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This instruction implements AFPD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*. It also implements DoD Directive 5030.19, *DoD Responsibilities on Federal Aviation and National Airspace System Matters*, certified current as of 21 November 2003. It provides guidance and procedures for developing and processing Special Use Airspace and Airspace for Special Use. It covers aeronautical matters governing the efficient planning, acquisition, use, and management of airspace required to support USAF flight operations. It applies to activities that have operational or administrative responsibility for using airspace. It establishes practices to decrease disturbances from flight operations that might cause adverse public reaction and provides flying unit commanders with general guidance for working with stakeholders and dealing with local issues. Refer recommended changes and questions about this publication to the OPR using AF IMT 847, *Recommendation for Change of Publication*; route AF IMTs from the field through the functional's appropriate chain of command. Ensure that all records created as a result of

processes prescribed in this publication are maintained in accordance with AFMAN 37-123 (will convert to AFMAN 33-363), *Management of Records,* and disposed of in accordance with *Air Force Records Disposition Schedule* located at **https://afrims.amc.af.mil/**.

(ACC) AFI 13-201, 1 December 2006, is supplemented as follows. This supplement does not apply to Air National Guard (ANG) or Air Force Reserve Command (AFRC) units or members. Maintain official records in accordance with AFMAN 37-123 (to be AFMAN 33-363), *Management of Records*, and dispose of them in accordance with the AF Records Disposition Schedule found at **https://www.afrims.amc.af.mil**. Contact supporting records managers as required for approval. Send comments and suggested improvements to this supplement on AF Form 847, **Recommendation for Change of Publication**, through channels, to HQ ACC/A3AA, 205 Dodd Blvd, Suite 101, Langley AFB VA 23665-2789.

(MOUNTAINHOME) AFI 13-201, 1 December 2006, and ACC Supplement 1, 14 May 2007, is supplemented as follows. This supplement establishes local airspace management procedures for the 366th Fighter Wing (366 FW). It applies to all flying organizations and direct support agencies engaged in flying operations within Mountain Home AFB (MHAFB) airspace. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force (AF) Manual (AFMAN) 33-363), *Management of Records,* are disposed of IAW the Air Force Records Disposition Schedule located at **https://afrims.amc.af.mil**. Contact supporting records managers as required. Refer recommended changes and questions about this publication to the Office of Primary Responsibility using the AF Form 847, *Recommendation for Change of Publication;* route AF Form 847s from the field through Major Command publications/forms managers.

SUMMARY OF CHANGES

The content was re-arranged into the following chapters: **Chapter 1**: USAF Airspace Planning, Management, and Responsibilities. **Chapter 2**: Airspace for Military Operations. **Chapter 3**: Processing Airspace Actions. **Chapter 4**: General. **Chapter 5**: Reports. **Chapter 6**: Obstruction Evaluation/Airport Airspace Analysis was added as a new chapter for this AFI.

(ACC) This publication is substantially revised and must be completely reviewed. Chapters re-arranged to align with AFI. **Chapter 7 (Added)** (Training, Administration, and MTR Criteria) was added as a new chapter. A bar (|) indicates a change since last edition.

(MOUNTAINHOME) This supplement is in response to a new iteration of Air Force Instruction (AFI) 13-201 and its ACC Supplement. This instruction has been substantially revised and must be completely reviewed.

Chapter 1

USAF AIRSPACE PLANNING, MANAGEMENT, AND RESPONSIBILITIES

1.1. Management Objectives. The objective is to provide airspace in which USAF test and training missions can be conducted as realistically as possible, while maximizing safety and minimizing the impact on other users, surface activities, and the environment. Military users should acquire only that airspace required for mission accomplishment and return airspace to the National Airspace System (NAS) or host nation in a timely manner when not in use or when no longer required. This "Joint Use" policy ensures effective management of assigned airspace.

1.1.1. **(Added-ACC) Airspace Use Philosophy.** HQ ACC is committed to the development and maintenance of required airspace necessary to safely accomplish 100 percent of present and future readiness training. ACC supports the effective and efficient use of all navigable airspace in the United States, including special use airspace (SUA) and airspace for special use (ASU). HQ ACC promotes real-time access to ACC-managed airspace by nonparticipating aircraft whenever it is not required for essential flight operations and training. HQ ACC/A3A will identify future SUA requirements to HQ Federal Aviation Administration (FAA) as they become quantifiable.

1.1.2. **(Added-ACC) Exclusive Use.** ACC units require "exclusive use" in ACC-managed airspace (see **Attachment 1**, ***Terms***).

1.1.3. **(Added-ACC) Flight Operations/Training.** Conduct flight operations/training only in appropriate SUA/ASU unless authorized by HQ ACC/A3. Agencies planning to use SUA/ASU must be familiar with special procedures/requirements detailed in LOAs/LOPs.

1.2. Responsibilities and Command Relationships. The Airspace, Ranges, and Airfield Operations Directorate (AF/A3O-A) is responsible for policy and oversight of civil aviation collaboration, airspace, ranges, and airfield operations as designated by HQ USAF, Deputy Chief of Staff, Air, Space & Information Operations, Plans & Requirements, through the Director of Operations and Training. AF/A3O-A is the OPR for AFPD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*. The Ranges and Airspace Division, (AF/A3O-AR) is the focal point for USAF airspace management. The USAF manages airspace through the major command (MAJCOM) offices for airspace management, as well as the Federal Aviation Administration (FAA) Headquarters (FAA/AJR-01) and FAA Air Traffic Organization (ATO) Service Area Air Force Representatives (AFREPs). This instruction applies to each MAJCOM functioning as the USAF component of a unified command as outlined in unified command directives and to the National Guard Bureau (NGB) and Air Force Reserve Command (AFRC).

1.2. (MOUNTAINHOME) Responsibilities and Command Relationships. Chief, Airspace Management (CAM) (366 OSS/OSOA), is located within the 366th Operations Support Squadron (366 OSS) and is the single point of contact (POC) for 366 FW airspace management issues. CAM is responsible for the development, management and reporting of wing controlled SUA and ASU to include MTR. Additionally, CAM is the primary liaison for formal coordination between FAA and 366 FW. This does not apply to day-to-day working coordination between air traffic control agencies or Military RADAR Units (MRU) and Salt Lake City Air Route Traffic Control Center (ARTCC), unless an incident or violation has occurred.

1.2.1. Chief, Ranges and Airspace Division (AF/A3O-AR) shall:

1.2.1.1. Develop and provide guidance for airspace and range policy, programming, and requirements.

1.2.1.2. Co-chair regional Airspace and Range Councils (ARC).

1.2.1.3. Support and implement policies, recommendations, and/or decisions of the Policy Board on Federal Aviation (PBFA) IAW Department of Defense (DoD) Directive 5030.19.

1.2.1.4. Coordinate/cooperate with Air Force Flight Standards Agency (AFFSA) and provide AF representation to the PBFA Airspace Subgroup.

1.2.1.5. Interface, through the PBFA with the FAA concerning service-specific policy matters.

1.2.1.6. Work Congressional issues involving military airspace and ranges.

NOTE: Military airspace is a term used to indicate both Special Use Airspace (SUA) and Airspace for Special Use (ASU).

1.2.1.7. Serve as the focal point for airspace procedural issues.

1.2.1.8. Interface with functional counterparts of other military departments.

1.2.1.9. Coordinate with other public and private interests and agencies as required to support USAF airspace and range requirements.

1.2.1.10. Provide functional oversight of the Airspace Management School.

1.2.1.11. Provide USAF input for Department of Defense Airspace and Range Master Plan.

1.2.1.12. Maintain/update the USAF portion of FAA publications concerning airspace.

1.2.2. Air Force Representative (AFREP). Each military service has designated personnel within each FAA Service Area to facilitate coordination with the FAA on air traffic and airspace issues. In the case of the USAF, these personnel are referred to as AFREPs. AFREPs are authorized by the Executive Director of the PBFA to coordinate, negotiate, and communicate USAF positions on airspace and air traffic control matters within established policy and guidelines. They represent the USAF in negotiations with competing aviation and land use interests, guide development of air traffic control (ATC) requirements, and they assist with airspace proposals and environmental documents. AFREPs provide guidance and coordination services to their assigned units in the creation of and changes to airspace. **Figure 1.1.** shows FAA service area boundaries as well as locations of AFREP offices. The AFREP offices guide development of ATC requirements and airspace proposals to satisfy MAJCOM mission needs. The HQ FAA USAF Liaison serves as the Director of USAF/FAA interoperations, supervises all AFREPs, administers the DoD/Department of Transportation reimbursable program within the FAA, and reports to AF/A3O-A. The AFREP appointment letter is listed at **Attachment 2**.

1.2.2.1. AFREPs shall:

1.2.2.1.1. Act as liaison officers for HQ USAF on matters dealing with FAA at the headquarters and service area levels.

1.2.2.1.2. Maintain close liaison and coordination with state and local governments regarding civil and general aviation agencies and interests.

1.2.2.1.3. Provide MAJCOMs and Direct Reporting Units (DRUs) with assistance and advice about proposed or planned airspace actions.

1.2.2.1.4. Assist and advise commanders in developing and presenting airspace concepts and proposals to meet commanders' requirements.

1.2.2.1.5. Send copies of FAA circulars by cover letter announcing informal airspace meetings to appropriate organizations. The letter of transmittal may include additional details internal to the USAF. Direct contact between the AFREP and unit is encouraged, to include preparatory review prior to the public meeting.

1.2.2.1.6. Assist commanders, as necessary, in coordinating actions with the FAA regional frequency manager.

1.2.2.1.7. Assist in convening ARCs (see para **1.3.**).

1.2.2.1.8. Keep AF/A3O-A informed of FAA initiatives that may impact USAF terminal ATC operations or airspace.

1.2.2.1.9. Process, through appropriate channels, all alleged USAF pilot deviations and ATC facility deviations. Notify the applicable MAJCOM and unit of a possible pilot deviation as soon as possible, so data collection can be accomplished.

1.2.2.1.10. Advise units through the appropriate MAJCOM of SUA reviews to include local unit requirements.

1.2.2.1.11. Maintain liaison, as required, with appropriate headquarters and regional federal offices of the Department of Homeland Security, Department of the Interior (DOI), and the Department of Agriculture, etc.

1.2.2.1.12. Assist and advise commanders on terminal area air traffic control issues with adjacent and overlying FAA facilities.

1.2.2.1.13. Act as liaison officer for USAF and units with FAA facilities.

1.2.2.1.14. Inform commanders at all levels of actions and inquiries that may affect their operations or public affairs (PA) initiatives.

1.2.2.1.15. Coordinate and deconflict concepts and proposals with other military services at the earliest opportunity.

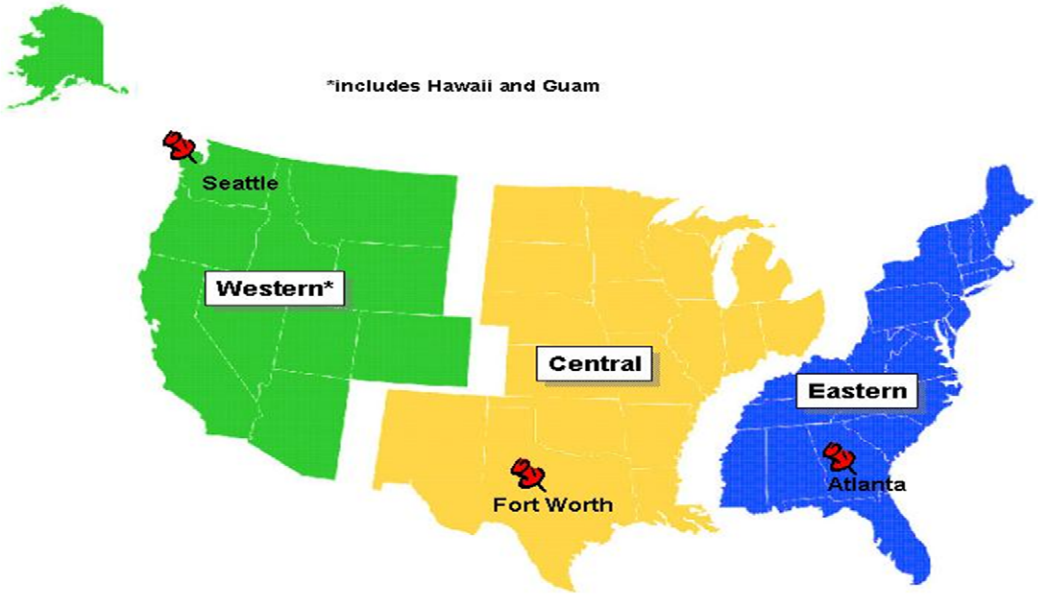
1.2.2.1.16. Assist MAJCOM and unit safety offices in processing Hazardous Air Traffic Reports (HATR) and other safety issues, as required.

1.2.2.1.17. Advise the FAA Headquarters and Service Areas of military apabilities/requirements during crisis management situations. Participate in FAA crisis management teams, as appropriate.

1.2.2.1.18. Assist FAA and USAF units with base closure/realignment (BRAC) and Quadrennial Defense Review issues.

1.2.2.1.19. Attend joint FAA/DOD review conferences IAW FAA Order (FAAO) 7610.4, *Special Military Operations*.

Figure 1.1. AFREP locations at designated FAA Service Area Offices.



1.2.3. MAJCOM Airspace Manager Responsibilities**.** Each MAJCOM utilizing military airspace shall:

1.2.3.1. Ensure airspace is used according to the policy and procedures outlined in Title 14, Code of Federal Regulations, *Aeronautics and Space,* current edition, also referred to as Federal Aviation Regulations (FARs), FAA publications, pertinent USAF and DOD directives, host nation Aeronautical Information Publications (AIP), International Civil Aviation Organization (ICAO) rules and practices, unified and specified command directives, and special letters of agreement for conducting training activities.

1.2.3.2. Appoint an airspace management activity to serve as the focal point for initiating and processing command requirements. As necessary, this activity interacts with other MAJCOMs, AF/A3O-AR, unified or specified commands, other military department airspace related activities, the host country team (US Embassy Defense Attaché Office [USDAO]) or liaison office, where established, and with the AFREP for FAA matters.

1.2.3.2.1. **(Added-ACC)** HQ ACC/A3AA is the Air Combat Command focal point for the establishment, maintenance, modification and return of airspace to the National Airspace System. HQ ACC/A3AA will develop plans, policies, and procedures for managing ACC military airspace supporting Combat Air Forces (CAF) operations and training in the CONUS.

1.2.3.2.2. **(Added-ACC)** HQ ACC/A3AA will provide COMACC with subject matter expertise and advice on airspace initiatives.

1.2.3.2.3. **(Added-ACC)** HQ ACC/A3AA will provide guidance to NAFs/DRUs/Units on DoD, FAA, USAF airspace policies

1.2.3.2.4. **(Added-ACC)** HQ ACC/A3A will address military airspace matters with FAA, HQ USAF, other MAJCOMs, component command, and other services.

1.2.3.3. Ensure unit airspace managers are aware of command policies and standards concerning airspace dimensions.

1.2.3.4. Track and maintain continuity of all concepts and formal proposals and provide status briefings as required.

1.2.3.5. Assist units in the preparation of a Test/Training Space Needs Statement (T/TSNS) according to **Chapter 3** for airspace actions (CONUS, Hawaii, and Alaska only).

1.2.3.6. Validate subordinate unit justifications for new or modified airspace and ranges. Ensure these units have coordinated with other DOD agencies for use of existing SUA before attempting to establish new/modified airspace.

1.2.3.7. Ensure airspace managers at appropriate levels of command actively participate in all range planning initiatives requiring requisition or alteration of military airspace. Notify AFREPs of such initiatives at the earliest opportunity and include them in planning meetings as appropriate (CONUS, Hawaii, and Alaska only).

1.2.3.8. Ensure the Environmental Impact Analysis Process (EIAP) is or has been followed as required by AFI 32-7061, *The Environmental Impact Analysis Process*, for airspace and range-related decision-making (CONUS, Hawaii, and Alaska only).

1.2.3.9. Ensure airspace proposals, prior to being sent to the AFREPs, are complete, properly formulated and justified for presentation to the FAA. Appropriate environmental documentation should accompany all proposals or be mailed separately to join the airspace proposal at the FAA Service Area (CONUS, Hawaii, and Alaska only).

1.2.3.10. Update the AF/A3O-AR Airspace Tracking spreadsheet quarterly with information on the progress of airspace actions.

1.2.3.11. Coordinate all matters that may affect airspace management (such as operational change evaluations) with the appropriate regional AFREP. Solicit AFREP assistance in negotiating and coordinating military airspace proposals. Provide the AFREP details of any substantial change in the use of a military or joint use airfield, landing area or missile/rocket site; including any substantial change in the type of air vehicle, concept of operation, traffic pattern flow, volume of activity, and activation or deactivation. In areas overseas, excluding Alaska and Hawaii, coordinate through host nation channels.

1.2.3.12. Ensure units document use of military airspace for which they have scheduling responsibility.

1.2.3.13. Ensure units file SUA utilization reports according to FAAO 7400.2, *Procedures for Handling Airspace Matters* (does not apply in areas outside FAA jurisdiction) and provide a copy to the MAJCOM.

1.2.3.14. Include an airspace management awareness section in MAJCOM, DRU or Numbered Air Force (NAF) orientation courses or programs for newly assigned wing, operations group, and flying squadron commanders.

1.2.3.15. HQ USAF airspace policy does not override theater or host nation airspace policy. Send information to the theater commander, AF/A3O-A, and other component commanders, when theater/host nation airspace policy differs from USAF policy.

1.2.3.16. Provide full coordination with the proper USDAO in establishing an ATC and airspace liaison activity with each host-nation agency or facility affecting USAF operations.

1.2.3.17. Provide appropriate guidance to aircrews and airspace managers to ensure operations are conducted according to the DOD speed exemption to Title 14, Code of Federal Regulations, Part 91.117, *Aircraft Speed*, current edition (CONUS, Hawaii, and Alaska only).

1.2.3.18. Ensure all alleged pilot deviation packages are completed in a timely and responsible manner by applicable units and forwarded to the AFREP within suspense constraints. Include details of corrective action, if the alleged violation is substantiated (CONUS, Hawaii, and Alaska only).

1.2.3.18.1. **(Added-ACC)** HQ ACC/A3AA is the point of contact for the coordination and investigation of alleged FAR violations involving ACC assets.

1.2.3.19. Ensure wing airspace managers participate in Mid-Air Collision Avoidance programs IAW AFI 91-202, *The USAF Mishap Prevention Program*.

1.2.3.20. Review the Federal Register for airspace and air traffic actions that impact military flying operations.

1.2.3.21. IAW with AFMAN 36-2108, *Enlisted Classification,* and AFMAN 36-2105, *Officer Classification,* Special Experience Identifiers (SEI) are established for both officer (OUL) and enlisted (350) personnel to identify experienced airspace managers for airspace management assignments (N/A to NGB/AFRC). Airspace managers require 6-months of consecutive experience in airspace management plus completion of the USAF Military Airspace Management course.

1.2.3.22. Establish on-the-job training programs for newly assigned wing airspace managers with emphasis on unit specific airspace policies, plans, and procedures. Wing airspace managers should complete the training program within the first 6-months of airspace manager duty and ensure the proper SEI (if applicable) is assigned in the individual's personnel records. See **Attachment 3** for suggested program content (N/A to NGB/AFRC).

1.2.3.23. **(Added-ACC)** The ACC Airspace and Range Conference may be used as a vehicle to develop ACC's position on various airspace matters. ACC/A3A is the OPR for scheduling the Airspace and Range Conference.

1.2.3.24. **(Added-ACC)** HQ ACC/A3A will coordinate responses to Congressional/SECAF inquiries/noise complaints.

1.2.3.25. **(Added-ACC)** HQ ACC/A3AA will conduct Staff Assistance Visits of the unit airspace management function in conjunction with the Air Traffic Systems Evaluation Program (ATSEP).

1.2.3.26. **(Added-ACC)** HQ ACC/A3AA will participate in Site Activation Task Force (SATAF) projects.

1.2.3.27. **(Added-ACC)** HQ ACC/A3A/A3AA will represent ACC in Regional/National Airspace/Range Council meetings.

1.2.3.28. **(Added-ACC)** HQ ACC/A3AA will maintain and update the ACC Airspace Master Plan.

1.2.4. **(Added-ACC) Unit Airspace Manager Responsibilities.** Each unit utilizing military airspace will:

1.2.4.1. **(Added-ACC)** Appoint an airspace manager to serve as the OG/CC point of contact for airspace issues. Place an appointment letter on file stating accomplishment of the required training program. Airspace managers are responsible for initiating, processing, monitoring, and implementing airspace actions/proposals and managing their programs IAW AFI 13-201 and this supplement.

1.2.4.2. **(Added-ACC)** Coordinate airspace management activities within their areas of responsibility.

1.2.4.3. **(Added-ACC)** Ensure airspace is used IAW official publications or written agreements.

1.2.4.4. **(Added-ACC)** Ensure assigned aircrews are aware of the DoD speed exemption to FAR 91.117 (Appendix 18, FAAO 7610.4).

1.2.4.5. **(Added-ACC)** Become familiar with all command policies and standards concerning airspace dimensions.

1.2.4.6. **(Added-ACC)** Become familiar with command and AF policies regarding the preparation of a Test/Training Space Needs Statement (T/TSNS) according to AFI 13-201, **Chapter 3**, for airspace actions.

1.2.4.7. **(Added-ACC)** Provide HQ ACC/A3A and the AFREP with details of any proposed change in military airspace.

1.2.4.8. **(Added-ACC)** Ensure unit schedulers and leadership are aware of the ACC policy requiring "exclusive use" in ACC-managed airspace (see **Attachment 1**, Terms).

1.2.4.9. **(Added-ACC)** Ensure military airspace utilization data is documented, forwarded, and maintained IAW this supplement.

1.2.4.9.1. **(Added-ACC)** Retain utilization information on Restricted Areas, MOAs, Air Traffic Control Assigned Airspace (ATCAA), and Military Training Routes (MTRs) for 2 years IAW USAF Records Disposition Schedule Table 13-4 rule 4 Exception**:** Retain data that reflects an adverse trend for 5 years

1.2.4.9.2. **(Added-ACC)** The following is the minimum utilization information to be maintained on each sortie-operation:

- Aircraft callsign
- Number and type of aircraft
- Name of airspace
- Airspace activation time
- Airspace scheduled entry and exit time
- Airspace actual entry and exit time

1.2.4.10. **(Added-ACC)** Accomplish SUA utilization reports according to FAAO 7400.2, ***Procedures for Handling Airspace Matters*** (does not apply in areas outside FAA jurisdiction) and submit to HQ ACC/A3AA IAW applicable suspense and procedures.

1.2.4.11. **(Added-ACC)** Become familiar with all directives referenced by this supplement.

1.2.4.12. **(Added-ACC)** Ensure airspace proposals are validated, coordinated with local agencies, properly formatted and submitted to HQ ACC/A3A for processing.

1.2.4.13. **(Added-ACC)** Ensure LOAs are accomplished IAW guidance provided in this supplement.

1.2.4.14. **(Added-ACC)** Ensure procedures established for the development of airspace proposals/ assignments in areas outside FAA jurisdiction are developed and coordinated under international procedures and practices IAW ICAO region or host nation.

1.2.4.15. **(Added-ACC)** Ensure adequate personnel are assigned to support the airspace management program. Military members will be awarded the SEI OUL/350 after completion of the USAF Airspace Management School and 6 consecutive months of work experience; N/A for GS/GM positions.

1.2.4.16. **(Added-ACC)** Evaluate effectiveness of existing airspace and, if inadequate, initiate appropriate airspace actions.

1.2.4.17. **(Added-ACC)** Ensure the airspace manager is a member of the Base Environment, Safety, and Occupational Health (ESOH) Leadership Council, and Base Airfield Operations Board (AOB); N/A 552 ACW.

1.2.4.18. **(Added-ACC)** Ensure the airspace manager participates in the Mid-Air Collision Avoidance (MACA) programs IAW AFI 91-202.

1.2.4.19. **(Added-ACC)** Ensure unit officials are knowledgeable of airspace issues that may affect operations.

1.2.4.20. **(Added-ACC)** Ensure procedures are in place so appropriate LOA/LOP/airspace briefings are conducted during the scheduling process for users not assigned to the local flying unit.

1.2.4.21. **(Added-ACC)** Ensure assigned aircrews are knowledgeable of airspace requirements specified in airspace LOAs/LOPs.

1.2.4.22. **(Added-ACC)** Ensure the host wing/unit airspace manager is the focal point for airspace utilization by tenant units.

1.2.4.23. **(Added-ACC)** Investigate alleged violations to Federal Aviation Regulations (FARs), airspace spill-outs, airspace intrusions, gross navigational errors, Congressional inquiries, and noise complaints.

1.2.4.24. **(Added-ACC)** Keep Low Altitude Tactical Navigation Area documentation on file at the unit level IAW USAF Records Disposition Schedule (RDS), Table 13-4 rule 4. Each file will include the environmental documentation IAW Title 32, Code of Federal Regulation (CFR), part 989, T*he Environmental Impact analysis Process*.

1.2.4.25. **(Added-ACC)** Send Slow Speed Low Altitude Training Route proposals to HQ ACC/A3A using FAA Form 7110-4. FAA coordination is not required. Keep route documentation on file at the unit level in accordance with USAF RDS Table 13-4 rule 4. Each file will include environmental documentation IAW Title 32, CFR, part 989.

1.2.4.26. **(Added-ACC)** Establish procedures governing the temporary closure of MTRs IAW FAA Order 7610.4. Address procedures to notify appropriate aircrews and agencies as required

(e.g., air traffic control, command post, base operations, weather, etc.) to close and open routes in a timely manner.

1.2.4.27. **(Added-ACC)** Ensure the airspace manager is the focal point for compiling airspace, range, scoring site data (contact information) to update FLIP AP1/B.

1.2.4.28. **(Added-ACC)** Review all applicable environmental decision documents each year and ensure that training operations are in compliance with paragraph **7.12. (Added)** environmental analyses requirement i.e**.**, chaff, flares, weapons, and supersonic operations.

1.2.4.29. **(Added-ACC)** Maintain a copy of the HQ ACC Airspace Master Plan.

1.3. Airspace/Range Councils (ARC)—General (US Air Forces in Europe N/A)**.** The USAF sponsors regional and national ARC meetings to ensure that all USAF offices involved in airspace and range operations have a common understanding of objectives and key issues. The councils provide for a thorough review of airspace and range issues by interdisciplinary teams at all management levels. The council meetings are open to all military services, land management agencies, and other interested or concerned parties. The use, creation, modification, or transfer of military airspace and ranges has the potential to become controversial. Because today's actions are closely scrutinized by numerous Federal and State agencies, as well as, public and private organizations and special interest groups, the USAF must be prepared to address concerns raised at the local, regional, or national level during the development of any range or airspace action. To better address these challenges and ensure continued access to test and training space, the USAF has established review processes in the form of ARCs designed to:

1.3. (MOUNTAINHOME) Airspace/Range Councils (ARC)--General. CAM is the MHAFB primary airspace delegate to the MAJCOM and Region ARC, and the Airfield Operations Board (AOB) meetings chaired by the 366th Operations Group Commander (366 OG/CC). Airspace items of interest or concern that are appropriate for these forums should be fronted to the CAM at least 2 weeks prior to the ARC/AOB meeting for inclusion in the agenda.

1.3.1. Foster interagency involvement and cooperation at the appropriate level and the appropriate time in the airspace process.

1.3.2. Advise units, MAJCOMs, and HQ USAF on airspace and range issues, and provide for cross flow of information and lessons learned in development. Regional councils are aligned to provide a geographic focus on airspace/range issues. They are open to delegates from all military services; land management agencies, and other interested or concerned parties with which the USAF should exchange constructive information concerning flight activities in the region. Council meetings may be hosted by military units, MAJCOMs, and/or Regional AFREPs, or other agencies as appropriate and approved by the regional co-chairs.

1.3.3. Regional Council. The councils are co-chaired by one senior active duty officer and one senior NGB officer. Senior officers (O-6 and above) responsible for airspace and range management oversight at the unit, MAJCOM, and/or NGB State Headquarters level are preferred co-chairs. Co-chairs may be elected by the council, or appointed by AF/A3O-A or the NGB/CF. At the wing commander's discretion, units with minimal range or airspace management responsibility or requirements may elect not to participate in the councils. Commanders who exempt their units from council participation must notify the council chair through the AFREP. Since cross-communication and cooperation is the ultimate goal of the councils, agendas should include time for breakout meetings to allow those working

specific issues time to gather. The council meetings typically include a DOD Session and a Management Session.

1.3.3. **(ACC)** Commanders wishing to exempt their unit from council participation must notify HQ ACC/A3A prior to notifying the council chairperson and AFREP.

1.3.3.1. DOD Session. The purpose of the DOD Session is to identify issues and shortfalls in test/training space or its attributes, present concepts to address shortfalls or meet new requirements, and to develop a consistent communications approach to clearly state proposed resolutions. Membership includes, as a minimum, the regional AFREP, representatives from the MAJCOM, Operations Group commanders or designees, and unit airspace managers. The regional co-chair shall be responsible for inviting other services present in the region to participate. Units should coordinate presentations on concepts for new or modified test/training space through their MAJCOM Airspace/Range Management Office.

1.3.3.1.1. **(Added-ACC)** Units planning to present a concept for new or modified test/training airspace at a regional council meeting must coordinate their presentation with HQ ACC/A3AA NLT one week prior to the meeting date.

1.3.3.2. Management Session. The Management Session is a forum for dialogue between DOD units and other agencies with either an aeronautical or an environmental stake in military flight operations. Representative non-DOD participants may include the FAA, National Park Service (NPS), Bureau of Land Management (BLM), Forest Service (USFS), Fish and Wildlife Service (USFWS), Bureau of Indian Affairs (BIA), State Aviation Officials, and other bodies/groups focused on national aviation issues. Military units are requested to provide a short presentation (approximately five minutes) on their typical flight operations, training requirements, areas commonly overflown, and issues being worked to include current airspace. The Management Session also provides the opportunity for other agencies to address perspectives and present aeronautical or environmental issues. Since cross-communication and cooperation is the ultimate goal of the councils, agendas should include time for breakout meetings to allow those working specific issues time to gather.

1.3.3.2.1. **(Added-ACC)** Airspace managers attending their respective regional management session will present a short briefing (approximately five minutes) on their typical flight operations, training requirements, areas commonly overflown, and issues being worked to include current airspace. Units will coordinate this briefing with HQ ACC/A3AA NLT one week prior to the meeting.

1.3.3.2.2. **(Added-ACC)** Unit airspace managers that are unable to attend their respective regional session meeting will provide HQ ACC/A3AA with a short power-point presentation (approximately five minutes) on their typical flight operations, training requirements, areas commonly overflown, and issues being worked to include current airspace. The HQ ACC/A3AA representative attending the meeting will make the presentation.

1.3.4. Regional Executive Session. The purpose of the Executive Session is to provide senior-level oversight of the regional airspace/range process and issues identified at the council meeting. The Executive Session should present a strategic direction to plan and promote development of aerospace test and training resources to support present and future military needs in the regions. Participants should formulate a strategic course of action that will focus long-term regional goals and national security objectives resulting in programmatic guidance leading to the resolution of range and airspace

issues. The goal is to preserve a highly capable force structure within the region, supported by efficient and effective training infrastructures.

1.3.4.1. In addition to the co-chairs, attendance is limited to MAJCOM representatives, AFREPs and other military representatives (MILREPs), and senior NGB representatives from each state in the region. The strategic interests of individual units will be represented by their MAJCOM and/or their NGB state representative. If units have specific issues that require the attention of the Executive Session, they should attend at the discretion of the MAJCOM and only with the concurrence of a co-chair. Unless specifically authorized by the co-chairs, attendance by non-DOD representatives is inappropriate. Non-DOD participants may be invited at the discretion of the co-chairs to address specific issues. Co-chairs are responsible to invite other equivalent level representatives from other military departments.

1.3.5. National Airspace/Range Executive Council (NAREC). The NAREC will convene to allow senior USAF leaders to review pending and proposed range and airspace actions from a national perspective and provide feedback to regional councils, MAJCOM, and HQ USAF. The NAREC meeting will also serve as a forum for senior USAF leaders to focus on a national strategic vision for ranges/airspace and keep members informed of national-level events and trends affecting airspace and range actions. NAREC membership includes as a minimum, the chair of each regional council and the senior officers charged with airspace and range responsibilities from the MAJCOM and Air Staff. The NAREC is co-chaired by AF/A3O and an equivalent NGB general officer. All AFREPs and MAJCOM airspace and range managers and Range/Airspace Division Chiefs should attend this meeting. Senior representatives from other government agencies and services may be invited by the regional co-chair and should be approved by the national co-chairs as required.

1.3.6. NAREC/Regional Meeting Outlines. Meetings should be arranged to address on-going issues, assign OPR/OCRs, and track action progress. MAJCOM, state, and/or unit representatives can also brief pertinent issues to the Council.

1.3.7. Unit/MAJCOM/Airspace and Range Councils—General. The ARCs provide a forum for designing, updating, and tracking proposed airspace and range actions in support of unit flying missions. Units and MAJCOMs may conduct their own ARCs to address specific airspace and range needs.

1.3.7. **(ACC)** ARC memberships at the unit level will consist of, as a minimum, representatives from operations, environmental, legal, and public affairs. A senior officer, normally the unit Operations Group commander or equivalent, will chair the ARC.

1.3.8. NAREC/Regional Airspace and Range Council Minutes. All minutes from the NAREC and regional ARCs will be forwarded to the MAJCOM POCs for Airspace and Range Management. All MAJCOM Airspace and Range Management offices will forward applicable regional ARC minutes to units within that region.

1.4. (Added-MOUNTAINHOME) Alleged Military Pilot Deviations. CAM is the OPR to process alleged violations of FAR by 366 FW aircrews unless specifically reassigned by 366 OG/CC. CAM will conduct investigations of alleged pilot deviations, spill-outs or spill-ins of SUA and over-flight, noise or sonic boom complaints. Investigation findings will be submitted to 366 OG/CC for required disciplinary or training actions as necessary.

1.4.1. **(Added-MOUNTAINHOME)** When notified of an alleged violation investigation, aircrew members shall provide a detailed written narrative of the incident to CAM within 2 working days. This narrative shall contain as a minimum:

1.4.1.1. **(Added-MOUNTAINHOME)** Basic mission data (e.g., call sign, date and time, mission profile, speed, altitude, etc.)

1.4.1.2. **(Added-MOUNTAINHOME)** Chronology of what happened

1.4.1.3. **(Added-MOUNTAINHOME)** Incident weather conditions

1.4.1.4. **(Added-MOUNTAINHOME)** Quality of communications

1.4.1.5. **(Added-MOUNTAINHOME)** Other pertinent information relevant to the investigation

1.4.2. **(Added-MOUNTAINHOME)** CAM will conduct an initial investigation into the facts surrounding the incident, which may require fact-finding interviews with the incident aircrew. CAM will collect and maintain a file of pertinent documents concerning the alleged violation, including pilot narrative/interview details, flying schedule, flight plan (DD Form 175, *Military Flight Plan*/stereo flight plan), or any other significant documentation appropriate for completion of the investigation. Once the violation package arrives from FAA, this file will be used to conduct the final investigation and formulate a return response. The final investigation package will be maintained by 366 OSS/OSOA until no longer needed, but must be kept not less than 1 year from closeout date of investigation.

1.5. (Added-MOUNTAINHOME) Military Assumes Responsibility for Separation of Aircraft (MARSA). MARSA is used to facilitate IFR aircraft operations when military mission requirements demand less than the standard separation specified by ATC. Individual aircrews do not have authority to implement MARSA unless they are in compliance with the procedures outlined in Mountain Home AFB Instruction (MHAFBI) 11-250, *Airfield Operations and Base Flying Procedures.* The only authority for granting MARSA at MHAFB is 366 FW/CC (Commander), and must be detailed, in writing, as to when and where authorized.

1.6. (Added-MOUNTAINHOME) Letter of Agreement (LOA) Review and Approval. 366 OSS/OSOA will maintain a master library of current airspace management LOAs dealing with airspace in which the wing trains. These LOAs will be reviewed annually, coordinated with Airfield Operations Flight (366 OSS/OSA), Stan/Eval (366 OG/OGV), Cowboy Control MRU (266 RANS/DO) and review status relayed as part of the Airfield Operations Board briefing. Revision of wing airspace management LOAs will include coordination with HQ ACC/A3AA. Annual reviews should be completed and documented by the end of each calendar year.

1.7. (Added-MOUNTAINHOME) Airspace Legal Review. CAM will annually review the following documents to ensure adequate and accurate documentation exists to support aircrew understanding of procedures for compliance maintenance:

1.7.1. **(Added-MOUNTAINHOME)** Mountain Home Range Complex (MHRC) April – June Enhanced Training in Idaho (ETI) annual restrictions in aircrew guidance and other publications.

1.7.2. **(Added-MOUNTAINHOME)** ETI Record of Decision for the United States Air Force ETI, dated 10 March 1998.

1.7.3. **(Added-MOUNTAINHOME)** Supplement to the Record of Decision for the United States Air Force ETI, signed September 1998.

1.7.4. **(Added-MOUNTAINHOME)** Settlement Agreement between the Shoshone-Paiute Tribes of Duck Valley Reservation and the United States, signed on behalf of the Air Force on 7 August 1996.

1.7.5. **(Added-MOUNTAINHOME)** Settlement Agreement Resolving Claims Over United States Air Force Composite Wing and Proposal for ETI, signed November 1999. Reviewing these documents in January of each year will ensure the compelling reasons for maintaining/instituting them, are valid from a mission completion/requirement standpoint as they relate to airspace. This review also provides a rationale for addressing modifications to these legal structures, if required.

1.8. (Added-MOUNTAINHOME) Environmental Analysis. CAM will maintain a library of existing environmental compliance records for wing managed training airspace. This documentation will be used to determine baseline data for operations conducted within training airspace. Additional operations requiring certification will be requested via AF Form 813, *Request for Environmental Impact Analysis,* through the 366th Civil Engineer Squadron, Environmental Flight (366 CES/CEVA).

Chapter 2

AIRSPACE FOR MILITARY OPERATIONS

2.1. Special Use Airspace (SUA). SUA is a designation for airspace that is of a defined vertical and lateral dimension that alerts users to areas of unusual flight hazards and separates those activities from other airspace users to enhance safety. Certain limitations or restrictions may be placed on non-participating aircraft. Except for controlled firing areas (CFA), SUA is depicted on aeronautical charts. Additional information on SUA may be found in the following: Title 14 Code of Federal Regulations, Part 73, *Special Use Airspace,* current edition; FAAO 7400.2, FAAO 7400.8, *Special Use Airspace*; and Flight Information Publications (FLIP): General Planning (**Chapter 2**), AP/1A, AP/2A, and AP/3A. SUA includes Controlled Firing Areas (CFA), Military Operations Areas (MOA), Restricted Areas, Warning Areas, Alert Areas, Prohibited Areas, and National Security Areas (NSA) (CONUS, Alaska, and Hawaii only).

2.1.1. Controlled Firing Area (CFA). CFAs contain civilian and military activities that could be hazardous to non-participating aircraft. These include rocket testing, ordnance disposal, and small arms fire. CFAs are differentiated from MOAs and restricted areas in that the hazardous activities are suspended to avoid a potential hazard to non-participating aircraft. Radar or a ground lookout is utilized to indicate when an aircraft might be approaching the area, and activities are then suspended. CFAs are not depicted on aeronautical charts.

2.1.2. Military Operations Area (MOA). Airspace designated for nonhazardous military activity, established outside Class A airspace, below 18,000 feet mean sea level (MSL), and within US territorial airspace. Activities conducted in MOAs include, but are not limited to, aerobatics, air combat tactics, and formation training. This airspace serves to segregate non-participating Instrument Flight Rules (IFR) aircraft from the activity and inform non-participating Visual Flight Rules (VFR) aircraft where these activities are being conducted. VFR aircraft are not restricted from transiting MOAs.

2.1.3. Restricted Area. Designated areas established by appropriate authority where aircraft flight, while not wholly prohibited, is subject to restriction. They are shown on aeronautical charts and published in Notices to Airmen (NOTAM). Restricted Areas are designated rulemaking airspace under 14 CFR Part 73, where restrictions are placed on all non-participating aircraft. This airspace is used to contain military activities that are hazardous to non-participating aircraft, and lies within the territorial airspace of the United States. The term "hazardous" implies, but is not limited to, live firing of weapons and/or aircraft testing.

2.1.4. Warning Area. Airspace of defined dimensions extending from 3 or 12 nautical miles (NM) outward from the coast of the United States containing activity that may be hazardous to non-participating aircraft. The purpose of warning areas is to warn non-participating pilots of the potential danger. Warning Areas may be located over domestic waters, international waters, or both. They are equivalent to ICAO "danger areas" and are exclusively located over the coastal waters of the US and its territories. Activity may be hazardous, but international agreements do not provide for prohibition of flight in international airspace so no restriction to flight exists. DOD Directive 4540.1, *Use of Airspace by US Military Aircraft and Firings Over the High Seas*, 13 January 1981, applies to activities conducted in this airspace. Executive Order 10854, *Extension of the application of the Federal Aviation Act of 1958,* establishes the relationship between the DOD, State Department, and FAA regarding warning areas and military operations within international airspace under the purview of FAA air traffic services. Presidential Proclamation No. 5928, *Territorial sea of the United States of America,* 27

December 1988, codified in Title 3, Code of Federal Regulations, extended the US territorial boundary limit from 3 to 12 NM.

2.1.5. Alert Area. Airspace designated to inform pilots of a high level of training activity or any unusual activity where prior knowledge would significantly enhance air safety. Examples of alert areas include very busy airports or areas of high-density oil-rig helicopter traffic. Activity conducted in this airspace is in accordance with FARs (unless waived or exempted). There are no restrictions placed on non-participating IFR or VFR aircraft.

2.1.6. Prohibited Area. Prohibited areas prohibit overflight of a surface area in the interest of national security or environmental protection. Aircraft are prohibited from flying within a prohibited area without permission of the using agency. There are no prohibited areas managed by the DOD. Examples of prohibited areas include the White House, the National Mall, and Camp David. Prohibited areas are depicted in most publication with a "P" followed by a numeric identifier, e.g., P56.

2.1.7. National Security Area (NSA). An NSA is designated where there is a requirement for increased security and safety of ground facilities. When it is necessary to provide a greater level of security and safety, flight in NSAs may be temporarily prohibited by regulation under the provisions of Title 14 Code of Federal Regulations, Part 99.7, *Special Security Instructions*, current edition.

2.1.7.1. Per FAAO 7400.2, an NSA is designated to enhance national security and protect national assets. An NSA is identified on sectional aeronautical charts to inform users of the NAS regarding the NSA's vertical and lateral dimensions, but is not an exclusionary airspace that can be used to prevent aircraft from entering that airspace. FAAO 7400.2 states, "pilots are requested to voluntarily avoid flying through an NSA." Hence, charted NSAs are advisory in nature only. An NSA is not a vehicle to preclude aircraft from entering the designated airspace, or to protect any asset or operation within or beneath the NSA. Caution: Units/installations should balance the advantage of charting an NSA to the disadvantage of highlighting a national asset to the general public.

2.1.7.2. If it is determined that security measures within an established NSA require the temporary restriction of flight activity, a temporary flight restriction (TFR) would need to be coordinated with the FAA to restrict flight within that volume of airspace charted as an NSA. In addition to requesting a TFR through FAA channels IAW 14 CFR Part 99.7, and FAAO 7210.3, *Facility Operation and Administration*, units/installations shall coordinate through their respective MAJCOM airspace management offices and AF/A3O-AR.

2.1.7.3. If a unit determines that an NSA is required as a candidate measure to achieve required increased protective measures for the installation or owned facility, the unit should address the requirement through the base/installation anti-terrorism/force protection working group. As a normal practice of identifying installation security risks and protective measures, use the criteria established in FAAO 7400.2 to determine the dimensions of the required airspace. The dimensions should be limited to the minimum required to promote the protection of the national asset or area identified (e.g., identify the area of interest vice the entire base property). For processing actions for an NSA, see para **3.4.**

2.1.8. Joint Use. Under the 'joint-use' concept, SUA is released to the controlling agency and becomes available for access by non-participating aircraft during periods when the airspace is not needed by the using agency for its designated purpose. Such use enhances safety and benefits the NAS. The USAF encourages the use of military radar units and the provisions of military air traffic services for SUA complexes when such services are available to enhance safety and utility.

NOTE: The sole responsibility to remain within assigned SUA rests with the pilot, whether flying under IFR or VFR.

2.2. Airspace for Special Use (ASU) Designations. These designations are in either FAAO 7610.4 or in military regulations and documents. ASU designations are not rulemaking actions and some (contained solely in military documents) may not require coordination with the FAA for establishment. ASU is used to collectively identify non-SUA assets. ASU is airspace of defined dimensions wherein activities must be confined because of their nature and where limitations may be imposed upon aircraft operations that are not a part of those activities. ASU includes Aerial Refueling (AR) Tracks/Anchors, Air Traffic Control Assigned Airspace (ATCAA), Low Altitude Tactical Navigation (LATN) areas, TFR, Cruise Missile Routes, Local Flying Area, Military Training Routes (Instrument Routes [IR]/Visual Routes [VR], and Slow Routes [SR]).

2.2.1. Aerial Refueling (AR) Airspace. Airspace developed according to the provisions of FAAO 7610.4 to conduct air refueling. Permanent air refueling airspace is designated as either a track or an anchor or established via a letter of agreement (LOA) with the appropriate ATC facility responsible for the airspace. After coordination with ATC, refueling routes or anchors are processed through the appropriate AFREP for publication in FLIP. Temporary or special AR airspace may also be established by coordination/agreement with the ATC facility having purview over the airspace.

2.2.2. Air Traffic Control Assigned Airspace (ATCAA). Defined airspace normally within Class A airspace (above 18,000 feet MSL) and established in accordance with FAAO 7610.4 by an LOA with the ATC facility having responsibility for the airspace. ATCAAs were established to permit the continuation of MOA activities above 18,000 feet MSL. They can be combined with an MOA or established as a stand-alone piece of airspace. MOAs are depicted on aeronautical charts, but ATCAAs are not. Non-participating aircraft are separated from the military activity being conducted within the ATCAA by ATC. VFR aircraft are permitted to enter an MOA, but are not permitted to enter most ATCAAs because they are not permitted to fly VFR above 18,000 feet MSL.

2.2.3. Low-Altitude Tactical Navigation (LATN) Areas. Usually large geographic areas established for random VFR, low altitude navigation training to preclude flying over the same point more than once per day. Activities are in accordance with all applicable FARs and flown at an airspeed of 250 knots or less. MAJCOMs will determine establishment criteria. There is no required coordination with the FAA. LATN areas are not published on aeronautical charts. Environmental documentation in accordance with AFI 32-7061 is required. Send copies of LATN areas to the appropriate AFREP. A full description of the LATN area(s) and any restrictions will be maintained in the unit flight operations office.

2.2.3. **(ACC) Low Altitude Tactical Navigation (LATN) Area Development.** LATN areas are developed for aircraft that normally operate at airspeed of 250 knots or less. LATN areas should provide pilots with a varying degree of geographical landmarks for navigation, reconnaissance, low altitude equipment operation/analysis, etc. LATN areas shall, to the maximum extent possible, include a land mass that will allow aircraft to operate all appropriate aircraft systems to meet mission requirements and encompass a variety of ground tracks to ensure that the same ground track is not used on a recurring (daily) basis.

2.2.3.1. **(Added-ACC)** LATN areas shall normally be established at or below 1500 AGL.

2.2.3.2. **(Added-ACC)** Compliance with all applicable FARs is mandatory. The avoidance of persons, structures, and obstructions is paramount.

2.2.3.3. **(Added-ACC)** A Test and Training Space Need Statement (T/TSNS) will be initiated for each new LATN area to be developed. Forward the T/TSNS and a map of the proposed LATN area to HQ ACC/A3AA for evaluation and review. HQ ACC/A3AA will provide assistance as required in the development of the LATN area. The unit's OG is the approval authority for the LATN once coordination is accomplished.

2.2.3.4. **(Added-ACC)** Environmental Impact Analysis Process (EIAP) documentation will be in accordance with Title 32, CFR, part 989. Environmental documentation shall be retained on file by the proponent and updated as required to reflect current operations.

2.2.3.5. **(Added-ACC)** Documentation establishing LATN areas shall be kept on file by the proponent in accordance with USAF RDS Table 13. A copy of the approved documentation and area chart will be provided to HQ ACC/A3AA.

2.2.4. Temporary Flight Restriction (TFR). A TFR can be established to protect people or property from a temporary hazard when the presence of low-flying aircraft would magnify, alter, spread, or compound the hazard. TFRs provide a safe environment for the operation of disaster relief aircraft and prevent unsafe congestion of sightseeing aircraft above an incident or event that may generate a high degree of interest. TFRs are commonly used to increase the safety of aircraft performing aerial firefighting operations. This information is available via NOTAM and the implementing NOTAM will contain specific information to preclude misunderstanding.

2.2.5. Cruise Missile Routes. Cruise missile operations conducted in excess of 250 knots and below 10,000 feet MSL are conducted in restricted areas, MOAs, and along selected IRs during daylight hours under VFR conditions. Cruise missiles will be accompanied by two escort aircraft that have the ability to maneuver the missile out of the flight path of conflicting traffic at all times.

2.2.6. Local Flying Areas. Most military facilities develop local flying areas within which they can conduct routine, non-hazardous training activity. These areas are normally developed in conjunction with local FAA controllers and airspace managers and are de-conflicted with other airspace such as Class B, C, or D airspace, SUA, or ASU.

2.2.7. Military Training Routes (MTR). The MTR program is established by the FAA and the DOD for the purpose of conducting low-altitude, high-speed training. Generally, MTRs are established below 10,000 feet MSL for operations at speeds in excess of 250 knots. Each segment of an MTR route is allocated a floor and ceiling altitude and lateral boundaries, described in NM left and right of centerline. MTRs are established according to the criteria in FAAO 7610.4. Routes are established as either IR or VR. The DOD has a speed exemption to 14 CFR Part 91.117 (see FAAO 7610.4). The FAA has approval authority over IR establishment and the appropriate MAJCOM approves establishment of VRs. Environmental documentation in accordance with AFI 32-7061 is required to establish MTRs. VRs are processed through the FAA via the AFREP. AFREPs assign all route numbers. Ultimately, MTRs are published in FLIP AP/1B and charted on FLIP AP/1B Area Planning Chart, and FAA sectional charts. Some MTRs are on DOD Low IFR enroute charts.

2.2.7. **(MOUNTAINHOME)** CAM is the focal point for all MTR actions and management issues related to same. CAM should perform the Mountain Home specific actions or requirements listed below:

2.2.7.1. MTR Evaluations. MTR evaluations include route reviews that have a management focus and annual flight evaluations that have an operational focus. Units with scheduling authority for an MTR will conduct and document evaluations for all MTRs with a floor at or below 1,500 feet Above Ground Level (AGL) by the last day of the anniversary month. Failure to complete them in the prescribed time limits necessitates closing the route/segment, unless waived by the MAJCOM (or NAF where the MAJCOM has delegated this responsibility to the NAF). All MTRs shall be surveyed across their entire route width and length and aircrew route briefing guides updated to reflect new areas of concern. The SUA/MTR Review, **Attachment 4**, contains additional information required when reviewing MTR.

2.2.7.1.1. Route Review. Route reviews should be conducted by the unit airspace manager using the Chart Updating Manual (CHUM), FLIP AP/1B, Sectional Aeronautical Charts, Tactical Pilotage Charts, and other aeronautical charts. Route reviews should annotate the following:

2.2.7.1.1. **(MOUNTAINHOME)** CAM should perform chart route reviews on the beginning date of any 56-day (8-week) charting cycle. This will amount to a "table top" review of MTR routes using the current sectional chart (Falconview graphics accepted), AP/1B/chart, E-CHUM, and any other documents or charts necessary to validate the route (airspace) safety requirements. This time should also be used by CAM to become familiar with the other significant changes in the charting period for the airspace under their control. Significant findings would be the basis for updated route briefing guide(s) as required. These reviews should be documented for each charting cycle.

2.2.7.1.1.1. Charted/uncharted obstacles or hazards within 100 feet of the MTR floor and 2 NM of the lateral boundary.

2.2.7.1.1.2. Entry/exit/route segment within 5 NM of public-use airports.

2.2.7.1.1.3. Entry/exit/route segment within 5 NM of Class B, C, and D airspace. Also consider Class E airspace associated with non-towered airports and instrument approach procedures.

2.2.7.1.1.4. Entry/exit/route segment within 5 NM of airways and charted VFR flyways.

2.2.7.1.1.5. Potential bird attractant areas within 2 NM of a route that may attract large concentrations of birds.

2.2.7.1.1.6. Potential noise-sensitive areas within 3 NM of a route. Review areas where restrictions are identified to minimize the impact of noise.

2.2.7.1.1.7. TFRs established by FAA NOTAMs (i.e., wild fires, DOI environmentally sensitive animal breeding areas, and parachute jumping areas).

2.2.7.1.1.8. Other potential flight safety hazards.

2.2.7.1.1.9. Route reviews should also verify the accuracy of aircrew route briefings and ensure MTR Special Operating Procedures and Remarks published in FLIP AP/1B are accurate and complete. Review previous route evaluations to ensure any other previously identified findings have been appropriately addressed.

2.2.7.1.1.10. Unit Civil Engineering environmental office shall review the route for environmentally sensitive areas.

2.2.7.1.2. Route Evaluation. Route evaluations are intended as ongoing operational checks as to how a specific route is mission planned, entered, flown, and exited during day-to-day operations. Route evaluations are used to document uncharted or undocumented obstacles, environmentally sensitive areas, and other potential flight safety hazards, to include planning deficiencies and potential flight conflicts with other routes, Class B, C, and D airspace, and air traffic service procedures. Data gathered during route evaluations are to be used to recommend changes to USAF policy and procedures and to update in-flight guides, FLIP, and other pertinent publications. Airspace managers should work with route schedulers and users to develop local evaluation methods to facilitate effective route evaluation by users and document follow-up and corrective action taken to alleviate flight safety hazards identified during evaluations.

NOTE: There is no required frequency for route evaluations. They should be accomplished by aircrew on an as needed basis based on actual operations where problems were encountered.

2.2.7.1.2. **(MOUNTAINHOME)** Civil Air Patrol (CAP) and other civilian helicopter/aircraft support is the primary means to accomplish annual MTR surveys (route evaluation), and the exact vehicle/agency used will be at the discretion of CAM, as funding permits. CAM should recognize the legitimate relationship between CAP and USAF, and make every effort to utilize CAP to the extent possible for MTR and other required airspace surveys. 366 FW flying units may be tasked by 366 OG/CC to provide one aircrew member per survey to fly as route survey observer if airspace manager is not available. If CAP/helicopter/aircraft support is not available, flying units will be tasked by 366 OG/CC at the request of CAM to perform route surveys. Routes will be surveyed at a maximum of 420 knots ground speed at the lowest usable route altitude. Additional time may be required for multiple passes over route segments greater than 5 nautical miles wide. If military aircrews will be conducting route surveys, squadron operations officers will ensure aircrews selected are highly experienced and cleared for low-level operations at the lowest altitude commensurate with surveyed route. Selected 366 FW aircrews will contact 366 OSS/OSOA at least 1 week prior to survey for a detailed briefing on route survey requirements and reporting details. If civilian aircraft are selected to conduct the surveys, the pilot-in-command should contact CAM at least 2 weeks prior to survey date to discuss observers, pickup locations and schedule operations times/dates. Another potential avenue for completing the airspace surveys is the 124th Wing of the Idaho ANG. This support will be requested by CAM through the 124th Wing Operations Group Commander and authorized on a time and resource permitting basis. Coordination and reporting procedures between CAM and tasked aircrews will be as detailed for 366 FW aircrew members.

2.2.7.1.3. MTR Annual Flight Evaluation. The annual flight evaluation complements the ongoing route evaluation program by continuing the operational check of the route. The annual flight evaluation provides important data, as it is not completed under the same mission conditions (e.g., aircraft type, speed, required systems checks, etc.) and ensures a comprehensive operational review of the MTR. Conduct the evaluation during the anniversary month after publication or within a year since the last flight evaluation (MTR segments with a floor of 1,500 feet AGL or higher need not be evaluated).

2.2.7.1.3.1. Failure to meet the annual suspense shall preclude the use of MTRs until evaluation requirements are met, unless waived by the MAJCOM.

2.2.7.1.3.1. **(ACC)** Failure to complete the evaluation in the prescribed time limits necessitates closing the route unless waived by HQ ACC/A3A. Units will document and maintain route evaluations.

2.2.7.1.3.2. Evaluations should be conducted at low airspeeds to allow more time for observation. Evaluation aircraft should be either conventional aircraft capable of low airspeeds or helicopters. Use of Civil Air Patrol, aero club, or contract/charter is encouraged. Should such aircraft be unobtainable, the evaluation should be conducted at the slowest operational airspeed consistent with the type of aircraft normally flying the route.

2.2.7.1.3.3. The route should be evaluated to ensure obstruction clearance at the minimum altitude usable for training. The evaluation aircrew should consider the route's minimum defined altitude when considering an obstacle's flight safety potential, as other units may train at lower altitudes. If possible, the airspace manager should act as a pilot or as an observer on as many evaluation flights as possible.

2.2.7.1.3.4. Flight evaluation crew members should be familiar with low-altitude flying and evaluation requirements. They should receive a pre-brief from the scheduling activity and provide a de-briefing to the scheduling activity.

2.2.7.1.3.4.1. **(Added-ACC)** Airspace manager should serve as observer on as many evaluation flights as possible.

2.2.7.1.3.5. The scheduling activity, in coordination with the airspace manager, must develop an MTR survey schedule. The airspace manager must ensure the necessary charts are available for the evaluation and inform the Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) Program Manager of uncharted obstructions within 100 feet below the floor and within 2 NM of the lateral boundary of the MTR or any other hazards to air traffic affecting low-altitude navigation.

2.2.7.1.3.6. Routes less than 4 NM wide may require two passes; one each side of the centerline. Routes greater than 4 NM wide may require additional passes to complete an adequate evaluation. Route centerlines are established for charting and route width measuring purposes only and may not require a direct pass.

2.2.7.1.3.7. All users must be alert for new obstructions/hazards. Aircrews should be briefed to report any observed construction (i.e., temporary cranes, mines, temporary helipads, etc.) or uncharted obstructions/hazards to the scheduling activity/airspace manager. Information should include latitude and longitude coordinates and estimated height and description of obstructions/hazards.

NOTE: Professional judgment is the key to effective evaluations. Visual acuity may vary greatly and the parameters above are given as guidelines only. Evaluation aircrew must consider the impact of foliage, haze, clouds, fog contrast (light), airspeed/ground speed, terrain, snow, and task saturation.

2.2.7.1.3.8. The evaluation aircrew should consider the following when conducting evaluations:

NOTE: Document a potential hazard's latitude and longitude for identification purposes. Provide an estimated or actual height of the obstruction if possible.

2.2.7.1.3.8.1. Accuracy, adequacy, and availability of mission planning materials for the route.

2.2.7.1.3.8.2. Accuracy and completeness of the aircrew route briefing.

2.2.7.1.3.8.3. Potential hazards during entry and exit procedures, to include possible ATC conflicts, ATC center/sector boundaries, possible communication problems, frequency congestion, and task saturation.

2.2.7.1.3.8.4. Identify obstacles not listed in the CHUM that pose a hazard.

2.2.7.1.3.8.5. Possible ATC conflicts from public-use airports to include portions of the route within 5 NM of Class B, C, and D airspace. Also consider Class E airspace associated with non-towered airports and instrument approach procedures.

2.2.7.1.3.8.6. Possible ATC conflicts from airways, charted VFR flyways or practice areas, and other MTRs.

2.2.7.1.3.8.7. Potential for bird strikes from bird attractant areas to include known migratory routes.

2.2.7.1.3.8.8. Built-up areas showing new development (buildings) including evidence of mining activity.

2.2.7.1.3.8.9. Environmentally sensitive areas not previously identified.

2.2.7.1.3.8.10. Possible interference to night vision goggle operations.

2.2.7.1.3.8.11. Other potential flight safety hazards.

2.2.7.1.3.9. The evaluation aircrew should return the survey documentation to the scheduling activity/airspace manager. Aircrews should also debrief the scheduling activity on specific observations and their potential to create conflicts and/or task saturation with flight operations.

2.2.7.2. Evaluation Results. Airspace managers must coordinate with schedulers and the senior operational commander on any route, or a segment of a route, found to contain potential flight safety hazards. An assessment of the hazard must be conducted prior to closing or reopening the route or route segment. Ensure corrective actions are documented.

2.2.7.2.1. Report uncharted obstacles on MTRs to the scheduling activity/airspace manager as soon as possible after landing. Airspace managers shall update uncharted obstacles, within 100 feet of the floor and within 2 NM of the lateral boundary of the MTR for inclusion in the Special Operating Procedures in FLIP AP/1B of the evaluated route.

2.2.7.2.1.1. **(Added-ACC)** Use FAA Form 7110-4 to identify uncharted obstacles, for inclusion in the Special Operating Procedures.

2.2.7.2.1.2. **(Added-ACC)** Uncharted obstructions above 200 AGL should be reported to the National Geospatial-Intelligence Agency (NGA) through HQ ACC/A3AA.

2.2.7.2.2. Units shall remove all references to charted obstacles from the route Special Operating Procedures in FLIP AP/1B. Include uncharted obstacles in the aircrew route briefing guides.

2.2.7.3. Aircrew Route Briefing Guides. Units shall prepare and maintain aircrew route briefing guides for each MTR for which they are the scheduling activity. Briefing guides will include special operating procedures and constraints and may emphasize items already mentioned in FLIP AP/1B.

2.2.7.3. **(MOUNTAINHOME)** Airspace manager will provide detailed route briefings on published and unpublished obstacles, noise sensitive areas, de-confliction requirements, etc., for wing managed MTRs to 366 FW/CP (Command Post), 366 OSS/OSOS (Airspace Scheduling) and flying units that use MTRs regularly. 366 OSS/OSOS will present route briefings to all other units scheduling the route during normal duty hours via electronic means. After duty hours, 366 FW/CP will be responsible for route briefing. Route briefs should be completed/distributed within 1 week of actual route survey completion date. If details of the survey indicate a potential hazard, the route should be closed by CAM until such time the hazard can be verified and aircrews advised appropriately.

2.2.7.3.1. **(Added-ACC)** Route briefing guides' route deconfliction procedures, special operating procedures, and/or constraints that are not covered in the FLIP AP/1B.

2.2.7.3.2. **(Added-ACC)** Establish procedures to ensure opposite direction MTRs are not simultaneously scheduled.

2.2.7.3.3. **(Added-ACC)** An MTR will be used only for those activities for which it was designed and environmentally accessed.

2.2.7.4. FLIP AP/1B, Special Operating Procedures/Remarks. FLIP AP/1B provides information and operating instructions for all MTRs. Therefore, it is critical that units ensure information listed in FLIP AP/1B is complete and accurate. Originating and scheduling activities must ensure FLIP AP/1B identifies those procedures for the safe and efficient operation of aircraft on their respective MTRs. At a minimum, units shall include the following in Special Operating Procedures or Remarks:

2.2.7.4.1. Potential hazards during entry, exit and flying of the route. Include listing all Class B, C, and D airspace within 5 NM of the route. Include reference to the applicable Sectional Aeronautical Chart.

2.2.7.4.2. Unpublished/uncharted obstruction data pending publishing/charting.

2.2.7.4.3. Route deconfliction procedures.

2.2.7.4.4. Possible bird attractant areas and migratory routes.

2.2.7.4.5. Noise and low-level flight sensitive areas.

2.2.7.4.6. Uncharted airports.

2.2.7.4.7. Other potential flight safety hazards.

2.2.8. Slow Speed Low Altitude Training Routes (SR). SRs are low-level training routes used for military air operations conducted at or below 1,500 feet AGL and at an airspeed of 250 knots or less. Unlike IR and VR MTRs, SRs are not technically part of the MTR system and therefore have no directive guidance in the Aeronautical Information Manual (AIM) or FAAO 7610.4. MAJCOMs will determine establishment criteria. There is no requirement for coordination with the FAA. SRs are published in FLIP AP/1B; however, they are not published on aeronautical charts. Environmental documenta-

tion in accordance with AFI 32-7061 is required. There is no overall mechanism to inform military or civilian aviators that an SR is active, as Automated Flight Services Stations are not notified. A full description of the SRs and any restrictions will be maintained in the unit flight operations office.

2.2.8.1. **(Added-ACC) Slow Speed Low Altitude Training Route (SR) Development.** SR's are developed for aircraft that normally operate at airspeeds of 250 knots or less.

2.2.8.1.1. **(Added-ACC) Altitudes and Corridors.** SRs shall be established at or below 1500 AGL. SR widths will be of sufficient size to encompass all planned activities required for the aircraft training profile. Under no circumstances should the route be wider than 20 NMs.

2.2.8.1.2. **(Added-ACC)** Compliance with all applicable FARs is mandatory. The avoidance of persons, structures, and obstructions is paramount.

2.2.8.1.3. **(Added-ACC)** Environmental Impact Analysis Process (EIAP) documentation will be in accordance with Title 32, CFR, part 989. Environmental documentation shall be retained on file by the proponent and updated as required to reflect current operations.

2.2.8.1.4. **(Added-ACC)** Documentation establishing SR will be accomplished using a FAA Form 7110-4. Maintain all documents in accordance with USAF RDS Table 13, rule-4.

2.3. (Added-ACC) Scheduling SUA/ASU. SUA/ASU is a DoD resource. Although ACC-managed/scheduled SUA/ASU is established to support ACC requirements, scheduling agencies of ACC SUA/ASU will support the requirements of other DoD airspace users. ACC-managed SUA/ASU will be scheduled on an exclusive use basis. ACC units using SUA/ASU scheduled by other DoD agencies may operate on a mutual/concurrent use basis consistent with the host unit's policy.

2.4. (Added-ACC) Exercise Airspace. The coordination and or development of airspace to support special events such as Field Training Exercises, Operational Readiness Inspections, Evaluations, or Joint Chiefs of Staff Exercises may require the involvement of the unit, NAF, DRU and/or MAJCOM airspace managers as trusted agents.

2.4.1. **(Added-ACC)** Develop temporary or modify existing airspace for exercises IAW FAAO 7610.4 and/or 7400.2. Use of exercise airspace may require environmental assessment. Conduct exercise planning with sufficient lead time to meet FAA timelines to secure airspace approval and notification.

2.5. (Added-ACC) Arming of Weapons. The arming of a weapon does not constitute a hazardous activity because a separate and distinct action must be taken to release the weapon. Therefore, an armed weapon is considered non-hazardous until the pilot makes a deliberate attempt to release the weapon.

2.6. (Added-MOUNTAINHOME) MHRC Airspace/ATCAA Descriptions. MHRC Airspace (**Attachment 15 (Added)**, Illustration of MHRC) is the area south of MHAFB made up of: Paradise East/West, Owyhee, Jarbidge MOAs, ATCAA (as assigned by the Salt Lake City ARTCC) R3202 and R3204. 366 OSS/OSOS office is the only agency authorized to perform MOA/Restricted Area scheduling activities. MHRC airspace scheduling will normally be accomplished during the weekly scheduling de-confliction meeting. MHRC lateral circumference boundaries are:

Beginning at: 42°53'00"N / 115°42'23"W to

42°53'00"N / 115°24'18"W to

42°39'50"N / 115°02'00"W to

42°00'00"N / 115°02'00"W to
42°00'00"N / 115°26'00"W to
41°19'00"N / 116°47'00"W to
41°31'00"N / 117°18'00"W to
41°52'00"N / 117°49'00"W to
42°34'00"N / 117°27'00"W to
42°45'00"N / 116°50'00"W to
42°45'00"N / 115°42'23"W to the point of beginning.

2.7. (Added-MOUNTAINHOME) Specific MOA Boundaries:

2.7.1. **(Added-MOUNTAINHOME)** Jarbidge MOA, lateral boundaries are:

Beginning at: 42°53'00"N / 115°24'15"W to
42°53'00"N / 115°23'00"W to
42°39'50"N / 115°02'00"W to
42°00'00"N / 115°02'00"W to
42°00'00"N / 116°00'00"W to
42°45'00"N / 116°00'00"W to
42°45'00"N / 115°42'23"W to
42°36'00"N / 115°42'23"W to
42°36'00"N / 115°24'18"W to the point of beginning.

Altitudes: Vertical dimensions will be from 100 feet AGL up to, but not including, FL180.

Restrictions: See other restrictions in paragraph **2.8. (Added)**.

Exclusions: Airspace below 2,000 feet AGL encompassed by the coordinates -

Beginning at: 42°07'00"N / 115°02'00"W to
42°00'00"N / 115°02'00"W to
42°00'00"N / 115°26'00"W to
42°04'00"N / 115°26'00"W to
42°07'00"N / 115°20'00"W to the point of beginning.

Exclusions: Airspace below 500 feet AGL encompassed by coordinates -

Beginning at: 42°45'00"N / 116°00'00"W to
42°45'00"N / 115°46'40"W to
42°39'00"N / 116°00'00"W to the point of beginning.

That airspace encompassed by a 3 NM radius centered on Grasmere Airport, ID, located at approximately lat. 42°22'00"N / 115-52'03"W, below 1,500 feet AGL.

2.7.2. **(Added-MOUNTAINHOME)** Owyhee MOA, lateral boundaries are:

Beginning at: 42°00'00"N / 117°00'00"W to
42°42'10"N / 117°00'00"W to
42°45'00"N / 116°50'00"W to
42°45'00"N / 116°00'00"W to
42°00'00"N / 116°00'00"W to the point of beginning

Altitudes: Vertical dimensions will be from 100 feet AGL up to, but not including, FL180.

Restrictions: See other restrictions in paragraph **2.8. (Added)**.

Exclusions: Airspace below 500 feet AGL encompassed by the coordinates -

Beginning at: 42°45'00"N / 116°40'00"W to
42°45'00"N / 116°00'00"W to
42°39'00"N / 116°00'00"W to
42°30'00"N / 116°21'15"W to
42°32'45"N / 116°28'45"W to the point of beginning.

2.7.3. **(Added-MOUNTAINHOME)** Paradise East MOA, lateral boundaries:

Beginning at: 42°00'00"N / 115°26'00"W to
41°19'00"N / 116°47'00"W to
41°24'10"N / 117°00'00"W to
42°00'00"N / 117°00'00"W to the point of beginning.

Altitudes: Vertical dimensions will be from 14,500 feet MSL up to, but not including, FL180.

Restrictions: Supersonic only above FL300 while within Paradise East MOA.

Exclusions: None.

2.7.4. **(Added-MOUNTAINHOME)** Paradise West MOA, lateral boundaries:

Beginning at: 42°42'10"N / 117°00'00"W to
41°24'10"N / 117°00'00"W to
41°31'00"N / 117°18'00"W to
41°52'00"N / 117°49'00"W to
42°34'00"N / 117°27'00"W to the point of beginning.

Altitudes: Vertical dimensions will be from 14,500 feet MSL up to, but not including, FL180.

Restrictions: Supersonic only above FL300 while within Paradise East MOA.

Exclusions: None.

2.8. (Added-MOUNTAINHOME) Internal Jarbidge/Owyhee MOA Divisions. Due to the restricted area/MOA airspace legal configurations and current operational concerns, Owyhee and Jarbidge MOAs

are internally divided. Because these ongoing temporary definitions of airspace boundaries are subject to periodic change, aircrew members should refer to the In-Flight Guide and/or Flight Crew Information Files for the current guidance.

2.9. (Added-MOUNTAINHOME) ATCAA Airspace Dimensions, Altitudes and Restrictions:

2.9.1. **(Added-MOUNTAINHOME)** Sodhouse Orbit Boundaries:

Beginning at: 41°52'00" N / 117°49'00" W to
41°31'00" N / 117°18'00" W to
41°19'00" N / 116°47'00" W to
40°54'00" N / 116°23'00" W to
40°46'00" N / 116°52'00" W to
40°48'00" N / 117°06'00" W to
41°17'00" N / 117°59'00" W to
41°28'00" N / 118°01'00" W to the point of beginning.

2.9.2. **(Added-MOUNTAINHOME)** Elko Orbit Boundaries:

Beginning at: 41°19'00" N / 116°47'00" W to
42°00'00" N / 115°26'00" W to
42°00'00" N / 115°02'00" W to
41°39'00" N / 115°02'00" W to
41°33'00" N / 115°07'00" W to
40°54'00" N / 116°23'00" W to the point of beginning.

2.9.3. **(Added-MOUNTAINHOME)** Rome Orbit Boundaries:

Beginning at: 42° 44'00" N / 118°47'00" W to
42° 35'30" N / 118°08'00" W to
41°36'30" N / 118°31'30" W to
41°45'00" N / 119°10'00" W to the point of beginning.

The following details apply to Sodhouse, Elko and Rome orbits only:

Altitudes: FL180 to FL280 or as assigned by Salt Lake City ARTCC.

Restrictions: Primary use of these orbit areas are for AWACS, Rivet Joint and tanker operational use. These areas are NOT authorized as "fighting" or engagement MOA airspace. Secondary use is limited to regeneration or marshalling and at the discretion of Cowboy Control when active. When Cowboy Control is not active (autonomous operations), aircrews are responsible to verify with Salt Lake City ARTCC that ATCAA areas and altitudes have been approved for assignment before operating therein and before each instance of subsequent use.

2.9.4. **(Added-MOUNTAINHOME)** Saddle Corridor. The Saddle Corridor (**Attachment 15 (Added)**) is used to connect Saddle MOA to Paradise/Owyhee MOAs during composite training. The corridor is intended as a two-way route from Saddle MOA to MHRC. Lateral boundaries are:

Beginning at: 42°52'30"N / 117°35'04"W (REO 022/21) to

42°45'00"N / 116°50'00"W (REO 063/47) to

42°34'00"N / 117°27'00"W (REO 080/18) to

42°30'00"N / 117°29'00"W (REO 093/18) to

42°47'00"N / 117°51'00"W (REO 349/11) to

42°50'00"N / 117°38'00"W (REO 020/18) to the point of beginning.

2.9.4.1. **(Added-MOUNTAINHOME)** The following details are applicable to the Saddle Corridor only:

Altitudes: Its typical vertical boundaries are FL 180 to FL 220, or as assigned by Salt Lake City ARTCC.

Restrictions: The Saddle Corridor is designed to function only as transition airspace between MHRC and Saddle MOA, as required. It is NOT authorized as "fighting" airspace for engagements, kill regeneration or marshalling and such activities will NOT take place therein.

2.9.5. **(Added-MOUNTAINHOME)** MHRC ATCAA: The MHRC ATCAA typically extends from the top of the existing restricted areas and MOA to FL 500. When not cleared/assigned at the time of initial check-in with Cowboy Control, aircrews are responsible to ensure ATCAA areas and altitudes have been approved for assignment before operating above FL180 over MOA structures or above FL 290 over restricted areas.

2.10. (Added-MOUNTAINHOME) Specific Restricted Areas :

2.10.1. **(Added-MOUNTAINHOME)** R-3202, Saylor Creek Boundaries:

2.10.1.1. **(Added-MOUNTAINHOME)** R-3202 Low, (surface to but not including FL 180) lateral boundary:

Beginning at: 42°53'00"N / 115°42'20"W to

42°53'00"N / 115°24'15"W to

42°36'00"N / 115°24'15"W to

42°36'00"N / 115°42'20"W to the point of beginning.

2.10.1.2. **(Added-MOUNTAINHOME)** R-3202 High, (FL 180 to FL 290) lateral boundary:

Beginning at: 42°53'00"N / 115°42'20"W to

42°53'00"N / 115°24'15"W to

42°36'00"N / 115°24'15"W to

42°36'00"N / 115°42'20"W to the point of beginning.

2.10.2. **(Added-MOUNTAINHOME)** R-3204, Juniper Butte Boundaries:

2.10.2.1. **(Added-MOUNTAINHOME)** R-3204A, (surface to 100'AGL) lateral boundary:

Beginning at: 42°20'00"N / 115°22'30"W to

42°20'00"N / 115°18'00"W to

42°19'00"N / 115°17'00"W to

42°16'35"N / 115°17'00"W to

42°16'35"N / 115°22'30"W to the point of beginning.

2.10.2.2. **(Added-MOUNTAINHOME)** R-3204B, (100'AGL to but not including, FL180) lateral boundary along a 5 NM radius circle centered on 42°18'00"N / 115°20'00"W.

2.10.2.3. **(Added-MOUNTAINHOME)** R-3204C, (FL180 to FL290) Juniper Butte, lateral boundary along a 5 NM radius circle centered on 42°18'00"N / 115°20'00"W.

2.11. (Added-MOUNTAINHOME) General Airspace Restrictions:

2.11.1. **(Added-MOUNTAINHOME)** Duck Valley Reservation Area (**Attachment 16 (Added)**):

Beginning at: 42°09N / 116°24W to,

42°09N / 115°59W to,

41°51N / 115°59W to,

41°51N / 116°23W to,

42°04N / 116°23W to,

42°04N / 116°24W to the point of the beginning.

Altitudes: Do not fly below 15,000'AGL.

Restrictions: No flares at any altitude. No chaff at any altitude. No supersonic at any altitude.

2.11.2. **(Added-MOUNTAINHOME)** City of Owyhee (No-Fly). No over flight within a 5 NM radius of the town of Owyhee located at 41°57'N / 116°06'W.

2.11.3. **(Added-MOUNTAINHOME)** Riddle Airport. Avoid by 1 NM or over fly at 1,500' AGL. Located at 42°11'N / 116°07'W.

2.11.4. **(Added-MOUNTAINHOME)** Riddle Ranch. Avoid by 1 NM or over fly at 1,500' AGL. Located at 42°13'N / 116°10'W.

2.11.5. **(Added-MOUNTAINHOME)** Grasmere Airport. Avoid by 3 NM or over fly at 1,500' AGL. Located at 42°22'N / 115°52'W.

2.11.6. **(Added-MOUNTAINHOME)** Uncharted Airport. Avoid by 1 NM or over fly at 1,500' AGL. Located at 42°02.50'N / 115°45.50'W.

2.11.7. **(Added-MOUNTAINHOME)** 45 Ranch. Avoid by 1NM or over fly at 6,500' MSL. Located at 42°10'N / 116°52.3'W.

2.11.8. **(Added-MOUNTAINHOME)** North Fork Camp Ground. Avoid by 1 NM or over fly at 1,500' AGL. Located at 42°35.5'N / 116°59'W.

2.11.9. **(Added-MOUNTAINHOME)** Grasmere Electronic Combat Site. Avoid by 1 NM or 1,500' AGL. Located at 41°57.00°N / 115° 57.91W.

2.12. (Added-MOUNTAINHOME) MHRC Seasonal Restrictions in Owyhee and Jarbidge MOAs for April, May and June (Attachment 17 (Added), Enhanced Training in Idaho (ETI) Seasonal Restrictions (April, May and June):

2.12.1. **(Added-MOUNTAINHOME)** Little Jacks Creek Wilderhess Study Area. Avoid location 41°00N / 116°12W by 12 NM or by 5,000' AGL.

2.12.2. **(Added-MOUNTAINHOME)** Bruneau/Jarbidge River System Canyons. Crossing canyon rims will take place at or above 1,000' AGL on a perpendicular approach. Parallel flights within 1 mile of canyons will be at an altitude of 5,000' AGL or above. Except for 2 Chemical Warfare Training (CWT) exercises per month, when within 1 mile of the canyon rim from the confluence of the Bruneau and Jarbidge Rivers north to the intersection with the East Fork of the Bruneau River at Clover Creek, flights will be limited to an altitude of 5,000' or above. From Friday to Monday during the months of April, May and June, when within 1 mile of the canyon rim, starting at the East Fork of the Bruneau River (Clover Creek) 42°35'N / 115°38'W north approximately 4.5 miles to Miller Water at 42°38N / 115°41W, flight should be at or above 5,000' AGL.

2.12.3. **(Added-MOUNTAINHOME)** Owyhee River System Canyons. Crossing canyon rims will take place at or above 1,000' AGL on a perpendicular approach. Parallel flights within 1 mile of canyons will be at an altitude of 5,000' AGL or above. Except for 2 CWT exercises per month, when within 1 mile of the canyon rim from the confluence of the Bruneau and Jarbidge Rivers north to the intersection with the East Fork of the Bruneau River at Clover Creek, flights will be limited to an altitude of 5,000' or above. From Friday to Monday during the months of April, May and June, when within 1 mile of the canyon rim, starting at the East Fork of the Bruneau River (Clover Creek) 42°35'N / 115°38'N approximately 4.5 miles to Miller Water at 42°38'N / 115°41'W, flight should be at or above 5,000' AGL. Except for 2 CWT exercises per month, flights are limited to 5,000' AGL within 1 mile of the canyon rim from 45 Ranch, 42°10N / 116°52'W, north on the South Fork of the Owyhee to the confluence of the Owyhee River and the East Fork of the Owyhee River and Deep Creek at 42°16'N / 116°39'W. Additionally, from Friday to Monday during April, May and June, flights will be limited to 5,000' AGL when within 1 mile of the canyon rim, starting from the confluence of the East Fork of the Owyhee River and Deep Creek 42°16'N / 116°39'W, southeast on the East Fork of the Owyhee to Battle Creek at 42°14'N / 116°32'W.

2.12.4. **(Added-MOUNTAINHOME)** Supersonic Restrictions. No Supersonic flight below 15,000' AGL over the East Fork of the Owyhee, South Fork of the Owyhee and Little Owyhee Rivers.

Chapter 3

PROCESSING AIRSPACE AND RANGE ACTIONS

3.1. Test/Training Space Needs Statement (T/TSNS). T/TSNS is defined as air, land, or sea that is used to conduct test/training activities. In a T/TSNS, proponents describe the operational requirement, concept, alternatives, and an analysis of competing stakeholders in a brief document. The T/TSNS should be completed prior to initiating the USAF EIAP and once validated, can serve as the starting point for developing the Description of Proposed Action and Alternatives (DOPAA). Actions to establish or modify test/training space (including ranges, ATCAAs, MOAs, MTRs, Restricted Areas, Warning Areas, or permanent airspace), except those purely administrative in nature, will be reviewed by the unit, MAJCOM, and AF/A3O-AR. Coordination should include MAJCOM Civil Engineer (office responsible for Environment Analysis), Legal, and PA offices. Modification to test/training space that does not alter the dimensions, altitudes, times of designation (such as changing the designation of the controlling or using agency or correction of typographical errors in the published description), or LOA changes, will be reviewed by the unit and MAJCOM and do not require a T/TSNS.

3.1.1. Airspace actions in this preliminary stage should be referred to as "concepts", since there is no assurance that outlined solution will move forward to be developed into a formal action that would require an aeronautical/environmental proposal developed in cooperation with the FAA. During informal liaison with stakeholders, it is important to keep in mind the use of the flexible and less formalized status of a "concept" rather than a more developed and stringent action required in a proposal status.

3.1.1. **(MOUNTAINHOME) Recommended Airspace/Range Changes.** Personnel with recommendations for new airspace/range requirements, or current airspace modifications, should notify CAM of the conceptual need with specific justification in writing utilizing the Airspace Modification Request (**Attachment 18 (Added)**, Airspace Modification Request Worksheet).

3.1.2. **(Added-ACC) Processing Airspace Proposals.** Prior to beginning an airspace proposal, unit airspace managers should review the ACC Airspace Master Plan and contact HQ ACC/A3AA to coordinate the proposal. The unit airspace manager must coordinate with the Airfield Operations Flight Commander to ensure TERPS considerations are addressed.

3.1.2.1. **(Added-ACC)** Develop airspace proposals IAW the FAAO 7610.4 and/or FAAO 7400.2. Use the current sectional chart, or full size printed facsimile of the current sectional chart, to depict the airspace proposal. Submit the proposal through the chain of command to HQ ACC/A3AA.

3.1.3. **(Added-ACC)** The airspace management proponent must keep a copy of completed airspace action (to include the applicable final environmental documentation) for historical records. See USAF RDS, Table 13-4.

3.1.4. **(Added-ACC) Development of SUA/ASU.** Prior to initiating a new airspace proposal, examine the suitability of existing SUA/ASU, the capacity of the airspace being examined to accommodate projected requirements, and coordinate with local air traffic control (ATC) agencies. Process changes in the same manner as new proposals.

3.2. T/TSNS Procedures. Development of the T/TSNS will vary depending upon the level of initiation and scope of the need. Units may initiate their own T/TSNS for perceived needs, or by direction from

their MAJCOMs for a unit mission change. For example, an F-16 unit may be directed to change their mission from air defense to general purpose, or a fighter unit may be equipped with a new missile with capabilities and tactics that dictate different training space characteristics. At a higher level, a MAJCOM may have the need to initiate a significant change in training for a completely new weapon system. New and ongoing T/TSNSs will also be addressed at the applicable ARC, for the purpose of providing a regional perspective to ongoing initiatives. Unit or MAJCOM procedures apply as follows:

3.2.1. Unit T/TSNS**.** For unit proponents, the T/TSNS is initially coordinated through the unit and approved by the wing commander (or equivalent). The T/TSNS is then forwarded to the MAJCOM for review, comment, and/or concurrence, as appropriate.

3.2.1.1. MAJCOM and Air Staff Review. If the MAJCOM concurs with an initiative (this includes the NGB and AFRC), the MAJCOM will forward the T/TSNS to AF/A3O-AR, for Air Staff review and comment. The Air Staff (AF/A3O-AR, SAF/IEI, SAF/IEE, AF/A7CPB, SAF/GCN, AF/A3O-AD [AFREP], and other offices deemed appropriate) review shall be completed within 30 working days of AF/A3O-AR receipt. AFREPs will ensure that the T/TSNS is coordinated with other Service Area MILREPs to determine any impact to USAF or other service airspace actions. If the 30-day suspense cannot be met, AF/A3O-AR will notify the MAJCOM. The Air Staff will identify issues during this initial review prior to further MAJCOM processing and approval.

3.2.2. MAJCOM T/TSNS. If the T/TSNS is initiated by a MAJCOM, the MAJCOM forwards it to AF/A3O-AR for Air Staff review. A MAJCOM-initiated T/TSNS would be appropriate when a new weapon system or weapon could require a significant change in test/training space configuration (e.g., F-22, JDAM, etc.).

3.3. Writing the T/TSNS. The T/TSNS shall be as clear and concise as possible, with a depth and scope sufficient to allow a reasonable review and assessment. The document length does not need to be more than five pages (not including any supporting attachments). The T/TSNS covers the same subject matter as the formal DOPAA; however, it is not expected to address all items in the level of detail required in a DOPAA. The T/TSNS should be an "in-house" effort, as opposed to preparation by a contractor. The format for T/TSNS is as follows:

3.3.1. Title: The title of the T/TSNS shall be a concise description of the concept and have a unique alphanumeric designation. The format will be: MAJCOM, 2-digit year, 3-digit sequence number (assigned by MAJCOM), unit or proponent, and the title of the initiative (Example: ACC-06-001: Anytown AFB, F-24 Beddown). Include on the title page the T/TSNS proponent's name and phone number.

3.3.2. Operational Requirement/Justification: Briefly discuss what has changed. What MAJCOM specific requirement(s) are driving this action? Include unit and mission; other units concerned, if any, weapon systems characteristics and coordination accomplished to date.

3.3.3. Concept: Briefly describe the concept and include maps that illustrate the current and future airspace/range structure, to include altitudes, legend, and a scale. The concept should detail who wants to do what, where, and why, including objectives of the action. How does the concept satisfy the need? Be sure to include: the boundary dimensions/description (**NM x **NM), the volume (10,000 feet MSL to FL 600), its attributes (use of chaff and flares, supersonic, threats, targets, frequency spectrum, mountainous terrain, etc.), the frequency and periods of use (0800-2200 Monday-Friday) and its

proximity to the installation. This concept should not be so detailed as to prematurely eliminate potentially reasonable alternatives.

3.3.4. Alternatives: Briefly list several alternatives to the concept, including a "No Action" alternative. Reasonable alternatives include those that are practical or feasible from a common sense, technical, and economic standpoint. In developing alternatives, consider alternatives that may be procedural or non-materiel in nature (e.g., renegotiation of LOAs with the Army, FAA, or Navy, or implementation of seasonally based deconfliction procedures during peak use periods). "No Action" means the continuation of present management activities without implementing the concept. Impacts may include: quantifiable degradation to training, inability to meet mission objectives or higher headquarters direction, inefficiencies, costs, etc.

3.3.5. Competing Interest Potential: T/TSNS actions have the potential to raise controversial issues, reaching to the national level, very early in the planning process. For this reason, it is important that USAF planning and review processes for airspace actions be as thorough as possible, with identification and involvement of concerned parties, public and private, early in the process. Understanding other stakeholder interests leads to "win-win" alternatives. Public involvement in, and notification of, airspace actions and proposals is not just a legal requirement, but a smart and efficient way to increase the chances of success for a concept. USAF proponents should develop a plan early in the process to involve groups with competing interests in the process to achieve the desired results. Use all available resources (subject matter expertise, previous environmental actions, etc.) to assess any possible competing interests from stakeholders that may be impacted by your action. Briefly state in bullet format whether the concept or any of the alternatives may impact any of the following or other areas: recreational areas (parks: federal, state, and local); Native American reservations, lands, or areas of special interest; grazing or farming; endangered species; wildlife refuges; consultation with other state/federal agencies; archaeological sites; hunting and fishing areas; population centers, communities, previously identified or potential noise sensitive areas; ongoing litigation which may be impacted; other training space actions that may be impacted; and regional actions by other MAJCOMs or military departments. Identify if there are any outside agencies that have requested or, in your opinion, would support the concept (federal, state, local, and/or stakeholder groups) and if any coordination has been completed to date.

3.4. Processing an NSA Request. The NSA proposal should clearly state the rationale for the NSA requirement and the proposed boundaries of the NSA (include a map). All NSA proposals should be coordinated through the installation airspace and ATC offices. If local ATC service is not provided by the requesting unit or host installation, coordinate the initiative with the ATC facility providing this service before being forwarded to the wing/installation commander for approval and subsequent submission to the MAJCOM.

3.4.1. Following wing/installation commander approval, all NSA proposals will be forwarded to the MAJCOM airspace management office for appropriate HHQ coordination, with an information copy to the AFREP. AFREPs will not take action on NSA proposals until formal coordination has been requested by HQ AF/A3O-A.

3.4.2. MAJCOM airspace management offices shall coordinate with respective ATC and security forces offices. Once approved by the MAJCOM, forward the NSA proposal to AF/A3O-AR.

3.4.2.1. AF/A3O-AR will coordinate the proposal with SAF/GCN and other air staff agencies as appropriate. Once approved, AF/A3O-AR will forward the proposal to the AFREP for coordination with the FAA.

3.4.2.2. The USAF recognizes the potential vulnerability of certain facilities to threats from the air. However, concerns about the effect of flight-restricted airspace on the NAS have traditionally outweighed the potential security benefits provided by such a designation. Despite the numerous sites that might logically be expected to qualify for prohibited airspace, at this time fewer than ten such prohibited areas exist across the United States. Based on historic FAA responses to restricted flight over USAF installations/activities, units should not plan to permanently establish flight avoidance areas over installations/activities to satisfy local security requirements. Should a specific and credible threat to an installation be identified, a TFR is the preferred alternative.

3.5. Post T/TSNS Environmental Analysis. Airspace and range actions are subject to environmental analysis in order to comply with the National Environmental Policy Act (NEPA) of 1969 as promulgated in AFI 32-7061. AFI 32-7061 incorporates by reference Title 32, Code of Federal Regulations, Part 989, *Environmental Impact Analysis Process (EIAP)*, current edition, which is the controlling document on the Air Force EIAP. Develop concepts that concern airspace under FAA jurisdiction according to the procedures outlined in FAAO 7400.2 and FAAO 7610.4. Overseas units will work with host nation and/or liaison officers regarding proposed airspace actions. Submit USAF airspace actions to the FAA through the AFREP. The AFREP will notify AF/A3O-AR when they receive the DOPAA. Airspace proposals for temporary exercise airspace, provisions for short-term special missions outside of established airspace, or similar actions should be reviewed by the MAJCOM with an information copy routed through the AFREP to AF/A3O-AR.

3.5.1. The proponent uses AF Form 813, *Request for Environmental Impact Analysis, Section I, Proponent Information,* to initiate the required environmental analysis process. The DOPAA is important for the successful initiation and completion of the process. To ensure proponents remain actively involved on the development of proposals and alternatives, it is recommended that units do not use contractors for this purpose. If contractors are used, proponent airspace managers must work closely with the contractor to ensure operational mission requirements are identified, airspace elements are specifically addressed, and potential impacts are adequately assessed.

3.5.1.1. **(Added-ACC)** The Description of Proposed Action and Alternatives (DOPAA) should include all new/additional flying activities proposed. These activities should be described in sufficient detail to allow someone reviewing the document to understand the nature and extent of the proposal. At a minimum, it should include all proposed flying activities, including type and number of airframes, use rates by day (0700-2200L) and night (2200-0700L), sorties/sortie-operations per month, and planned profiles (airspeeds and altitudes) to be flown. It should also include airspace utilization (MOAs and MTRs) where training and proposed flight activities are to be considered.

3.5.1.2. **(Added-ACC)** The DOPAA should address alternatives to the proposal. NEPA requires that the environmental analysis include a no-action alternative along with reasonable alternatives to the proposal. Reasonable alternatives are those that meet mission objectives. The DOPAA should include all reasonable alternatives. Questions on preparation and content of AF Form 813 should be directed to the local environmental coordinator.

3.5.2. Restricted Area proposals requesting designation from the surface will indicate that the proponent owns, leases, or by agreement controls the underlying surface. Failure to do so prior to submission of the proposal may delay processing.

3.6. Letters of Agreement (LOA). Develop actions that concern airspace under FAA jurisdiction according to the procedures outlined in FAAOs 7400.2 and 7610.4. Additional information on creating LOAs with the FAA is found in FAAO 7210.3 and AFI 13-203, *Air Traffic Control*.

3.6.1. FAAO 7610.4 provides guidance for the following airspace initiatives:

3.6.1.1. ATC Services by the Military.

3.6.1.2. Military Operations Requirements and Procedures [SUA/ATCAA].

3.6.1.3. Central Altitude Reservation Function Responsibilities.

3.6.1.4. FAA/North American Air Defense/Pacific Air Forces Procedures for Control of Air Defense Aircraft.

3.6.1.5. Military Training Routes (MTR), IR.

3.6.1.6. Military Assumes Responsibility for Separation of Aircraft.

3.7. Supersonic Operations. Conduct planned supersonic operations only under the following conditions, and with appropriate consideration/evaluation of environmental impacts:

3.7. (MOUNTAINHOME) Supersonic Operations. 366 OSS/OSOA is the 366 FW's OPR for the wing's supersonic program. The program will be managed IAW AFI 13-201. Each flying squadron will develop procedures that ensure aircrews report supersonic activity using **Attachment 18 (Added)**, Airspace Denial/Supersonic Activity Worksheet. CAM is responsible for evaluating the nature and frequency of supersonic activity and renewing application for continued supersonic activity as required (3-year cycle).

3.7.1. Over open water areas, above 10,000 feet MSL and more than 15 NM from any land area.

3.7.2. Over land areas, above 30,000 feet MSL.

3.7.3. Avoid areas of population concentration and "Avoidance Locations," as well as HQ USAF specified critical areas listed in FLIP AP/1B.

3.7.3.1. **(Added-ACC)** Supersonic operations above 30,000 feet mean sea level (MSL), or over water above 10,000 feet MSL and more than 15 nautical miles from land, may be conducted only after environmental review in accordance with Title 32, CFR, part 989 and approval by the Operations Group Commander. Recurring supersonic operations above 30,000 feet MSL, or over water as described above, should be documented on an AF Form 813, *Request for Environmental Impact Analysis*.

3.7.4. If units require supersonic flight operations outside the parameters in paragraphs **3.7.1.** or **3.7.2.** above, submit a waiver request through MAJCOM A3 channels (include coordination with the MAJCOM and unit level EIAP program managers). Waiver requests shall include the appropriate level of environmental analysis (environmental assessment [EA] or unsigned finding of no significant impact [FONSI] or draft environmental impact statement [EIS]), and an airspace analysis documenting existing and projected airspace utilization, availability, and deficiencies (see **Attachment 5**).

These materials must accompany the waiver request to AF/A3O-AR for Air Staff review, coordination (AF/A7CPB at a minimum) and approval. Send courtesy copies to the AFREP. Waivers will be valid for a period not to exceed 3-years.

3.7.4.1. Submit requests for supersonic tests/exercises of short duration (30-days or less) through MAJCOM A3 channels to AF/A3O-AR for approval (with AF/A7CPB concurrence) at least 60-days before the mission requirement start date. Accompany waiver requests with the appropriate level of environmental analysis (EA or unsigned FONSI, or draft EIS).

3.7.4.2. For recurring tests/exercises or tests/exercises of duration greater than 30-days, submit requests IAW para **3.7.4.** at a minimum of 60-days before the mission start date.

3.7.4.3. **(Added-ACC)** Supersonic operations below 30,000 feet MSL require an environmental assessment (at a minimum) and Air Staff approval IAW AFI 13-201. This pertains not only to permanent operations, but also to temporary test/exercises involving supersonic speeds. The DOPAA to establish/change supersonic flight areas/operations should arrive at HQ ACC/A3A as early as possible prior to its anticipated need. The process to obtain a permanent waiver for supersonic operations will take approximately 36 months. This will allow for HQ ACC/A3A review and Air Staff review and approval. Proposed changes in supersonic operations due to a change in unit assigned weapon system(s), or a change in tactics, must be environmentally assessed prior to implementing the proposed change.

3.7.5. The MAJCOM A3 in coordination with the MAJCOM EIAP program manager will review existing approved supersonic flying waivers for renewal every 3-years. MAJCOM airspace management offices will provide a courtesy copy of the waiver renewal package to AF/A30-AR (who will notify AF/A7CPB in turn) prior to MAJCOM A3 approval. The review will be conducted to ensure the operations (sortie limits, aircraft types, minimum altitudes, etc.--see **Attachment 6**), affected environments, and resulting impacts are consistent with the environmentally assessed and approved actions. Evaluate all adopted mitigation measures and commitments made in initially approving the supersonic flying operations for compliance. Detail changes to land use underneath the area of supersonic flight that have occurred since the original approval and include any updated environmental analysis. MAJCOM airspace management offices, EIAP, and other offices, as necessary, shall develop and maintain a management system for ensuring compliance and periodic monitoring. Promptly advise AF/A3O-AR of any environmental or operational condition warranting reconsideration of the decision approving supersonic flight operations (e.g., a different weapon system, environmental conditions, or a change in tactics). If the waiver renewal is not completed prior to the 3-year expiration date, the controlling MAJCOM A3 (with environmental planning function coordination) is authorized to approve temporary continuation of existing supersonic operations below 30,000 feet MSL until the waiver is renewed. All requirements imposed by the original approval decision remain in effect.

3.7.5.1. **(Added-ACC)** Units will submit a request for renewal to the appropriate civil engineering activity at least 6 months prior to expiration of the approved 3-year period. Forward a copy of the locally coordinated renewal request to HQ ACC/A3AA

3.7.6. MAJCOM airspace management offices shall notify AF/A3O-AR of MAJCOM A3 waiver renewals within 30-days and maintain supporting documents for a minimum of 10-years.

3.7.7. Sonic Boom Events. The characteristics of sonic booms are such that damage to property may result. The USAF adjudicates sonic boom claims caused by Air Force, AFRC, and NGB aircraft. The staff judge advocate nearest the incident location usually investigates such claims or complaints.

Commanders of units operating aircraft capable of supersonic flight or units that manage airspace used by such aircraft will establish internal methods to document unplanned supersonic flight activities over land or within 15 NM of a coast. The remarks section in Aircrew Resource Management System may be used for this purpose. Training or scheduling/utilization tools are also acceptable for this purpose. This data is not required for supersonic activity that is part of combat or combat support missions.

3.7.7.1. Minimum information to be retained includes: callsign, type aircraft, unit, location of supersonic event, and route of flight.

3.7.7.1.1. **(Added-ACC)** Units will document all supersonic flight activities over land or within 15 NM of a coast. Information to be collected for each event will include as a minimum: aircraft callsign, aircraft type, unit, airspace or location, time of event, altitude of event, and route of flight. Documentation will be maintained for two years IAW USAF Records Disposition Schedule Table 13-4 rule 4, Table 13-4. Retain data pertaining to property damage claims investigation for 5 years.

3.7.7.2. Acknowledgment of unauthorized supersonic activity will be made to the originating or scheduling activity of the airspace. Identifying DOD aircraft causing sonic booms permits the investigating judge advocate to confirm USAF involvement and obtain aircraft and flight data that are useful for computing the approximate magnitude of sonic booms.

3.7.7.3. If flight data is classified, pilots should provide the minimum information needed to identify the flight and home base. Prompt acknowledgment of supersonic activity enables the judge advocate to conduct an immediate investigation, helps to promptly resolve pending claims, and enables PA officials to respond promptly to community and news media inquiries.

3.8. SUA Review Teams. The FAA SUA Review Program provides for a continuing review of all airspace allocations IAW FAAO 7400.2. To supplement routine airspace programs and the annual review afforded by Restricted Area/MOA utilization reports, the FAA may use SUA review teams on an as required basis to examine selected areas. These teams coordinate their visits to USAF units with the MAJCOM through the AFREP.

3.8.1. These teams review selected areas, determine needed actions, and recommend a plan for efficient and safe use of airspace. They examine the current and planned use of SUA to minimize conflict with other airspace users. Based on the requirements of each user and actual use of airspace, they evaluate the need to retain, change, revoke, or establish SUA. Consideration should be given to returning associated ATCAAs when returning MOAs to the NAS.

3.8.2. MAJCOMs should be prepared to provide the teams detailed documentation about scheduling, utilization times, altitudes, geographical areas used, type of air activities conducted, and future use plans (for the NGB, units will provide this documentation). Address national security requirements at an unclassified level unless team member security clearance authorizations are appropriately verified prior to the team visit. Military participation will be on a case-by-case basis.

3.8.3. After evaluating the team's recommendations, the FAA, with the military's concurrence, may initiate procedural changes or airspace modifications.

3.8.4. **(Added-ACC) Reviewing Special Use Airspace Assignments.** Units will forward SUA Review reports to HQ ACC/A3AA NLT 15 Feb each year. Unit airspace managers will maintain current SUA/MTR review checklists. Maintain documentation for each piece of managed airspace, to

include any authorized changes in the original proposed usage, LOP/LOAs, and environmental documentation in accordance with USAF RDS, Table 13-4.

NOTE: Complete SUA/MTR review checklists for Restricted Areas, Military Operating Area (MOAs), Air Traffic Control Assigned Airspace (ATCAA), Instrument Routes (IRs), and Visual Routes (VRs) (AFI 13-201, **Attachment 4**).

3.9. Airspace Disposition Process. Responsible stewardship of airspace resources also involves identifying those parcels of airspace no longer required by the USAF. However, the airspace may meet the requirements of another user. Take the following steps, in order, for returning unneeded airspace to the NAS:

3.9.1. Originating activity notifies the MAJCOM of intention to return airspace.

3.9.1.1. **(Added-ACC)** The unit Operations Group Commander will sign out the correspondence.

3.9.2. MAJCOMs solicit input from other units within the MAJCOM to determine if there are other USAF units with a need for the airspace. If a requirement is identified, the MAJCOM will notify the AFREP of their intention to reassign the airspace. AFREPs will assist with the FAA process.

NOTE: Changes in use of airspace, other than administrative in nature, require environmental consideration per the EIAP.

3.9.3. If no requirement is identified within that MAJCOM, the MAJCOM will notify AF/A3O-AR, who will solicit input from other MAJCOMs.

3.9.4. If AF/A3O-AR determines there is no USAF requirement, AF/A3O-AR will notify the Airspace Subgroup of the PBFA, to determine if there is any other DOD requirement. If another Service has a need for the airspace, that Service would assume the lead for transferring the airspace. If there is no requirement, AF/A3O-AR will initiate action through the FAA/AJR-01 to return the airspace to the NAS. FAA/AJR-01 will maintain a listing of airspace returned to the NAS. This timeline should not exceed 4-months.

3.10. Notices to Airmen (NOTAM) Responsibilities. Disseminate time critical information regarding changes impacting airspace (scheduling procedures, altitudes, etc.), either temporary or not sufficiently known in advance, via NOTAM. A NOTAM may serve as notification of an alteration until permanent publication on aeronautical charts or in other publications. It is the responsibility of the airspace-scheduling agency to ensure that this information is revised and submitted in accordance with the FAA AIM.

Chapter 4

GENERAL

4.1. Importance of Effective Community Relations. It is important to the overall efficiency of the USAF that the public be continually informed about the flying mission. Effective community relations dictate mutual respect for and recognition of factors affecting or affected by USAF operations. The willingness to define the purpose, mission and need for airspace and aircraft actions, enhances our credibility and increases public understanding and support for our operations. Mitigating adverse impacts from USAF operations is a matter of effective community relations. Coordinate all community relations issues with the unit PA Office.

4.1.1. Keeping the Public Informed. Commanders should highlight in their PA programs the need for operational readiness and actions that contribute to the state of readiness. Public affairs programs should fully explain all measures taken by the USAF to avoid or mitigate possible disturbances to civilian communities, especially those communities situated under or near military airspace. Present this information not only to those communities in the immediate vicinity of the facility but also when applicable to stakeholders such as the FAA, NPS, BLM, USFS, USFWS, BIA, State Aviation Officials, and other bodies/groups focused on national aviation issues.

4.1.1. **(ACC) Participation in Public Meetings.** Subordinate units will advise HQ ACC/A3AA of requests to participate in public meetings involving airspace/environmental issues. Airspace management representatives must ensure their personal comments are not construed as HQ ACC's official position. The official HQ ACC position can only be determined after proper coordination with HQ ACC/A3A. All ACC Airspace Management representatives and operations personnel will accomplish risk communication training prior to actively participating in public meetings.

4.1.1. **(MOUNTAINHOME) Airspace Utilization Documentation.** Accurate reporting of training airspace use is required to comply with FAA regulations, Headquarters Air Force instructions and is critical in supporting future requirements. CAM will work with or supply 366 OSS/OSOS: Wing Scheduling Office, the necessary spreadsheets or recommend internal actions necessary to ensure adequate tracking of airspace use is documented for all SUA and ASU airspace structures scheduled. This data will form the backbone for reports to MAJCOM on airspace utilization.

4.1.2. Protection of the Civilian Population and Communities. The USAF has a responsibility to protect the public to the maximum extent practicable from the hazards and effects associated with flight operations.

4.1.2.1. Units must be sensitive to USAF environmental and safety responsibilities and to the concerns of affected communities and aviation interests. Evaluation of flight activities, at least annually, will be an agenda item for the airspace manager at the wing Airfield Operations Board (AOB). Minutes of the AOB will serve as a written record of the annual evaluation.

4.1.2.1.1. **(Added-ACC)** Units will forward meeting minutes to HQ ACC/A3AA if not included in the Airfield Operations Board minutes.

4.1.2.2. Review the effects of mission changes. Changes to air operations are likely to cause public concern or comment regarding environmental impacts and require environmental analysis as prescribed in AFI 32-7061. Avoid noise-sensitive areas to the maximum extent possible. If opera-

tions at low altitude are mission essential and justified with a documented requirement, comply with minimum safe altitudes as prescribed in AFI 11-202 Volume 3, *General Flight Rules.*

4.1.3. Operations versus Readiness Impact. It is important for the USAF to recognize and communicate to the public the difference between an "operational impact" and a "readiness impact." Although a particular public concern may have an impact on operations (routes, altitudes, turn points, etc.), the potential change to our operations may not impact our readiness. Conversely, a proposed restriction that would prohibit a bomber wing from dropping training ordnance could clearly affect the readiness of that unit. Recognizing the difference between these two concepts may create an opportunity for cooperation in negotiating or mitigating airspace issues.

4.1.3.1. Readily available public information can be helpful in gaining support for USAF air operations. Units should:

4.1.3.1.1. Establish a program to distribute information on military airspace and supersonic areas. Ensure coordination with the appropriate FAA facility (CONUS, Hawaii, and Alaska only).

4.1.3.1.2. Develop an explanatory letter outlining the purpose, routes, areas, altitudes, intensity, day, and time of use of the areas or routes and location of existing operating areas or routes in the vicinity. Use aids such as charts, photographs, and film footage for visual clarification. Send the letter and appropriate visual materials through PA for release to appropriate community news media. Send this information to each interested stakeholder.

4.1.3.1.3. Provide PA offices with information to be used in news releases for new areas and routes or major modifications to existing ones. Provide additional information for follow-up news releases as required.

4.1.3.1.4. Ensure community and news media inquiries on changes to operational areas or routes are answered promptly.

4.1.4. Congressional Interest. Because of increasing public and political sensitivities to military airspace, appropriate congressional offices should be informed of significant emerging mission requirements at the earliest opportunity. This serves to promote better understanding of the USAF's flying mission, and inform these congressional offices of future USAF airspace actions so that they may handle any public comments.

4.1.4.1. Noise Complaints and Congressional Inquiries. When Congressional inquiries are received, timely and accurate response is paramount. MAJCOM-designated unit OPR/OCRs should include airspace and/or range management, stan-eval, PA, and airfield operations functions. AF/A3O-AR will be the A3/5 focal point for inquiries received at the Air Staff (typically from Congressional staffs, the Chief of Staff, or Secretary of the Defense/Air Force offices). AF/A3O-AR will coordinate through the MAJCOM airspace or range management function for inputs/responses to inquiries. MAJCOMs will establish their own procedures for internal research and response to these inquiries. Regardless of whom the MAJCOM designates for investigating these inquiries, the airspace or range management function needs to be an integral part of the process. Aside from possessing the expertise necessary in most cases to adequately respond, the airspace office needs to be sensitive to those areas or routes that are drawing public attention. Avoid referring callers to the other military departments, or government agencies without first attempting to answer questions concerning aircraft noise through all available means. AFREPs can provide considerable assistance regarding noise complaints.

NOTE: The intent of this paragraph is not to circumvent or supersede the MAJCOM or unit PA office role in these issues. PA should be provided the opportunity to coordinate on responses to congressional inquiries. If the MAJCOM does not directly task PA to respond, at the least responses need to be coordinated with them, since in many cases, they may receive inquiries directly. For information on Military Pilot Deviation processing or HATR, see AFI 91-202.

4.1.4.1. **(ACC)** Noise complaints and Congressional inquiries originating from higher headquarters will be referred to the appropriate unit for investigation. ACC units will establish their own investigation procedures for handling these matters.

4.1.4.2. **(Added-ACC)** Units will coordinate all responses to Congressional or other higher headquarters inquiries dealing with military training airspace through ACC/A3AA.

4.1.5. Air Installation Compatible Use Zone (AICUZ). Operations personnel assist CE in establishing and maintaining (where applicable) an active AICUZ program by providing flying operations data required for developing noise contours. Support development of maximum feasible land use compatibility between air installations and neighboring communities according to policy and guidance issued by AF/A7CPB. For specific information on the AICUZ program, see AFI 32-7063, *Air Installation Compatible Use Zone Program*.

4.1.6. Visits and Statements. Coordinate all official visits to HQ FAA through FAA/AJR-01. Coordinate all official visits to FAA service area offices through the applicable AFREP. Inform the AFREPs of all issues other than routine operational coordination between the USAF and applicable FAA offices. MAJCOMs or HQ USAF must approve comments, commitments (LOAs, Memorandums of Understandings, etc.), and opinions regarding airspace or other aeronautical matters covered by this instruction prior to going outside the USAF. (This does not prevent routine coordination between operating elements of the USAF, FAA, and host nation ATC agencies or officials.)

4.1.6.1. **(Added-ACC) FAA Airspace Review/Government Accounting Office (GAO)/Air Force Audit Agency (AFAA) Visits.** HQ ACC/A3AA is the central point of contact for coordinating FAA/GAO/AFAA inquiries concerning airspace matters. Report unscheduled visits/inquiries from these agencies to HQ ACC/A3AA

4.2. Applicable Federal Aviation Requirements.

4.2.1. Public Law 85-726, *The Federal Aviation Act of 1958*, as amended, created the FAA and charged the FAA Administrator with managing all national airspace under United States jurisdiction, including US Protectorates and designated Flight Information Regions. Because DOD airspace requirements often compete with those of commercial and general aviation and may impact public freedom to transit certain airspace, DOD military services have a special interest in presenting credible requirements to the FAA and managing allocated airspace efficiently.

4.2.2. *Title 5 United States Code* Sections 551–559, Administrative Procedure Act. Requires public notice before the FAA can carry out certain airspace management actions, including military actions. The FAA notifies the public of an airspace proposal through a Notice of Proposed Rulemaking (NPRM) published in the Federal Register, or by distributing to known interested parties a non-rulemaking circular that describes the proposal. Either of these methods sets forth the proposal and specifies a period of time in which the FAA will receive comments or suggestions. The FAA will publish its final decision, stating whether or not the proposal was modified as a result of the comments or suggestions received. If the FAA's final decision makes minor changes to the original proposal, a second

NPRM or circular is not usually required. In all cases, the FAA makes the final decision on SUA proposals.

4.2.3. Waivers to 14 CFR, Federal Aviation Regulations (FARs). Send four copies of FAA Form 7711-2, *Application for Certificate of Waiver or Authorization*, (available from FAA Service Area Offices) through military command channels to AFFSA/A3OF, who sends the original and two copies to the FAA.

NOTE: Waivers for airshow issues (speed, minimum safe altitudes, parachute jumping, etc.) should be submitted directly to the local Flight Standards District Office.

4.2.4. Exemption to 14 CFR Part 91.117 (Speed Authorization). 14 CFR Part 91.117 states that no person may operate an aircraft below 10,000 feet MSL at an indicated airspeed of more than 250 knots. Recognizing that some DOD aircraft performance requirements exceed 250 knots, the FAA issued an exemption to 14 CFR Part 91.117. However, it is not a blanket waiver. Conditions under which operations are authorized below 10,000 feet MSL can be found in FAAO 7610.4.

4.2.5. Obtaining FAA Publications and Forms. Most of the FAA publications and forms referenced in this instruction are available through the unit publications manager. Units having difficulty obtaining publications or needing a publication on short notice or on a one-time basis (such as an Advisory Circular) may contact the FAA field offices.

4.3. International, Foreign National Operations, and Combat Airspace. USAF procedures governing operations in international or foreign national airspace must recognize the right of a foreign government to establish and enforce procedures for operations within its sovereign airspace. AF/A3O-AR oversees international and foreign operations.

4.3.1. Host nation laws, regulations, and procedures are usually stated in AIP, ICAO Rules and Practices, or locally published directives. Non-conflicting USAF and DOD directives apply in foreign national airspace.

4.3.1.1. **(Added-ACC) Flight Operations Into or Within Canadian Airspace.** Compliance with the Canadian and United States governments' agreement for overflight of Canadian territory by ACC aircraft is mandatory. All flights in Canadian airspace will be conducted IAW Foreign Clearance Guide and under instrument flight rules (IFR) according to FLIP and AFI 11-202V3 unless VFR flight is approved by HQ ACC Canadian Forces Liaison Office. ACC training flights are approved annually between Canadian Forces and HQ ACC. Formation flights in Canadian airspace will be IAW FLIP AP/1.

4.3.2. A designated US military operational command may manage combat or contingency airspace during times of tension, contingencies, or war. AF/A3O-AR is the OPR for combat airspace management procedures and development of related policy and doctrine.

4.3.3. International Civil Aviation Organization (ICAO) Policy. ICAO documents specify standards and recommend practices for international flight operations and ATC. Govern USAF flight operations in international and foreign national airspace by these standards and practices, as supplemented by ICAO member nations AIP, non-conflicting applications of USAF or DOD directives, and special LOAs for strategic, tactical readiness, or training operations. See FLIP and DOD Foreign Clearance Guide.

4.4. Unmanned Aircraft Systems (UAS) Certificate of Authorization (COA). To obtain a COA through the FAA for UAS, units should consult FAAO 7610.4 and their AFREP for guidance on processing COA applications through FAA ATO Service Area channels.

4.5. (Added-MOUNTAINHOME) Special Use Airspace (SUA) Denial Report. RCS: HAF-XO(AR)8106. CAM will maintain a log of reported SUA/ASU airspace denials and ATC capping of airspace. Aircrews are responsible to complete **Attachment 18 (Added)**, after each flight if such activity occurred. Flying squadrons shall forward the Airspace Denial/Supersonic Activity worksheet to 366 OSS/OSOA daily. These reports of airspace permission denied are supplemented by reporting from Cowboy Control and are supplied to CAM as part of the reporting process. Real-time reporting of FAA airspace denials should be made to Region FAA AFREP on a daily basis with this information gathered. Denial incidents will be reported to HQ ACC/A3AA, 205 Dodd Blvd, Langley AFB VA 23665-2789 monthly.

4.6. (Added-MOUNTAINHOME) Spill-Out Logs. CAM will insure the Cowboy Control Military RADAR Unit (MRU) log of reported spill-outs of military aircraft operating in 366 FW airspace is reported to 366 OG through established channels (366 OSS/DO (Director of Operations)) for the purpose of monitoring the MHRC and to identify trends that could have an adverse impact on wing training operations or significant airspace actions.

4.7. (Added-MOUNTAINHOME) Restricted Area Violations. CAM will investigate reports by Cowboy Control, RCO, ATC or aircrews of civil aircraft restricted airspace incursion incidents. When sufficient detail is available, incidents warranting FAA attention will be fronted through FAA AFREP for investigation by the FAA Flight Standards District Office, 3113 Airport Way, Boise ID 83705-5000 for action.

4.8. (Added-MOUNTAINHOME) FAA Military Airspace Data Entry (MADE) System. CAM will be 366 FW's focal point for implementation and administration for the MADE airspace program by the FAA with Mountain Home sections requiring such access. MADE will be the de-facto standard for advising FAA National Airspace System agencies of daily scheduling of military airspace assigned to or controlled by 366 FW.

4.9. (Added-MOUNTAINHOME) Reviewing SUA/ASU Assignments. 366 OSS/OSOA will maintain an MTR/SUA review and analysis IAW checklist provided in AFI 13-201. This review will be documented, updated and forwarded to ACC/A3AA NLT 15 February each year. Current checklist is located at: **https://a3.acc.af.mil/dor/dora/DOCUMENTS/ATSEP-Airspace.htm**.

4.10. (Added-MOUNTAINHOME) MTR Scheduling. Normally, all MHAFB administered/controlled MTR routes will be requested and scheduled through 366 OSS/OSOS. At those times when 366 OSS/OSOS is not manned (after duty hours/weekends), those routes will be scheduled by 366 FW/CP. In the case of all MTR routes, AP/1B, Section 1 guidance for a 2-hour notification will be strictly adhered to. CAM will ensure a current letter is on file with respect to procedural closures of MTR routes (in continuity file).

4.11. (Added-MOUNTAINHOME) Stereo Flight Plans. CAM is the primary wing POC for developing and maintaining wing stereo flight plans. Squadrons will forward requirements for new or changed stereo flight plans to 366 OSS/OSOA. CAM coordinates the requested stereo flight plan with 366 OG/OGV and Salt Lake City ARTCC. If approved, the new or revised stereo flight plan is then properly formatted and provided to Salt Lake City ARTCC for inclusion in their data base and for retrieval by Base Operations (366 OSS/OSAA). Prior to the changes becoming effective, a new listing of wing stereo flight

plans will be accomplished by 366 OSS/OSOA and disseminated to each flying squadron, 366 OG/OGV and 366 OSS/OSA.

4.12. (Added-MOUNTAINHOME) Altitude Reservation (ALTRV). An ALTRV is used when a number of aircraft must be moved with less than standard ATC IFR separation criteria between them, or when a number of aircraft must operate within prescribed altitudes, timing and/or areas. This is useful to 366 FW for long-range deployment of wing aircraft, especially when aerial refueling is required. Wing generated ALTRVs will be coordinated with FAA Central Altitude Reservation Facility by CAM. During this coordination, actions such as the input of route of flight, departure procedures or any other special operations will be clarified by the project officer via the use of 366 OSS/OSOA supplied ALTRV project officer coordination form (**Attachment 19 (Added)**, ALTRV APREQ (Approval Request) Requirements Worksheet). To ensure the mission can be executed without delay, flying squadrons should appoint an ALTRV POC responsible to provide appropriate information to CAM. For Class 1-4 ALTRVs, this information should be provided as soon as possible; and for Class 5-8 ALTRVs, not less than 20 days prior to desired launch date due to order of precedence requirements. Simply stated, an ALTRV is a pre-coordinated flight plan, therefore, all items required on a flight plan; e.g., call signs, number and type aircraft, route of flight, takeoff and en-route times, etc., are required for the ALTRV approval request. USAF requires a DD Form 175 to be filed with 366 OSS/OSAA for each flight of aircraft. Format for ALTRV flight plans is provided in FLIP General Planning. A copy of ALTRV approval must be attached to the flight plans, and filed with 366 OSS/OSAA. It is the responsibility of the mission POC to ensure flight plans are filed appropriately.

Chapter 5

REPORTS

5.1. Need for Reports. Report data is of ever-increasing value to airspace managers at all levels. Accurate reporting is critical in many decisions affecting military airspace: BRAC data collection, environmental impact analysis, and legal actions to name a few. See paragraphs **5.3.** and **5.4.** for reports that the FAA requires. USAF scheduling agencies may need to provide use data on military airspace on a case-by-case basis; therefore, maintain data on all designated airspace (CONUS, Hawaii, and Alaska only).

5.2. Airspace Denial Report. Each USAF using agency should submit denial reports via the report in **Attachment 7**. Airspace proposals initiated because of inadequate airspace due to FAA restrictions (capping, time limitations, etc.) have a much better chance of success when accompanied by denial reports. The report should include denials or restrictions in availability of military airspace. Forward the report through appropriate channels to MAJCOM Airspace Management office and the AFREP as required. Reports are submitted as required by event, although MAJCOMs may stipulate other reporting requirements. This report is designated emergency status code D. Discontinue reporting during emergency conditions. Do not report during MINIMIZE.

5.2.1. **(Added-ACC) Airspace Denial Report.** Units must document, via a brief narrative, each airspace denial. If an unsatisfactory trend develops, inform HQ ACC/A3AA. HQ ACC/A3A will work with AFREPs and ACC FAA Liaison to resolve the issue. If this fails to resolve the issue, HQ ACC/A3A will forward the report to HQ USAF/A3O-A for resolution. **NOTE:** Altitude restrictions are considered airspace denials.

5.3. Annual Restricted Area Utilization Report. Each USAF scheduling agency must submit a restricted area use report by 1 December every year (covering the period of 1 October through 30 September, or for any part of the preceding 12-month period ending 30 September). Prepare reports according to FAAO 7400.2. Submit these reports for all US (including territories and possessions) restricted areas:

5.3.1. Send the restricted area use report through the MAJCOM to the AFREP. Assign the Interagency Report Control Number (IRCN) 1412-DOT-AN.

5.3.2. NGB units report directly through their State Adjutant General to the regional AFREP and send an info copy to NGB/A3A.

5.3.3. The AFREP will send one copy to the Director of Operations in the FAA service area having jurisdiction over the airspace being reported; one copy to the Director of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW, Room 400E, Washington, DC 20591; and one copy to AF/A3O-AR, 1621 North Kent Street, Rosslyn Plaza E Suite 320, Arlington, VA 22209.

5.3.4. **(Added-ACC)** Reports are due at HQ ACC/A3AA via electronic transmission NLT 15 Nov.

5.4. Annual Military Operations Area (MOA) Utilization Report. Each USAF scheduling agency must submit a MOA utilization report by 1 January every year (covering the period of 1 October through 30 September, or for any part of the preceding 12 month period ending 30 September). Prepare reports according to FAAO 7400.2. Submit these reports for all US (including territories and possessions) MOAs.

5.4.1. Send this report through MAJCOM to the AFREP. Assign the IRCN 1412-DOT-AN.

5.4.2. NGB units must report directly through their State Adjutant General to the regional AFREP and send an info copy to NGB/A3A.

5.4.3. The AFREP will send one copy to the Director of Operations in the FAA service area having jurisdiction over the airspace being reported; one copy to the Director of System Operations Airspace and AIM, Federal Aviation Administration, 800 Independence Avenue, SW, Room 400E, Washington, DC 20591; and one copy to AF/A3O-AR, 1621 North Kent Street, Rosslyn Plaza E Suite 320, Arlington, VA 22209.

5.4.4. **(Added-ACC)** Reports are due at HQ ACC/A3AA via electronic transmission NLT 15 Dec.

5.5. Release of SUA/ASU Utilization Data. Although USAF does not release detailed information to the public, generic data (i.e., we flew XX sorties on XX route, MOA, etc., during the month of _____) is an acceptable response to inquiries requesting information on SUA/ASU utilization. More detailed data should be considered as For Official Use Only.

5.6. (Added-ACC) Spill-Out Reports. Units will maintain documentation of alleged DoD spill-outs from SUA including date, time, type of aircraft, call sign, number of aircraft, airspace designation, and reason (if known) in a brief narrative. Inform HQ ACC/A3AA of alleged spill-outs that may attract public attention.

5.7. (Added-ACC) Airspace Intrusions Reports. Report alleged civil aircraft violations of military SUA to the FAA Flight Standards District Office (FSDO). FSDO requires nature of the incident, time of occurrence, and tail number (if known) of the alleged violating aircraft. **NOTE:** This report is not a substitute for the USAF Hazardous Air Traffic Report.

5.8. (Added-MOUNTAINHOME) Investigation Reporting. Records of complaints or investigations against the wing's flying program will be collected and divided into four categories: (1) noise or over-flight, (2) sonic booms, (3) congressional complaints and (4) pilot deviations. This report will be forwarded to 366 OSS/DO at the end of each calendar year, or as requested. CAM will brief report data at the next scheduled quarterly meeting of the AOB.

Chapter 6

OBSTRUCTION EVALUATION/AIRPORT AIRSPACE ANALYSIS (OE/AAA)

6.1. General. Responsibility for policy and procedures for the USAF OE/AAA Program is located within AF/A3O-AD. The OE/AAA system is designed to identify obstacles that affect military airfields and military airspace (CONUS, Hawaii, and Alaska only).

6.1.1. OE/AAA Program Manager Responsibilities. Management of the OE/AAA Program resides in the AFREP Eastern Service Area office. The program manager is responsible for providing policy oversight, training, daily operations, and interface with other DOD services and FAA Obstruction Evaluation Service (OES) personnel. The program manager will test all system modifications and enhancements to DOD modules prior to implementation.

6.1.2. OE/AAA Specialist Responsibilities. The specialist is responsible for ensuring the program is executed daily. The specialist will distribute Obstruction Evaluations/Landing Area proposals affecting military airspace to the airspace manger according to program capabilities

6.1.3. Airspace Manager Responsibilities. Units are responsible for evaluating detrimental effects on military airspace in accordance with FAAO 7400.2. When responding to proposed construction or a landing area proposal, the unit shall identify the detrimental effects in detail to the appropriate OE cell specialist via email within 10 working days. The unit shall contact the appropriate OE cell specialist to request additional time if needed. A response to OE's and non-rulemaking airports (NRAs) is required. If no response is received from the unit, the OE/AAA cell specialist will contact the MAJCOM for action.

6.1.4. MAJCOM Responsibilities. MAJCOMs will notify the USAF OE/AAA Program Manager in the event of a new airspace manager being assigned. They shall respond on behalf of the unit in the event the unit airspace manager cannot respond to OE cases.

6.2. Obstacle Evaluation Processing.

6.2.1. OE cases in the vicinity of an existing structure: If the structure is located on an "antenna farm" (multiple antennas in a localized area) and is not higher than the other structures, the case can be closed out. If the structure is of greater height or more than 1 NM from another structure, the case shall be sent to the airspace manager using the "For Your Information" (FYI) letter (see **Attachment 8**) and closed out with the military statement. The military statement can be found in para 6.1.4.3.1.

6.2.2. OE cases involving proposed construction: The case will be sent for comment using the SUA Letter (see **Attachment 9**) if the structure is located in an area where it is the only structure. If the structure is located on an "antenna farm" and is not higher than the other structures, the case can be closed out.

6.2.3. Structures that penetrate the floor of military airspace will comply with the instruction for filing an aeronautical objection in para 6.1.5. For structures within 100 feet of the floor of military operations, cases will be addressed using the FYI letter and the military statement and closed out. If the structure is more than 100 feet from the floor, the case can be closed out.

6.2.4. Slow Routes: If the structure is located in an area with other structures of the same height, the case can be closed out. If the structure is higher, then the case can be closed out with the military state-

ment. If the structure is of greater height and more than 1NM from another structure, it will be sent to the airspace manager using the FYI letter.

6.3. Non-Rulemaking Airports (NRA).

6.3.1. For proposed landing areas or expansion of existing fields that underlie SUA or ASU, cases will be sent to airspace manager for comment using the NRA Letter (see **Attachment 10**).

6.3.2. For proposed construction on civil airports that underlie special use airspace, cases will be sent to airspace manager for comment.

6.3.3. For proposed construction on civil airports or proposed landing areas under SRs, cases will be sent an NRA FYI Letter (see **Attachment 11**) including the military statement.

6.4. OE Case Response Statements.

6.4.1. The following is an example of a military statement for an OE case where there is no hazard: "While the structure does not constitute a hazard to air navigation, it would be located within or near a military training area and/or route."

6.4.2. The following is an example of a statement for an OE case where there is no hazard for NRA case: "Please advise the proponent that the airfield will be located within the confines or near a military training route or military training area."

6.5. Contents of an Aeronautical Objection. The USAF may object to the development of an obstruction, airport, etc., which interferes with operations. The airspace manager must forward all objections to the OE/AAA specialist. The objection may contain the following: definition of the problem, detailed list of the assumptions, discussion of all the facts relevant to the problem, discussion of all practicable solutions and justification of the selected solutions, and description of any economic aspect in detail to show the effect on USAF operations. The objection must include as a minimum (as applicable):

6.5.1. Compromise of existing or proposed ATC procedures (i.e., airport traffic patterns, routings to and from MTRs, future area navigation/global positioning system procedures, etc.).

6.5.2. Conflict with existing or proposed operations in SUA or on MTRs.

6.5.3. Interference with established communication and/or radar frequencies (information only, part of FAA determination but could impact the USAF).

6.5.4. Conflict with either existing or proposed navigational aid (NAVAID) operations or use (information only, part of the FAA determination but could impact USAF).

6.5.5. As an alternative, use the following statement to negotiate with the proponent through the FAA OES specialist: "The proposed structure constitutes a hazard to air navigation because it penetrates the floor of the military training route/military training area by ____ number of feet. Request it be lowered by ____ feet or relocated ____ NM (North, South, East, West) to avoid a hazard to military operations."

6.5.6. **(Added-ACC)** Aeronautical objections are forwarded through HQ ACC/A3AA to the appropriate AFREP and OE/AAA office.

6.6. Wind Generated Energy Facilities (WGEF).

6.6.1. The USAF must sustain a safe flying environment while accomplishing its missions. This section provides methods for evaluating the siting of wind generated energy facilities (WGEF) on or near installations, communications/radar facilities, lands, airfields, assault/drop zones, ranges and airspace, etc; hereafter referred to as "air operations."

6.6.2. The USAF views the development and use of renewable energy as a national priority and is a partner in cooperation with federal and state agencies, and communities in promoting alternative energy resources. The USAF will work with these and other related parties to minimize the impact WGEF may have on air operations.

6.6.3. There is currently no single source or method of identifying all WGEF proposals. WGEF project proposals may be received from many sources including the FAA, DOI, city/county/state planning and zoning agencies, community leaders, and other organizations including wind energy developers/associations. The wind generation developer, hereafter referred to as the "proponent," may not be aware of the potential impacts a proposal may have on USAF air operations. Therefore, it is critical to actively inform all WGEF stakeholders of USAF interest in any effort.

6.6.4. USAF personnel must ensure proposals are quickly relayed to potentially affected units. Units are responsible for determining the potential impact on current and planned/future operations and will assess the proposed site for flight safety hazards, electromagnetic frequency interference, operational security, and other encroachment factors (see **Attachment 12** for guidelines) (CONUS, Hawaii, and Alaska only).

6.6.5. Active community outreach programs provide the best means of identifying proposals that may encroach on air operations. Outreach should include, but is not limited to, those with land management authority, BLM and USFS. It should also include agencies responsible for energy development, such as state energy agencies and commissions, energy associations and local offices of the Department of Energy DOE. Early analysis and identification of potential impacts may prevent unnecessary effort and expenditure on behalf of the proponent. The siting of a wind anemometer or meteorological data collection tower(s) is the first and most critical step for the proponent in assessing the potential of wind energy development. It is imperative that the USAF becomes involved no later than this point. Since the OE/AAA process does not evaluate all construction of facilities/equipment less than 200 feet AGL, these facilities/equipment may not undergo automatic obstacle evaluation unless close to an airfield. If WGEF proposals are on USAF lands, the unit will ensure these proposals are submitted for review under the OE/AAA program requirements (CONUS, Hawaii, and Alaska only).

6.6.5.1. WGEF proposals may be received by one unit, yet impact others. The following procedures are to be used for obstacles that do not fall under the provisions of the OE/AAA process. The receiving unit will identify the owner of the affected airspace within 24 hours of receipt; the impacted owner will then be the OPR to coordinate the USAF response. The OPR should coordinate with affected units and the proponent to establish an estimated response time. Normally, proponents expect a response within two weeks, but several factors may determine the ultimate response time (e.g., number of units, MAJCOMs and other services affected). A single response should be provided addressing the most restrictive requirement (i.e., if one unit is affected, than the response should reflect that impact). Responses should be short and concise (a memo, via e-mail or fax); state if the proposal will or will not impact operations; how that conclusion was reached; if the proposal is proceeding as planned or is being modified, whether or not further negotiations are necessary, etc. Include a POC for each affected unit; these unit POCs will also be provided to the proponent. The OPR will provide courtesy response to higher headquarters (MAJ-

COM and AF/A3O-AR), the AFREP (see **Figure 1.1.)** and the regional Air Force Center for Environmental Excellence (AFCEE) office (see **Attachment 13**). AF/A3O-AR will be responsible for forwarding the proposal to other Air Staff offices as required. If issues cannot be resolved at the local level, the OPR should contact the MAJCOM Airspace Management Office as soon as possible for further guidance. (CONUS, Hawaii, and Alaska only).

6.6.6. When drafting a response, the POC should work closely with range operations, airfield operations, airspace managers, ATC, CE community planners, or AICUZ Program Manager and environmental representatives to develop a strategy for analyzing areas within which WGEF would be compatible, conditionally compatible, or incompatible. One methodology is the use of a simple "Stoplight" chart (see **Attachment 14**). In the vicinity of airfields, any analysis should take into consideration the airfield criteria found in UFC 3-260-01, *Airfield and Heliport Planning and Design*. Once developed, this analysis should be shared with the AFREP, AFCEE Regional Office, MAJCOM, AF/A3O-AR, land use planning organizations (city, county, regional and state), federal land management agencies and any state energy associations (CONUS, Hawaii, and Alaska only).

Chapter 7 (Added-ACC)

TRAINING, ADMINISTRATION, AND MTR CRITERIA

7.1. (Added-ACC) Training:

7.1.1. **(Added-ACC) USAF Airspace Management School.** ACC airspace managers will attend the airspace management course prior to assignment as an airspace manager or as soon as possible thereafter. The course is a 9-day, joint-service, training program conducted at Keesler AFB MS. The program covers the basics and fundamentals essential for new airspace managers. The course is funded by HQ AETC. Contact HQ ACC/A3AA to schedule attendance.

7.1.2. **(Added-ACC) Central Altitude Reservation Function (CARF) Indoctrination Course.** The CARF course is designed to familiarize airspace managers with policies, procedures, and responsibilities applicable to planning, coordination, and approval of altitude reservation requests. Airspace managers are encouraged to attend the CARF course as soon as practical and available after assignment. CARF training is essential to combat readiness and each unit should have at least one person trained on CARF operations. The 3-day course is held in Fairfax, VA and FAA funded. Units pay per diem and travel expenses. Notify HQ ACC/A3AA upon completion of the course.

7.1.3. **(Added-ACC) Other Airspace Management Training Courses.** Additional courses include Risk Communications, National Environmental Policy Act (NEPA) Training, and Description of Proposed Action and Alternatives (DOPAA) Writing. These classes are occasionally offered by HQ ACC/A7 or A3A. Dates and locations of the training will be announced via email. The training is unit funded.

7.1.4. **(Added-ACC) Airspace Management Training Program.** Airspace Management personnel must complete the training requirements established in AFI 13-201, **Attachment 3**. The Airspace Manager should develop a local training program to supplement and expand on the contents of **Attachment 3**.

7.2. (Added-ACC) Airspace Management Administration. Subordinate units may supplement this publication. Forward proposed supplements to HQ ACC/A3AA, 205 Dodd Blvd, Suite 101, Langley AFB VA 23665-2789, for approval. Units must forward a copy of supplements once published.

7.2.1. **(Added-ACC) Duty Title.** The primary base level airspace manager is the chief of airspace management. Designate additional personnel as Assistant, Airspace Manager.

7.2.2. **(Added-ACC) Grade Requirements.** The primary Airspace Manager should be at least a Major, GS-11, or above. The assistant airspace manager should be at least a Captain, GS-7, Master Sergeant, or above.

7.2.3. **(Added-ACC) Skill Requirements.** Personnel assigned airspace management duties must have prior airspace management, aircrew, or air traffic control management experience. Special experience identifier OUL or 350 is required (N/A to GS/GM positions).

7.2.4. **(Added-ACC) Personnel Retainability.** Personnel assigned to airspace management duties must perform in that function a minimum of 18 months after graduation from Airspace Management School.

7.3. (Added-ACC) Letters of Agreement/Procedures Administration:

7.3.1. **(Added-ACC)** All units will forward their LOAs/LOPs to HQ ACC/A3AA for review/approval prior to signature.

7.3.1.1. **(Added-ACC)** The NAF/Wing Commander is the authority to sign LOAs for MARSA procedures for assigned aircraft.

7.3.1.2. **(Added-ACC)** For LOAs negotiated with the Federal Aviation Administration (FAA), use format guidance in FAAH 7210.3.

7.3.1.3. **(Added-ACC)** The unit commander will ensure copies of the LOA are distributed to appropriate units.

7.3.2. **(Added-ACC)** A LOP is required when a Restricted Area is designated as joint-use. The format for the LOP is in FAAO 7400.2, Part 7. A LOP should be accomplished with the controlling agency to outline operating procedures within the Restricted Area. LOPs are processed using the same procedures as LOAs.

7.4. (Added-ACC) Waivers. Due to unique local situations, units may request waivers to this supplement. Forward requests by letter, or message, through the chain of command to HQ ACC/A3AA. Describe the specific factors, which resulted in the request for waiver. If approved, the waiver stays in effect indefinitely, unless HQ ACC/A3AA specifies otherwise, cancels it in writing, or issues a change that alters the basis for the waiver. The unit OPR must coordinate with the base publications manager to include the waiver in the applicable base publication.

7.5. (Added-ACC) Alleged Airspace Violations. Document alleged violations of airspace at the time of occurrence. The unit airspace manager is the point of contact for processing alleged airspace violations. HQ ACC/A3AA will forward alleged violations to the appropriate unit commander. The unit will investigate the incident and return the results of their investigation to HQ ACC/A3AA. HQ ACC/A3AA will review and validate the report and forward a response to the appropriate Air Force Representative (AFREP).

7.5.1. **(Added-ACC) Airspace/Federal Aviation Regulation (FAR) Violations.** Alleged airspace/FAR violations and noncompliance with ATC instructions require formal investigation and documentation. HQ ACC/A3AA coordinates responses for HQ ACC.

7.5.1.1. **(Added-ACC) Operations Group Commander (OG/CC).** Upon receipt of an alleged FAR violation, the OG/CC will review and sign each investigation report before forwarding to HQ ACC/A3AA.

7.5.1.2. **(Added-ACC) Overseas Violation.** Send reports on alleged violations involving a unit TDY overseas to HQ ACC/A3AA.

7.5.1.3. **(Added-ACC) Final Disposition.** Forward all reports of investigation, action taken, and attachments to HQ ACC/A3AA.

7.5.2. **(Added-ACC) Gross Navigation Errors.** Units notified of FAA/International Civil Aviation Organization flight deviations will investigate according to the provisions of AFI 13-201, **Chapter 1** (Military Pilot Deviation). Review of the unit's over water navigation training program and crew cross-check procedures employed during the flight will be included as part of the report.

7.6. (Added-ACC) Military Assumes Responsibility for Separation of Aircraft (MARSA). When missions and tactics require aircraft to fly in closer proximity than normal air traffic control (ATC) approved separation standards, military authorities must accept responsibility for separation of participat-

ing aircraft and ensure implementation with the appropriate ATC facility. A LOA is required. For air refueling operations, MARSA applies between the tanker and the receivers. An aircrew does not have the authority to invoke MARSA at any time. Authority to exercise MARSA is retained by HQ ACC except as follows:

7.6.1. **(Added-ACC)** NAF/DRU/wing/group/sector commanders may grant authorization for MARSA for separation of their unit owned aircraft. MARSA is accomplished through proper mission planning, adequate aircrew briefings, insistence on proper aircrew technique, and crew discipline according to the appropriate directive.

7.6.2. **(Added-ACC)** Civilian contract flight operations including remote ground or air controlled Unmanned Aircraft Systems (UAS), may be authorized to use MARSA by HQ ACC/A3 or NAF/DRU/wing/group/sector commanders in conjunction with ACC supported or authorized flight activity. Units shall brief participating pilots on appropriate air safety and LOA airspace procedures before conducting flight operations.

7.6.3. **(Added-ACC) Separation Requirements.** Specify the provisions for the use of MARSA in a Letter of Agreement/Letter of Procedure (LOA/LOP) with the appropriate controlling agency/ATC facility or other appropriate governing document and use MARSA only for Instrument Flight Rule (IFR) operations. MARSA applies at all times during air refueling, cell/en route formation, altitude reservation, air intercept training, and formation takeoffs. It is accomplished through strict adherence to specified procedures. Aircrews not familiar with the MARSA separation will be provided with a pre-mission brief on the specified separation criteria by the scheduling unit.

7.7. (Added-ACC) Annual Airspace and Range Awards. HQ ACC/A3A is responsible for administering these awards for outstanding performance by ACC unit personnel, military and civilian (contractors and HQ ACC personnel are not eligible). Period of all awards is the calendar year, 1 Jan through 31 Dec. Format is AF Form 1206, limited to one page. Submit award nominations electronically to HQ ACC/A3A by 1 Feb each year. These awards will be presented at the annual ACC Airspace and Range Conference. Funding for award winners travel and attendance at the annual conference is a unit responsibility.

7.7.1. **(Added-ACC) Categories**

7.7.1.1. **(Added-ACC) Airspace Professional of the Year Award** : Presented to the member who made the most significant contribution to airspace management during the award period.

7.7.1.2. **(Added-ACC) ACC Range Professional of the Year Award** : Presented to the member who made the most significant contribution to ACC ranges during the award period.

7.7.1.3. **(Added-ACC) ACC Airspace and Range Environmental Achievement Award:** Presented to the member who made the greatest contribution to the advancement of environmental management on an ACC Range.

7.7.1.4. **(Added-ACC)** Any military member (officer or enlisted) or civilian member may be nominated for a category. Units may only submit one nominee per category.

7.7.2. **(Added-ACC) Scoring Criteria.**

7.7.2.1. **(Added-ACC) Airspace Professional Award:** 80 percent duty performance which includes day to day job performance, leadership, innovation, airspace improvements, relationships with flying squadrons, FAA, PA, airspace users, community groups, and environmental steward-

ship, 20 percent self improvement which includes PME, education, and professional courses taken.

7.7.2.2. **(Added-ACC) Range Professional Award:** 80 percent duty performance which includes day to day job performance, leadership, innovation, range improvements, relationships with flying squadrons, FAA, PA, range users, community groups, and environmental stewardship, 20 percent self improvement which includes PME, education, and professional courses taken.

7.7.2.3. **(Added-ACC) Airspace and Range Environmental Achievement Award:** 80 percent duty performance which include day to day job performance, leadership, innovation, airspace and environment improvements/enhancements, relationship with flying squadrons, FAA, PA, airspace users, community groups, and environmental stewardship, 20 percent self improvement which include, PME, education and professional courses taken.

7.8. (Added-ACC) Military Training Route and Slow Route Planning Criteria :

7.8.1. **(Added-ACC) Minimum Altitudes.** All MTRs will be designed to place the aircraft at the lowest altitude necessary to meet mission requirements consistent with flight safety, whether at IFR or TA/TF altitude. (**NOTE:** In no case will the floor of a new MTR be established below 100 feet AGL.) Lateral separation from obstructions will be preferred to higher altitudes over obstructions. Every effort will be made to design route segments for TFR operations so as to avoid man-made obstructions. In certain cases, minimum operating altitudes will be dictated by environmental constraints.

7.8.2. **(Added-ACC) Top of Block Altitudes.** IFR altitudes will be established for each IR segment to provide a minimum clearance of 1000 ft above the highest obstruction/terrain within the designated route width and a minimum clearance of 500 ft above the highest obstruction/terrain within 5 miles beyond the route width on each side.

7.8.3. **(Added-ACC) TA/TF Clearance Plane Setting (Bombers Only).** Individual units will be responsible for establishing clearance plane settings for training routes/MOAs and restricted areas for all applicable airspace used by their unit. TA/TF altitudes will be established for each MTR with every effort to establish the lowest altitude consistent with flight safety. TA/TF clearance plane setting (CPS) will provide at least 200 feet clearance above known man-made obstructions within the route corridor. Aircrews are advised that CPSs provide no buffer outside the route limits; obstructions higher than the approved TA/TF altitudes could be present immediately adjacent to the route perimeter. Aircrews are advised that not all known vertical obstructions are depicted on standard National Geospatial-Intelligence Agency (NGA) Tactical Pilotage Charts (TPC) due to cartographic limitations. The number of CPSs will be minimized to balance safety and training benefits.

7.8.4. **(Added-ACC) Route Width.** MTR corridor widths shall be of sufficient size to contain all planned activities. Unless specifically approved by HQ ACC/A3AA the total corridor width will not exceed 20 nautical miles.

7.8.4.1. **(Added-ACC) Route Width (Corridor)--** The MTR boundary limits within which aircraft are restricted to conduct operations. Route width will normally be defined in FLIP AP/1B as a distance right and left of route centerline. In some cases, when approved by HQ ACC/A3A, the route corridor may be defined as a series of coordinates. Outside turns causing gaps in the route corridor, when not defined otherwise, will be closed using the following method:

1. Draw a line perpendicular to the inbound course line from the turn-point towards the outside of the corner and mark the spot where it intersects its route width corridor (temporarily label as point #1).

2. Draw a line perpendicular to the outbound course line from the turn-point towards the outside of the corner and mark the spot where it intersects its route width corridor (temporarily label as point #3).

3. Draw a line outward from the turn-point that bisects the angle formed by the two lines defined in steps 1 and 2 above.

4. Calculate the average route width for the two segments, and mark that distance on the line created in step 3 (temporarily label as point #2).

5. Connect the three points.

7.8.5. **(Added-ACC) MTR Closure.** The originating activity, scheduling unit, or controlling agency may close a route to all aircraft whenever hazardous conditions, accidents, conflicting traffic conditions, or environmental concerns warrant. Notify the controlling agency and all scheduled users of the closure. Aircrews will not enter a low level route after being advised it is closed. When a MTR has not been closed by one of the above agencies, it is the responsibility of the using unit to evaluate flight conditions and determine whether or not conditions warrant low altitude flight. The final decision on whether or not to enter or abort a low level route rests with the aircrew and will be based on evaluation of forecast or existing conditions. Establish procedures for closing routes.

7.9. (Added-ACC) Low Level Bird Strike Hazards and Aircrew Reporting Procedures. Bird strikes are a year round hazard and unit planners must consider the bird threat when scheduling low-level operations. The large number of different bird species with varying flight habits results in bird activity at all times of day or night. The most hazardous time is sunset to 0100 local during waterfowl migration season. However, the primary year-around threat is soaring raptors. Aircrews that observe hazardous low level bird activity must report the bird sighting to their local safety office and MTR scheduling agency. When possible, the hazardous bird sighting report should include, as a minimum, the following information: Location, altitude, size of flock, and type (i.e., small bird, large bird).

NOTE: The Chief of Airspace Management should notify the wing/unit safety office of planned route surveys and dates. This notification will provide the safety office the opportunity to accomplish their bird hazard survey in conjunction with the required route survey(s).

7.10. (Added-ACC) Weather Information. Weather support for aircrews flying MTRs will be provided by the using unit weather shop unless otherwise specified in a letter of agreement or route SOP. Bomber aircrews will pre-brief Pilot-to-Metro Service (PMSV) contact in advance. Prior to penetration to the low altitude route/airspace, bomber aircrews will attempt to contact one of the weather flight PMSV stations designated during the pre-takeoff briefing for the latest information of significant en route weather.

7.11. (Added-ACC) VFR Traffic Avoidance (See and Avoid). Federal Aviation Administration Regulation (FAR) Part 91 permits VFR operation in areas outside controlled airspace with flight visibility down to one mile. This is less restrictive than the requirements of AFI 11-202V3. Therefore, the responsibility to observe and avoid other traffic is an integral part of flying MTRs in weather conditions equal to or better than one mile visibility.

7.12. (Added-ACC) Review of Environmental Decision Documents. Each ACC unit will conduct a review of all applicable environmental decision documents by 15 Mar each year to ensure that training operations are in strict compliance with and within the scope of all relevant environmental analyses, including any existing management actions or mitigations. In addition ensure similar strict compliance by others using ACC training airspace and assets. This review should be coordinated through the unit's installation environmental planning function. Report compliance to HQ ACC/A3AA.

7.13. (Added-MOUNTAINHOME) Forms Adopted:

7.13.1. **(Added-MOUNTAINHOME)** AF Form 813, *Request for Environmental Impact Analysis*

7.13.2. **(Added-MOUNTAINHOME)** AF Form 847, *Recommendation for Change of Publication*

7.13.3. **(Added-MOUNTAINHOME)** DD Form 175, *Military Flight Plan*

CARROL H. CHANDLER, Lt Gen, USAF
DCS, Air, Space, & Information
Operations, Plans & Requirements

(ACC)

RONALD E. KEYS, General, USAF
Commander

(MOUNTAINHOME)

JOHN K. MCMULLEN, Colonel, USAF
Commander, 366th Operations Group

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 10-1001, *Civil Aircraft Landing Permits*, 1 September 1995

AFI 10-1002, *Agreements for Civil Aircraft Use of Air Force Airfields*, 1 September 1995

AFI 11-202, *Volume 3, General Flight Rules*, 5 April 2006

AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, 11 November 1994

AFI 11-208 (I), *Department of Defense Notice to Airmen (NOTAM) System*, 1 August 2004

AFI 11-209, *Aerial Events Policy and Procedures*, 4 May 2006

AFMAN 11-217 (Vol 1 & 2), *Instrument Flight Procedures*, V1 3 January 2005; V2 6 August 1998

AFI 13-203, *Air Traffic Control*, 3 November 2005

AFI 13-212, *Volume 1 Range Planning and Operations*, 7 August 2001

AFI 13-213, *Airfield Management*, 8 December 2005

AFI 25-201, *Support Agreements Procedures*, 1 May 2005

AFI 32-7060, *Interagency and Intergovernmental Coordination for Environmental Planning*, 25 March 1994

AFI 32-7061, *Environmental Impact Analysis Process (EIAP)*, 12 March 2003

AFI 32-7063, *Air Installation Compatible Use Zone Program*, 13 September 2005

AFI 51-503, *Aerospace Accident Investigations*, 16 July 2004

AFI 91-202, *The USAF Mishap Prevention Program*, 1 August 1998

AFI 91-204, *Safety Investigations and Reports*, 14 February 2006

AFPD 35-1, *Public Affairs Management*, 17 September 1999

AIM, *Aeronautical Information Manual*, 16 February 2006

UFC 3-260-1, *Unified Facilities Criteria*, 1November 2001, Change of 19 May 2006

DoD Directive 3200.11, *Major Range and Test Facility Base (MRTFB)*, 1 May 2002

DoD Directive 4540.1, *Use of Airspace by US Military Aircraft and Firings Over the High Seas*, 13 January 1981

FAAO 7110.10, *Flight Services*, 16 February 2006

FAAO 7110.65, *Air Traffic Control*, 16 February 2006

FAAO 7210.3, *Facility Operation and Administration*, 16 February 2006

FAAO 7350.7, *Location Identifiers*, 13 April 2006

FAAO 7400.2, *Procedures for Handling Airspace Matters*, 16 February 2006

FAAO 7400.8, *Special Use Airspace*, 16 February 2006

FAAO 7400.9, *Airspace Designations and Reporting Points*, 1 September 2005

FAAO 7610.4, *Special Military Operations*, 19 February 2004

ICAO Documents 4444/RAC/501, 7030, 8168/OPS/611, and Annexes 2, 6, 11, and 14. Edition 2006.

Title 3 Code of Federal Regulations (CFR) Presidential Proclamation 5928, 27 December 1988.

Title 5 United States Code Sections 551–559, Administrative Procedure Act.

Title 14 Code of Federal Regulations (CFR) Parts 1, 11, 71, 73, 75, 77, 91, 93, 99, 101, and 157, 1 January 2006.

DoD Flight Information Publication (FLIP). General Planning, AP1, AP/1A, AP/1B, AP/2, AP/2A, AP/3, AP/3A, and AP/4 & 4A, Flight Information Handbook (FIH). (Quarterly Publications)

DoD Foreign Clearance Guide.

(MOUNTAINHOME) References

MHAFBI 11-250, *Airfield Operations and Base Flying Procedures*

AFMAN 37-123 (AFMAN 33-363), *Management of Records*

Flight Crew Information File

In-Flight Guide

Wing Stereo Flight Plans

Abbreviations and Acronyms

AFCEE—Air Force Center for Environmental Excellence

AFFSA—Air Force Flight Standards Agency

AFREP—Air Force Representative to the FAA

AFRC—Air Force Reserve Command

AGL—Above Ground Level

AICUZ—Air Installation Compatible Use Zone

AIP—Aeronautical Information Publications

ANG—Air National Guard

AR—Aerial Refueling

ARC—Airspace and Range Council

ASU—Airspace for Special Use

ATO—Air Traffic Organization

ATC—Air Traffic Control

ATCAA—Air Traffic Control Assigned Airspace

BIA—Bureau of Indian Affairs

BLM—Bureau of Land Management

BRAC—Base Realignment and Closure

CHUM—Chart Updating Manual

CFA—Controlled Firing Area

CFR—Code of Federal Regulations

COA—Certificate of Authorization

DOD—Department of Defense

DOI—Department of Interior

DOPAA—Description of Proposed Action and Alternatives

DRU—Direct Reporting Unit

EA—Environmental Assessment

EIAP—Environmental Impact Analysis Process

EIS—Environmental Impact Statement

EMI—Electromagnetic Interference

FAA—Federal Aviation Administration

FAAO—Federal Aviation Administration Order

FAR—Federal Aviation Regulation

FLIP—Flight Information Publications

FONSI—Finding of No Significant Impact

FYI—For Your Information

HATR—Hazardous Air Traffic Report

ICAO—International Civil Aviation Organization

IFR—Instrument Flight Rules

IR—Instrument Routes

IRCN—Interagency Report Control Number

LATN—Low Altitude Tactical Navigation

LOA—Letter of Agreement

MAJCOM—Major Command

MILREP—Military Representative

MOA—Military Operations Area

MSL—Mean Sea Level

MTR—Military Training Route

NAREC—National Airspace/Range Executive Council

NAF—Numbered Air Force

NAS—National Airspace System

NAVAID—Navigational Aid

NEPA—National Environmental Policy Act

NGB—National Guard Bureau

NM—Nautical Mile

NPRM—Notice of Proposed Rulemaking

NPS—National Park Service

NRA—Non-Rulemaking Airport

NSA—National Security Area

OES—Obstruction Evaluation Service

PA—Public Affairs

PBFA—Policy Board on Federal Aviation

ROD—Record of Decision

SEI—Special Experience Identifier

SR—Slow Speed Low Altitude Training Route

SUA—Special Use Airspace

T/TSNS—Test/Training Space Needs Statement

USDAO—US Embassy Defense Attaché Office

UAS—Unmanned Aircraft Systems

USFS—US Forest Service

USFWS—US Fish and Wildlife Service

VFR—Visual Flight Rules

VR—Visual Routes

WGEF—Wind Generated Energy Facility

(MOUNTAINHOME) Abbreviations and Acronyms

ALTRV—Altitude Reservation Flight Plan

AOB—Airfield Operations Board

ARTCC—Air Traffic Control Center

CAM—Chief, Airspace Management

CAP—Civil Air Patrol

CWT—Chemical Warfare Training

ETI—Enhanced Training in Idaho

MARSA—Military Assumes Responsibility for Separation of Aircraft

MHAFB—Mountain Home AFB

MHAFBI—Mountain Home AFB Instruction

MHRC—Mountain Home Range Complex

MOA—Military Operations Areas

MRU—Military Radar Units

POC—Point of Contact

Terms

Aeronautical Objection—A written objection to proposed construction, to an airspace proposal, or to a proposed facility that infringes (or is believed to infringe) on the safe, orderly, and expeditious flow of air traffic.

Aeronautical Proposal—A written proposal of (but not limited to) construction of any new airport, any manmade obstruction that would extend into the navigable airspace, the establishment or change of SUA (including any special or unusual air traffic control procedures) and the establishment of or change to any new or existing NAVAID. Accomplish the preliminary review process (T/TSNS) IAW **Chapter 3** prior to initiating any aeronautical proposal action associated with establishment or change of SUA.

Aerial Refueling (AR) Airspace—Airspace developed according to the provisions of FAAO 7610.4 to conduct air refueling.

Air Traffic Control Assigned Airspace (ATCAA)—Defined airspace normally within the Class A airspace (above 18,000 feet MSL) and established in accordance with FAAO 7610.4 by a LOA with the ATC facility having responsibility for the airspace.

Airspace Action—The procedural act of designation, redesignation, modification, or revocation of a parcel of airspace.

Airspace Concept—For identification purposes, the informal initial requests for additional military airspace are referred to as ‘concepts’ and generally a concept is part of the T/TSNS process.

Airspace for Special Use (ASU)—Used to collectively identify non-SUA assets. ASU is airspace of defined dimensions wherein activities must be confined because of their nature, and/ or wherein limitations may be imposed upon aircraft operations that are not a part of those activities.

Airspace for Special Use (ASU) Designations—These designations are in FAAO 7610.4 or military documents. None are rulemaking actions and some (contained solely in military documents) do not require coordination with the FAA for establishment.

Airspace Proposal—Having been through the T/TSNS process, an airspace proposal is the formal portion of requests for airspace through the FAA. There must be a clearly defined need and justification for obtaining or revising airspace.

Alert Area—Airspace designated to inform pilots of a high level of training activity or any unusual activity where prior knowledge would significantly enhance air safety.

Controlled Firing Area (CFA)—CFAs contain civilian and military activities that could be hazardous to non-participating aircraft.

Code of Federal Regulations (CFR)—The codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government. It is divided into 50 titles that represent broad areas subject to Federal regulation. Each volume of the CFR is updated once each calendar year and is issued on a quarterly basis. 14 CFR represents Title 14 of the Code of Federal Regulations, which contains the Federal Aviation Regulation (FAR) parts.

Environmental Impact Analysis Process (EIAP)—The formal process, as outlined in the National Environmental Policy Act (NEPA), used to assess environmental impacts resulting from a proposed action.

Federal Register—An official publication that provides a uniform system for making available to the public regulations and legal notices issued by Federal agencies. These include Presidential proclamations and executive orders, Federal agency documents having general applicability and legal effect, documents required to be published by an Act of Congress, and other Federal agency documents of public interest. All rulemaking actions are published in the Federal Register.

Low-Altitude Tactical Navigation (LATN) Area—Usually large geographic areas established for random VFR, low altitude navigation training.

Maneuver Area—A designated segment of an IR or VR where aircraft may perform various maneuvers dictated by operational requirements. The entire MTR is considered a Corridor/Maneuver Area except where stated otherwise in FLIP. Aircraft vary their route of flight and altitudes in the corridor to avoid obstacles, reduce noise impacts, and achieve IFR or VFR point-to-point navigation and tactical training. Maneuver areas are not substitutes for MOAs. Do not develop maneuver areas in lieu of MOAs. Include details of maneuver area operations in the IR/VR proposal.

Military Airspace—A collective term used to indicate both Special Use Airspace (SUA) and Airspace for Special Use (ASU).

Military Briefing Guides—Unit maintained briefing guides for each MTR that include route deconfliction procedures, special operating procedures, and/or constraints not listed in current FLIP AP/1B.

Military Operations Area (MOA)—Airspace designated for nonhazardous military activity, established outside the Class A airspace (below 18,000 feet MSL) and within US territorial airspace.

National Security Area (NSA)—Designated area where there is a requirement for increased security and safety of ground facilities.

Nonrulemaking Actions—Cases relating to FAA decisions or activities affecting airspace for which FAA does not generally issue a rule, regulation, or order. These actions include establishing (or eliminating) FAA or military NAVAIDs as well as designating controlled firing areas, alert areas, MOAs, warning areas, and airports provided the action of one of these items does not impact on a mandatory rulemaking action.

Prohibited Area—Areas where over flight of a surface area is prohibited in the interest of national security or environmental protection.

Restricted Area—Designated areas established by appropriate authority over which the flight of aircraft is restricted.

Rulemaking Actions—Procedures where FAA assigns, changes, or rescinds airspace and manages its use by rule, regulation, or order. These actions include establishing (or eliminating) jet routes, airways, restricted areas, prohibited areas, and various classes of airspace (A, B, C, etc).

Slow Speed Low Altitude Training Routes (SR)—Low-level training routes used for military air operations conducted at or below 1,500 feet AGL and at an airspeed of 250 knots or less.

Special Use Airspace (SUA)—Airspace that is of a defined vertical and lateral dimension that alerts users to areas of unusual flight hazards and separates those activities from other airspace users to enhance safety. Certain limitations or restrictions may be placed on non-participating aircraft.

Warning Area—Airspace of defined dimensions extending from 3 or 12 nautical miles (NM) outward from the coast of the United States that contains activity that may be hazardous to non-participating aircraft.

(ACC) Terms

(Added) ACC Units—Any ACC organization, including DRUs below the NAF level.

(Added) Bomber Route—A low altitude military training route which has been evaluated for bomber operations. Bombers may conduct operations on other routes provided a unit assessment of environmental concerns, BASH, obstruction hazards, turn radius requirements, necessary climb/descent gradients between route segment altitudes, and minimum clearance plane settings for TA/TF operations has been accomplished. Bomber schedulers must ensure the safe separation of aircraft by coordinating deconfliction procedures with the appropriate route scheduling activity listed in FLIP. Coordination should include at a minimum the airspeeds to be flown, entry and exit times, deviation allowed from the coordinated times (i.e. +/- 5 minutes) and separation to be provided from other flights. Weather support provided by the using unit unless otherwise specified.

(Added) Exclusive Use of Airspace—Only participating aircraft engaged in the same mission or activity are authorized to operate simultaneously within a specified airspace area. This does not prohibit the scheduling activity/airspace manager from segregating separate missions and/or activities through airspace subdivisions/altitude blocks to use airspace and support mission requirements efficiently.

(Added) Man-Made Obstructions—Structures which present a hazard to flight. Structure height is measured from the terrain surface.

(Added) Mountainous Terrain—Terrain that varies more than 1000 feet in elevation in 10 NM along published track (MTR). When the track crosses a narrow gorge in such a way that the aircraft will not descend into the gorge, the low point of the gorge will not be considered. The approving authority may consider the route mountainous if certain terrain features present a hazard to operations.

(Added) Mutual/Concurrent Use of Airspace—Participating aircraft can expect to encounter other military aircraft scheduled to operate within the same airspace boundaries and/or at the same altitude. When scheduled for mutual use of airspace, pilots must operate their aircraft in visual meteorological conditions (VMC) and maintain a "see and avoid" posture for other aircraft. ACC units will ensure that aircrews scheduled into mutual/concurrent use airspace are briefed accordingly.

(Added) Real Time Airspace Use—The time airspace is actually used as opposed to scheduled for use. When aircraft enter the respective airspace real time or actual use begins. When the aircraft exit the air space, real time use ends. Real time (or actual use time) tracking is critical to the effective and efficient evaluation of airspace utilization. Every effort must be made to accurately report real time airspace use.

(Added) Sortie—A single flight, by one aircraft, from takeoff to landing.

(Added) Sortie-Operation—A sortie-operation is the use of one airspace area (MOA, MTR, aerial refueling area, restricted area, etc.) by one aircraft. The number of sortie-operations is used to quantify the number of uses by aircraft and to accurately measure potential environmental impacts; e.g., noise, air quality, and safety impacts.

(Added) Unmanned Aircraft System (UAS).—Any unmanned air vehicle not piloted or controlled from within the vehicle. UASs may be remotely controlled from the ground or an aircraft. A UAS must be controlled so as to remain clear of and/or avoid conflict with disassociated/nonparticipating aircraft. (See appropriate FARs and/or FAA Handbook.) Old designation: Unmanned Aerial Vehicle (UAV), Remotely Operated Aircraft (ROAs), or Remotely Piloted Vehicles (RPVs).

Attachment 2

LETTER OF AUTHORITY, USAF REPRESENTATIVE TO FAA

MEMORANDUM FOR (Grade and Name of AFREP)

FROM: (Grade and Name, as appropriate)

SUBJECT: Letter of Authority

This letter hereby designates you as the Air Force Representative, FAA (location) and constitutes authority for you to formulate, within established policy and guidance, the Department of the Air Force position on airspace and air traffic control matters that fall within the purview of the FAA (location) Service Area (or Headquarters).

In executing the duties of your office, you are also the representative of Headquarters, United States Air Force, and within established policy and guidance are authorized to coordinate and negotiate on all matters of mutual interest to the Air Force and the FAA (location) Service Area (or Headquarters).

NAME, RANK

Director of Airspace, Ranges, and Airfield Operations

Attachment 3

AIRSPACE MANAGER TRAINING PROGRAM

A3.1. This attachment provides suggested guidance for a training program for new unit airspace managers.

A3.2. Pertinent publications (see **Attachment 1**):

A3.2.1. Read:

A3.2.1.1. AFI 13-201 and appropriate higher headquarters airspace management regulations.

A3.2.1.2. AFI 11-202 volume 3 as supplemented.

A3.2.1.3. AFI 13-203.

A3.2.1.4. AFI 32-7061.

A3.2.1.5. FAAO 7610.4.

A3.2.1.6. FAAO 7400.2.

A3.2.2. Review for familiarity:

A3.2.2.1. Other military regulations and publications appropriate to mission.

A3.2.2.2. AIM.

A3.2.2.3. FAAO 7110.10.

A3.2.2.4. FAAO 7110.65.

A3.2.2.5. FAAO 7210.3.

A3.2.2.6. FAAO 8260.19.

A3.3. Read Letters of Procedure and Agreement and Memorandums of Understanding germane to the mission and airspace.

A3.4. Review all local operating procedures.

A3.5. Review Air Installation Compatible Use Zone (AICUZ).

A3.6. Review office history files.

A3.7. Review documentation/proposals for all ongoing airspace projects.

A3.8. Review environmental documentation for local airspace and procedures.

A3.9. Meet with local airspace management "team" and discuss issues:

A3.9.1. Airfield Operations Flight Commander or Operations Officer

A3.9.2. Flight Safety Officer.

A3.9.3. Environmental Engineer.

A3.9.4. Airfield Manager.

A3.9.5. Current Operations, Scheduling, Range Management, and/or Standardization and Evaluation personnel, and/or other operations personnel.

A3.9.6. Public Affairs representative.

A3.9.7. Legal representative.

A3.9.8. AICUZ Program Manager.

A3.10. Meet/contact the applicable AFREP.

A3.11. Visit FAA facilities providing service to local missions, meet key airspace management personnel, and discuss issues.

A3.12. Attend USAF Airspace Management Course within the first 6-months of assuming airspace manager duties, if possible, and update the proper SEI (if applicable) in individual's personnel records (N/A to ANG).

A3.13. Meet local Fixed Base Operators (FBOs) at airports where the USAF mission may conflict or cause concern.

A3.14. Installation Airspace Manager Responsibilities. Within 90-days of taking over such duties and at least annually thereafter, the installation airspace manager will coordinate with his or her servicing installation civil engineering environmental compliance division and ensure that airspace operations are in compliance with and within the scope of all relevant environmental analyses, including any existing management actions or mitigations required.

Attachment 4

REVIEW CHECKLIST

A4.1. The following is provided as a guide for periodic reviews of airspace. It should be used when questions arise that require background information concerning your airspace.

A4.2. Land Ownership (Restricted Areas):

A4.2.1. Are all lands inside the airspace boundary owned, leased, or controlled by agreement?

A4.2.2. Are the safety footprints of each weapon used within the airspace boundary?

A4.2.3. Are adequate safety measures taken with respect to public/private land?

A4.2.4. Is the land area within the restricted airspace congested, sparsely populated, or uninhabited?

A4.2.5. Does SUA allow for aerial access to private and public lands?

A4.3. Intended Use:

A4.3.1. Does the original intended use match the actual use?

A4.3.2. Is the airspace adequate for intended use?

A4.3.3. Is the SUA/MTR shared with other users?

A4.3.4. Does actual activities justify the type of airspace as designated?

A4.3.5. Is the activity (restricted areas):

A4.3.5.1. Air-to-air?

A4.3.5.2. Air-to-ground?

A4.3.5.3. Ground-to-ground?

A4.3.5.4. Ground-to-air?

A4.3.5.5. What mission profiles are utilized?

A4.4. Does the unit initiate return of airspace to the National Airspace System when no longer required for mission accomplishment?

A4.5. When available, are Military Radar Units used to provide military command and control in SUA to enhance safety and utility?

A4.6. Activation Procedures:

A4.6.1. Is the SUA/MTR scheduled sufficiently in advance?

A4.6.2. Is the SUA/MTR coordinated with FAA IAW LOA/LOP?

A4.6.3. Is the controlling agency properly notified when the scheduled activity is canceled?

A4.6.4. What are the activation/deactivation procedures?

A4.6.5. Is there a point of contact (name/phone number) established between using and controlling agencies for coordinating changes?

A4.6.6. Are "real time use" concepts in daily activities efficiently used?

A4.6.7. Is the airspace efficiently subdivided so only the minimum required airspace for a particular mission is activated?

A4.6.8. Is SUA released to other users when not needed for military operations?

A4.7. Letters of Agreement/Letters of Procedure (LOA/LOP):

A4.7.1. Are LOA/LOPs current and accurate?

A4.7.2. Are "real time use" procedures incorporated into the LOA/LOPs?

A4.7.3. Do LOA/LOPs contain provisions for safe operations in case of radar/communication failure?

A4.7.4. Are joint-use restricted areas and their operating procedures outlined in a LOA/LOP?

A4.8. Records:

A4.8.1. Are utilization records available for the past 2-years?

A4.8.2. Are records kept of activation changes?

A4.8.3. Do records describe times and portions of airspace activated?

A4.8.4. Do records reflect scheduled versus activated times?

A4.9. Weather Observations (Restricted Areas).

A4.9.1. Is ceiling and visibility information available?

A4.9.2. What are the weather minima?

A4.10. Communications:

A4.10.1. What type of air-to-ground communications are available?

A4.10.2. What type of communications are available to FAA or other agencies?

A4.10.3. Is communication/radar coverage available with a military or FAA air traffic control agency when entering or exiting SUA/MTRs?

A4.11. Aircrew Briefings:

A4.11.1. Is the SUA/MTR briefing current and are there established procedures for updating the briefing?

A4.11.2. How are briefings and procedures made available to other users of the SUA/MTR?

A4.11.3. Are aircrews, especially non-unit aircrews, briefed on environmental hot spots and noise sensitive areas?

A4.12. Environmental:

A4.12.1. Do the current environmental documents accurately define your operations?

A4.12.2. Do you have a copy of the environmental document?

A4.12.3. Where are the basic environmental analysis and all additional supplementals filed?

A4.12.4. Do supplementals address cumulative effects?

A4.12.5. Do the environmental documents include all the shared users of the airspace?

A4.12.6. List the aircraft authorized by the environmental document to routinely fly in the airspace.

A4.12.7. List the flares and chaff, by type, authorized to be expended in the airspace.

A4.12.8. What is the date that the environmental office coordinated on your annual utilization review?

A4.12.9. Was a supplemental document required as a result of your annual utilization review?

A4.13. Miscellaneous:

A4.13.1. Does the airspace proposal describe the current requirement for the airspace?

A4.13.2. Is radar available/used for control?

A4.13.3. Are spill-ins/outs recorded and what follow-up action is taken?

A4.13.4. Are public-use airports avoided by 3 NM or 1500 feet AGL?

A4.13.5. Do aircraft operations within SUA/MTR conform to applicable FARs?

A4.13.6. Does the SUA/MTR create potential for air traffic conflicts with terminal VFR and IFR operations?

A4.13.7. Does the SUA/MTR create potential for air traffic conflicts with federal airways and regularly used VFR routes?

A4.13.8. Are there waivers for separation of non-participating aircraft from the boundaries of the airspace?

A4.13.9. Are waivers current?

A4.13.10. Have all MTRs been surveyed for obstacles at least annually?

A4.13.11. Are uncharted obstacles on MTRs reported to the scheduling agency as soon as possible after landing and included in aircrew briefings?

A4.13.12. Have MTR surveys considered potential bird attractant areas such as landfills, wildlife refuges, waste water treatment plants, stock yards or food processing plants that may attract large concentrations of birds that could be harmful to aircraft on the routes?

A4.13.13. Have MTR surveys been documented and maintained?

A4.13.14. Have potential flight safety hazards (e.g., obstacles, migratory bird routes, possible bird attractant areas, etc.) been identified and published in FLIP AP/1B?

A4.13.15. Have MTR Special Operating Procedures or Remarks published in FLIP AP/1B been reviewed annually for accuracy?

Attachment 5

SUPERSONIC WAIVER REQUEST

1. Describe all current and projected supersonic mission requirements.

2. Describe how the projected supersonic operations will be conducted.

3. Describe how and where current supersonic needs are being satisfied.

4. Describe the proposed airspace that could be used for supersonic operations (Volume, Proximity, Time, & Attributes).

5. Describe the available alternatives for conducting supersonic training.

6. Describe the land uses that could be exposed to sonic booms. In particular, detail the impact on noise/vibration on sensitive land uses (see list below). What is the distance of the proposed supersonic area/corridor from these sensitive land uses?

a. Native American traditional use areas or sacred sites

b. National Parks, wilderness areas, wildlife refuges or wildlife management areas

c. Ratite (ostrich/emu) operations

d. Urban Areas (towns, cities, etc.)

e. Prehistoric/Historical structures

7. Summarize the mitigation measures identified in the EIS/ROD or EA/FONSI.

8. Identify public concerns raised during the EIAP public comment period.

9. If the waiver is not granted, will there be additional costs to implement one of the alternatives?

10. What level of training will units receive on how to minimize impacts of unintentional sonic booms?

Attachment 6

RENEWAL OF SUPERSONIC WAIVER REQUEST

1. Date of original supersonic flight ops below 30,000 feet MSL and subsequent renewal dates.

2. Attach the justification and information used for the original request or the most recent waiver renewal analysis.

3. Compare current and proposed future sortie rates, aircraft types, and minimum altitudes with those assessed in the most recent environmental analysis that assesses the impacts of the supersonic operations. This analysis can include information used to support the original waiver request.

4. List all mitigation measures and commitments made in initially approving the supersonic flying operations. Provide the same information for any updated environmental analysis done for any previous revisions.

5. Detail the changes in land use that have occurred since the original establishment of supersonic operations in this area. Examine land use below and within 15 miles of the area.

6. If there have been changes to environmental conditions or operations that necessitate any new environmental analysis include them with this waiver renewal analysis. Pay special attention to the following noise/vibration sensitive land uses:

a. Native American traditional use areas or sacred sites

b. National parks, federally designated wilderness areas, wildlife refuge, or wildlife management areas

c. Ratite (ostrich/emu) operations

d. Urban areas (towns, cities, etc.)

e. Prehistorical/historical landmarks

7. Describe the management system the MAJCOM has adopted for periodic monitoring to ensure compliance with mitigations, and to monitor changes to conditions under or near the area where supersonic operations are taking place.

8. Note any increased or unusual public controversy with these operations.

Attachment 7

AIRSPACE DENIAL REPORT

PURPOSE: Provide the unit Airspace Manager with information about scheduled airspace denied/limited to scheduled user(s) by the ATC Controlling Agency.

INSTRUCTIONS:

FLIGHT LEAD: Fill out sheet down to "Mission Impact". For the "SCHEDULED" column, enter what you were scheduled. For the "DENIED//LIMITED//N/A" column, if airspace was denied, enter "DENIED" in all blocks. If the airspace was limited, enter what you were given or "N/A" for each item Not Affected. When finished, select "File", "Save As" and rename your file. Pass on to Supervisor via email**.**

SUPERVISOR: Contact ATC Controlling Agency to discuss event. Fill out remainder of sheet through "Supervisor Comments". Pass on to Airspace Manager via email.

AIRSPACE MANAGER: File sheet. Annotate Airspace Denial Log. Send copy of sheet to your AFREP and MAJCOM.

Name of Airspace:	Date of Incident:
Affected Wing &Squadron:	Call Sign:
Number & Type Aircraft:	Mission Type:
ATC Controlling Agency:	

Airspace was (double click answer(s)): ☐ Denied ☐ Time Limited ☐ Altitude Limited ☐ Boundary Limited

AREA INFORMATION	**SCHEDULED**	**DENIED // LIMITED // N/A** (If limited, enter what you were given or N/A)
TIME (ZULU)		
ALTITUDE (MSL/AGL)		
BOUNDARY		

Were Training Objectives Accomplished? (double click answer(s)): ☐ Yes ☐ Degraded ☐ No

Will the Mission Have to be Reflown to Meet Mission Objectives? (double click answer): ☐ No ☐ Yes

Mission Impact:

SUPERVISOR (e.g., SOF, Squadron CC, OG/CC, Wing CC):

Scheduling Agency for the Airspace:

Did supervisor contact the ATC Controlling Agency? (double click answer): ☐ Yes ☐ No

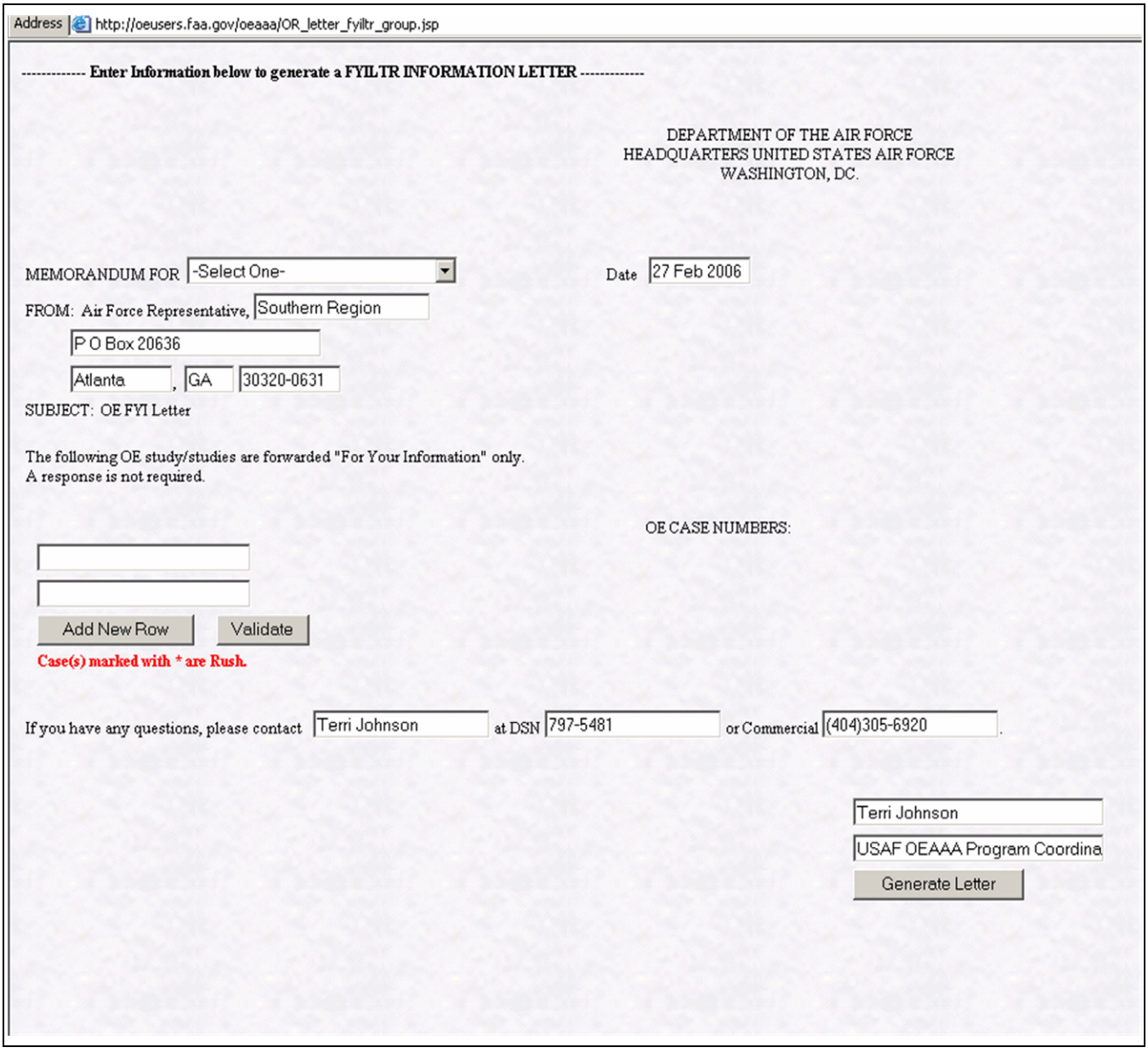
Supervisor Comments (include FAA reason for denial/limitation):

AIRSPACE MANAGER:

Actions:

Attachment 8

FYI INFORMATION LETTER


Address http://oeusers.faa.gov/oeaaa/OR_letter_fyiltr_group.jsp

---------- **Enter Information below to generate a FYILTR INFORMATION LETTER** ----------

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, DC.

MEMORANDUM FOR -Select One- Date 27 Feb 2006

FROM: Air Force Representative, Southern Region

P O Box 20636

Atlanta , GA 30320-0631

SUBJECT: OE FYI Letter

The following OE study/studies are forwarded "For Your Information" only.
A response is not required.

OE CASE NUMBERS:

Add New Row Validate

Case(s) marked with * are Rush.

If you have any questions, please contact Terri Johnson at DSN 797-5481 or Commercial (404)305-6920 .

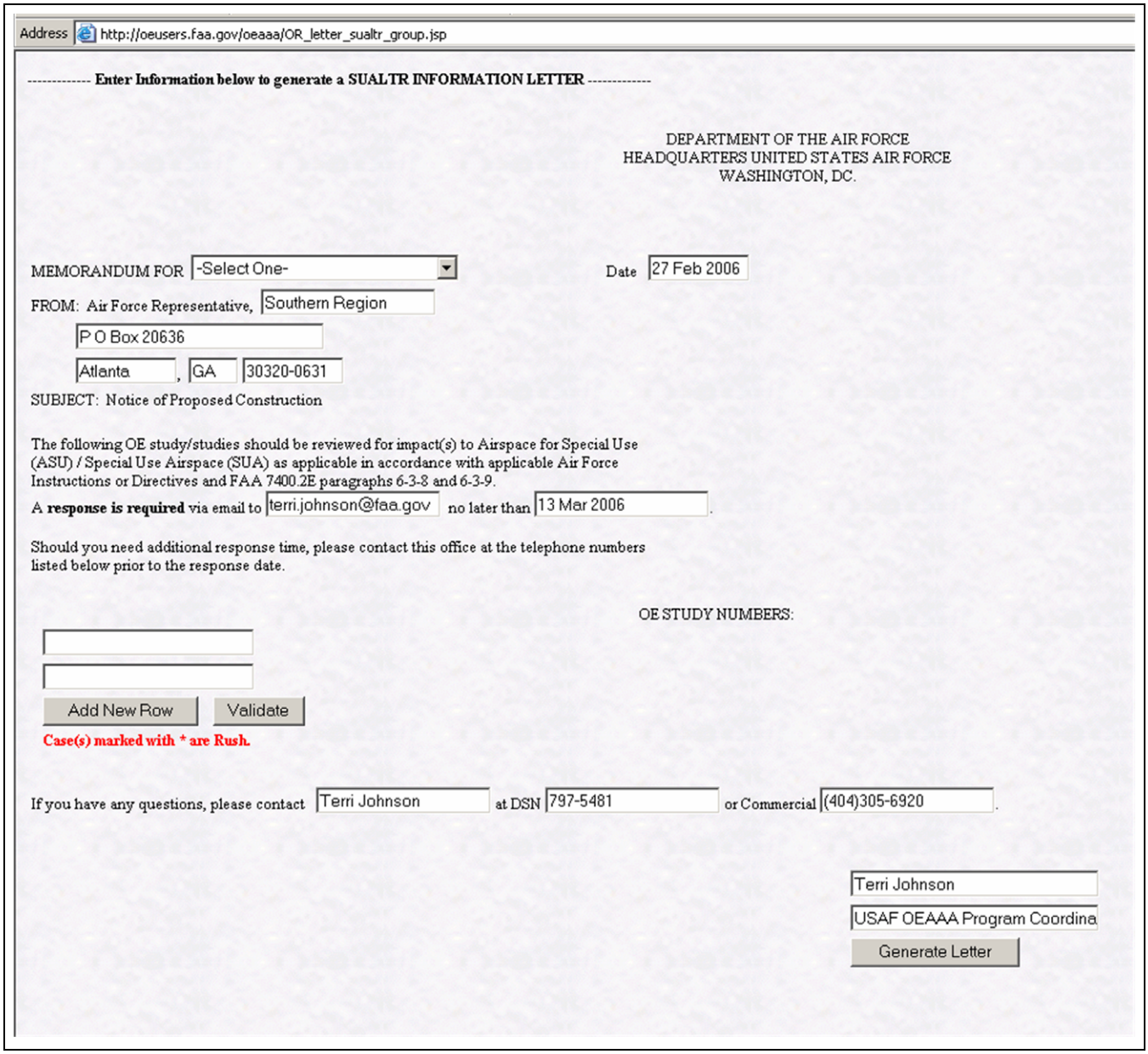
Terri Johnson

USAF OEAAA Program Coordina

Generate Letter

Attachment 9

SUA INFORMATION LETTER



Address http://oeusers.faa.gov/oeaaa/OR_letter_sualtr_group.jsp

---------- **Enter Information below to generate a SUALTR INFORMATION LETTER** ----------

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, DC.

MEMORANDUM FOR -Select One- Date 27 Feb 2006

FROM: Air Force Representative, Southern Region

P O Box 20636

Atlanta , GA 30320-0631

SUBJECT: Notice of Proposed Construction

The following OE study/studies should be reviewed for impact(s) to Airspace for Special Use (ASU) / Special Use Airspace (SUA) as applicable in accordance with applicable Air Force Instructions or Directives and FAA 7400.2E paragraphs 6-3-8 and 6-3-9.

A **response is required** via email to terri.johnson@faa.gov no later than 13 Mar 2006 .

Should you need additional response time, please contact this office at the telephone numbers listed below prior to the response date.

OE STUDY NUMBERS:

Add New Row Validate

Case(s) marked with * are Rush.

If you have any questions, please contact Terri Johnson at DSN 797-5481 or Commercial (404)305-6920 .

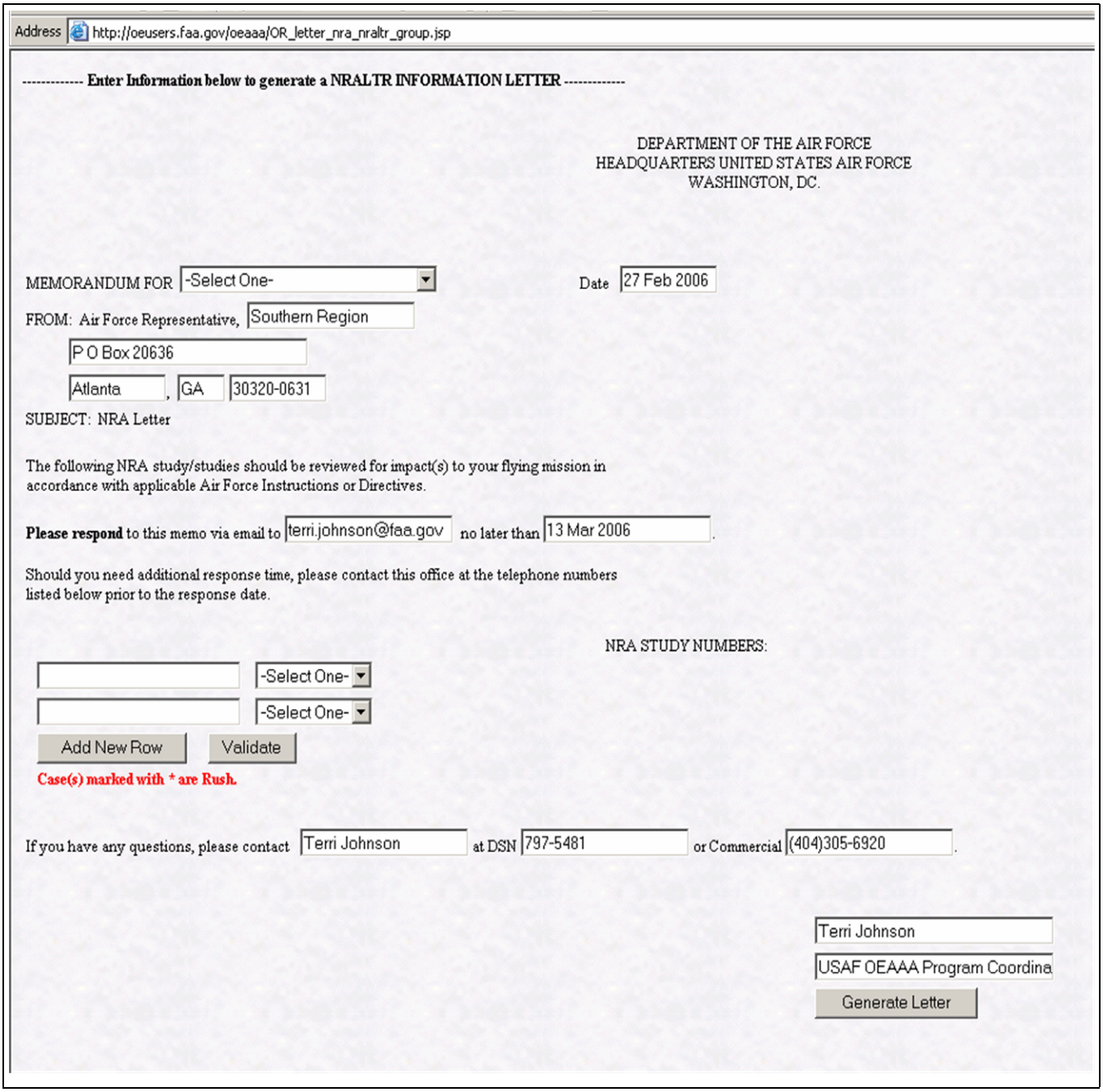
Terri Johnson

USAF OEAAA Program Coordina

Generate Letter

Attachment 10

NRA INFORMATION LETTER



Address http://oeusers.faa.gov/oeaaa/OR_letter_nra_nraltr_group.jsp

---------- **Enter Information below to generate a NRALTR INFORMATION LETTER** ----------

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, DC.

MEMORANDUM FOR -Select One- Date 27 Feb 2006

FROM: Air Force Representative, Southern Region

P O Box 20636

Atlanta , GA 30320-0631

SUBJECT: NRA Letter

The following NRA study/studies should be reviewed for impact(s) to your flying mission in accordance with applicable Air Force Instructions or Directives.

Please respond to this memo via email to terri.johnson@faa.gov no later than 13 Mar 2006 .

Should you need additional response time, please contact this office at the telephone numbers listed below prior to the response date.

NRA STUDY NUMBERS:

-Select One-

-Select One-

Add New Row Validate

Case(s) marked with * are Rush.

If you have any questions, please contact Terri Johnson at DSN 797-5481 or Commercial (404)305-6920 .

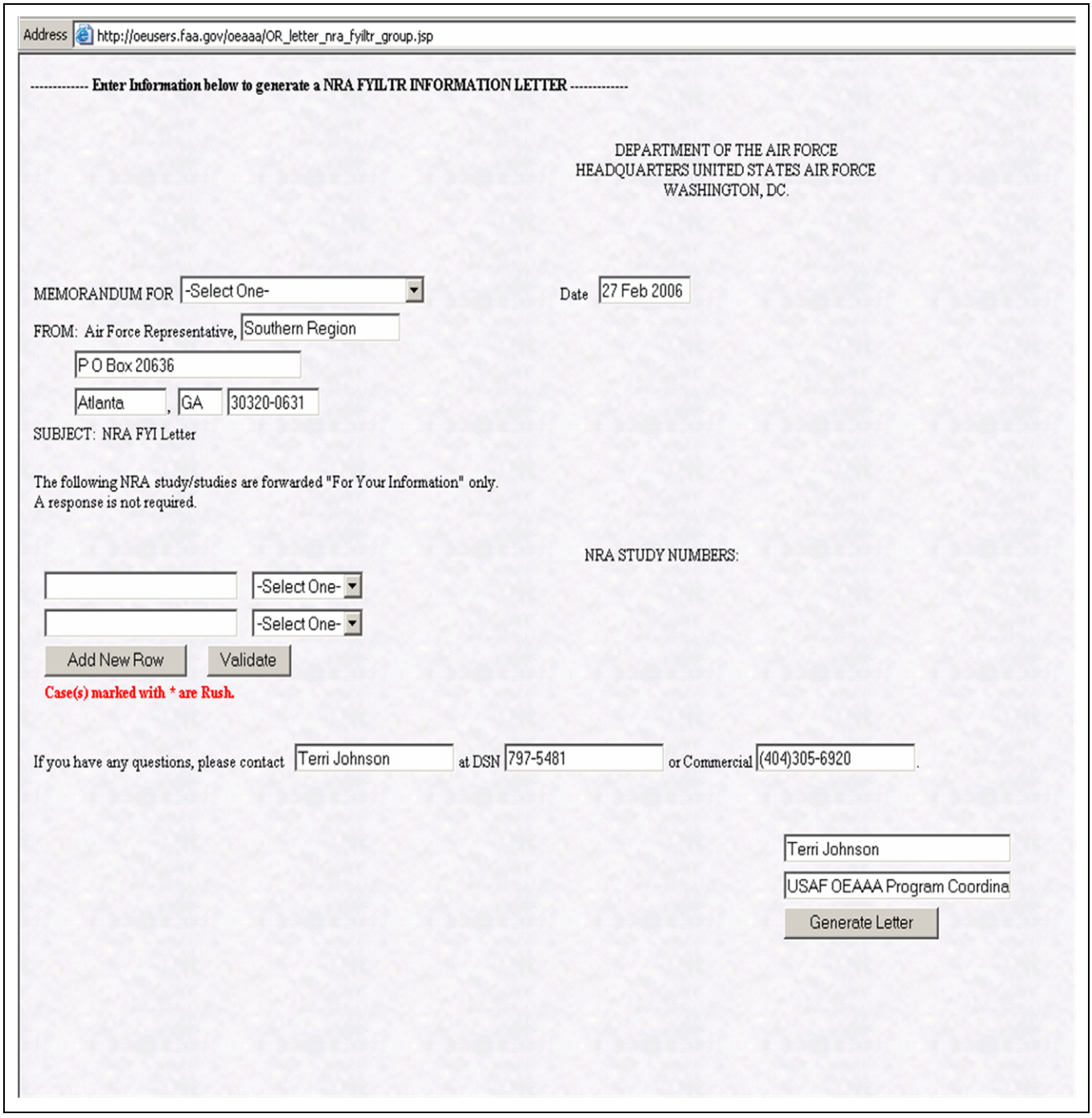
Terri Johnson

USAF OEAAA Program Coordina

Generate Letter

Attachment 11

NRA FYI INFORMATION LETTER



Attachment 12

WGEF EVALUATION GUIDELINES

A12.1. The OPR shall evaluate proposed applications for wind energy site testing and monitoring activities and for commercial wind energy development when proposed on or near lands or airspace managed by the USAF (including the ANG, and the USAFR). The development of wind turbines has increased dramatically worldwide and USAF operators will frequently encounter their presence in real world operations. WGEF evaluation will contain the potential impact assessment of temporary site testing placement and monitoring activities, permanent wind energy development, and recommendations on how to minimize the impacts to the USAF mission, as required.

A12.2. The OPR shall examine the issues below when evaluating the impacts of possible placement of wind anemometers and other permanent energy development facilities:

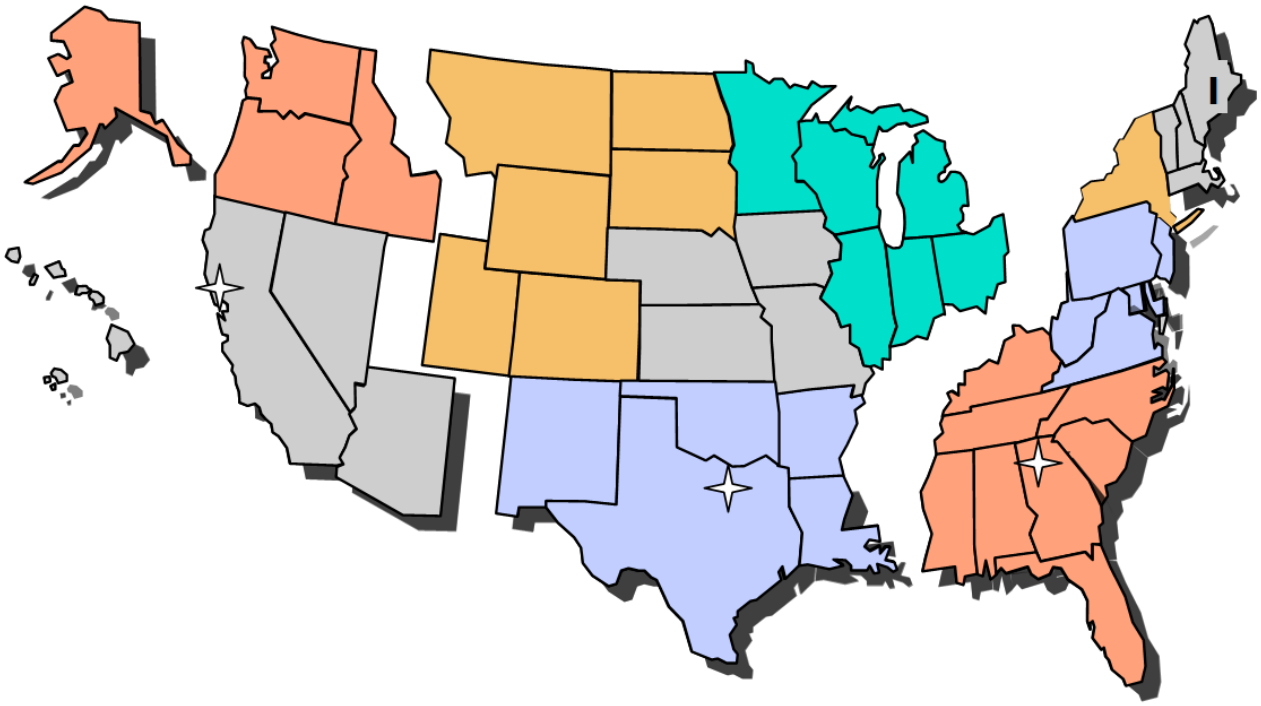
A12.2.1. Safety. Although the height of anemometers may not pose an immediate hazard, the site of the anemometer may eventually lead to the placement of wind turbines at the site that may exceed 750 feet AGL. When evaluating an anemometer proposal, the OPR should look at the future height of a wind turbine tower and associated impacts (e.g., power lines and related equipment for the operation of wind turbines). The OPR will verify with the proponent that the maximum height is to the tip of the blade as opposed to the hub. The placement of qualifying turbines shall be addressed through the FAA OE/AAA system at the time they propose the anemometer siting. The wind anemometers/turbines should be viewed in a manner similar to other obstructions, such as cell towers, oil/natural gas platforms, and water towers, encountered in normal air operations. When a unit receives an anemometer proposal, the OE/AAA process should be executed at that time. For those proposed in the vicinity of airfields, UFC 3-260-01, and the OE/AAA section of this AFI consulted.

A12.2.2. Electromagnetic Interference (EMI) and Radar Signatures. The EMI and radar signatures of wind turbines can impact current and future air operations. The OPR should contact the Air Force Research Lab at Kirtland AFB, NM (AFRL/DEHE) at DSN 263-6083 for further analysis. Provide the lab information on manufacturer(s) specifications (e.g., height of wind structure, blade construction material, average blade revolutions per minute (RPM), etc.) and possible affected electronic sites.

A12.2.3. Operational Security. Sites should be evaluated for potential impact on national security.

Attachment 13

REGIONAL AFCEE OFFICES



Western	**Central**	**Eastern**
AFCEE / CCR - S	AFCEE / CCR - D	AFCEE / CCR - A
333 Market Street	525 Griffin Street	77 Forsyth Street
Suite 625	Suite 505	Suite 295
San Francisco CA 94105	Dallas TX 75202 - 5023	Atlanta GA 30335-6801
Phone: (415) 977-8888	Phone: (214) 767 - 4650	Phone: (404) 331 - 6797
FAX: (415) 705 - 1682	FAX: (214) 767 - 4661	FAX: (404) 331 - 2537

Attachment 14

STOPLIGHT CHART

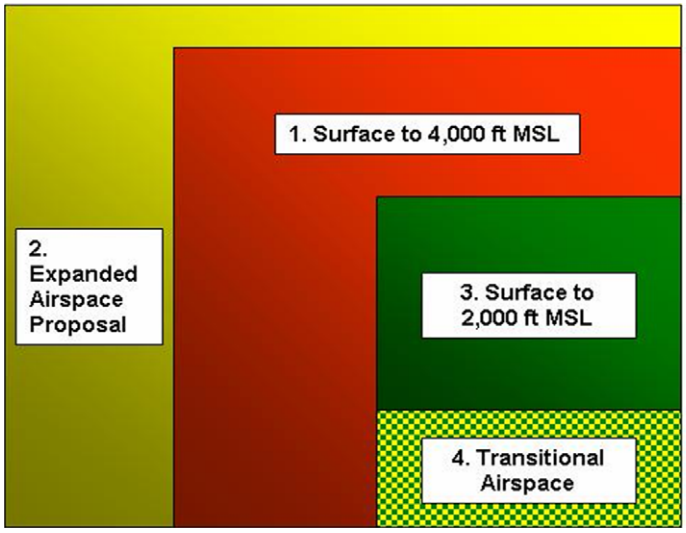
A14.1. Units should assess their airspace for compatibility with wind energy development. A successfully implemented method of illustrating land use compatibility is the "Stoplight" chart (see **Figure A14.1.**). The compatibility will depend greatly on the type of mission being conducted.

A14.1.1. Red identifies land use that is incompatible for the development of wind turbines. An example of a red area would be when a turbine penetrates a vertical and/or lateral airspace boundary, adversely impacts radar system performance, Terminal Instrument Procedures, landing zone operations, or interferes with operations.

A14.1.2. Yellow identifies land use that may or may not be compatible for wind turbine development. An example of a yellow area is an area where the unit is proposing to expand an existing piece of airspace for a future mission or where a turbine would leave minimum separation from existing flight tracks or paths. The yellow area is where the unit and proponent may need to perform careful evaluation and negotiation in the placement of wind turbines. Applying this to the airfield environment, the criteria for yellow will be based on specific conditions and mission needs.

A14.1.3. Green identifies land use that is compatible for the development of wind turbines. An example of a green area is if the floor of a section of airspace is at least 1,000 feet above the proposed maximum height of a turbine. Green areas do not depict areas not required by the unit; rather, they specify areas where mission impact is minimal below a specified altitude. It should not be inferred that the area is not required as airspace or is not critical to airfield operations.

Figure A14.1. Stoplight Chart



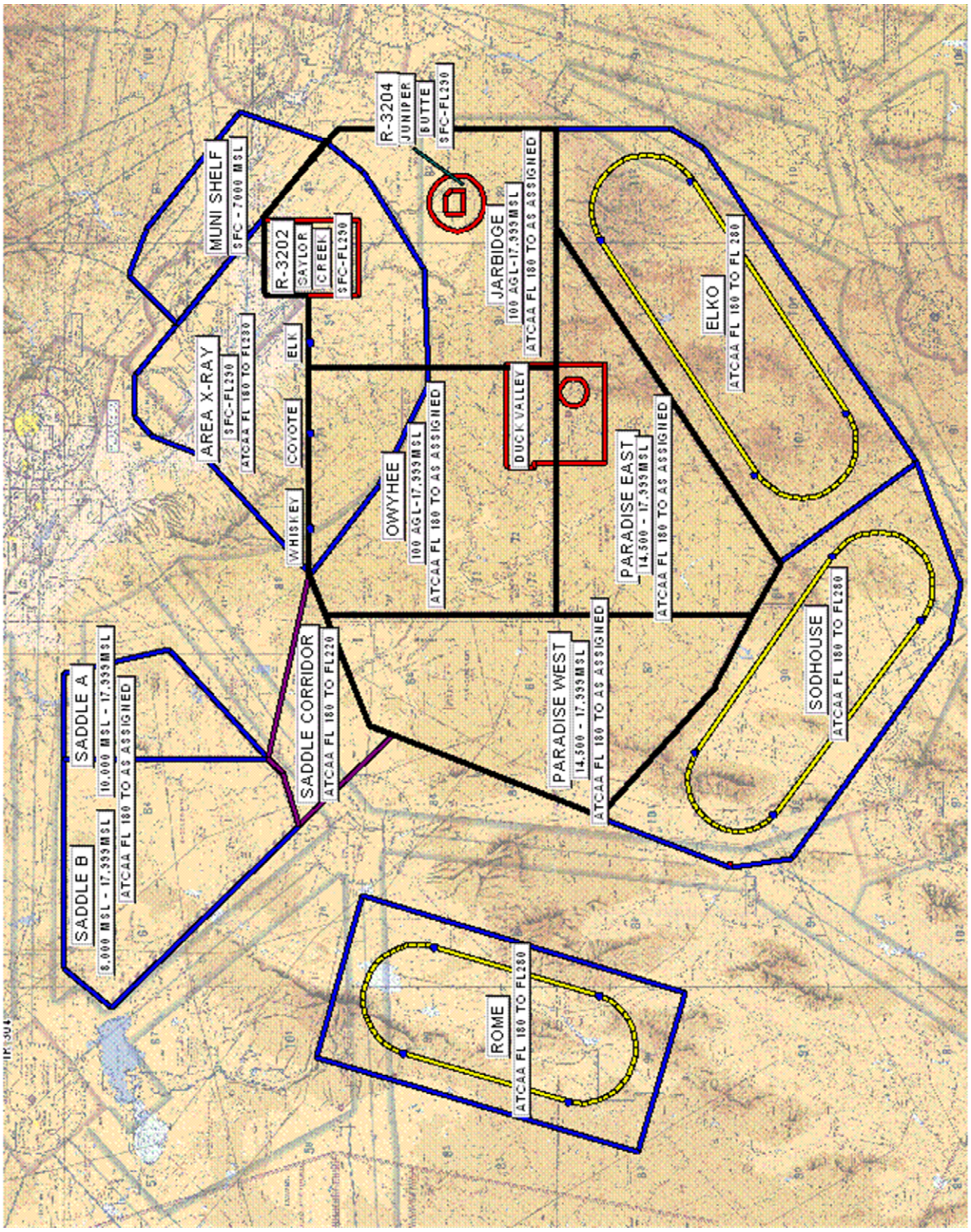
Discussion. 1. Red indicates airspace with a base altitude of surface or 100 feet AGL. Any obstacle at any height would have detrimental impact to air operations. 2. Yellow area is proposed extension of existing airspace. An obstacle proposed in this area would need to be carefully evaluated for impact on future airspace operations. 3. Green indicates airspace with a base altitude of 2,500 feet AGL. Obstacles up to 2,000 feet AGL will have little to no impact on air operations (NOTE: In the unusual circumstance of an

obstacle being higher than 2,000 feet AGL but less than 2,500 feet AGL, it could be considered in a yellow' zone). 4. The Grid pattern, (Yellow/Green combination) indicates transitional airspace. Green is up to 750 feet AGL, but yellow between 750 and 2,500 feet AGL. This chart is designed as a planning feature to assist in surface evaluation of obstacles affecting airspace. It is not part of the FAA's OE/AAA process and does not necessarily depict the actual airspace vertical altitude dimensions (NOTE: this example assumes no obstacle will be higher than 4,000 feet AGL). Note that to apply this type of assessment strategy to the airfield environment, the altitudes and considerations will be different than those described here.

A14.2. The Stoplight chart can represent a 3-D depiction of your airspace by defining the altitudes. A selected area can contain two or more colors. For example, an area could be green up to 750 feet AGL, yellow between 750 feet and 1000 feet AGL, and red above 1000 feet AGL.

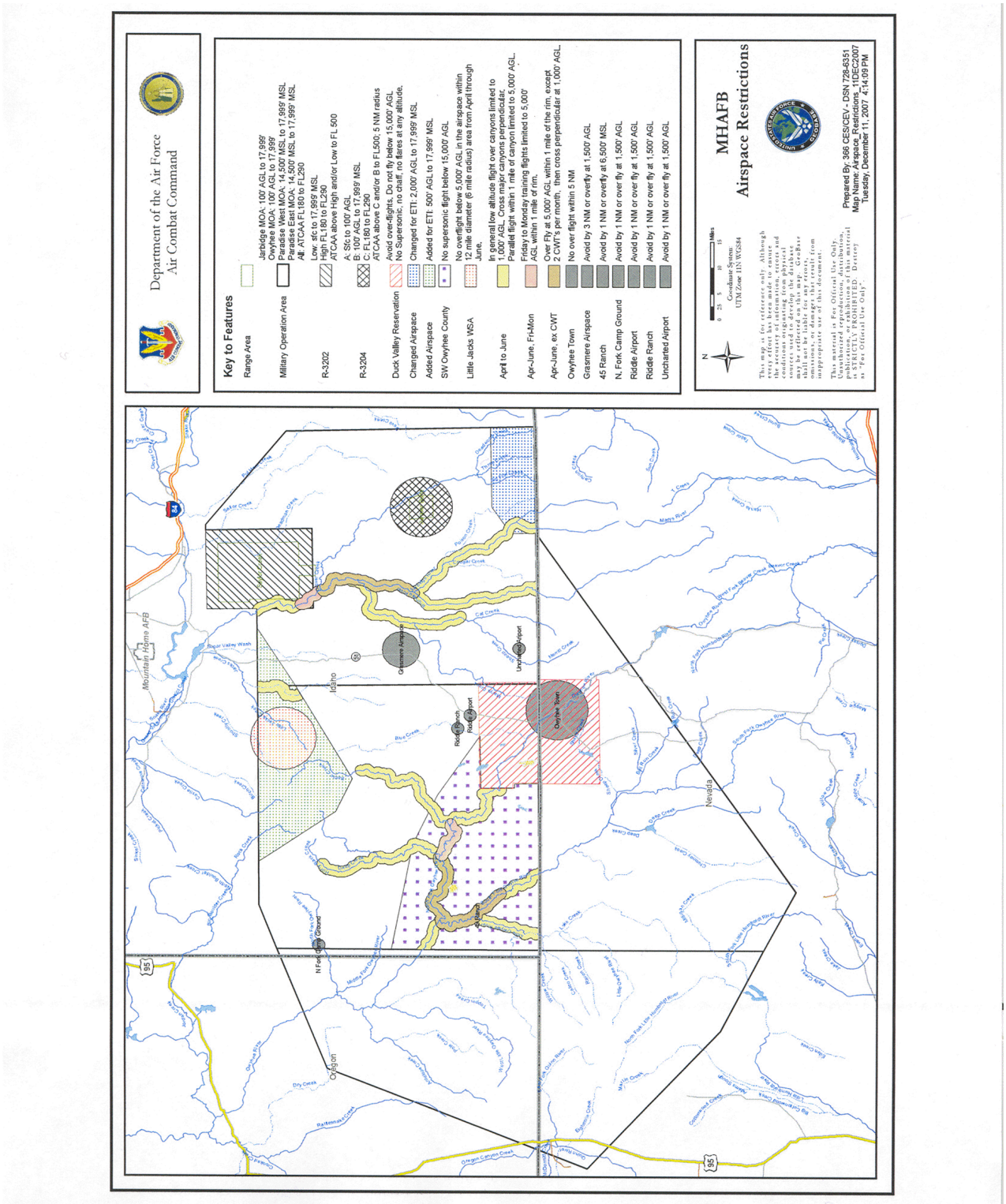
Attachment 15 (Added-MOUNTAINHOME)

ILLUSTRATION OF MHRC



Attachment 16 (Added-MOUNTAINHOME)

DUCK VALLEY RESERVATION AND ENHANCED TRAINING IN IDAHO (ETI) SEASONAL RESTRICTIONS (APRIL, MAY, AND JUNE)



Attachment 17 (Added-MOUNTAINHOME)

AIRSPACE MODIFICATION REQUEST WORKSHEET

AIRSPACE MANAGEMENT
AIRSPACE MODIFICATION REQUEST WORKSHEET

NAME:

RANK:	UNIT:	PHONE:

AIRSPACE AFFECTED: ☐ - PARADISE WEST ☐ - PARADISE EAST ☐ - JARBIDGE ☐ - OWYHEE

☐ - R3202 ☐ - R3204 ☐ - IR293 ☐ - IR300 ☐ - IR303 ☐ - IR304 ☐ - IR314 ☐ - IR 3 ☐ - IR3

RECOMMENDED CHANGE (DESCRIBE WHAT YOU FEEL THE CONCEPTUAL AIRSPACE CHANGE SHOULD BE, AND WHAT IT WOULD LOOK LIKE IF CHARTED) :

SPECIFIC JUSTIFICATION (SUPPORT THE RECOMMENDATION WITH OPERATIONAL IMPACTS, HOW THIS WILL BENEFIT THE WING, WHAT THE EFFECT WOULD BE WITHOUT IT, ALTERNATIVES, LONG TERM EFFECTS (ENVISIONED), AND ANY OTHER APPLICABLE DATA):

USE BLANK SHEET IF MORE SPACE NEEDED

(OSOA USE ONLY)

RECEIVED DATE:	REVIEWED DATE:
T/TSNS STARTED DATE:	T/TSNS COMPLETED DATE:
PROPOSAL STARTED DATE:	PROPOSAL COMPLETED DATE:

RETURN TO : OSS/OSOA (8-4722)

17 May 2007

Attachment 18 (Added-MOUNTAINHOME)

AIRSPACE DENIAL/SUPERSONIC WORKSHEET

Flight Data

NOTE: THIS FORM IS ONLY REQUIRED WHEN FLIGHTS WERE ACTUALLY DENIED/DELAYED AIRSPACE ENTRY AND/OR WENT SUPERSONIC

DATE: _____ TIME: _____ Z/L UNIT: ☐ 389TH ☐ 390TH ☐ 391ST ☐ _____

CALLSIGN: _____ FLIGHT OF: ☐ 1/FCF ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ _____

Airspace Denial

DENIED: ☐ YES ☐ NO

DELAYED: ☐ YES ☐ NO

DURATION OF DELAY: _____ HRS / MINS

WHERE: ☐ WORLD
☐ JARBIDGE ☐ OWYHEE
☐ PARADISE WEST ☐ PARADISE EAST
☐ SADDLE A ☐ SADDLE B
☐ SAYLOR CREEK ☐ JUNIPER BUTTE

MISSION IMPACT: COMMENTS:
☐ NONE
☐ MINOR
☐ MODERATE
☐ SEVERE

Supersonic Events

INDICATE EACH INSTANCE OF SUPERSONIC ON MAP BY TIME, ALT, AND LOCATION AS FOLLOWS:

Revised: 18 October 06

WHEN COMPLETED, PLEASE FAX TO 8-4573 (AIRSPACE MANAGEMENT)

Attachment 19 (Added-MOUNTAINHOME)

ALTRV APREQ REQUIREMENTS WORKSHEET (FILL- IN)

ALTRV APREQ REQUIREMENTS WORKSHEET

Requested Exercise Name: **ALTRV APREQ**

INSTRUCTIONS

- Mission header: the requested ALTRV name can be anything the POC feels is appropriate for the operation. Must be unique and without any system duplication (FAA approved) and is subject to change if conflicts in the system occur. The number at the end is the precedence number (normally 8) EX: ***ALTRV APREQ FULL UP 95-4/8***
- A: Fill in callsigns of aircraft in each cell. EX: ***BONE11-13; PINE80,81 MOOSE31-33***
- B: Fill in Number and Type of aircraft in the order as they appear in "A" . EX: ***3HB52/R***
- C: Fill in ICAO Point of Departure. EX: ***KMUO***
- D: Fill in altitude(s), departure procedure/route of flight, times (in cumulative elapsed). EX: ***FL210B230*** (indicates first block altitude requested) ***RAVEC*** (indicates RADAR vectors) ***LVLOF BY PIH 0019*** (indicates point where altitude or block requested must be reached and 19 minutes of cumulative elapsed time since departure or when ALTRV began) ***PIH 097/120 0040*** (indicates next subsequent fix identified by FRD and cumulative time since departure or when ALTRV began) ***CLMB FL240B260*** (indicates next altitude event) ***LVLOF BY OCS*** (indicates point where altitude must be reached) ***J20*** (indicates jet route in ALTRV) ***HUB 0115*** (indicates next fix and 1 hour 15 minutes of cumulative time since departure or since ALTRV began).....***PAM 0415*** (indicates time over destination fix and cumulative time since departure or since ATLRV began) ***LAND*** (indicates intent to land at destination fix). This syntax would be used throughout the ALTRV flight plan (truncation shown for brevity).
- E: Fill in ICAO destination. EX: ***KPAM***
- F: Fill in Departure information to include ETD, point where ALTRV will begin with DTG if other than the departure point, and ADMIS (indicates interval between successive departure cells). EX: ***ETD THUG 01-05 041800 NOV 2007 ADMIS 30 SEC*** or ***ETD ALTRV BEGINS OVER DKB 090/025 AT 161815 MAY 2007***
- G: Remarks (in order) to include ***TAS***, ***Project Officer contact information***, ***Alternate Project Officer contact information***, additional information (pertinent remarks that support the operation). If less than standard separation will be flown in the ALTRV. The statement ***MARSA ALL*** or a definition of the significant parts of the flight plan where MARSA will take place. EX: ***TAS 430KTS/AIRFL*** (indicates the cruise and air refueling airspace will be 430 knots true) or ***TAS 440KTS CRUISE 410KTS AIRFL*** indicates that cruise will be at 440 knots and refueling will be at 410 knots).

A. Cell #1:	
Cell #2:	
B. Number/Type Acft:	
C: ICAO point of departure:	
D: Route/Altitudes/Elapsed times	
E. ICAO destination:	
F: ETD (date/time/group)/ADMIS interval:	
G: Remarks to include TAS; Squadron ALTRV POC; Alternate Squadron ALTRV POC; Additional information MARSA ALL should be included if less than standard separation is going to be used, unusual requests; reason for mission, etc.	

Send form by FAX (828-4573) or E-mail to the Chief, Airspace Management for coordination of the ALTRV at least two weeks prior to date of departure. Questions may be forwarded to 828-4722