

## MATANUSKA SUSITNA BOROUGH AVIATION ADVISORY BOARD

Roger Anderson – (1)	Michael Pannone – Vice Chair - (2)	Norman Chance – Chair - (3)	Jim Kelly – (4)
Bernie Willis – (5)			

Staff:

Christopher Cole, MSB Planner II & Clerk

Conference Line: 1 (907) 290-7880

Participant Code: 579 745 442

### AGENDA

#### REGULAR MEETING ASSEMBLY CHAMBERS

July 22, 2020  
3:00 – 5:00 P.M.

- |              |  |  |
|--------------|--|--|
| <b>I.</b>    | CALL TO ORDER; ROLL CALL   | 2 minutes  |
| <b>II.</b>   | APPROVAL OF AGENDA   | 2 minutes  |
| <b>III.</b>  | PLEDGE OF ALLEGIANCE   | 2 minutes  |
| <b>IV.</b>   | INTRODUCTIONS  | 2 minutes  |
| <b>V.</b>    | APPROVAL OF MINUTES<br>a. February 26, 2020  | 2 minutes  |
| <b>VI.</b>   | STAFF/AGENCY REPORTS & PRESENTATIONS<br>a. Update on Meetings and Schedules – Chris Cole<br>b. Review of Packet Materials  | 5 Minutes  |
| <b>VII.</b>  | ITEMS OF BUSINESS<br>a. Community Involvement - update   | 5 minutes  |
| <b>VIII.</b> | NEW BUSINESS<br>a. Statewide Aviation Update Presentation<br>b. FAA removal of Airports AOPA Presentation<br>c. CARES Act Airport Relief Discussion<br>d. Aviation Activity Notice Area Presentation | 30 minutes<br>30 minutes<br>15 minutes<br>15 minutes |
| <b>IX.</b>   | AUDIENCE PARTICIPATION ( <i>three minutes per person</i> )   | 5 minutes  |
| <b>X.</b>    | COMMENTS FROM THE BOARD  | 5 minutes  |
| <b>XI.</b>   | NEXT MEETING – <i>October 21, 2020</i>   |  |
| <b>XII.</b>  | ADJOURNMENT  |  |

Total Time: 2 hours

MATANUSKA-SUSITNA BOROUGH  
AVIATION ADVISORY BOARD

REGULAR MEETING MINUTES  
February 26, 2020

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I. **CALL TO ORDER, ROLL CALL, AND DETERMINATION OF QUORUM.**

The regular meeting of the Matanuska-Susitna Borough Aviation Advisory Board (AAB) was held on February 26, 2020 at the Matanuska Susitna Borough in the Lower Level Conference Room. The meeting was called to order at 3:01 p.m. by Mr. Norman Chance.

AAB members present and establishing a quorum were:

- Mr. Norman Chance
- Mr. James Kelly
- Mr. Roger Anderson

MSB Staff Present:

- Mr. Chris Cole, Planner II

II. **APPROVAL OF AGENDA**

**MOTION:** To approve the January 22 agenda. (Mr. James Kelly, moved; Mr. Roger Anderson, seconded).

**DISCUSSION:** None.

**VOTE:** None opposed. Agenda approved.

III. **PLEDGE OF ALLEGIANCE**

Lead by Mr. Norman Chance.

IV. **INTRODUCTIONS**

- a) No guests were in attendance, no introductions were given.

V. **APPROVAL OF MINUTES**

- a) January 22, 2020.

**MOTION:** To approve the January 22, 2020 minutes (Mr. Roger Anderson, moved; Mr. Norman Chance, seconded.)

**DISCUSSION:** None.

**VOTE:** None opposed. Minutes Approved

VI. **STAFF/AGENCY/BOARD REPORTS & PRESENTATIONS**

- a) Update on action items from January meeting – Chris Cole.

VII. **ITEMS OF BUSINESS**

- a) MSB Capital Improvement Plan 2021 – work session

The board brought together projects for nomination. Additional projects were discussed for nominations and forms were filled out.

VIII. **NEW BUSINESS**

IX. **AUDIENCE PARTICIPATION (Three minutes per person.)**

- a) No audience members spoke

X. **MEMBER COMMENTS**

Mr. James Kelly: None.  
Mr. Norman Chance: None.  
Mr. Roger Anderson: None

XI. **NEXT MEETING**

- a) Next regular meeting will be Wednesday, April 22, 2020 @ 3:00pm in the Lower Level Conference Room

XII. **ADJOURNMENT**

Meeting adjourned at 4:24 p.m.

APPROVED:

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Norman Chance, Chair

Date

ATTEST:

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Christopher Cole, Planner II

Date

**From:** [BODINE, HARLIE J Col USAF PACAF 11 AF/CV](#)

**To:** [ANGER, SHAWN E Col USAF PACAF 354 FW/FW/CC](#); [ASPLIN, LISA](#); [BANKER, JEFFREY M Lt Col USAF ANG 176 OG/CD](#); [BARINA, DANIEL K Capt USAF PACAF 90 FS/DOA](#); [Barnes, Thomas ATREP](#); [BARTLETT, JEREMY L Capt USAF PACAF 3 WG/SEF](#); [BAUMGARTNER, GARY](#); [BINDER, JOHN](#); [Bladow, Melanie](#); [BLESSIE, LYNNETTE](#); [BORELL, STEVE](#); [BOWERS, JOHN](#); [BRADLEY, MATTHEW J Col USAF PACAF 3 OG/3 OG/CC](#); [BUCKINGHAM, JOE](#); [BUNTON, NATHALIE](#); [BUSSA, PETER L GS-13 USAF PACAF 353 CTS/ADO](#); [CARRICABURU, BRYAN](#); [Cartee, Terry](#); [Catherine Hill](#); [CHILSON, DAVID](#); [Christopher Cole](#); [COLEMAN, PAULETTE](#); [Collier, Eric](#); [COMBS, JAKE](#); [Craig, Lynae](#); [CROFT, TIMOTHY D GS-15 USAF USNORTHCOM ALCOM/J7](#); [CUMMINGS, MICHAEL E Lt Col USAF PACAF 176 MXG/CC](#); [CURRY, MICHAEL J Maj USAF ANG 144 AS/RA](#); [Dale, Jane](#); [DAVIS, PHILLIP B JR Capt USAF USNORTHCOM ALCOM/PA \(Bryant\)](#); [DEFRIES, TAMALA](#); [Demory, Joe](#); [DEWITT, SARAH](#); [Donald Gibbs](#); [DUKE, JAMES J CIV USAF PACAF PACAF/A317](#); [EDMISTON, GORDON](#); [Ellis, Daniel](#); [Englishbee, Orin](#); [Evans, Jason A CW4 USARMY USARAK \(USA\)](#); [FERGUSON, MICHAEL L](#); [FRAHM, MIKE](#); [FRANK, JOANNE R GS-09 USAF PACAF 11 AF/CCS](#); [GAMBLE, MAURICE](#); [GANDY, STEPHEN R Maj USAF PACAF 517 AS/3WG/XP](#); [GEORGE, TOM](#); [GEREN, YVETTE R GS-08 USAF PACAF 11 AF/CVS](#); [GILBERT, JEFF](#); [Greenwood, J Reed CIV USARMY USARAK \(USA\)](#); [Gregory Foscue](#); [GRIESBAUM, MICHAEL S Col USAF PACAF 11 AF/A3/A5](#); [Griffith, Amanda](#); [GROGAN, JAMES](#); [HAGGLAND, PETE](#); [HANSON, DEE](#); [HAYSLETT, JERE](#); [HEATH, JEFFREY](#); [HEGNA, TRACEY](#); [HEISLER-VAUTOUR](#); [Heley, Sharon - Delta](#); [HOUGH, THOMAS C MSgt USAF ANG 144 AS/CCF](#); [HUFFMAN, CRAIG](#); [JACOBSON, RANDY A Lt Col USAF PACAF 354 OG DET 1/CC](#); [Johnson, Charles S LTC USARMY USARAK \(USA\)](#); [JONES, MICHAEL K Lt Col USAF PACAF 3 WG/SE](#); [JUMAO-AS, ALEX](#); [KARISH, JOHN E GS-12 USAF PACAF 354 OG Det 4/GS12](#); [KARRS, NATHANAE L Lt Col USAF PACAF 354 OG/CD](#); [KIELING, HARRY](#); [KOERBER, RYAN J Maj USAF PACAF 3 OG/OGV](#); [KOMAR, PETER A Capt USAF PACAF 3 WG/ADO](#); [LANG, SHEILA A Col USAF ANG 176 OSS/CC](#); [Larue, Troy](#); [LASSELLE, JON E JR GS-13 USAF PACAF 611 AOC/CODK](#); [LAURITZEN, RICHARD W CTR USAF PACAF 353 CTS/RNG](#); [LEAF, EVERETT](#); [LEITCH, MURRAY](#); [LIGON, LEONARD](#); [LIKE, MENA](#); [LOMEDICO, ANTHONY B Lt Col USAF PACAF 962 AACs/ATOH](#); [LONG, KERRY](#); [LUFKIN, TIMOTHY](#); [11 AF/CCE](#); [3 OG Stan Eval](#); [3 OG/CC](#); [3 WG-SE](#); [354 FW/PA PUBLIC AFFAIRS](#); [354 FW/SE Safety](#); [354 FW/SEF Flight Safety](#); [517 AS CC \(Commander\)](#); [962 AACs/CC 1](#); [Dave Palmer](#); [MARCINKOWSKI, ROBERT](#); [MATTHEWS, CHRIS](#); [McClure, Andrew](#); [McClurg, Mathew](#); [MCEWAN, PAUL](#); [MERRILL FIELD](#); [Morey, Gordon L Jr](#); [NAUTA, BRANDON J Maj USAF PACAF 354 OG/OGV](#); [NORRIS, ROBERT J Capt USAF PACAF 354 OSS/OSA](#); [OCHS, BRIAN](#); [O'neil, William](#); [OWEN, SCOTT D Maj USAF ANG 144 AS/ADO](#); [Patterson, David W CIV USARMY USARPAC \(USA\)](#); [PATTERSON-SIMES, JAIME](#); [PRATT, JOHN](#); [REESE, RUSSELL T Lt Col USAF PACAF 354 OG Det 4/CC](#); [REYNOLDS, JOSEPH](#); [RILING, ELLIOT R Maj USAF PACAF 517 AS/DO](#); [ROGERS, MARGARET](#); [ROGERS, RACHEL A GS-06 USAF PACAF 3 OG/CCS](#); [ROPER, ALBERT Lt Col USAF PACAF 354 OG Det 4/DO](#); [RYAN, LEE](#); [RYAN, WILFRED P](#); [SCARLE, KENNETH A GS-12 USAF PACAF 11 AF/PA](#); [SCHREIER, TAMMI](#); [SEATON, TOM](#); [SEELY, JIM](#); [SEWELL, RICH](#); [Sheneman, Neale](#); [SIEBE, CARL](#); [SISINYAK, JOE](#); [SKALICKY, DAVID M Col USAF PACAF 354 OG/354 OG/CC](#); [SMITH, BRIAN M CTR USAF PACAF 353 CTS/OPS](#); [Snyder, Christopher](#); [SPARLING, JOE](#); [Spear, Angie Fairbanks Int'l](#); [Starr-Jr, Rickey D \(FAA\)](#); [STAURSETH, BRIAN E](#); [STEPHENS, MARK W Maj USAF PACAF 962 AACs/TEBT](#); [STIGAR, MARK](#); [STOCKER, JOHN R](#); [TAYLOR, TABITHA](#); [TEDOR, TERRY L CTR USAF PACAF 353 CTS/ECSS](#); [THIBODEAU, DEAN U Maj USAF ANG 168 OG/OGV](#); [Thynes, Mike](#); [TIBBE, TERRI](#); [VALLEY, EARL](#); [VAN ALLMAN, RICHARD](#); [White, Adam](#); [WHITE, DANIEL J Lt Col USAF PACAF 11 AF/JA](#); [White, Jason T \(Burner\) Lt Col USAF 3 OG \(USA\)](#); [Whiteside, Greg](#); [WILLIAMS, ANDREW C Maj USAF ANG 611 AOC/AK RCC](#); [WILSON, LEIF](#); [WININGAR, JOE](#); [WOLVERTON, CLARK](#); [WORKER, TIMOTHY \(Matt\)](#); [WORRALL, JEREMY](#); [WSA AFREP Org box](#); [WYNN, DANIEL C Lt Col USAF PACAF 354 OSS/CVN](#); [YORKE, MIKE](#)

**Cc:** [NICHOLSON, MATTHEW J Col USAF PACAF 36 WG/CV](#); [GRIESBAUM, MICHAEL S Col USAF PACAF 11 AF/A3/A5](#); [LEGG, PHILLIP A Col USAF PACAF 11 AF/A3/A5](#); [GEREN, YVETTE R GS-08 USAF PACAF 11 AF/CVS](#)

**Subject:** ACMAC: Spring 2020

**Date:** Tuesday, June 2, 2020 7:51:04 PM

**Attachments:** [2020 SUAIS Pamphlet v4.pdf](#)  
[LRDR-Public-Outreach-Slides\\_20200504.pdf](#)  
[JBER Safety 2020 ACMAC Slides.pdf](#)

Greetings ACMAC Participants!

I regret to announce that we will be unable to hold our usual in-person ACMAC meeting this spring due to COVID-19 social distancing requirements and other assorted related challenges.

Rather than just cancel our spring ACMAC, I'd like to share with you some of the usual information presented at our ACMAC meetings. The attached briefings are short to keep file/e-mail size reasonable. If you have questions beyond what is presented here, or if you have information you would like to share with ACMAC participants, please reply to Ed Lasselle (e-mail: [jon.lasselle@us.af.mil](mailto:jon.lasselle@us.af.mil)), and he will arrange to send another informational e-mail. We are hopeful the Fall 2020 ACMAC will be able to meet as usual, but only time will tell.

INFORMATION:

[Long Range Detection Radar \(LRDR\)/R2206:](#)

The Missile Defense Agency (MDA) has provided the attached briefing concerning LRDR/R2206. There is a link on the last slide where more information can be obtained.

[FAA ATREP announcement:](#)

From Brian Ochs: "After 5+ years, my time as the FAA's Air Traffic Representative (ATREP) to the DoD in Alaska, Hawaii, and Guam is ending. I accepted a new job at the Western Service Center as the Special Use Airspace Specialist and am available at (206) 231-2264. Beginning May 10, 2020, the new FAA ATREP (AK, HI, GU) will be Mr. Thomas Barnes. Please continue to build on the fantastic relationships we have in Alaska between the DoD, Civil Aviation, and the FAA."

Thomas Barnes: [thomas.barnes@faa.gov](mailto:thomas.barnes@faa.gov) CP: (907) 306-9303 Office: (907) 552-4093

#### Special Use Airspace Information Service (SUAIS)

A new SUAIS Pamphlet is enclosed. It has the latest Red Flag-Alaska exercise dates. This pamphlet is also available on the JBER public webpage at: <http://www.jber.jb.mil/Info/Alaskan-Airspace-Info/>

#### Mid-Air Collision Avoidance (MACA) Pamphlet/Joint Base Elmendorf-Richardson (JBER) Flight Safety briefing:

The JBER 2020 MACA Pamphlet is nearly ready for publishing and will be posted on the JBER public webpage at: <http://www.jber.jb.mil/Info/Alaskan-Airspace-Info/> The previous version is currently available on the webpage. The JBER Flight Safety Office has also included a short briefing.

#### Red Flag- Alaska Exercise Dates:

The first two Red Flag-Alaska exercises scheduled for this summer were cancelled due to COVID-19. (These were the May 4-15 and June 15-26 exercises). The remaining two Red Flag-AKs are:  
**RED FLAG-Alaska 20-3: Aug 3 - Aug 14** with FAM Day (Familiarization Day) scheduled for July 31  
**RED FLAG-Alaska 21-1: Oct 12 - Oct 23** with FAM Day scheduled for October 9

It is unknown at this point whether these exercises will go as planned: they could shrink, be cancelled, or even become more robust. Distant Frontier exercises before and after these Red Flags are still possible but will depend on travel restrictions. GPS Jamming is still planned for these exercises. NOTAMs are required before GPS Jamming can occur, so check PAZA (Anchorage Center) NOTAMs. FAM Day or sometimes the day prior are typical start dates for GPS Jamming associated with Red Flag-AK.

#### JBER Airshow:

Arctic Thunder 2020 Open House is still a planned event for July 11-12! The website says: "**Note: All Subject to Change, check back often for the most up-to-date information.**"

A decision is expected later this month.

Information is available at: <https://www.jber.jb.mil/Info/Arctic-Thunder-Open-House/>

#### EDF/EIL Runway Closures for this summer:

Elmendorf: Rwy 06/34 Closed 23 May- 5 June 2020

Rwy 16/34 Closed 18-31 July 2020

Eielson AFB: Rwy 14/32 **Full (only) Runway Closure:** 3-15 July AND 4-7 September 2020

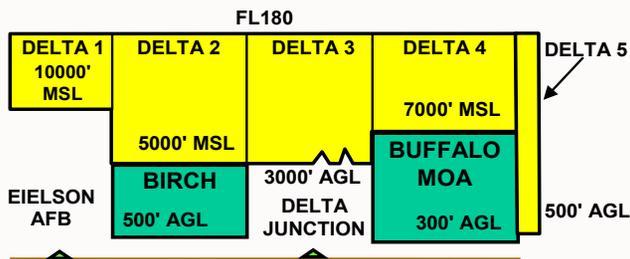
Displaced Threshold (10,000' available) 16 July – 3 September 2020.

Lastly, I am doubly disappointed because this would have been my final ACMAC prior to retiring this summer. I would have taken the time to personally thank all of you for the amazing support you give to the ACMAC. As we have discussed many times, things are very unique in our majestic state of Alaska, and safely operating aircraft across our state is one of those unique endeavors. With your dedication and commitment to operating as safely as possible, we collectively greatly reduce aviation hazards across the hundreds of miles of airspace covering Alaska. Fear not, my replacement, Col Matthew "Bulldog" Nicholson ([matthew.nicholson@us.af.mil](mailto:matthew.nicholson@us.af.mil)) was stationed here a short two years ago as the first ever 11AF/A3 and a member of the ACMAC, so he gets it. With your continued support, this organization will continue on the positive vector and achieve even more together. This has been one of my true honors of serving alongside each of you.

Very respectfully,  
Col Harlie "Leash" Bodine



## SIDE VIEW: DELTA 1-5 MOAs



The Delta MOAs will only be utilized during major flying exercises (MFEs). Usage times will be published 30 days prior to the start of each exercise. Exercise activation times will normally consist of a morning and evening period. Each period will last 1.5 - 2.5 hours. Reference the Anchorage Center (PAZA) NOTAMs for actual activation times. The Delta MOAs will be returned to the FAA immediately upon completion of military use. Activation times are published 30 days in advance to encourage pilots to plan their flights around the short activation windows. MOAs are "VFR see and avoid" airspace. VFR flight through MOAs is not restricted, although extreme caution is advised due to the high speed/dynamic nature of military flying. Utilize SUAIS if you must transit an active MOA. Emergency aircraft, air evacuation, Life Flight, and fire fighting aircraft will always have priority over military training. Please refer to the Alaska Airspace webpage for the most current information:

<http://www.jber.jb.mil/Info/Alaskan-Airspace-Info/>

As of November 2018, Alaska has two new low altitude MOAs: Fox 3 Low MOA and Paxon Low MOA. Fox 3 Low (500' - 5,000' AGL) is used for daily training and is activated "by NOTAM". Paxon Low MOA (500' AGL to but not including 14,000' MSL) is only used during major flying exercises such as Red Flag-AK, similar to the Delta MOAs, and it too is activated "by NOTAM". SUAIS is now available in both these areas. See frequency chart within.

As of November 2019, restricted area R-2205 near Eielson AFB has been expanded, and a new restricted area, R-2201, has been established near Delta Junction. SUAIS is available for both areas.

## I AM NOT A PILOT. WHY SHOULD I KNOW ABOUT MOAs AND SUAIS?

The information in this pamphlet is for all persons traveling in the vicinity of Military Operations Areas (MOAs) in Alaska. For persons on the ground, this pamphlet provides information on where low flying military aircraft and "jet noise" may occur.

## SUAIS INFORMATION

For current information on MOA, MTR and range status/activity, contact:

### EIELSON RANGE CONTROL (ERC)

**VHF 125.3 MHz and 126.3 MHz**  
(Frequency locations depicted on chart within)

**1-800-758-8723 / (907) 372-6913**

Contact nearest FSS or Anchorage Center after hours or when ERC cannot be reached to determine airspace status.

To inform ERC of next-day flight activity when ERC is closed, please e-mail

[353CTS.RangeControl.SUAIS@us.af.mil](mailto:353CTS.RangeControl.SUAIS@us.af.mil)

*Flight Area // Times // Transponder equipped  
Altitudes // Type Aircraft // Tail #  
Any other pertinent flight information*

Notify ERC of SUAIS radio outages.

### GENERAL SAFETY REPORTING & NOISE COMPLAINTS

Report unexpected encounters with military aircraft, other safety concerns, and noise complaints to the

**24 HOUR FEEDBACK LINE**

**1-800-538-6647**

For ADDITIONAL INFORMATION about Air Force flight activity in Alaska see our website at: <http://www.jber.jb.mil/Info/Alaskan-Airspace-Info/> Special Use Airspace scheduled activation times (for up to 24 hrs. from current time) can be obtained at:

<https://sua.faa.gov>

THIS PAMPHLET IS PROVIDED FOR INFORMATION PURPOSES ONLY. IT IS NOT INTENDED TO REPLACE OFFICIAL GUIDANCE AVAILABLE THROUGH THE FAA. IT IS STRONGLY RECOMMENDED THAT PILOTS CONTACT THE NEAREST FLIGHT SERVICE STATION FOR THE LATEST NOTAM INFORMATION ON RESTRICTED/SPECIAL USE AIRSPACE.

## Special Use Airspace Information Service (SUAIS)

**IMPORTANT INFORMATION ON MILITARY AIRCRAFT OPERATIONS IN ALASKA FOR ALL PILOTS, RESIDENTS, AND VISITORS**



**Updated: April 2020**  
**DEPARTMENT OF THE AIR FORCE**  
**11<sup>TH</sup> AIR FORCE**  
**JOINT BASE ELMENDORF-RICHARDSON**

# SU AIS Radio Site Map



Location	Frequency	Recording
Hill 3265	125.3	Yes
Quarry Hill	125.3	
Far Mt	125.3	
Taylor Mt	125.3/126.3	
Paxson	125.3	Yes
Knob Ridge	125.3	
Donnelly Dome	126.3	Yes
Tok (new)	126.3	
Fox Relay	126.3	
Gulkana	126.3	

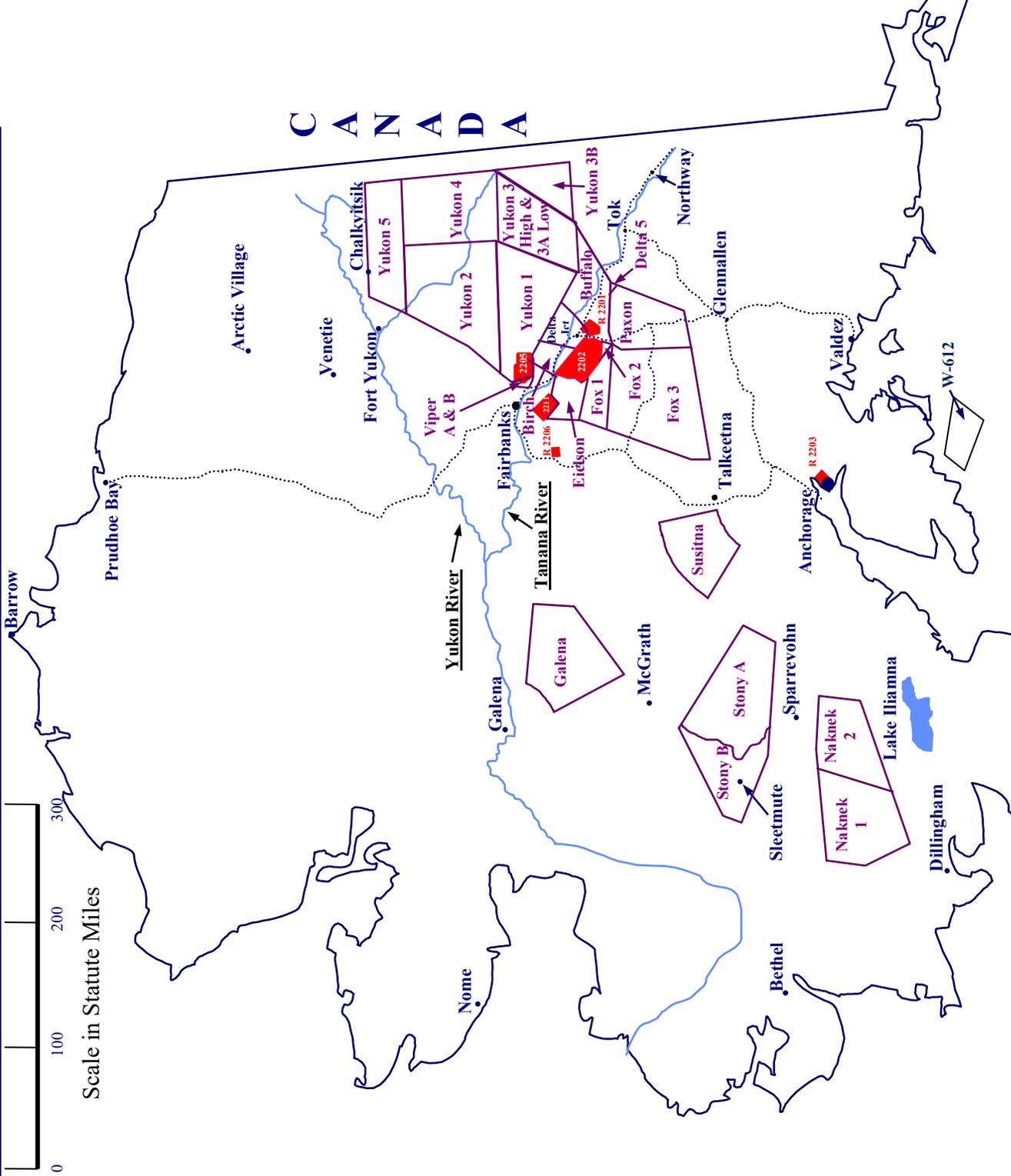
# ALASKA MOAS & RESTRICTED AREAS

FOR INFORMATION ONLY - NOT TO BE USED FOR NAVIGATION

See also FAA Sectional Charts



Scale in Statute Miles



## SPECIAL USE AIRSPACE

### MILITARY OPERATIONS AREAS (MOA):

BIRCH	500' AGL	4,999' MSL	FOX 1	5,000' AGL - 17,999' MSL
BUFFALO	300' AGL	6,999' MSL	FOX 2	7,000' MSL - 17,999' MSL
EIELSON	100' AGL	17,999' MSL	FOX 3 LOW	500' AGL - 5,000' AGL
YUKON 1	100' AGL	17,999' MSL	FOX 3 HIGH	5,000' AGL - 17,999' MSL
YUKON 2	100' AGL	17,999' MSL	GALENA	1,000' AGL - 17,999' MSL
YUKON 3 HIGH	10,000' MSL	17,999' MSL	NAKNEK 1	3,000' AGL - 17,999' MSL
YUKON 3A LOW	100' AGL	9,999' MSL	NAKNEK 2	3,000' AGL - 17,999' MSL
YUKON 3B	2,000' AGL	17,999' MSL	PAXON LOW	500' AGL - 13,999' MSL
YUKON 4	100' AGL	17,999' MSL	PAXON HIGH	14,000' MSL - 17,999' MSL
YUKON 5	5,000' AGL	17,999' MSL	STONY A	100' AGL - 17,999' MSL
VIPER A	500' AGL	9,999' MSL	STONY B	2,000' AGL - 17,999' MSL
VIPER B	10,000' MSL	17,999' MSL	SUSITNA	5K' AGL/10K' MSL - 17,999' MSL

### RESTRICTED AREAS:

R-2201A/B	SURF - 5,999' MSL
R-2201C/D	6,000' - 11,000' MSL
R-2202A/B	SURF - 9,999' MSL
R-2202C	10,000' MSL - FL 310
R-2202D	>FL310 - UNLIMITED
R-2203A/B	SURF - 11,000' MSL
R-2203C	SURF - 5,000' MSL
R-2205A/B/C/D/E	SURF - 9,999' MSL
R-2205F/G/H/J/K	10,000' MSL - FL310
R-2206	SURF - 8,800' MSL
R-2211	SURF - FL 310

### WARNING AREA:

W-612	SEE BACK PAGE FOR INFO
W-612	SURF - FL 290

## WHAT IS THE SPECIAL USE AIRSPACE INFORMATION SERVICE?

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

### CONTACT INFORMATION AND HOURS OF OPERATION

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

**Pilots can call SUAIS at 1-800-758-8723 (372-6913 from the Fairbanks area) or email [353CTS.RangeControl.SUAIS@us.af.mil](mailto:353CTS.RangeControl.SUAIS@us.af.mil) with planned flight activity. If airborne, contact Eielson Range Control, [VHF 125.3MHz or 126.3 MHz](https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/chart) (Please refer to chart within)** More military airspace information can also be found on the Joint Base Elmendorf-Richardson homepage at: <http://www.jber.jb.mil/Info/Alaskan-Airspace-Info/>

**Beyond SUAIS radio range or when Eielson Range Control is not available (recording heard on SUAIS frequency), Flight Service Stations or Anchorage Center can provide status of special use airspace, to include Military Training Routes (MTRs).**

## WHY USE SUAIS?

**SAFETY:** Eielson Range Control monitors military activity in the interior MOAs and can advise civilian pilots of high-speed military aircraft operating in them. The MOAs adjacent to the Richardson and Alaska Highways between Tok, Delta Junction, and Fairbanks are areas of heavy general aviation use. MOA Exclusion Areas have been established along the highways. The MOAs are of special concern since they are used primarily by rapidly maneuvering fighter aircraft operating at high speeds and low altitude.

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

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

### HOW TO USE SUAIS

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

To inform ERC of next-day flights when ERC is closed, please e-mail

[353CTS.RangeControl.SUAIS@us.af.mil](mailto:353CTS.RangeControl.SUAIS@us.af.mil)

*Flight Area // Times // Transponder equipped*

*Altitudes // Type Aircraft // Tail #*

*Any other pertinent flight information*

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

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

Radio relay stations permit pilots flying as low as a few hundred feet to contact Eielson Range Control in the Tanana Valley between Lake George and Fairbanks. Aircraft flying in mountainous terrain to the east of the Tanana River will need to be as high as the tops of the highest terrain in their immediate vicinity. The general area of radio coverage encompasses Circle to the north, Fairbanks to the west, Gulkana to the south, and Chicken to the east. The ability to detect light aircraft without transponders is limited. **Transponder use is highly recommended.**

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

### MAJOR FLYING EXERCISE SCHEDULE

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

Dates below subject to change / Check the website for updates

The exercise schedule for the **2020** season is as follows:

**\*\*\*First two exercises cancelled due to COVID-19\*\*\***

~~RED FLAG-Alaska 20-1: May 4 - May 15~~

~~RED FLAG-Alaska 20-2: Jun 15 - Jun 26~~

**RED FLAG-Alaska 20-3: Aug 3 - Aug 14**

**RED FLAG-Alaska 21-1: Oct 12 - Oct 23**

*Note: Typical RED FLAG-Alaska exercises consist of a morning and evening training period. The morning airspace period **usually** occurs from 9:00am - 1:00pm (with the Delta MOAs activated from 9:30am - 12:00pm). The evening airspace period usually occurs from 3:00pm - 7:00pm (with the Delta MOAs activated from 3:30pm - 6:00pm). Reference Anchorage Center (PAZA) NOTAMS for actual Delta MOA activation times.*

*Note 2: The Friday before the exercise starts is typically a heavy flying day known as "FAM Day".*

## 2020 ACMAC 3 WG Safety



**Capt Jeremy L. Bartlett**  
**3 WG Flight Safety Officer**  
**E-3 Instructor Pilot**

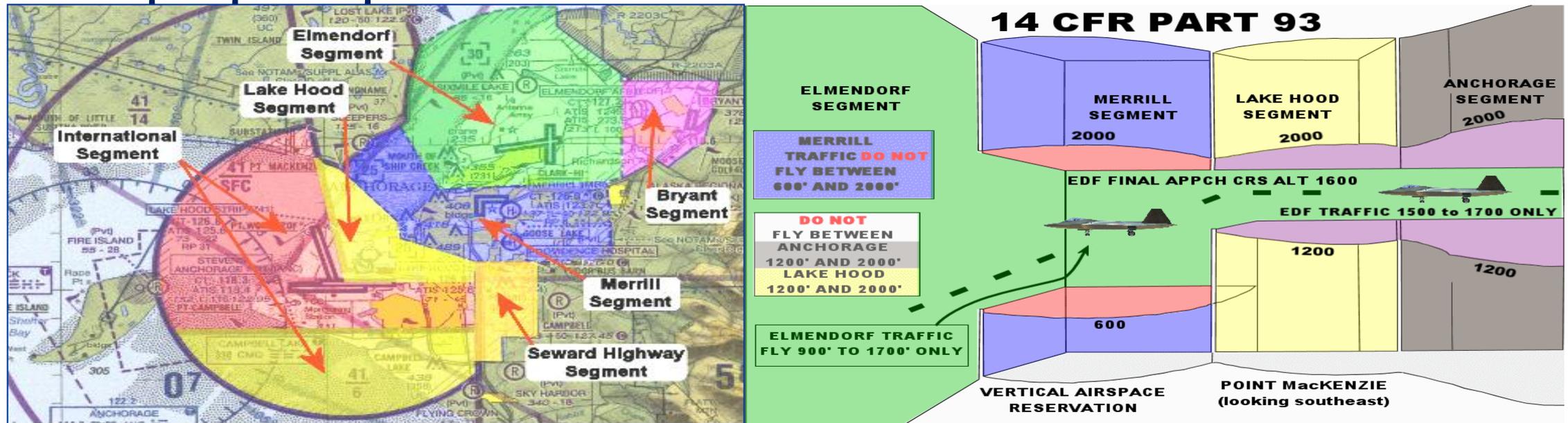
This Briefing is:  
**UNCLASSIFIED**



# 3rd Wing Flight Safety

U.S. AIR FORCE

- Best way to keep everyone safe is to squawk and talk on the right radios
- Military doesn't always know where civilian aviators are -- position reports help!
- Flight-following is another tool for VFR traffic to use to help separate aircraft – maximize your chances for a safe flight!
- MACA pamphlet updated – current version 2020





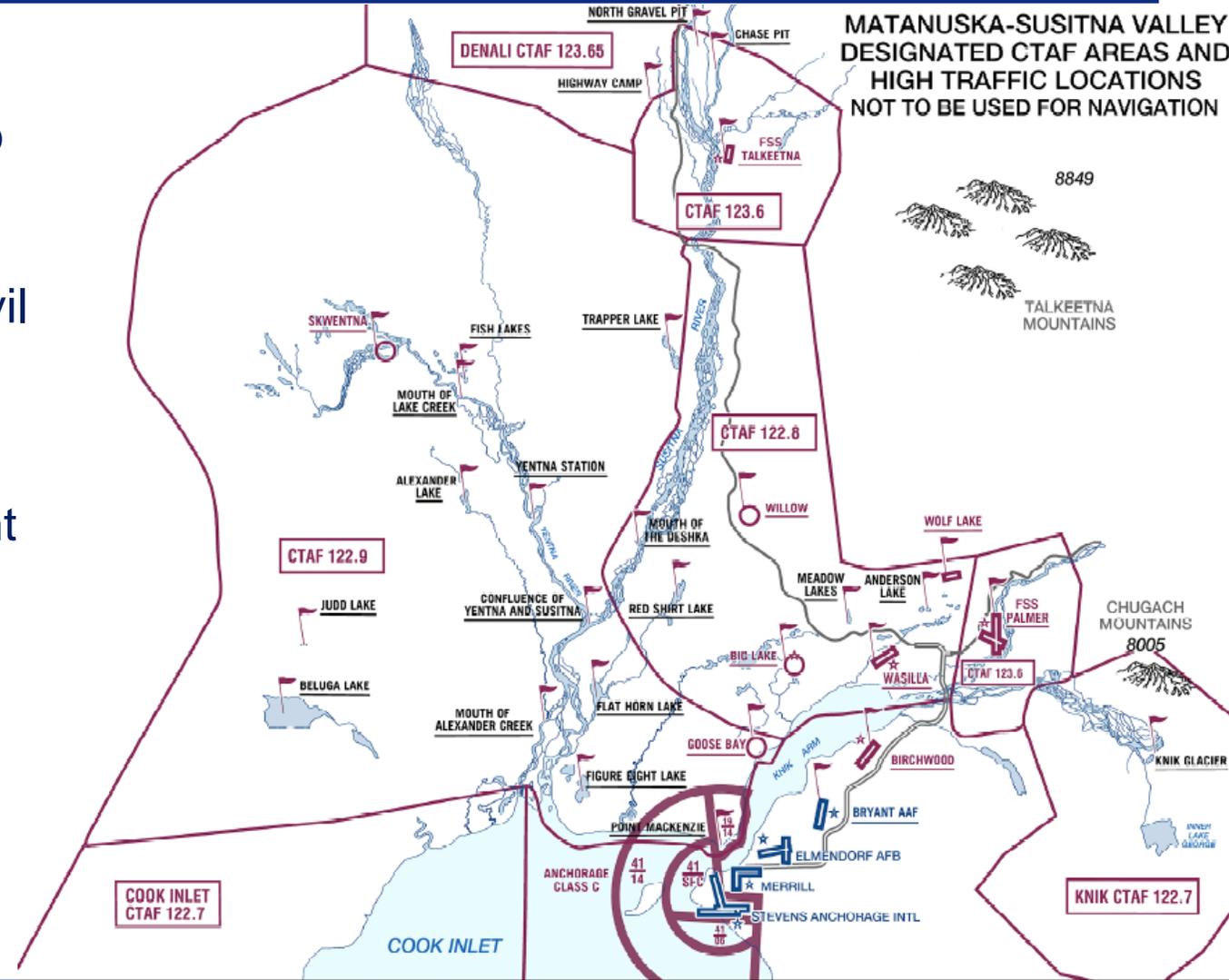
# 3rd Wing Flight Safety



## U.S. AIR FORCE

- Low altitude military aircraft are required/striving to do these things when flying at low altitude - we encourage you do the same
- Approaching entry/exit points and periodically throughout the route, advise civil traffic with geographic position reports on area-specific and/or airfield specific CTAF.
  - DOD Flight Information Pub AP/1B
- If cancelling an IFR clearance, request flight following to the max extent possible.
  - DOD AFI 11-202V3

Beluga/Nikolai	122.7
Big Lake	122.8
Birchwood	123.0
Goose Bay	122.9
Quartz Creek (Cooper Landing)	122.9
Skwentna	122.9
Talkeetna	123.6 CTAF/123.0 Unicom
Wasilla	122.8
Willow	122.8
Palmer	123.6





**U.S. AIR FORCE**

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Aviation Advisory Board  
July 22, 2020 Page 13 of 38



# Questions

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*Integrity - Service - Excellence*



# LONG RANGE DISCRIMINATION RADAR (LRDR) INFORMATION UPDATE

## To provide information on:

- LRDR Purpose
- Revised Special Use Airspace (SUA) Request for LRDR permanent operation
- Proposed Performance Testing Airspace
- Environmental Assessment (EA) and Environmental Impact Statement (EIS) Statuses

*Cooperating Agencies*



**USAF**



**FAA**



## LONG RANGE DISCRIMINATION RADAR

# Overview

## LRDR NEED AND STATUS

The 2014 and 2016 National Defense Authorization Act requires the Missile Defense Agency (MDA) to deploy the LRDR to protect the United States against long-range missile threats no later than December 31, 2020.

Deploying LRDR at Clear Air Force Station (CAFS) is a phased effort that requires site preparation, delivery and construction, initial testing of subsystems, then integration and test of the entire radar to prove performance. The test phase would progress from low power checkout to full power testing to verify operational requirements in fall 2020.

To support the LRDR operations, the MDA has requested the permanent SUA to be effective in July 2021.

## NEED FOR RESTRICTED AIRSPACE

Since siting the LRDR at CAFS, the operational concept for the LRDR has changed due to emerging threats to the United States. These changes in operational concept drive the requirement for additional restricted airspace to perform the LRDR critical national defense mission.



# LONG RANGE DISCRIMINATION RADAR PROJECT LOCATION



UEWR

LRDR



Clear Air Force Station



Nenana



Anderson



LRDR

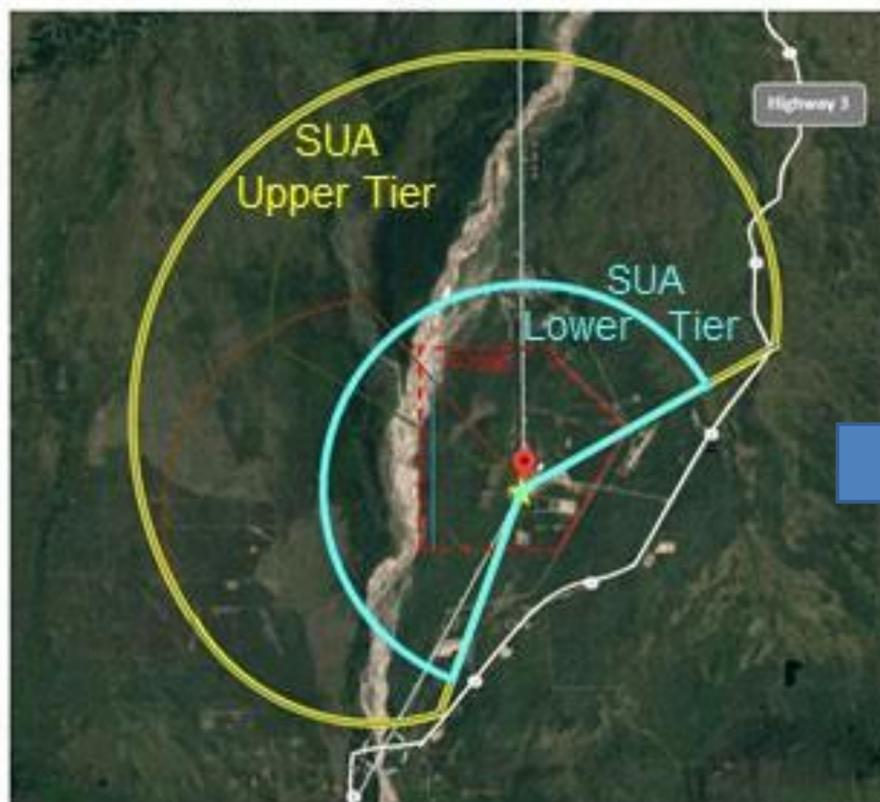
## ACRONYM KEY

LRDR: Long Range Discrimination Radar    UEWR: Upgraded Early Warning Radar

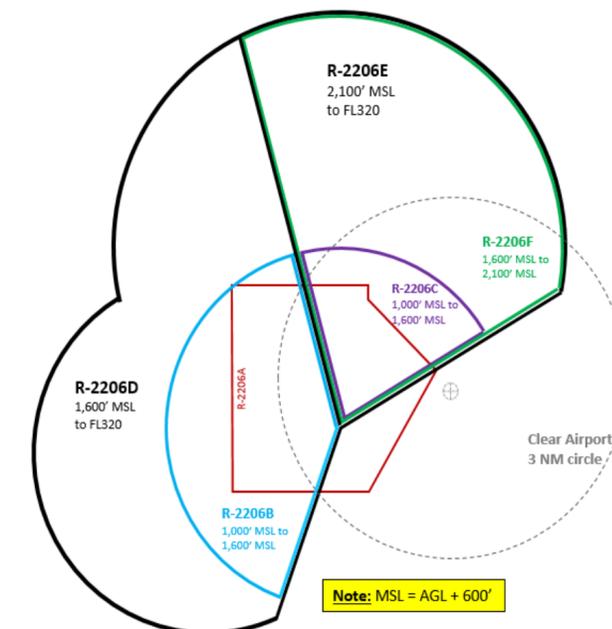
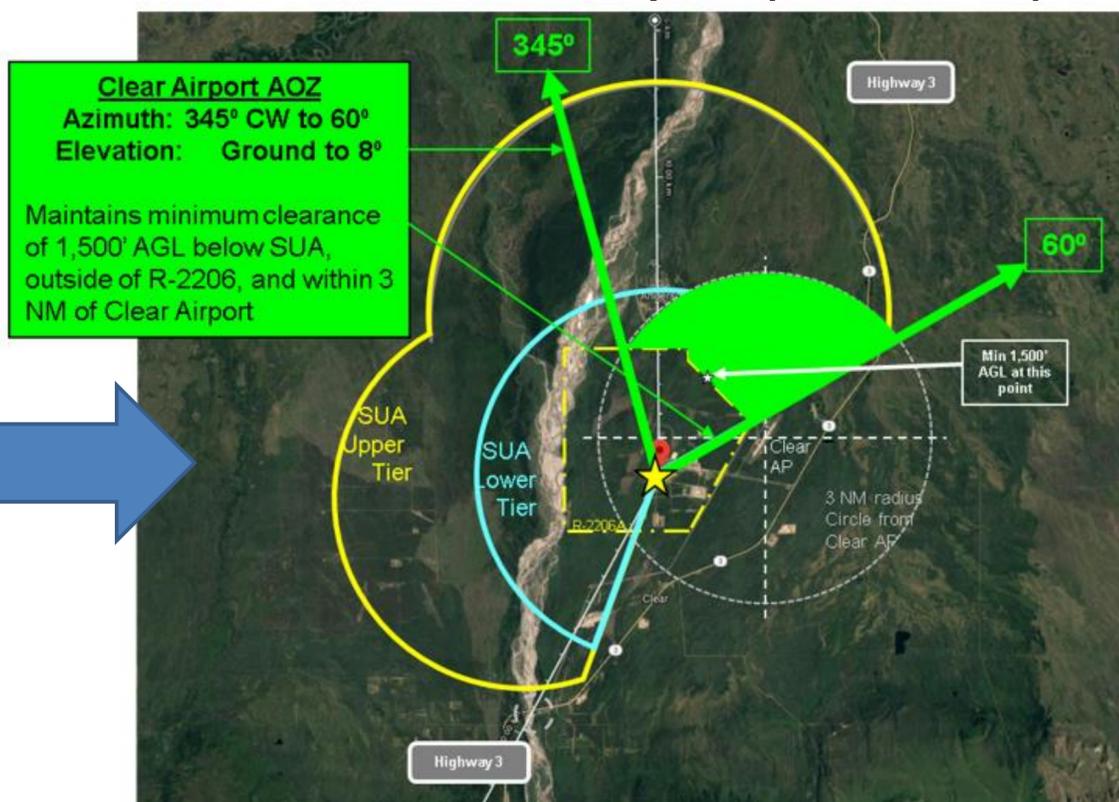


# LONG RANGE DISCRIMINATION RADAR PROPOSED SPECIAL USE AIRSPACE PERMANENT OPERATION

Draft SUA Proposal (June 2019)



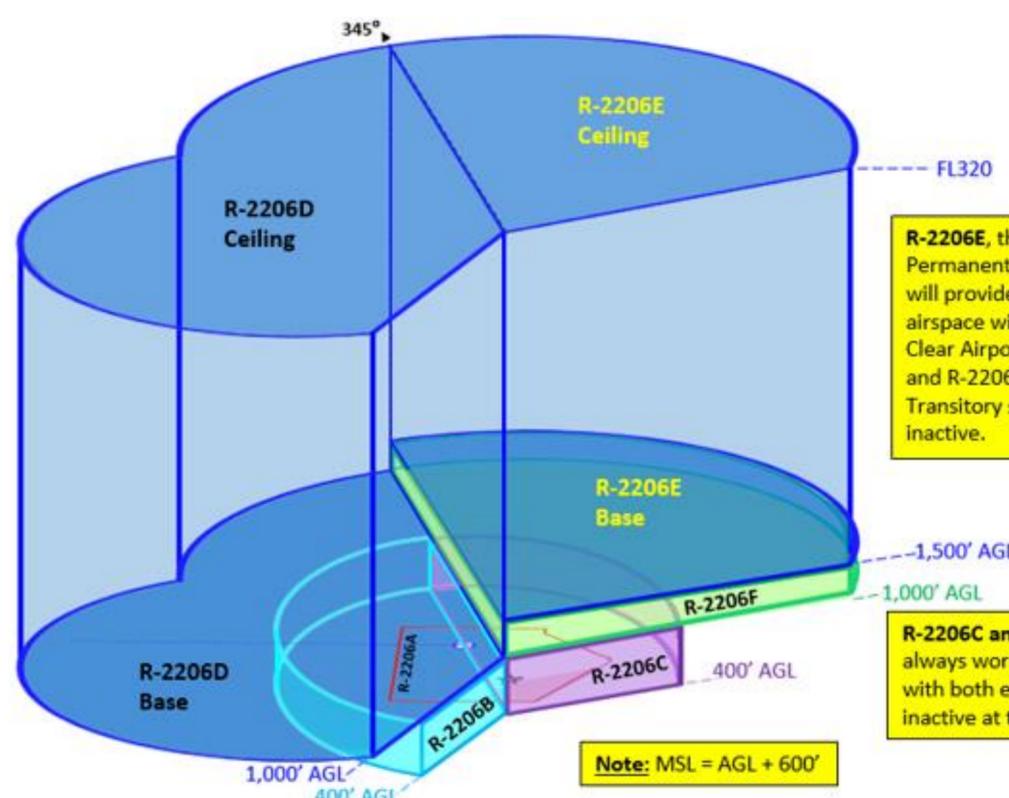
Revised Draft SUA Proposal (October 2019)



## Highlights of Changes to SUA Proposal

- June 2019 SUA proposal provided rough airspace architecture
- Following discussions with the FAA and numerous pilot organizations and completion of the EIS scoping meetings, revised SUA design was developed
- Allows for full operation of the LRDR
- Proposal maintains existing restricted airspace at CAFS (R-2206) and supplements with five new airspace segments
  - Provides flexibility to adapt the SUA to meet LRDR operational requirements
  - Maximizes navigable airspace around CAFS
  - R-2206C and R-2206F will be required only in specified situations – MDA and FAA are coordinating requirements
  - EA underway to support a limited test program starting this fall

**ACRONYM KEY**  
**AFS:** Air Force Station  
**AGL:** Above Ground Level  
**AOZ:** Aircraft Operating Zone  
**LRDR:** Long Range Discrimination Radar  
**MSL:** Mean Sea Level  
**SUA:** Special Use Airspace



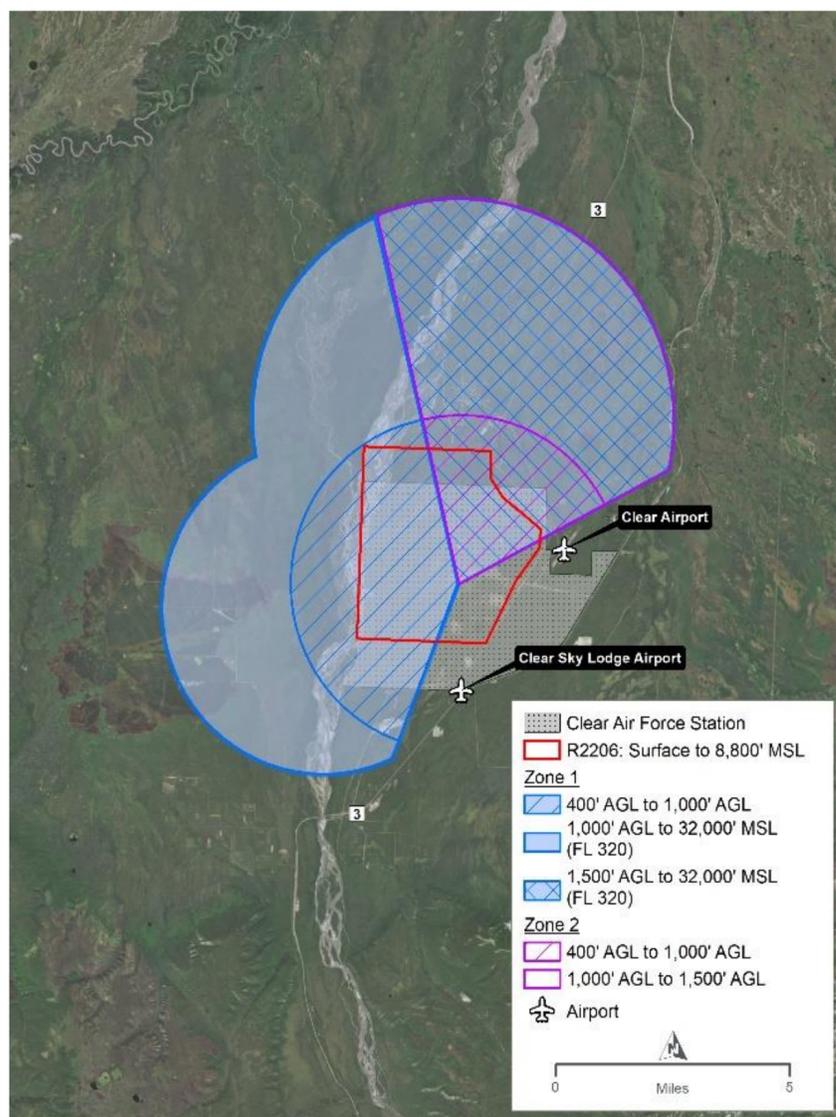
R-2206E, the Upper Permanent North section, will provide 1,500' AGL airspace within 3 NM of Clear Airport when R-2206C and R-2206E (the two Transitory sections) are inactive.

R-2206C and R-2206F will always work in tandem, with both either active or inactive at the same time

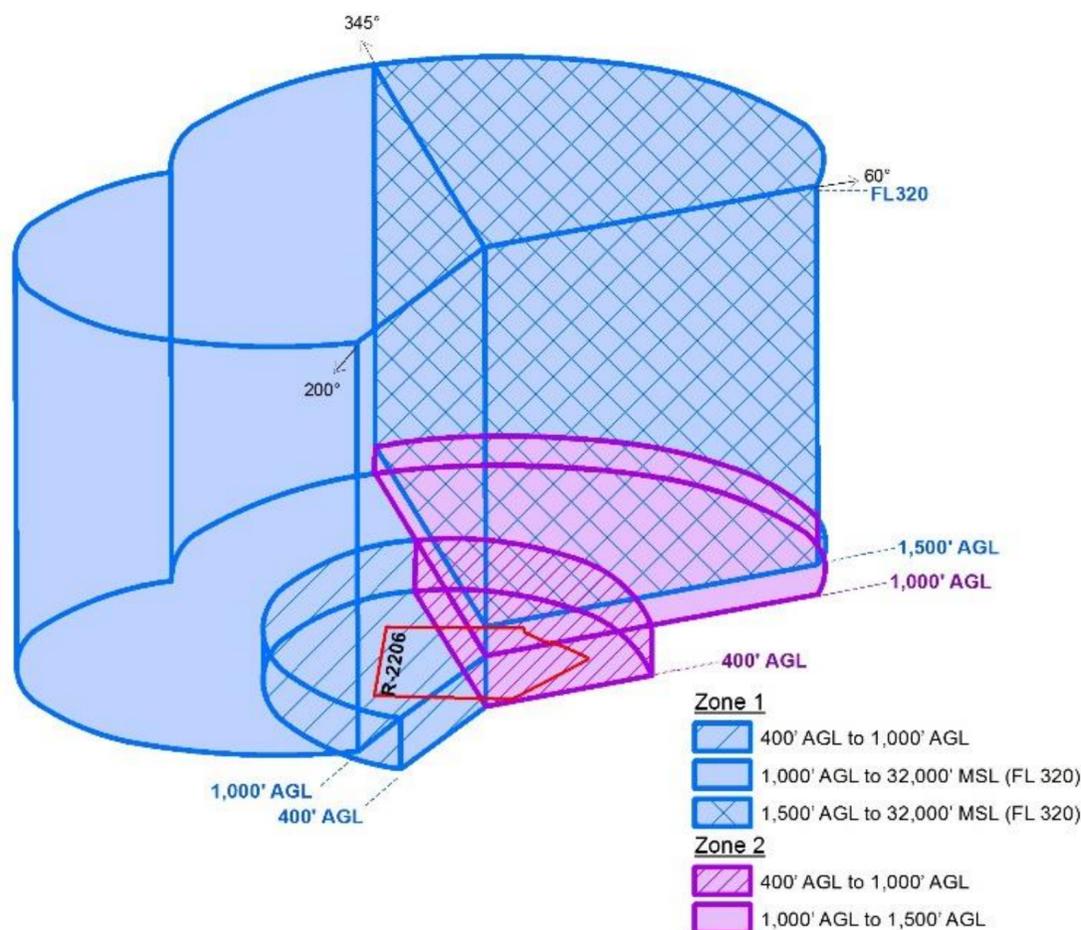


# LONG RANGE DISCRIMINATION RADAR PROPOSED TEMPORARY AIRSPACE RESTRICTIONS PERFORMANCE TESTING

Overhead Depiction of Zone 1 plus Zone 2



Perspective Depiction of Zone 1 plus Zone 2,



ACRONYM KEY	
<b>AFS:</b>	Air Force Station
<b>AGL:</b>	Above Ground Level
<b>AOZ:</b>	Aircraft Operating Zone
<b>LRDR:</b>	Long Range Discrimination Radar
<b>MSL:</b>	Mean Sea Level
<b>SUA:</b>	Special Use Airspace

### Proposed Temporary Airspace Restrictions:

- **Zone 1:** Daily flight restrictions from 4:00 p.m. to 8:00 a.m. AKST the following morning, in airspace outside the existing CAFS SUA (Restricted Area R-2206)
- **Zone 2:** Tuesday, Thursday, and Saturday for 2 hours from 2 a.m. until 4 a.m. AKST.
- Allows for necessary testing of the LRDR to verify performance requirements
- Request maintains existing restricted airspace at CAFS (R-2206) and supplements with two temporary Zones
  - Maximizes navigable airspace around CAFS and Clear Airport
  - Zone 2 will be required only in specified situations – MDA and FAA are coordinating requirements
  - Emergency aircraft and medical evacuation flights available through processes defined in a Letter of Agreement between MDA and FAA



# LONG RANGE DISCRIMINATION RADAR NEPA ANALYSIS Overview

## NEPA ANALYSIS

- Impact categories analyzed in both the EA and EIS:
  - Airspace management, air quality, biological resources, cultural resources, environmental justice, hazardous materials and wastes, health and safety, land use, natural resources, noise, socioeconomics, visual resources, and water resources, as well as cumulative impacts
- EA analyzes the proposed testing action
- Proposed Final EA for public comment released **May 4, 2020**
- EIS which analyzes the 24-hour operation will be available toward the end of the year



# LONG RANGE DISCRIMINATION RADAR MORE INFORMATION

For more information on the different LRDR Proposed Actions, please visit our website at <https://www.mda.mil/system/lrdr>.

For general questions or comments on the LRDR project, please email [lrdr.info@mda.mil](mailto:lrdr.info@mda.mil) or by regular mail to:

Missile Defense Agency  
Attention: Mr. Chris Smith  
MDA/MSR Environmental  
Building 5222 Martin Road  
Redstone Arsenal, AL 35898

*Cooperating Agencies*



**USAF**



**FAA**

## Some private airports risk disappearing from flight charts

Tom George, AOPA Alaska Regional Manager

The Federal Aviation Administration (FAA) is cleaning up their airport database and is on the verge of removing almost 3,000 private airports from the flight charts across the nation. Some 114 of those are in Alaska. While we want and need current and accurate information for flight planning, many of these facilities are still active airports and seaplane bases. Reaching out to airport owners and encouraging them to update their information will help keep viable airstrips and seaplane bases on the charts.

### Updating airport information

Flight planning starts with having good information about the airports we plan to visit. Aeronautical charts and facility directories, along with numerous online websites and data services, are the places we look--but where does the airport data come from? For public use airports, the FAA pays someone to periodically go to that field and check details like runway length, condition, obstructions, etc. Private use airports, however, have a different process. The FAA relies on the owners to update their information. The FAA periodically sends a survey to airport owners, asking them to update their entries. But what if they don't hear back? FAA is currently starting a campaign to change the status of airports whose owners or managers have not provided updates since December 31, 2017. The airport's record in the FAA's airports database will be changed to a "CLOSED INDEFINITELY" which will trigger removal of the airport from the flight charts in subsequent charting cycle. This process was slated to start in July, 2020 for airport owners or managers who have not responded to the letter or updated their information online. The change may be undone, however. If an airport owner belatedly updates their record, the status can be revised, and data restored. But it may take waiting for a publication cycle for the airport to appear on the charts again.

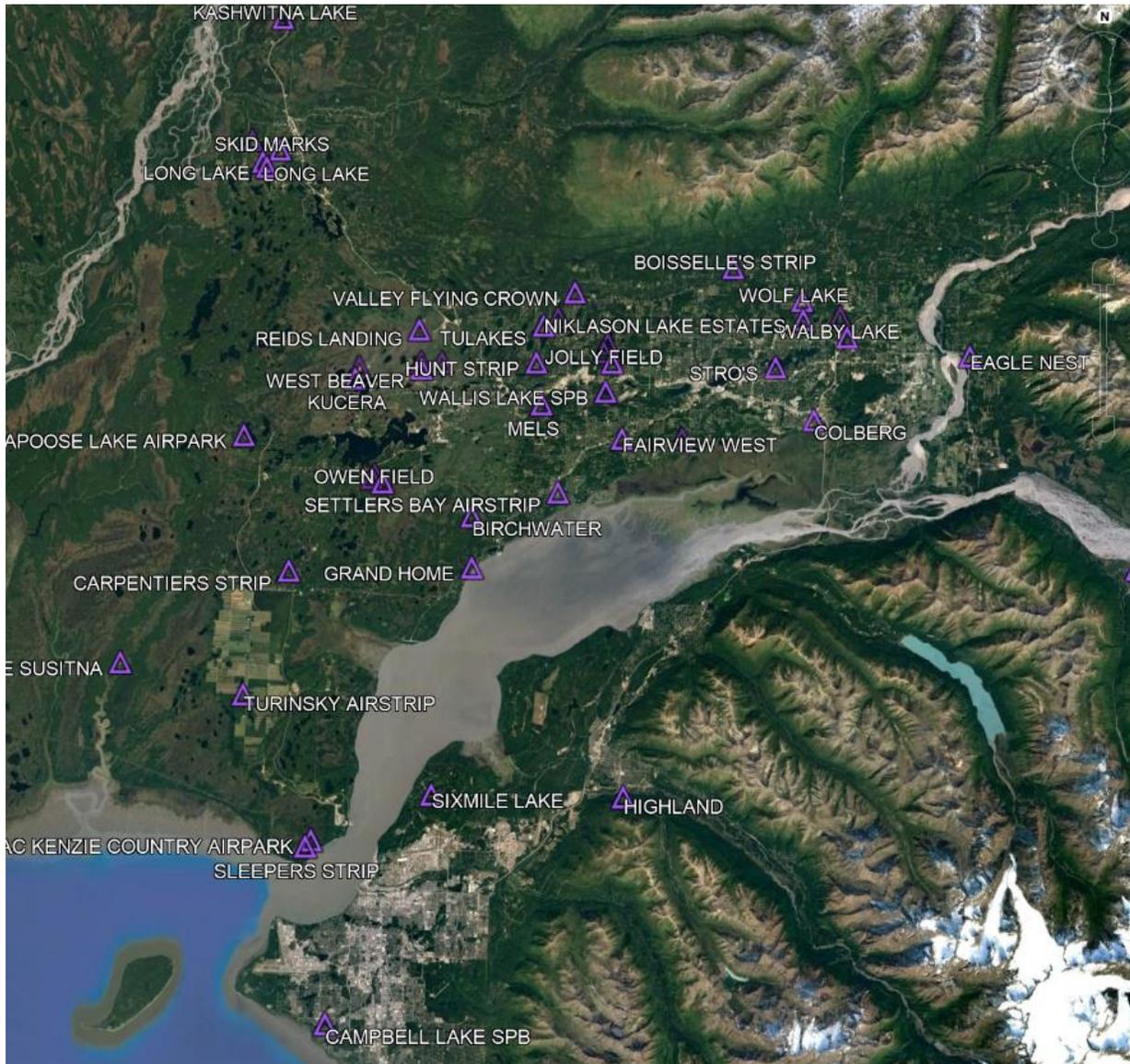
### You can help

Check to see if airports with which you are familiar are on FAA's list. Explore this map (<http://ow.ly/n1qY50A8iDO>) of airports in Alaska needing updates. If you know the airport owners or managers, consider reaching out to them to see if they have updated their entry since this list was created in early May. Here are the ways they may accomplish that task:

1. Return the FAA survey letter, if they still have it.
2. Log onto their account on the [Airport Data and Information Program System](https://adip.faa.gov), <https://adip.faa.gov> and update their data. Even if the airport owner makes no update to any of their data, by virtue of logging in they have confirmed their airport is active.
3. Submit an FAA Form 7480-1 to Alaska Region Airports Division (hardcopy or email) identifying any data changes, or confirming there are no changes.
4. Contact Patrick Zettler, with the Alaska Region Airports Division for assistance. He may be reached at 907-271-5446 or [patrick.zettler@faa.gov](mailto:patrick.zettler@faa.gov).

While you are at it, thank them for having an airport. Private airports are an important component of our aviation infrastructure. They provide capacity beyond that available from public airports and can provide an added layer of safety for aviation operations!

*Reprinted from the Alaska Airmen's Association Transponder, July-September 2020 issue.*



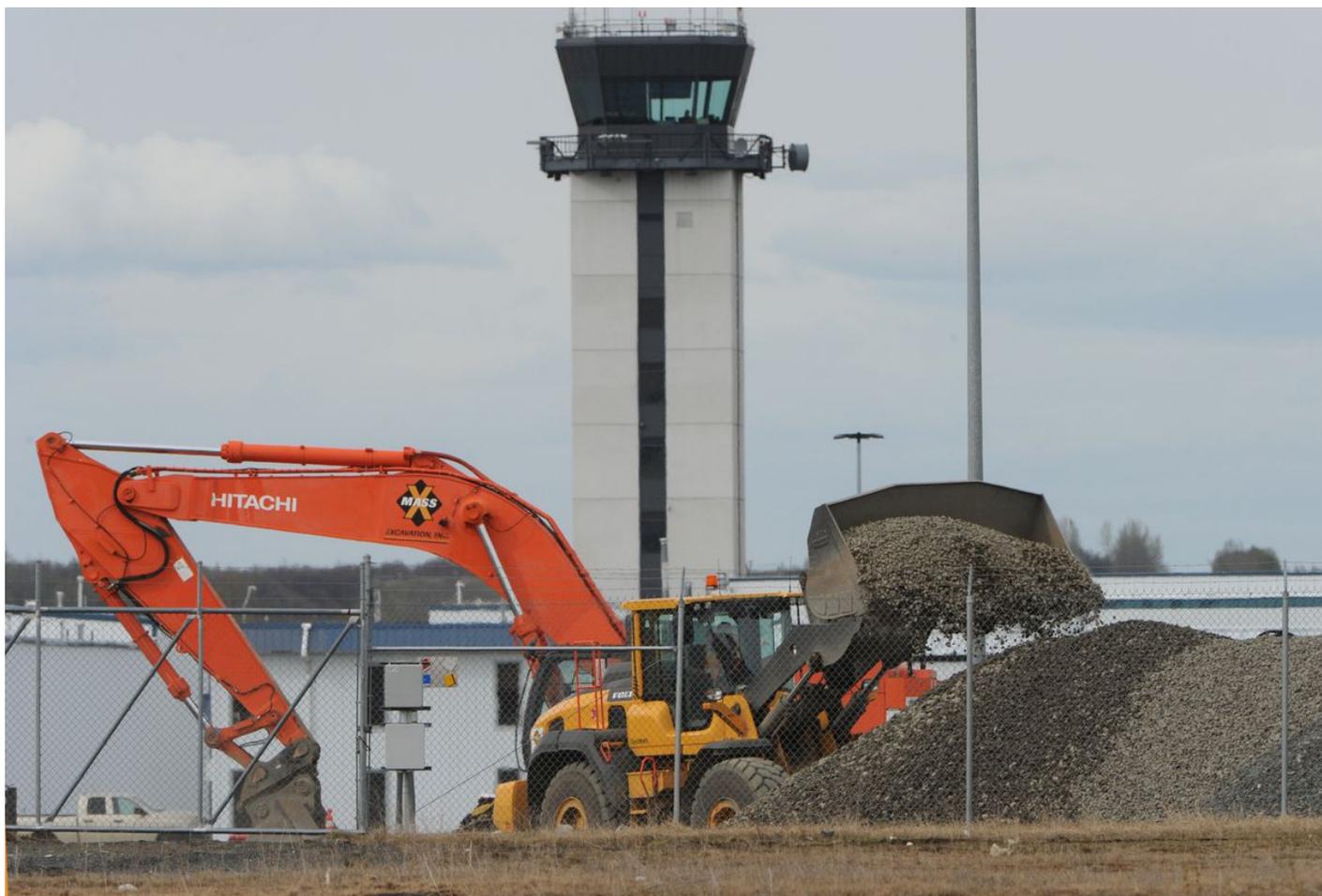
A sample of some of the private airports in southcentral Alaska at risk of being removed from the flight charts. These airport owners need to update their listings with FAA.

# ANCHORAGE DAILY NEWS

[Aviation](#)

## Coronavirus aid bill contains a windfall for Alaska airports

 Author: James Brooks  Updated: April 15  Published April 15



Construction work continues on the Quebec Apron at Merrill Field Airport on Tuesday, May 7, 2019.  
(Bill Roth / ADN)

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The Federal Aviation Administration announced this week that it is awarding Alaska airports \$124 million under provisions of the \$2.2 trillion pandemic-aid bill approved by Congress late last month.

While most of Alaska's share will go to state-owned airports, the handful of municipal airports are receiving a disproportionately large \$41.7 million.

Merrill Field, which has a \$2 million per-year operating budget, is set to receive \$17.9 million, the equivalent of nine years' worth of operating expenses. Juneau International Airport, which has a \$10.8 million operating budget, is receiving \$21.7 million.

"This is sort of an incredible list," said Rorie Watt, Juneau's city manager, examining the list of recipients in Alaska.

Ralph Gibbs, Merrill Field's manager, said the aid was "absolutely" unexpected.

"This ... is the most money invested in Merrill Field in the last five years, if not ever," he said.

The FAA money is separate from a \$1.25 billion aid payment that Alaska can spend at will. Tuesday's announcement is for airports specifically, but there are few restrictions on how airports can spend it.

Most of the state's 257 airports are owned and operated by the Alaska Department of Transportation and Public Facilities, which will receive approximately \$82 million, or two-thirds, of the federal aid.

Meadow Bailey, spokeswoman for the department, said the Alaska Legislature will decide how that money is spent.

"Funds can be used for any aviation expense including airport operating expenses, airport debt service payments, capital projects, and more," said John MacKinnon, the transportation commissioner, in a written statement.

The FAA is distributing \$10 billion to airports across the country to "allow critical safety and capacity projects to continue as planned regardless of airport sponsors' current financial circumstances," the agency said.

Money is being distributed based on a formula that rewards airports for having large numbers of commercial passengers and large cash reserves compared to their annual debt payments.

Gibbs said it makes sense to think of the money as an economic booster shot.

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In Juneau, airport manager Patty Wahto said that while the money is reserved for airports, it means Alaska air travelers avoid the effects of higher landing fees or hangar fees levied on airlines and pilots.

“The trickle-down is to the public. When we get help ... it essentially stops airports from having to raise rates. We may say that it’s for the airport, but it’s for the public,” she said.

At Merrill Field, Gibbs said he would like to use money to build an airport access road, but that project has already been in the works, and it likely is ineligible. He said there are other projects at the airport that could use attention, including security fencing and maintenance equipment.

“I’ve already started talking to my contractors saying, get ready, because the money’s coming,” Gibbs said.

*[Because of a high volume of comments requiring moderation, we are temporarily disabling comments on many of our articles so editors can focus on the coronavirus crisis and other coverage. We invite you to write a letter to the editor or reach out directly if you’d like to communicate with us about a particular article. Thanks.]*

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### About this Author

#### James Brooks

Juneau-based James Brooks covers state government, the Alaska Legislature and general assignments for the Daily News. He previously reported and edited for the Juneau Empire, Kodiak Daily Mirror and Fairbanks Daily News-Miner.



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## John Binder, Alaska Deputy Commissioner, Clarifies CARES Act Funding for State Owned Airports

📅 April 24, 2020 (<https://stateaviationjournal.com/index.php/state-news/alaska/john-binder-alaska-deputy-commissioner-clarifies-cares-act-funding-for-state-owned-airports/%20>) 👤 Kim Stevens  
(<https://stateaviationjournal.com/index.php/author/kim-stevens>) 📁 Alaska  
(<https://stateaviationjournal.com/index.php/category/state-news/alaska>)

In Alaska, statistics on 257 airports were used in calculating the state's share of the CARES Act Airport Grant program funding from the FAA.

John Binder, Alaska Department of Transportation & Public Facilities, Deputy Commissioner, Aviation, recently took the opportunity to explain how this funding can be used and where it can be allocated for state airports.

Of the \$124.17 million that will come to Alaska, \$33 million is designated for the international airports (Anchorage and Fairbanks) and \$49 million is flexible funding for state-owned rural airports. The remaining \$41.7 million is for non-state-owned airports.

"I'd like to take the opportunity to clarify how this funding can be used and where it can be allocated for state airports, wrote Binder in a release. "The funding amount listed for each airport was set by the FAA through airport formulas for the purpose



of calculating Alaska's share of the federal funding. It was not intended or directed that the funding amount listed for each airport be distributed at that specific airport."

As an example, Binder explained the Cordova Airport is listed at \$20,000 based on funding level. That does not mean Cordova Airport will receive \$20,000. "This funding is not intended as a capital improvement program, as the annual Airport Improvement Program funds are already being executed. Rather, this funding is intended to enable states to preserve their aviation system in light of the coronavirus challenges."

It is important to note that the state's rural and international airports are not funded the same. Rural airports are funded by the State of Alaska and the state receives minimal revenue for the use of rural airports. Thus, COVID-19 has had minimal impact on the state's rural airport budget. However, the international airports, Ted Stevens Anchorage and Fairbanks International, rely solely on the revenues generated by the passenger, cargo and customer activity at the airports. The decline in passenger travel due to COVID-19 is having a significant impact on the activity levels of these two airports.

"Our ability to use the CARES funds for State of Alaska airports is pending legislative authority," wrote Binder. "The actual allocations of funding and how it will be used will be determined after discussions with the legislature. Funding will be combined into two categories, international airports (\$33 million) and rural airports (\$49 million) and will be used collectively to ensure that the state's highest aviation priorities remain funded."

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## Background

In September of 2019, the Wasilla Creek Airpark (WCA) requested an AANA for a privately owned, private use 'restricted' airport. The Planning Division created an application and process for WCA. The Planning Division followed a public process similar to the Conditional Use Permit (CUP) process and in January (2020) the Assembly held a public hearing on the request to have WCA included into the ordinance as an AANA. The Assembly voted the request down.

The Assembly's concern was that the amount of staff time and resources that were devoted to the task was a lot considering the action didn't stand to make any actual land use changes or affect the public adversely. Assembly members were in agreement that the amount of time and resources for this activity was not appropriate.

The ordinance, as it is written, requires staff to justify an overlay size for the 'restricted' airports. The other three airport categories have defined sizes so justification is not needed by staff for those overlays. This has unknowingly caused Borough staff to spend a lot of time and research to determine a size of overlay for WCA and it would potentially take the same amount of time on additional restricted airports. The largest amount of airports in the Mat-Su Borough are private restricted airports. There are 10 (Skwentna, Talkeetna, Summit, Willow, Big Lake, Goose Bay, Lake Louise, Sheep Mountain, Palmer and Wasilla) publicly owned public use airports in the Mat-Su Borough. There are around 200 federally registered private restricted airports located within the boundaries of the Mat-Su Borough. Below is a table showing the airport categories and their overlay sizes.

Airport Category	Overlay Size
Commercial Service Airports	Dictated by the Airport Master Plan
Publicly Owned Public Use Airports	5,000 feet
Privately-Owned Public Use Airports	5,000 feet
Privately-Owned Restricted Use Airports	Considered on a case-by-case basis

This ordinance did not account for the private airports that are not registered with the Federal Aviation Administrations (FAA). The reason why restricted airports were not given a radius when the code was adopted is because the size of aircraft and frequency of use could be different at each airport. Also, the size of runways at private restricted airports varied greatly.

## Alternatives

Below is a brief description of 3 alternatives that could help to solve the Assembly's concern and allow the continuation of the aviation overlay district. Note: Alternative 3 could be combined with either Alternative 1 or Alternative 2.

### **Alternative 1 – Amend current code to remove privately owned restricted use airports from the list of airports categories.**

This alternative would amend the ordinance to remove privately owned restricted use airports from the overlay district would solve the problem of reducing the amount of staff time and cost to the general public. It would significantly reduce the number of airports that qualify for this overlay district.

The concern that could come up with this alternative is that more than 90 percent of the airports within the MSB are private restricted airports. This would not allow most of the federally registered airports the opportunity to be good neighbors and voluntarily apply to be included into the overlay district.

### **PROS:**

- Removes around 200 airports from being able to apply for the overlay.
- Would reduce staff time and costs to the Public.

**Alternative 2 – (Preferred) - Amend current code to give private restricted airports a standard size.**

This process would adjust the language in the airport categories standardizing private restricted airports so that there is no need for staff to create a justification and have to defend it.

I would recommend standardizing the size to one-half mile from the nearest point of the runway centerline. One-half mile is the same distance required in the Conditional Use Permit process for gravel pits. The radius for a standard public notification process is 600 feet. The reason I would recommend choosing the one-half mile distance is because aviation activities can be very impactful to neighboring properties in a way that is similar in some ways to gravel pits.

**PROS:**

- Simple fix, and least impactful of a change.
- Would allow a continued public process to occur.
- Process could be standardized so that staff involvement would be minimal.

**Option 3 – Add language to the AANA to require the applicant to pay for the public notification mailings.**

This would keep the code as written, and add language saying that it is the responsibility of the applicant to pay for the public notification to the properties surrounding the applicant. Currently in MSB code, it is the applicant’s responsibility to pay for public notifications for any conditional use permit. This would help to save tax payer funds, however it would not solve the issue of staff spending too much work time.

**PROS:**

- Puts the cost burden on the applicant instead of the tax payer.
- Could be a deterrent for airport owners to apply.

**Recommendation and Questions**

Staff think that Alternative 2 and 3 seem appropriate to modify so that it addresses the concerns of the Assembly and still maintains its purpose and intent. **The question we have for the Aviation Advisory Board is what should the recommended distance be for the overlay?** We put together a chart of some possible options. The reason why we ask this questions is that the larger the size of the overlay, the significantly larger amount of properties that will be notified, and could be costly for the applicant. A large overlay could deter an airport owner because they don’t want to pay for the notification.

<b>AANA Overlay Size</b>	
<b>600'</b>	Standard CUP public notification distance
<b>2,640' (.5 miles)</b>	CUP public notification distance for gravel pits
<b>5,000'</b>	Distance established for
<b>1,000'</b>	The Planning Commission set this distance as appropriate for Wasilla Creek Airpark
<b>300'</b>	Distance staff recommended after analysis of Wasilla Creek Airpark
<b>Other</b>	If another distance is recommended, justification will be needed

#### Ask of AAB

1. Decide appropriate overlay size for private restricted airports.
2. Resolution of support to the Assembly with recommended changes.

#### Following Steps

- Following the AAB meeting, staff will prepare to present case in front of the Planning Commission and ask for a resolution of support to make the changes in code.
- After the Planning Commission Process planning staff will package an IM and OR for the Assembly recommending the changes be made to the Code.

## CHAPTER 17.10: OVERLAY DISTRICTS

### Section

- 17.10.050 Purpose and intent
- 17.10.100 Aviation overlay districts established
- 17.10.110 Aviation activity notice area

### **17.10.120 Applicability**

### **17.10.130 Exemptions**

### **17.10.140 Types of Aviation Activity Notice Areas available**

### **17.10.150 General application requirements**

### **17.10.170 Action on AANA applications**

#### **17.10.050 PURPOSE AND INTENT.**

The purpose of this chapter is to designate areas as overlay districts. The designation as an overlay district is in addition to, and not in lieu of, other code requirements relating to the land use on the property subject to the overlay designation.

(Ord. 18-061, § 2 (part), 2018)

#### **17.10.100 AVIATION OVERLAY DISTRICTS ESTABLISHED.**

(A) There are established aviation overlay districts for properties located on, adjacent to, and in the vicinity of (1) commercial service airports, (2) publicly owned, ~~[OR]~~ (3) privately owned public use airports, **or (4) privately owned restricted use airports** in order to protect the health, welfare, safety, and quality of life of the general public, property owners, airport operators, the United States military, and the aviation community; and also to promote compatible land uses in the vicinity of the affected environments of the airport overlay district.

(Ord. 18-061, § 2 (part), 2018)

#### **17.10.110 AVIATION ACTIVITY NOTICE AREA.**

(A) This designation provides notice to property owners, future property owners, developers, public officials, and others that properties within designated aviation activity notice areas are located adjacent to or within close proximity of airports and within flight paths of a Federal Aviation Administration (FAA) registered airport. The property within the aviation activity notice area may be affected from a variety of aviation activities. Such activities may include but are not limited to noise, vibration, chemical odors, hours of operation, low overhead flights and other associated activities.

(B) An aviation activity notice area ~~[MAY BE]~~ established for the following types of **FAA registered** airports:

- (1) “Commercial service airports” which are designated such through 14 CFR Part 139. The size and layout of an aviation activity notice area for a commercial service airport will be dictated by their airport master plan.
- (2) Publicly owned, public use airports will be known as “public airports.” The aviation activity notice area for a public airport will include the lots within 5,000 feet from the nearest point of the runway centerline.
- (3) Privately owned, public use airports will be known as “private airports.” The aviation activity notice area for a privately owned public use airport will include the lots within 5,000 feet from the nearest point of the runway centerline.
- (4) Privately owned, restricted use airports will be known as “restricted airports.” ~~[AVIATION ACTIVITY NOTICE AREAS MAY BE ESTABLISHED FOR THESE AREAS, THE DISTANCE OF WHICH SHALL BE CONSIDERED ON A CASE BY CASE BASIS.]~~ **The Aviation Activity Notice Area for restricted airports will include the lots within X,XXX feet from the nearest point of the runway centerline.**

(C) THE FOLLOWING IS AN AVIATION ACTIVITY NOTICE AREA:

(1) WOLF LAKE AIRPORT (PRIVATE AIRPORT) AS INDICATED ON THE MAP ATTACHED TO ORDINANCE 18-061.

(Ord. 18-061, § 2 (part), 2018)

**17.10.120 APPLICABILITY**

(A) This chapter shall apply to all federally registered airports in the borough except

(B) Notice areas under this chapter shall not be approved unless the applicant has provided evidence demonstrating that the proposal conforms to the applicable provisions of this chapter.

**17.10.130 TYPES OF AVIATION ACTIVITY NOTICE AREAS AVAILABLE**

**(A) The Aviation Activity Notice Area is broken down into four (4) categories that will determine size of overlay.**

**(1) “Commercial Service Airports” – Size based on Airport Layout Plan**

**(2) “Public Airports” – 5,000 feet from runway centerline**

**(3) “Private Airports” – 5,000 feet from runway centerline**

**(4) “Restricted Airports” – X,XXX feet from runway centerline**

**17.10.150 GENERAL APPLICATION REQUIREMENTS**

**(A) Applications for AANAs under this chapter shall be made on a form provided by the planning and land use department. Applications shall be dated by and filed with the planning clerk.**

**(B) Applications for AANAs shall contain:**

**(1) The name of the airport, its location identifier and its address, the name of the owner, and legal description of the property upon which the airport will be located;**

**(2) the written authorization of the owner of the property, including land and buildings, for the applicant to use that property as proposed;**

**(3) the application shall also identify a natural person as the contact person for purposes of the application and official communications from the borough;**

**(4) the name, and current mailing address of the person or persons who will operate or manage the airport;**

**(5) if the applicant is a corporation, the name of the corporation, the date and state of incorporation, the name and address of its registered agent, and all officers and directors of the corporation;**

**(6) a detailed site plan or as-built drawing prepared to scale which shows the location and dimensions of the real property used for the airport, the exterior dimensions of existing and proposed buildings or structures to be used for the airport, taxiways and taxiway centerline locations and the general location of the airport runway and runway centerline with GPS points of the runway endpoints;**

**(7) provide traffic pattern information;**

**(8) provide operations data based on type of aircraft;**

**(9) any information on noise mitigation measures if they exist; and**

**(10) such other documents, information, and materials as may be required by the planning director.**

(C) The applicant shall pay the costs of postage for all mailing to property owners, community councils, and other parties associated with the application.

**17.10.160 ACTION ON AANA APPLICATIONS**

(A) The planning and land use director shall determine whether the applicant meets the requirements of MSB 17.10.150. If the applicant meets the requirements of MSB 17.10.150 the planning and land use director shall forward the application and the director's analysis and recommendation to the Aviation Advisory Board and Planning Commission for review and resolution of support, and to the Assembly for public hearing under this section.

(B) An application which conforms to MSB 17.10.150 shall be heard by the Assembly at a public hearing. Notice of the public hearing shall be provided under MSB 17.03, except that notice shall be published and mailed at least 30 days before the date of the public hearing to all property owners within the boundaries of their designated AANA type.

(C) After a public hearing, and upon review of the Assembly and land use director's analysis and recommendations, the Assembly shall consider including their AANA into code.

(D) Within 30 days of the public hearing on an application made under this chapter the Assembly shall render a decision on the application, and grant or deny the application.

**MATANUSKA-SUSITNA BOROUGH  
AVIATION ADVISORY BOARD  
RESOLUTION SERIAL NO. AAB 20-01**

A RESOLUTION OF THE MATANUSKA-SUSITNA BOROUGH AVIATION ADVISORY BOARD RECOMMENDING MATANUSKA-SUSITNA BOROUGH ASSEMBLY APPROVE AN ORDINANCE AMENDING MSB 17.10.

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WHEREAS, the Aviation Advisory Board (AAB) advises the Assembly in matters pertaining to aviation safety in the Matanuska-Susitna valley; and

WHEREAS, the AAB Resolutions are the primary method of transmitting recommendations and observations to the Matanuska-Susitna Borough (MSB) Assembly; and

WHEREAS, the AAB received a request from the Planning Department to review a proposed code amendment relating to MSB 17.10 and provide a resolution of support to make the changes as suggested; and

WHEREAS, the Matanuska-Susitna Borough Aviation Advisory Board has reviewed and discussed the amendment to ordinance MSB 17.10;

NOW, THEREFORE, BE IT RESOLVED, that the Matanuska-Susitna Borough Aviation Advisory Board hereby recommends the amendment of MSB 17.10 Overlay Districts into code.

ADOPTED by the Matanuska-Susitna Borough Aviation Advisory Board this \_\_\_\_ day of \_\_\_\_\_,

2020.

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NORMAN CHANCE, AAB Chair

ATTEST:

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CHRISTOPHER COLE, PLANNER II



# MATANUSKA-SUSITNA BOROUGH

## Planning and Land Use Department

### Development Services Division

350 East Dahlia Avenue • Palmer, AK 99645

Phone (907) 861-7822 • Fax (907) 861-8158

Email: [planning@matsugov.us](mailto:planning@matsugov.us)

## APPLICATION FOR AVIATION ACTIVITY NOTIFICATION AREA – MSB 17.10.150

Carefully read instructions and applicable borough code. Fill out forms completely. Attach information as needed. Incomplete applications will not be processed.

Prior to the public hearing, the applicant must also pay the mailing and advertising fees associated with the application. Applicants will be provided with a statement of advertising and mailing charges. Payment must be made prior to the application presentation before the Borough Planning Commission.

**Subject Property:** Township: \_\_\_\_\_, Range: \_\_\_\_\_, Section: \_\_\_\_\_, Meridian: \_\_\_\_\_

MSB Tax ID# \_\_\_\_\_

SUBDIVISION: \_\_\_\_\_ BLOCK(S): \_\_\_\_\_, LOT(S): \_\_\_\_\_

STREET ADDRESS: \_\_\_\_\_

FACILITY / BUSINESS NAME: \_\_\_\_\_

**Ownership:** A written authorization by the owner must be attached for an agent or contact person, if the owner is using one for the application. Is authorization attached?  Yes  No  N/A

### Name of Property Owner

### Name of Agent / Contact for application

\_\_\_\_\_  
Mailing: \_\_\_\_\_

\_\_\_\_\_  
Mailing: \_\_\_\_\_

Phone: Hm \_\_\_\_\_ Fax \_\_\_\_\_

Phone: Hm \_\_\_\_\_ Fax \_\_\_\_\_

Wk \_\_\_\_\_ Cell \_\_\_\_\_

Wk \_\_\_\_\_ Cell \_\_\_\_\_

E-mail \_\_\_\_\_

E-mail \_\_\_\_\_

### Description

What type of airport Classification is being requested?

- Commercial Service Airport
- Publicly Owned, Public Use
- Privately Owned, Public Use
- Privately Owned, Restricted Use

What is the name of the airport and its location identifier? \_\_\_\_\_

Who is the airport sponsor/owner? \_\_\_\_\_

Have previous planning studies been done for the airport? \_\_\_\_\_

Who uses the airport? Circle all that apply: (public) (private) (commercial) (Other \_\_\_\_\_)

