 sorties per year. The airspace is uses by four F-16 units, one F-15 unit, four A-10 units as well as supporting Army aviation units from Ft. Drum.
- **Aircraft:** F-16C training in most of the roles and missions of tactical aircraft including air-to-air and air-to-surface weapons employment.
- **Issues:**

.1The defensive environment in ongoing combat theaters allows low altitude operations but the unit has very limited low altitude training airspace available.

.2No-notice or just-prior-to-flight notice of an altitude cap in the airspace due to ALTRAVs or weather re-routes over the high altitude training airspace have created limitations on training.

.3There is limited all-altitude lights-out training. The unit works with NEADS to provide radar monitoring for lights-out training, but other mission communications demands often preclude comm with NEADS.

- **109th Airlift Wing - Niagara Falls – Major Wilson.** The unit is assigned the LC-130 aircraft with the primary mission of cargo delivery to support Antarctica research stations. The unit does not have any special use airspace issues; they operate in the National Airspace System the same as commercial carriers.
- **Northeast Air Defense Sector (NEADS) – Mr. Lee.** Except for the Warren Grove Range, NEADS schedules almost all of the Special Use Airspace in the Eastern-New England region. They schedule 30 ATCAAs, 10 MOAs, 5 Air Refueling Routes, 2 Warning Areas and 1 Restricted Area. On a daily basis NEADS works with 10 fighter wings, 15 air refueling wings and 5 FAA Centers on the control of airspace and the intercept of unknown tracks. Mr. Lee commented that for air refueling units looking for airspace, the Misty airspace over Lake Ontario is available for their use and can be scheduled through NEADS.

- **New Hampshire – Colonel Reddel (JFHQ - NH/Air/DO)** briefed that 50 to 75 percent of their operational missions in the KC-135R are flown in AR-20 or in fighter CAP supporting Homeland Defense missions. The unit does not have any airspace issues; all of the units customers are represented in the regional council and they operate the airspace.
 - **Massachusetts –**
 - **102nd Fighter Wing Otis ANGB, MA - Captain Beckel** briefed that the 102nd flies F-15s in their primary airspace of Warning Area 105 over water. The biggest issue is that BRAC has required the F-15s to move from Cape Cod to Barnes ANGB to replace the A-10s. There will be new impacts to airline traffic with scramble departures from Barnes. Impacts to training will be the fact that the W-105 area is twice as far from Barnes as it was from Otis.
 - **104th FW Barnes ANGB, MA - Lt Col Sommers** briefed that for now Barnes ANGB, MA is assigned the A-10 and utilizes 4 primary special use areas in which to train. The unit uses Warren Grove Range and Adirondack Range, with each range getting about 20% of the unit's sorties. The Yankee MOA is used on 40% of their missions and 10% of the missions use the Condor MOA. The other half of their sorties is split between ranges and military training routes. The unit provides support for Navy special operations training in Maine through the use of VR-840.
 - **Maine - Major Gillis (101 OSF/OST).** The 101st Air Refueling Wing supports the Air Force air refueling and airlift capabilities with KC-135E aircraft that will be replaced by R models in the near future. Since 1994, Maine and the New Hampshire ANG have been operating the Northeast Tanker Task Force and part of the air bridge to supply fuel to the aircraft enroute to Iraq. Airspace issues in the future will be a need to support lights-out refueling with fighters.
 - **Delaware – Dover** AFB currently has C-5s airlift aircraft. Next year one C-5 squadron will draw down as one C-17 squadron is activated. Most of the airspace requirements will be the same as the unit is currently flying with the addition of low level routes that have already been identified. No current airspace issues.
 - **Connecticut – Colonel Mitchell (NAEC Exec Asst; JFH-CT/DO).** Bradley IAP is the home of the CT ANG A-10 unit that is the sister unit to the Barnes MA unit only 20 miles north of Bradley IAP. The unit has an excellent working relationship with approach control and has the same airspace concerns as Barnes.
- .4 AOPA – Mr. Twombly (AOPA)** first thanked everyone for the opportunity to participate in each of the regional airspace councils.
- **Mission:** To effectively serve the needs of our members as aircraft owners and pilots ... to promote the economy, safety, utility, and popularity of flight in general aviation aircraft. Over 400,000 AOPA members include flight instructors, corporate operators, agricultural pilots, medical transport pilots, and recreational fliers.
 - **Special Use Airspace:** Things are going very well in the Eastern New England Regions. In general terms a recent AOPA survey revealed that 67% of GA pilots deviate around SUA, this is a reducing from the previous survey. Over 72% of GA pilots said they ask Flight Service Stations for SUA status information but there is no FAA requirement to transmit all SUA data from Centers to FSS. It is very important to have contact frequencies printed on VFR Sectional Charts so GA pilots will have the opportunity to get real-time information on SUA usage.
 - **Cost:** For a GA pilot to divert around SUA when not required is costly, up to \$100.00 or more for typical diversions.

- **UAVs:** AOPA believes they must be certified to the same level of safety as piloted aircraft and should not have a negative impact on GA operations and should not require additional restricted airspace.
- **Engage Early and Often:** AOPA believes that early dialogue is the key to addressing issues and finding a solution that works for everyone.

.5 State Aviation Officials

- **Maine - Mr. Uhuad (Maine DOT).** The state is the largest state in New England and the Vacation Land. The state has 148 landing strips and about 66 are public use airports and only two are controlled. Most airfields are very small operations and most managers will call the State Office for information. There are 1600 registered aircraft with more than 50 multi-engine and more than 50 are jet powered. Concerning wind generator projects, the Maine DOT has not heard of any new projects. Maine DOT can be your first stop will help you with contacting any state staff you might need to talk with.
- **New Hampshire - Mr. Pouliot (NH DOT, Bureau of Aeronautics).** The state office is tasked with promoting New Hampshire aviation by promoting flying vacations and the use of the 25 public and 10 private paved airfields in the state. In addition there are another 100 private grass strips in the state. The DOT is involved with airport improvements. Concerning military airspace, NH does not have any problems with very few complaints from Yankee MOA. The state funds ground facilities. When you have a need to contact any state agency, start with the Bureau of Aeronautics and you will be directed to the people you need.

.6 Military Airspace Data Entry (MADE) Tool – Mr. Perkins (FAA Headquarters).

The FAA decided to redo the special use airspace tracking system into a web based system to enable easy data entry and to provide users with near real time usage information. The system is in Beta testing currently and will be available in the near future.

- **Goal** is to reduce the potential of mid-air collisions and improve Commercial and General Aviation flight planning capability by providing more accurate SUA information.
 - **Commercial Aviation** will be able to reduce fuel consumption through better flight planning with accurate SUA scheduling information
 - **General Aviation** will be able to know when airspace is scheduled, leading to real time notification. AOPA will be provided an automatic feed of SUA scheduling information.
 - **Military Aviation** will know of other airspace users and potential MTR conflicts.
- **Eliminate Input Errors:** The system was designed to accept DOD “Automated Daily Schedule Inputs” that will streamline the data entry process and is designed to be a tool for the users. Each unit will have access to their airspace schedule. The software is flexible and can group multiple pieces of airspace into a single scheduled entity to ease routine daily schedules and will accept changes up to flight departures. Canned schedules can be prepared months in advance and loaded than changed as necessary the day of operation.
- **Utilization Reports:** The system will archive data to be used to create airspace utilization reports.

.7 NEADS: Web-based Special Use Airspace Guide – Mr. Lee (Northeast Air Defense Sector/DOA)

briefed that the staff at NEADS are working on a web site that would allow users to get information on Special Use Airspace. From a chart, the user would click on a specific area such as Condor and a data screen would display information about the area and the scheduling agency and the radar controlling agency. The attempt is to create a single site to get the information needed to use the airspace.

.8 FAA Perspectives - Mr. Gallo (Director, Tactical Operations) and Mr. Davis (FAA ATO-R, TMO, New England).

Mr. Gallo began by stating that we are making the first steps toward realizing

our goal of real-time airspace management. The FAA is in transition and working to consolidate into three geographic areas: East, Central, and West. There are still five DTOs. Mr. Gallo is the DTO for the Northeast – a high traffic area. For example, on April 18, there were 32,000 operations in the four centers that comprise the Northeast.

- **Military Training** is important and must be worked into this system. A special or high priority mission will receive the proper coordination and support. When airlines begin to deviate from their plan, the FAA must try to make everything fit.
- **Military Scrambles:** The FAA is working with the Air Force to develop the procedures that will make it happen within the high density traffic and then create the Letters of Agreement that will define the process.
- **Mr. Weppner (Apogen Technologies)** added that Mr. Gallo's office and the other four DTOs are capable of solving airspace problems quickly because their area of responsibility crosses Center Boundaries. It should be emphasized that if a unit has special training requirements such as a spin up for a Combat Deployment, coordinate early with the Centers and they will do what it takes to accomplish that mission.
- **Mr. Davis** said he would follow-up on the Warren Grove and Adirondack actions. Should start now to look at F-15 scramble procedures out of Barnes ANGB.
- **Mr. Gallo** later confirmed that the Warren Grove and Adirondack actions had been transferred to the Eastern Service Area in Atlanta.

.C ADJOURN THE AFTERNOON MANAGEMENT SESSION – Colonel Rice adjourned the session at 4:30 PM

.D COUNCIL PROCEEDINGS FOR THE MORNING OF APRIL 20, 2006

.1 Opening Remarks – Colonel Rice opened the morning session by welcoming those who had just joined the council and then thanked Colonel Reddel for volunteering to host next year's Management Council Meeting at Pease on the 18th and 19th of April 2007.

.2 Warfighter Brief – Lt Col Semmel (174th FW, Syracuse, NY)

- **Mission:** Support of Operations such as Iraqi Freedom through rotating deployments for Iraqi operations. Phased Training allows pilots to establish fundamentals prior to applying them in a full-up employment phase starting with Air-to-Air then into Air-to-Ground Training. This training typically lasts 5-6 months. The phased training plan is aligned with the unit's Air and Space Expeditionary Force (AEF) Cycle to allow pilots to peak as the unit deploys overseas. Deployments to Large Force Exercises provide units the opportunity to work together in much larger numbers to simulate real world operations.
- **Airspace:** The 174th uses the Falcon MOAs, AKS ATCAAs and the Misty airspace for their air-to-air training. This airspace supports Fixed Wing, Rotary Wing, Artillery and Ground Weapons Systems at Adirondack Range with over 3,000 sorties per year. The range is located on Ft. Drum with 14,000 Acres, 100 square nautical miles of Air-to-Surface and Surface-to-Surface Weapons Range. The range also features a MOUT (Military Operations in Urban Terrain) facility to train on targets similar to those in Iraq.
- **F-16C Roles and Missions:** F-16 pilots must train for many types of missions; not all pilots will maintain combat readiness in all missions. Some missions require extensive additional training and aircraft capabilities. The 174th was the first unit to receive Sniper Pods, the newest advanced targeting pod. The pod allows weapons release at a range of 8 to 9 miles from altitudes above 22,000 feet which requires a very large range. Avon Park Range in Florida is the only East Coast range with sufficient land to allow actual weapons release.
 - Counter-Air (Defensive and Offensive) – elimination of enemy aircraft assets.

- Close Air Support – assist troops on the ground
- Killer Scout – searching independently for enemy targets
- Forward Air Controller-Airborne
- Suppression of Enemy Air Defenses
- Joint Maritime Operations
- Combat Search and Rescue
- **174 FW Phased Training Categories:** the basic types of training given in a building block approach to moving from the basic to more complex missions.
 - BFM: Basic Fighter Maneuvers
 - ACM: Air Combat Maneuvers
 - TI: Tactical Intercepts
 - D/ACT: Dissimilar / Air Combat Training
 - BSA: Basic Surface Attack
 - CAS: Close Air Support
 - TST: Time Sensitive Targeting
 - FAC-A: Forward Air Controller – Airborne
 - SAT: Surface Attack Tactics
- **AEF Spin-Up / Training:** Emphasis on the specific missions that will be flown during the combat deployment. The training is scheduled to begin about 6 months prior to the deployment to insure that the unit is at a peak for the deployment.
 - Basic Surface Attack (Valid Weapons Employment!)
 - Non-Traditional Intel Surveillance & Reconnaissance
 - Mover Surveillance
 - Raid Support / Surveillance
 - Improvised Explosive Device (IED) Reconnaissance
 - Time Sensitive Targeting
 - Forward Air Controller- Airborne
 - Theater Airborne Reconnaissance System (TARS)
- **AEF Spin-Up / Training CASEX '06**
 - Purpose: Join the AEF 3/4, 5/6 partners, Syracuse, Andrews, and Sioux Falls for a Combined Training and crosstalk opportunity to Standardize CAS Tactics and Procedures.
 - Schedule: 17-28 Jul 06 in 174 FW Airspace with 36 missions per day (Day / Night)
 - Participants:
 - F-16s: 174 FW, 113 WG, 114 FW, 127 FW
 - JSTARs: TBD
 - JTACs: 9 ASOS, 13 ASOS, 20 ASOS, 274 ASOS
 - Command & Control: 152 AOG, NEADS
 - Tankers: TBD
 - 174 FW Det 1 and Det 2
 - Ordnance:
 - Inert laser guided 500 pound bomb, GBU-12s
 - 20MM Strafe
 - 2.75 Inch Rockets with White Phosphorus marking warhead
 - BDU-33, 25 pound practice bombs
 - Airspace Limiting Factors For AEF Spin-Up:
 - Limited Low Altitude Airspace – The new airspace will improve low altitude training.
 - Limited All Altitude Lights Out Training is the biggest concern with the requirement to have radar monitoring ties up one of the two radios. The other is used for mission simulation and there is no radio left for intra-flight communications.

- 30% Of All Attacks = Low / High Angle Strafe
- Show of Force Simulations
- Weather
- Medium to Large Urban Setting
- Allowable Only Under NEADS Control
- Increased Man-made Obstructions (Lowville Windmills)
- Day-time: Altitude Restrictions
- Night-time: Visually Unusable Airspace on Night Vision Goggles
- **Bottom Line: Must be prepared for the First Sortie!**
- **Discussion: Mr. McGrath (FAA)** stated that airspace requirements must be stated in the same terms as expressed by Lt Col Semmel. There are very few FAA experts on Special Use Airspace and even some of them lack tactical flight experience and must receive background information.

.3 Special Use Airspace Processing –Mr. McGrath (FAA - Central Terminal Services Area (AGL 530.8)). Mr. McGrath provided an overview of the FAA re-organization that has airspace and environmental processing consolidated in three service areas: The Western Pacific and Northwest Regions in the Western Service area at Seattle; The Southwest, Central, and Great Lake Regions will be in the Central Service Area at Ft Worth; and the Eastern, New England, and Southern Regions in the Eastern Service Area at Atlanta.

- **CATEX:** The Air Force has a CATEX for airspace above 3,000 feet. The FAA does not have the same ACTEX, and therefore will not accept the Air Force CATEX.
- **FAA Order 1050.1E**, Environmental Impacts: Policies and Procedures
 - Provides overall FAA procedures and guidance
 - Units must become familiar with this regulation.
- **FAA Order 7400.2**, Procedures for Handling Airspace Matters
 - Provides guidance and establishes policies and procedures for handling SUA
 - New Chapter 32 – “Environmental Matters”
 - Changes throughout the book
 - It is critical that the aeronautical and environmental must agree all the way through the process. The proponent is responsible for insuring that they agree.
- **Flow Charts:**
 - Appendix 2. Procedures For Processing SUA Actions, Environmental Process Flow Chart
 - Appendix 3. Procedures For Processing SUA Actions, Aeronautical Process Flow Chart
- **Chapter 32 – Appendix 8** FAA SUA Environmental Processing Procedures
 - Policies
 - Responsibilities and Procedures
 - SUA Environmental Concerns
 - Relationship and Timing of Environmental and Aeronautical Processes
- **FAA Environmental:** The FAA must make its own determination on the environmental proposal. When possible the FAA will use the shortened EA. It is not a CATEX but will shorten the process. As the new process is implemented, the front end will be lengthened but the overall process should be shortened. All inputs to the FAA must go through the AFReps at Seattle, Ft. Worth and for this region, Atlanta.
- **SUMMARY**
 - **Get the FAA involved early in the process**
 - Use the info in Chapter 32 to make the process go smoother and as painless as possible
 - Make sure the airspace proposal matches the environmental analysis
 - Don’t hesitate to call if you have questions

- **Airspace:**
 - Western: Rodney Lindbeck (425) 227-2537
 - Central: Joe Yadouga (817) 222-5597
 - Eastern: Armando Castro (404) 305-5590
- **Environmental:**
 - Western: Valerie Holmes (425) 227-2533
 - Central: Nan Terry (817) 222-5594
 - Eastern: Allen Lucas (404) 305-5583

.4 Military Reps to the FAA – Perspectives/Issues. Lt Col Wyman (AFREP, Eastern-New England Regions) first provided some inputs from the Army and Navy. The Navy now has Global Hawk at NAS Patuxent River with COAs developed for operations from that location. The Capital ADIZ has continued to have a few pilot deviations.

- **Relocation:** There should be three AFReps in Atlanta when the relocation is complete. The Army and Navy will man the Atlanta office as existing reps are relocated.
- **FAA Support:** The Eastern-New England region is fortunate to have an advocate in the FAA like Mr. Scoggins who always strives to meet the training requirements of the region's military units. It has been a good year with Boston Center agreeing on the Adirondack Range proposal and airspace to support Burlington.
- **Airspace Denials:** Fill out the forms and get response from the FAA.
- **Discussion: AR-631 vs. Laser South ATCAA.** When providing air refueling support to fighters either file and fly the centerline of the AR or file for Laser South if you intend to deviate. You can not do both. Let the controller know what you need to do and receive the proper clearance to operate in Laser South or to deviate from AR-613 which is treated by the FAA as an airway.

.5 Session Wrap Up – Colonel Rice thanked everyone for their help and attendance. He mentioned that the next meeting is the joint Executive Session with the Central-Great Lakes Region in October. The participation by every unit and organization makes these meetings work. The FAA is short on funds and we thank their leadership for supporting participation in the meetings — it is vital. Colonel Rice concluded by offering special thanks to those who will be retiring from their positions prior to the next meeting.

.E Next Meeting – The Management Session will be hosted again by the New Hampshire ANG April 18-19, 2007.

.F ADJOURN – Colonel Rice adjourned the council meeting at 10:35 am.

.G APPROVED

// Signed //

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L. SCOTT RICE, Colonel, USAF
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Co-Chairman, Eastern-New England Region
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Attachments:

1. Agenda
2. List of Attendees

AGENDA

Air Force Eastern-New England Region Airspace/Range Council Pease ANGB, NH 19-20 April 2006

19 April Management Session

1:00	Welcoming Remarks - Airspace/Range Council Co-Chairmen	Colonel Rice Colonel Harrison
1:15	National Overview	Brig Gen Akey
1:45	Unit Operations Briefings - Aircraft - Airspace - Problems and Issues Being Worked or Recently Solved (Opportunity for other agencies to identify issues)	Lt Col Haar
3:00	Break	
3:30	AOPA	Mr. Twombly
4:00	State Aviation Officials	
4:15	Breakout Sessions for Tomorrow? -	Lt Col Haar
4:30	Session Wrap Up	Colonel Rice Colonel Harrison

AGENDA

Air Force Eastern-New England Region Airspace/Range Council Pease ANGB, NH 19-20 April 2006

20 April Management Session

8:00	Opening Remarks	Colonel Rice Colonel Harrison
8:10	Warfighter Brief	Lt Col Semmel
8:30	Military Reps to the FAA — Perspectives/Issues	Lt Col Wyman NAVREP DARR
8:45	Military Airspace Data Entry (MADE) Tool	Mr. Perkins
9:00	FAA Perspectives	Mr. Gallo Mr. Davis
9:40	BREAK	
10:10	Breakout Sessions - -	Lt Col Haar
11:40	Breakout Summaries	
11:50	Action Item Recap	Mr. Rose
11:55	Next Meeting - April 2007 - Location TBD	Colonel Rice

Attendee List

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