

SJR

6

<TARGET><BILL>SJR 6</BILL><SUBJECT>SJR
6</SUBJECT><COMM>HTRA27</COMM></TARGET>

ALASKA STATE LEGISLATURE

SENATOR DONALD C. OLSON



ALASKA
STATE CAPITOL
ROOM 508
JUNEAU, ALASKA 99801-1182

(907) 465-3707
FAX (907) 465-4821

SPONSOR STATEMENT

SENATE JOINT RESOLUTION 6

SJR 6 urges the U.S. Army and U.S. Air Force to extend the comment period on the environmental impact statement associated with the Joint Pacific Alaska Range Complex modernization and enhancement proposal.

The current comment period began at the height of the holiday season on December 10, 2010 and closes on February 18, 2011.

Alaskans rely heavily, and in many instances solely, upon the aviation industry and any significant expansion of Military Operations Areas may have a far-reaching impact across multiple segments of the state's communities, industries, and economic activities.

The aviation industry in Alaska creates approximately \$3,500,000,000 in economic activity and supports an estimated 47,000 jobs.

I respectfully urge you to support this resolution and allow a significant sector of Alaska's economy to weigh in on this proposal.

Alaska Aviation System Plan

Rural survey respondents emphasized the importance of air travel in rural Alaska. For many communities, especially in Alaska's West and Interior, air travel is the only means to get in and out of the communities; there are no roads or ferry service. These villages rely on air travel for emergencies, family visits, work-related travel, social and vacation trips, and transportation of supplies. Some communities do not offer medical services and residents need to travel for all medical visits. This situation is especially common in small communities and the survey data indicate that community airport respondents made more than twice as many family or personal business related and medical trips than those in larger communities.

Some rural communities in Western and Interior Alaska would be completely isolated in the winter without their rural airports. In parts of Central and Southeast Alaska, ferry or road transportation may be alternatives, but communities still rely heavily on their airports for swift and reliable travel and cargo transport.

By contrast, rural communities in the Lower 48 more often commented that their community would be less attractive for people visiting or doing business but that they could likely live without an airport.

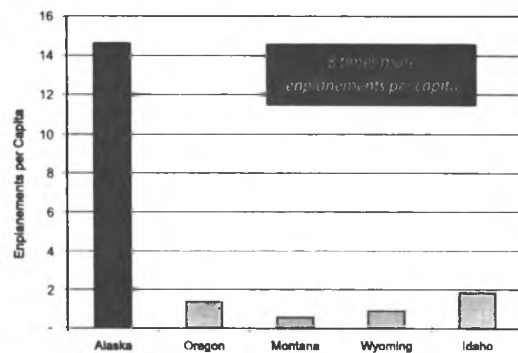


Figure 4 Comparison of Enplanements per 1,000 Persons for Selected Community Airports, 2007

Sources: Bureau of Transportation Statistics, 2008. U.S. Census Bureau, 2008.

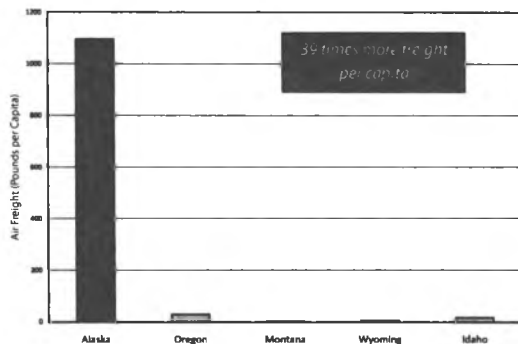


Figure 5 Air Freight per Capita for Selected Community Airports, 2007

Sources: Bureau of Transportation Statistics, 2008. U.S. Census Bureau, 2008.

This report was prepared by Northern Economics, Inc. For more information please call ADOT&PF Aviation Division at (907) 267-0730 www.dot.state.ak.us



Alaska Aviation System Plan

Introduction

As an economic engine for the State of Alaska, Alaska's aviation industry contributes \$3.5 billion dollars and over 47,000 jobs to the state's economy. Aviation is a critical component of the state's economy and the vitality of Alaska's communities. The Alaska Department of Transportation & Public Facilities (ADOT&PF), Aviation Division recently embarked on updating the Alaska Aviation System Plan. An important part of that update is determining the value and contribution of Alaska's aviation industry to the state's economy. This determination was accomplished through an extensive survey effort targeting all public airports managed by ADOT&PF, public airports managed by other entities, private airports throughout the state, leaseholders located on ADOT&PF airports, and 600 residents in rural Alaska and the Railbelt who have flown within the last 12 months. The study included interviews with airport managers, city officials and other community leaders in 18 selected communities in Alaska, and four western states to evaluate the importance of airports to remote, rural communities.

Contributions to Alaska's State Economy

Airports and aviation-related businesses create significant economic value within the State of Alaska. In fiscal year (FY) 2007, the Alaska aviation industry contributed \$3.5 billion to the state economy and supported over 47,000 jobs statewide. The aviation industry contributed about 8 percent of Alaska's gross state product of \$44 billion in 2007 and supported almost 10 percent of 2007 statewide annual average employment. If compared to the primary economic sectors the aviation industry would be the fifth largest employer in Alaska.



Economic Activity

The aviation industry contributes to Alaska's economy by supporting local businesses and employing citizens in year round operations. The value of the economic activity generated by the operation of the airports, the businesses, and agencies operating within the airport premises in FY2007 amounted to more than \$2.1 billion.

This direct spending by airports, businesses located on the airports and their employees in turn creates additional employment and income in other sectors of the economy. The economic contribution of the aviation industry through those secondary (multiplier) expenditures is estimated to be \$1.4 billion in FY2007 resulting in a total of \$3.5 billion in economic activity. (See Figure 1)

This Alaska Aviation System Plan was conducted in accordance with FAA Advisory Circular 150/5070-7, The Airport System Planning Process. The economic analysis described in this brochure was conducted pursuant to Section 101 a(3) of that document.

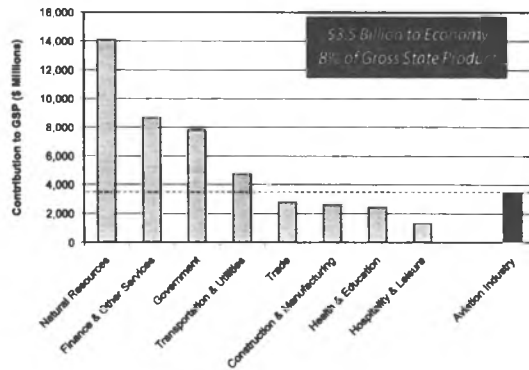


Figure 1 The Aviation Industry's Contribution to GDP Compared to Primary Economic Sectors, 2007

Source: Northern Economics estimates, 2008

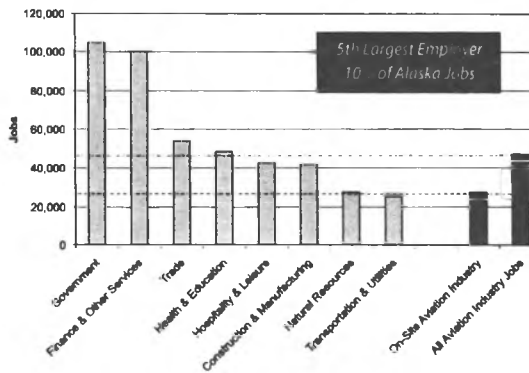


Figure 2 The Aviation Industry's Contribution to Available Jobs Compared to Primary Economic Sectors, 2007

Source: Northern Economics estimates, 2008

Employment

In 2007, the aviation industry provided over 47,000 on-site and off-site jobs across the state. The highest concentration of jobs are located at the international airports in Anchorage, Fairbanks, and the state's regional hubs. These jobs include more than 27,000 on-site jobs and nearly 20,000 off-site jobs created by this industry. (See Figure 2) The on-site jobs include more than 2,000 full-time and part-time jobs directly related to the operation and maintenance of public and private airports in Alaska as well as more than 25,000 jobs created by on-site businesses, organizations, and government agencies operating out of the airports. These businesses include commercial air carriers, fixed-base operators, fuel distributors, caterers, air taxis, charter operations, general aviation services, state agencies and other public agencies. The number of on-site jobs underscores the value of airport infrastructure in creating jobs in various businesses and communities across the state.

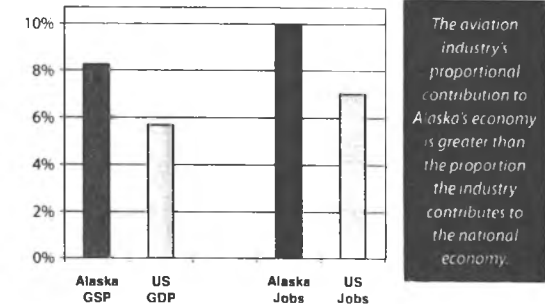
The nearly 20,000 off-site jobs are created when goods and services are purchased from other businesses in

the state to support the operations and maintenance of airports and businesses located at airports, and when on-site employees spend their wages on goods and services within the state.

Over 47,000 jobs generated by the firms, agencies and businesses that make up the industry provided approximately 10 percent of the total jobs in Alaska's economy in 2007, including the self-employed and the military. The aggregate aviation industry was smaller than the government, finance and other services, trade, and health & education sectors, but larger than the hospitality & leisure, construction & manufacturing, natural resources, and transportation & utilities sectors.

Figure 3 shows that the aviation industry's proportional contribution to Alaska's economy is greater than the proportion the industry contributes to the national economy. In actuality, the figure underestimates the relative importance of the aviation industry to Alaska as the true difference is even greater than shown; the national data include the expenditure of visitors and this study

Figure 3 Economy and Jobs: Importance in Alaska vs. the US



The aviation industry's proportional contribution to Alaska's economy is greater than the proportion the industry contributes to the national economy.

does not include this factor in the estimates for Alaska's economy.

Importance of Alaska's Airports to Alaska's Communities

Telephone surveys of 500 households were conducted in 18 selected communities throughout the state, 100 households within the Railbelt stretching from Fairbanks to the Kenai Peninsula, and also

with airport managers, community officials, and other leaders in these communities to evaluate the importance of Alaska's airports to state residents.

The study compared the importance of Alaska's airports to remote airports in other rural, western states. Interviews were made with airport managers and community officials for airports in Idaho, Montana, Oregon and Wyoming, for a comparison of enplanements and freight volumes per capita for the 18 airports in Alaska and the airports in the western U.S. Figures 4 and 5 show that enplanements and air freight loads are much higher per capita in Alaska than for airports in the western U.S. Enplanements for Alaska communities can exceed enplanements of other rural U.S. communities by eight times per person while air freight loads can be more than 39 times higher per person.

EMPLOYMENT

Jobs related to aviation:

- 2,000 jobs** to operate airports statewide, full and part time
- 25,000 jobs** due to on-site business, organizations and agencies
- 20,000 jobs** created due to multiplier effect from aviation jobs
- 47,000 total jobs** attributed to aviation in Alaska in 2007

This represents about **10% of all jobs** in Alaska



"If we didn't have the airport we wouldn't have anything. The airport is a fact of life for living out here in the villages. The airport is our roads, highway, ocean, our lifeline."

I am opposed to any expansion of Military airspace in Alaska. Given the blatant lack of concern that has been shown by the Military in the existing Military Airspace, for Alaskan Civilian user's needs and safety there is no way I could support any expansion.

AREA AFFECTED

The current MOA's, a large percentage of which were established in the 1990's cover millions of acres of land in interior Alaska. These areas include a tremendous amount of big game habitat. These and some of the proposed expansions include areas that Alaskan's have historically used to support their subsistence lifestyles and economic livelihoods for generations. The current MOAs include the entire Alaskan portion of the 40-mile caribou and a big portion of the porcupine herd range. A large part of the area in the proposed Paxson MOA and the expansion of the Fox 3 MOA are intensely used by Alaskan's for hunting and outdoor recreation. This area would take in Lake Louise, Summit, Paxson, and the entire Delta controlled use Area which is a draw only trophy management area for Dall Sheep. A huge portion of this area is not only accessed by airplanes, but by boats, ATVs, highway vehicles, and snow machines.

IMPACT TO PEOPLE AND ANIMALS

The impact to any person or animal on the ground while in one of these MOAs during a two week Red Flag exercise is huge. The economic affect to Guides and transporters whose clients are going to subjected first hand to these exercise's will reverberate statewide. Due to the advent of the F-22 which can break the speed of sound without the use of an afterburner, the amounts of sonic booms have increased dramatically affecting hunter and game. A Person who has not spent time on the ground trying to interact with their environment, during these sonic booms, as they go off for hours at a time, from all directions, cannot fully be aware of the overall impact. Fall of 2010 a red flag exercise was held starting August 9. They currently have them scheduled during hunting season through 2013. When I asked them at a recent ACMAC meeting in Eielson if this could be changed the response was no. They explained that a large percentage of the aircraft involved in these exercise's are from foreign countries and they already have them scheduled for these time period's. Alaska is being used as a training ground for air forces from all over the world. When I asked why they couldn't do this during the winter months they explained that it was dark and cold. A strong military and there need for training is imperative to the survival of our great nation but equally important is Alaskans need to be able to keep their way of life and traditions alive. There is no reason that both of these needs cannot be met.

AVIATION SAFETY

When the large MOA's were established one of the key points that the general aviation community tried to establish was the importance of in flight communications with the military to ensure separation-air safety. To date even though millions of dollars have been spent for military installations throughout the MOA's, the vast majority of the area is uncovered by any medium to low level radio communication for general aviation. Since 1994 I have personally had three extremely close near misses with military

aircraft during hunting season, the time of by far the highest density of air traffic throughout the state. With the large red flag exercise's now being scheduled during the most active time for all general aviation aircraft in Alaska the potential for deadly conflict has increased dramatically. To knowingly continue to mix small slow aircraft with the high speed military aircraft in large numbers, with not as much as radio communication between the two is irresponsible and reckless with people's lives.

Submitted by Leif Wilson, Tok, Alaska

George W. Davidson PE,LS (retired)
2616 Douglas Hwy. #206
Juneau, Alaska 99801
Phone 907-789-7529
E-mail gdavid8174@aol.com

February 14, 2011

To: Honorable Governor Sean Parnell

From: George Davidson

Re: Military proposed MOA for Alaska - JPARC

Please find attached a copy of the testimony I submitted to the Military on the subject project. They requested the info to be submitted by e-mail -- which I did last week.

While I am personally impacted by some of the proposal I feel the impact goes far beyond me. My "cabin" is located in the heart of what we call the Nelchina Recreation Area. A large area set aside to remain in a wilderness setting. I just happen to be the only -- or at most - one of a very few private in-holdings in this wilderness area. The area is enjoyed by hundreds of hunters in the fall and snow machiners in the winter. While the proposals do not prevent the access and use of the area -- the proposed changes to the MOA will definitely discourage the use of the area.

I ask that you give this serious considerations to the impacts of the proposal and represent our view with the military on the issue.

Thanking you in advance.

George W. Davidson PE,LS (retired)

2616 Douglas Hwy. #206

Juneau, Alaska 99801

Phone 907-789-7529

E-mail gdavid8174@aol.com

I live in Juneau Alaska and since we are a long ways from the area where the proposal for a new MOA is taking place we were slow to hear about it. However, we own property -- a cabin with a short airstrip on patented land -- located just south of the south boundary of the current Fox 3 MOA on the south side of the Oshetna River. It is a fly in only cabin so we are very much impacted by your proposal. Our airstrip is located at -- N 62 degrees 22.73 minutes -- W 147 degrees 28.51 minutes.

I believe that most of the discussion that is now taking place in opposition to the proposed changes to Fox 3 MOA were made many years ago when you created Fox 3 MOA. The late Senator Ted Stevens worked with the military to create a boundary that would work for the military and the general public as well as the private land holders. We should honor that commitment and not change Fox 3 MOA.

Our private property and access to it will be greatly impacted by the boundary changes and especially the lower floor limits of the proposed MOA. With the proposed 500 foot floor -- flying access to our private property will become dangerous. In addition the vibrations and occasional sonic boom (while not permitted by you or your policies they do happen occasionally) from jets at 500 feet will -- in all probability -- break the glass windows of our cabin. New regular glass and thermo-panes windows (this is much more than a hunting cabin) will be required to be flown in for the repairs - a very expensive and time consuming venture. Broken windows would leave the cabin unsecured from critters and thus the interior could receive further damage from these critters like grizzlies, weasels, squirrels, porcupine, etc entering the cabin prior to repairs being discovered and made.

When we purchased this property 28 years ago we did so for the enjoyment of the peace and quiet of the wilderness. The current MOA already disrupts that peace and quiet but it is a livable and a tolerable compromise situation that we are willing to live with, however, the proposed MOA would be unbearable.

Access to our cabin is, as stated earlier, by small airplanes and as such your 500 foot AGL flying base is far too low for safety. A minimum of 2500 feet would provide some reasonable safety for private pilots utilizing our private airstrip at the cabin. Please keep in mind that communication is lacking in this area of Alaska where our cabin is located. Therefore a plane with pilot and passengers departing our airstrip will probably not know if the MOA is active or not and therefore be at risk of taking off and flying into the path of military aircraft.

I request that you do not expand the MOA to the south. Also if the existing 5000 foot AGL floor is to be lowered for the current MOA or the modified one, I recommend that it be moved no lower than to 2500 foot AGL.

I thank you for considering our comments and concerns.

Dear JPARK,

I am against the newly proposed MOA's and training areas in Alaska.

I currently fly between seven and eight hundred hours a year. Much of this is done in the 40-mile and upper Yukon River country. In the past 15 years I have had some close encounters with low flying fighter jets in these areas. There isn't any way to communicate with these aircraft, and to see and avoid is impossible in a cub.

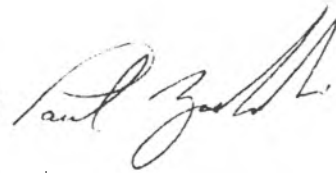
Looking at my sectional charts and GPS, as I fly along it seems to me you have more than enough training areas in our state.

There is also a concern for wildlife and the effect these missions have on them.

I am all for our great country having the best prepared forces, but is this proposed land grab necessary?

Sincerely,

Paul S. Zaczkowski



Papa Zulu Air service Inc.

Phone#: 907-883-4554

Address: Papa Zulu Air service Inc.

PO Box 403

Tok, Alaska 99780

February 10, 2011

Dear Sir,

Regarding JPARCEIS proposed actions

I feel that enlarging the MOA at those low levels is a very high risk.

As a super cub pilot, most of our flying is at low altitude. We feel that 1500 feet AGL should be the bottom for all jet aircraft for the safety of everyone and the environment.

DuWayne and Mary Young
P.O. Box 308
Tok, Alaska 99780

February 8, 2011

Regarding JPARCEIS proposed actions and any future actions for airspace, lands and residents.

I have very high concerns for public safety as well as animal harassment issues.

My main concern is that a large portion of these proposed areas are very active with small aircraft all year around. The 500 ft. lower floor is unacceptable for the bullets that you are flying. Jet aircraft at super-cub altitude spells DISASTER !

After one public meeting with the air force, some years back, myself and others came away with the out look that we were being told what YOU were going to do and that our concerns meant nothing.

I am a Vet. from the 60's and have been flying these Alaskan skies since 1980 and as I recall the first duty of the armed forces is to protect it's citizens. That is all I am asking. Stop endangering our lives and **Dictating**. Raise the lower levels up to a level that we all can "LIVE" at !

Hopefully, you are willing to consider mine and others concerns today before someone is seriously injured or even killed.

Ron Sakalaskas
P.O. Box 147
Tok, Alaska 99780

Matthew Snyder

HC 72 Box 805

Tok, Alaska 99780

ALCOM Public Affairs

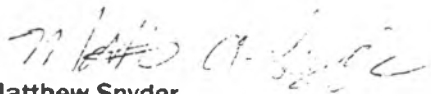
9480 Pease Avenue, Suite 120

JBER, AK 99506

To whomever it may concern,

January 25th, 2011 Statement regarding the JPARC EIS and future restrictions for residents or activities potentially creating human or animal safety or health concerns in the proposed areas (listed map http://www.jparceis.com/prop_actions.aspx) from a lifelong resident and active participant of recreation and subsistence activity in the area.

A large portion of the huge areas in the proposal are very active throughout the year with recreation, hunting, fishing and subsistence activities by Alaskans and other participants. Safety concerns arise with the number of small aircraft used during hunting season or for other yearlong activity (mining or exploration for an example). Impact on wildlife control or protection could be devastating as these areas become "no fly" zones, inhibiting the use of airspace available to the parties responsible for the wildlife and habitat. The blocks of land in the map could be some of the most active in the state. Are there other options available as far as land location, possibly further away from the entire area of the "main triangle" of transportation in the state? This proposal is not viable due to basic health and safety concerns as well as location and project scope.



Matthew Snyder

Alaska Hunting Adventures

Tok, Alaska

(907)883-3083 Home

(907)632-1666 Cell

Alaska Airmen's Association
4200 Floatplane Drive
Anchorage, AK 99502

2-11-11

Dear Sir,

RE: JPARC

As you are surely already aware, the US Air Force is proposing to grab significantly more air space in the Denali Hwy. - Paxson - Glenn Hwy. area: (Joint Pacific Alaska Range Complex - www.JPARCEIS.com/JPARC.ASPX).

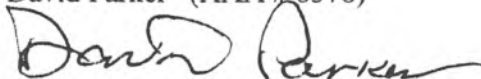
This additional air space, plus changes to existing Military Operations Areas will be detrimental, disruptive, and even dangerous to civilian private and commercial flying.

Enclosed are several letters by individual pilots expressing their concerns. There is fear that these individual voices will not be heard, yet we do not wish to remain silent on this issue.

MAKE NO MISTAKE ABOUT THIS, THE AIR FORCE IS NOT ASKING OUR OPINION ON THEIR AIR SPACE PROPOSAL, THEY ARE TELLING US WHAT THEY ARE GOING TO DO!!

REMEMBER: IT'S OUR SKY TOO!!

David Parker (AAA # 8576)



P.O. Box 382
Tok, AK 99780

cc:

Governor Sean Parnell
P.O. Box 110001
Juneau, AK 99811

Representative Don Young
2111 Rayburn Bldg
Washington, DC 20515

Senator Lisa Murkowski
709 Hart Senate Bldg
Washington, DC 20510

Alcom Public Affairs
9480 Pease Ave Suite 120
JBER, AK 99506

Senator Mark Begich
144 Russell Senate Bldg
Washington, DC 20510

Senator Albert Kookesh
Alaska State Capital Room 11
Juneau, AK 99801

Representative Alan Dick
Alaska State Capital Room 114
Juneau, AK 99801

Representative Dan Saddler
Joint Armed Services Committee
Alaska State Capital Room 409
Juneau, AK 99801

Senator Donald Olson
Alaska State Capital Room 508
Juneau, AK 99801

AOPA
Tom George
P.O. Box 83570
Fairbanks, AK 99780

Fairbanks Flight Standard District Office
John Chalston
4419 Airport Way
Fairbanks, AK 99709

The EIS Timeline

 Opportunities for Public Involvement

Publication of *Draft Gulf of Alaska Navy Training Activities EIS/Overseas EIS*
December 2009

JPARC 20-year Vision Developed
Fall 2009 - Spring 2010

Notice of Intent to Prepare *JPARC Modernization and Enhancement EIS*
Published in *Federal Register*
December 10, 2010

2-Month
JPARC Scoping Period
December 10, 2010 - February 4, 2011

Preparation of *Draft JPARC Modernization and Enhancement EIS*
2010 - 2011/2012

45-day
JPARC Modernization and Enhancement EIS Public Comment Period
2011/2012

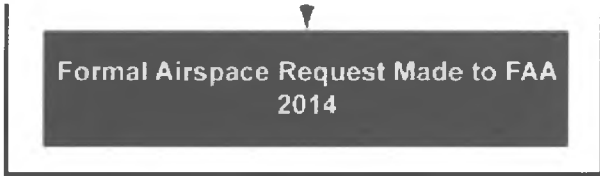
Preparation of *Final JPARC Modernization and Enhancement EIS*
2012 - 2013

Notice of Availability of *Final JPARC Modernization and Enhancement EIS*
2013

30-day
JPARC Modernization and Enhancement EIS Waiting Period
2013

Record of Decision
2013

military website



[Close EIS Timeline](#)



What is the Joint Pacific Alaska Range Complex (JPARC)?

At present, the JPARC consists of all land, air, and sea training areas used by the Army, Navy, and Air Force in Alaska. The military currently uses the JPARC to conduct testing, training, and to support joint exercises and mission rehearsals. The Army and Air Force, through Alaskan Command, are proposing to modernize and enhance the JPARC to enable realistic joint training for the Army, Navy, Marine Corps, and Air Force.

Pursuant to the National Environmental Policy Act (NEPA), the Army and Air Force are preparing an environmental impact statement (EIS) to analyze potential environmental consequences associated with the JPARC enhancements. The *Environmental Impact Statement for the Modernization and Enhancement of Ranges, Airspace, and Training Areas in the Joint Pacific Alaska Range Complex in Alaska (JPARC Modernization and Enhancement EIS)* will evaluate the elements of these proposals that are reasonably foreseeable.

The JPARC modernizations and enhancements would provide adequate resources to enable the Services to train realistically and jointly for military personnel to succeed in their mutually supportive combat roles when exposed to situations faced in actual combat.

The National Environmental Policy Act (NEPA)

NEPA is our national mandate for making informed decisions while considering environmental impacts. When federal agencies propose projects having the potential to significantly impact the environment, NEPA requires the following process be undertaken as part of the planning process before final decisions are made:

- Evaluation and consideration of potential environmental consequences for proposals that may significantly impact the environment
- Consideration of public and government agency comment

Where the potential for significant environmental impacts exists, this evaluation is presented in an EIS, which:

- Identifies and describes the affected environment
- Evaluates the potential environmental consequences from a range of reasonable alternatives
- Identifies environmental permits and specific mitigation measures to avoid, minimize, or reduce environmental impacts if required

Notice of Intent and Scoping

The EIS process begins with publication of a Notice of Intent (NOI), stating the intent of the Army and Air Force to prepare an EIS. The NOI is published in the *Federal Register*, and provides basic information on the proposed action in preparation for the scoping process. The NOI provides a brief description of the proposed action and possible alternatives. It also describes the proposed scoping process, including any meetings and how the public can get involved.

Scoping is an early and open process for (1) actively bringing the public into the decision-making process, (2) determining the scope of issues to be addressed, and (3) identifying the major issues related to a proposed action. Scoping begins before any significant analysis is completed. Public participation is an integral part of scoping. The purpose of soliciting public comments is to identify interested parties and relevant issues so they can be considered in the EIS. Please take this opportunity to learn about the proposal, identify community-specific issues, and make sure you are included on our mailing list.

How to Submit Public Comments

Submit comments electronically at www.jpisceis.com or by mail before **February 4, 2011** to: ALCOM Public Affairs, 9480 Pease Avenue, Suite 120, JBER, AK 99506, Phone: (907) 552-2341; FAX: (907) 552-5411

Purpose and Need

The U.S. Department of Defense (DoD) continues to face exceptional challenges to meet increasingly urgent national security needs. The overall purpose of the proposed actions in the *JPARC Modernization and Enhancement EIS* is to enhance and modernize the capabilities of the JPARC to meet the needs of the military units within the State of Alaska more effectively. These proposed modernizations and enhancements to the JPARC are required because of:

- Significant advances in warfighting technology
- Advances in combat tactics and lessons learned from combat
- The need for realistic, yet efficient training
- Requirements for the military to train to operate jointly



Currently, Alaska's military assets include air, land, and sea areas to replicate realistic conditions for training and testing of combat systems. However, expanded weapons and sensor capabilities, expanded mobility, and improved communications have all driven the need for larger training areas and safety zones. To address this need, the Army and Air Force undertook a rigorous screening and evaluation process to identify actions and projects in the *JPARC Modernization and Enhancement EIS* shown at right.



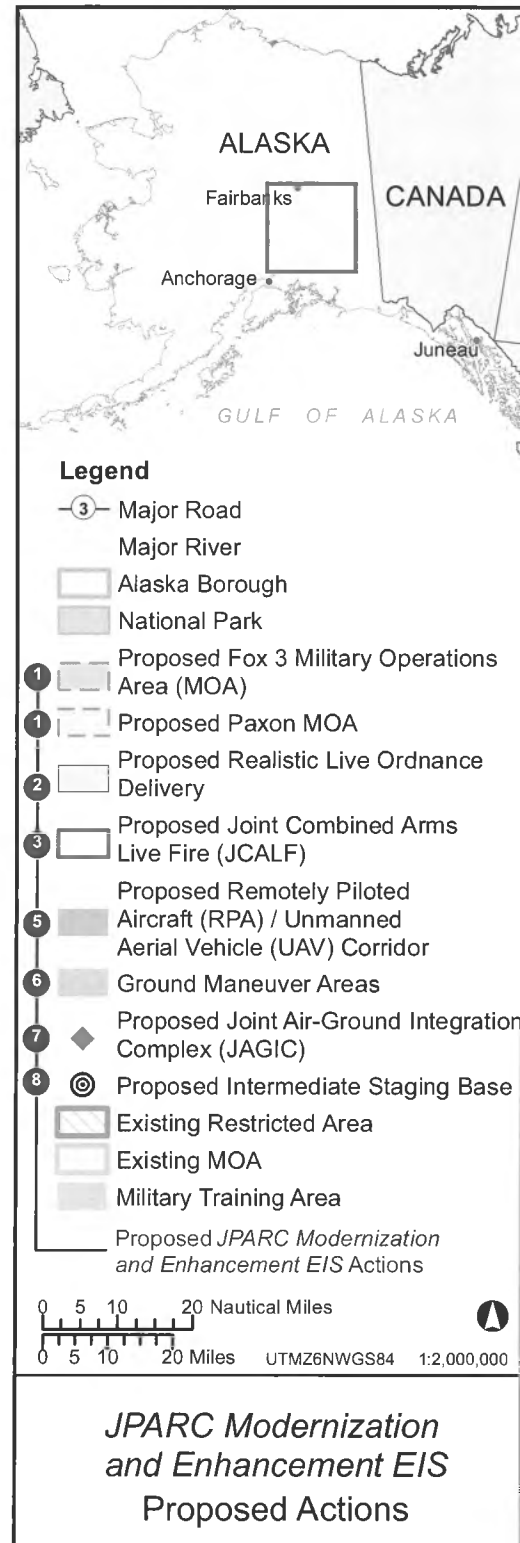
Generally, the proposals involve expanding and/or establishing new Military Operations Areas, restricted airspace, airspace corridors, expanding access to training areas,

and developing new ranges and facilities to provide adequate resources to conduct training and testing under realistic and varied conditions.

NEPA requires the EIS to identify and evaluate alternatives for each proposed action. The EIS process is meant to evaluate the potential impacts of each proposed action on the environment and select the alternative that is reasonable and practicable as may be required.

Each of the proposed actions and alternatives in *JPARC Modernization and Enhancement EIS*, including taking no action, are described on the following pages.

Developing the JPARC would build on a firm foundation of extensive training, decades of testing, and range infrastructure already in place in Alaska. Future investments would come from the individual Services—Army, Navy, and Air Force—that would jointly benefit from these capabilities.



Environmental Resource Areas

The anticipated environmental resource areas to be studied in the draft EIS include the following:

► **Airspace Operations**

Airspace, Noise, Air Quality, and Safety (Ground and Air)

► **Natural Resources**

Geology, Soils, Water, and Biological Resources

► **Cultural Resources**

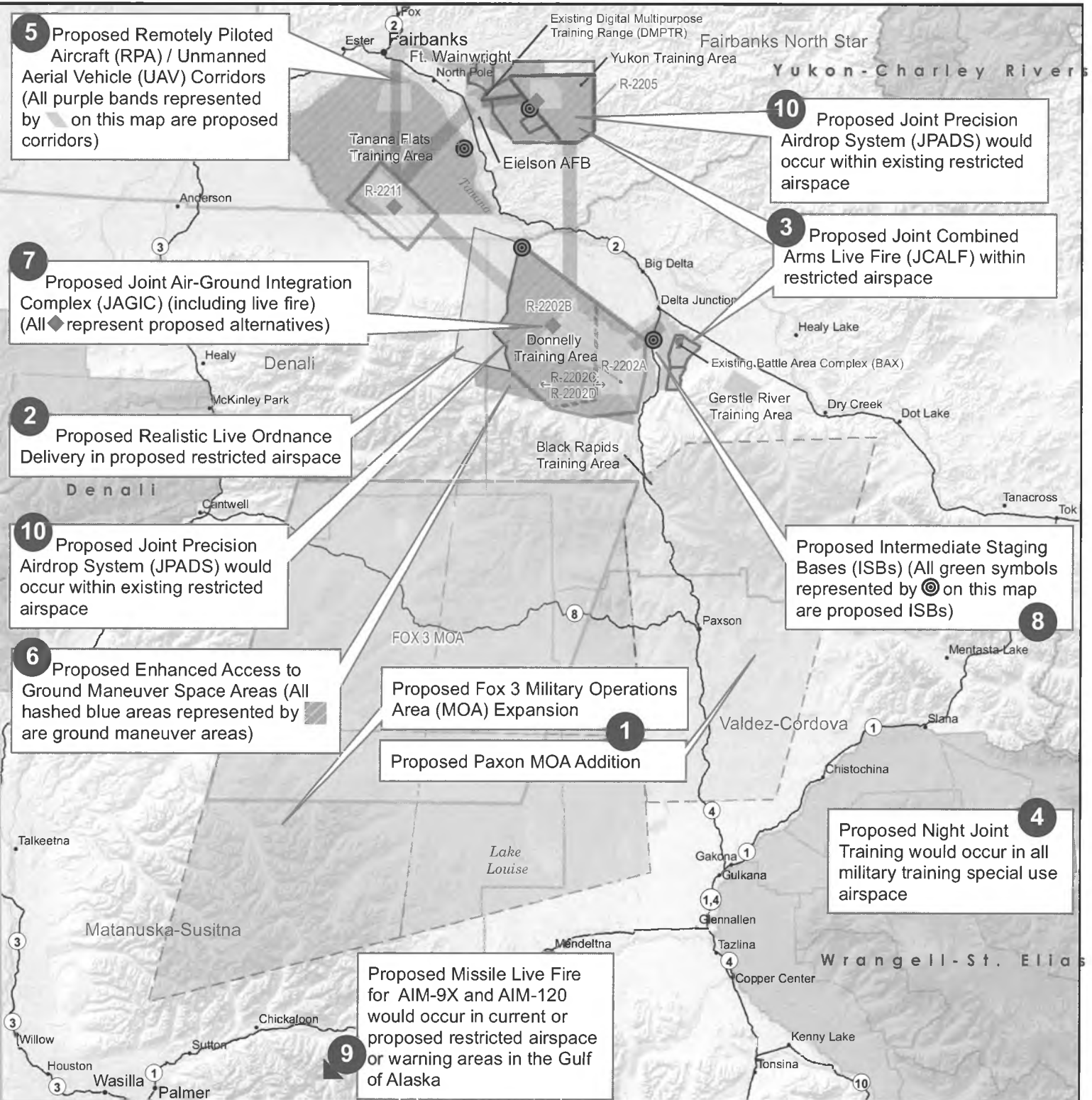
Cultural, Alaska Native, and Subsistence Resources

► **Human Resources**

Land Use, Recreation and Visual Resources, Socioeconomics, Environmental Justice, and Risks to Children

► **Community Infrastructure**

Public Services, Hazardous Materials and Waste, and Transportation



1 Proposed Fox 3 Military Operations Area (MOA) Expansion and New Paxon MOA

Proposed Action: The Army and Air Force propose to expand the Fox 3 MOA into new proposed Fox 3, 4, 5 and 6 MOAs and to establish a new, adjacent Paxon MOA to provide the vertical and horizontal airspace structure needed to better accommodate low-altitude threat and multiple-axis mission activities during the JPARC training exercises.

Key Components: Expand the boundaries of the existing Fox 3 MOA, currently extending from 5,000 feet above ground level (AGL) up to, but not including, flight level (FL) 180 (18,000 feet above mean sea level [MSL]), to the south and east and subdivide it into four sectors (proposed Fox 3, 4, 5, and 6 MOAs) with the newly expanded sectors extending from 500 feet AGL up to, but not including, FL180. Establish a new Paxon MOA, extending from 500 feet AGL up to, but not including, FL180, to adjoin the proposed expanded Fox 3 MOA to the east.

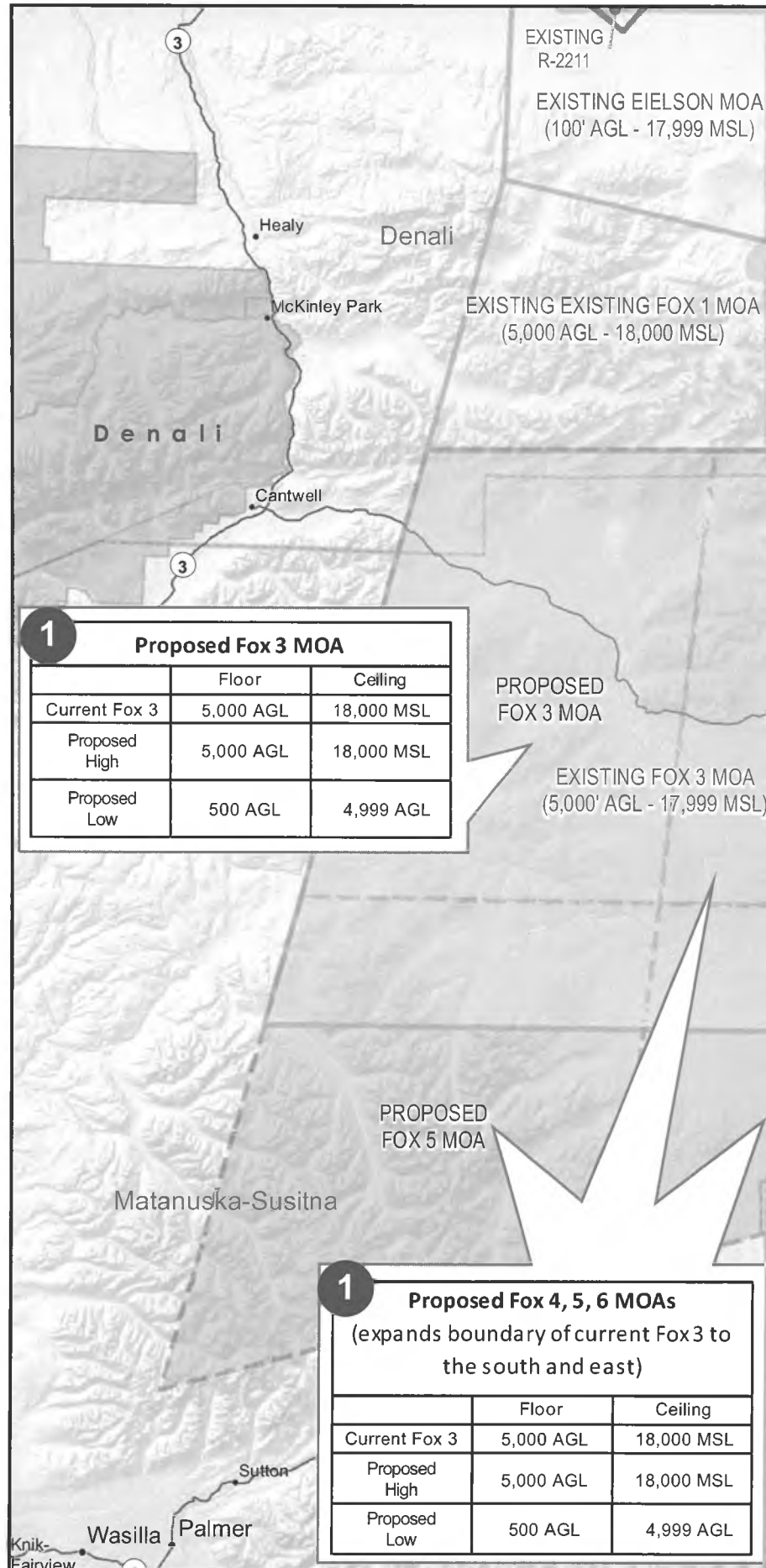
Alternative A - Includes the proposed expanded Fox 3 MOA (proposed Fox 3, 4, 5, and 6 MOAs) and the proposed new Paxon MOA with both the high- and low-altitude MOAs.

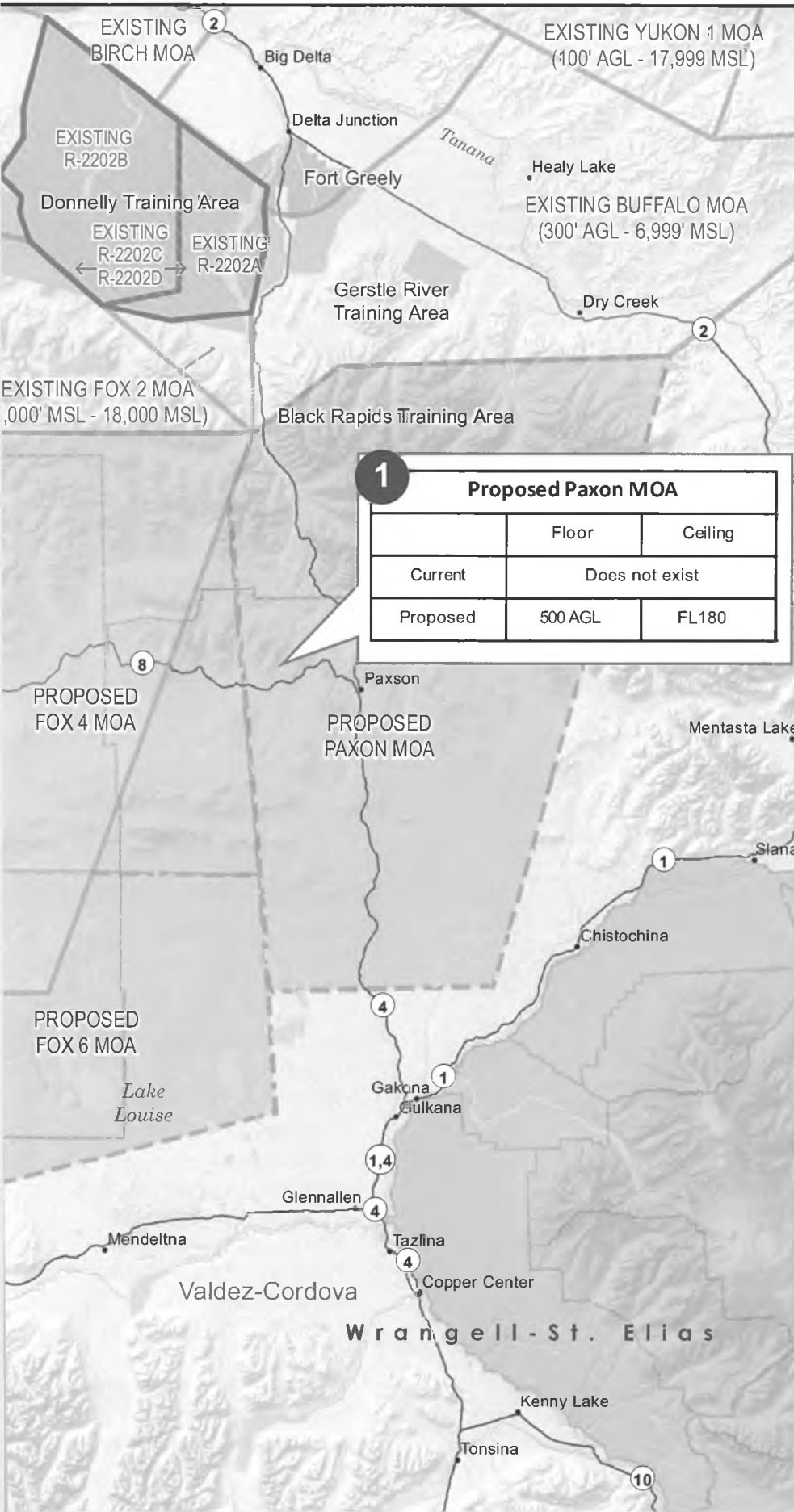
Alternative B - Includes only the Fox 3 MOA expansion (proposed Fox 3, 4, 5, and 6 MOAs, as in Alternative A) but would not include the proposed new Paxon MOA.

Alternative C - Includes the Fox 3 MOA expansion (proposed Fox 3, 4, 5, and 6 MOAs) without the low-altitude MOA.

Alternative D - Proposes keeping the Fox 3 MOA boundaries the same as they currently exist, but separating the MOA into four subdivided sectors and high- and low- altitude strata. The low-altitude MOA stratum would extend from 500 feet AGL up to, but not including, 5,000 feet AGL. The high-altitude MOA stratum would match what currently exists.

No Action - No changes to current Fox 3 MOA and no proposed addition of Paxon MOA. This would not satisfy the requirement for multiple-axis, low-altitude threat training that is needed to effectively train with fifth-generation fighter aircraft. This alternative would continue to require distant travel, which would negate opportunities for potential energy savings.





1 Proposed Paxon MOA

	Floor	Ceiling
Current	Does not exist	
Proposed	500 AGL	FL180

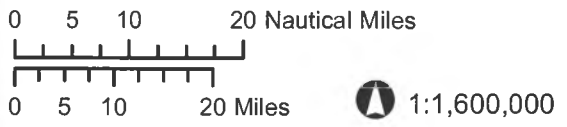


Legend

- ③ Major Road
- Major River
- Lake / Pond
- Alaska Borough
- National Park
- Proposed Alternative A: Expanded Fox 3 and New Paxon Military Operations Area (MOA)
- Existing MOA
- Restricted Area
- Military Training Area

Airspace Structure Note

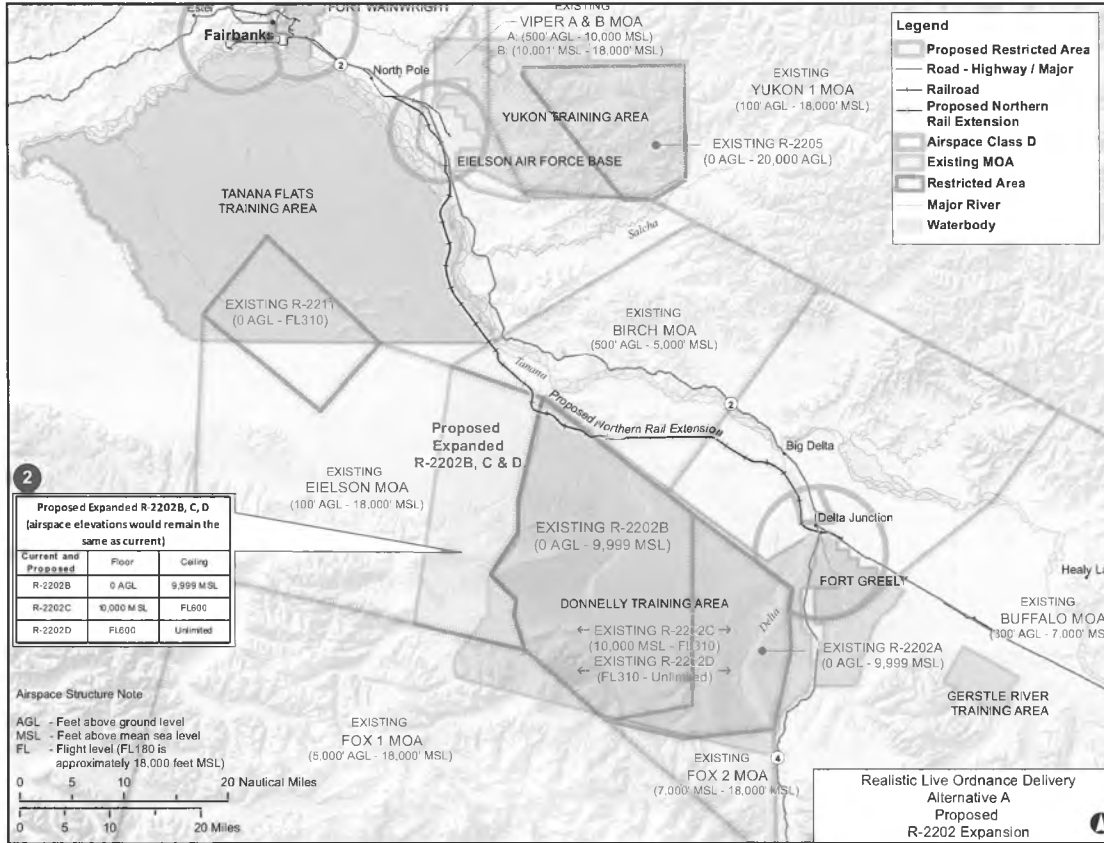
- AGL - Feet above ground level
- MSL - Feet above mean sea level
- FL - Flight level (FL180 is approximately 18,000 feet MSL)



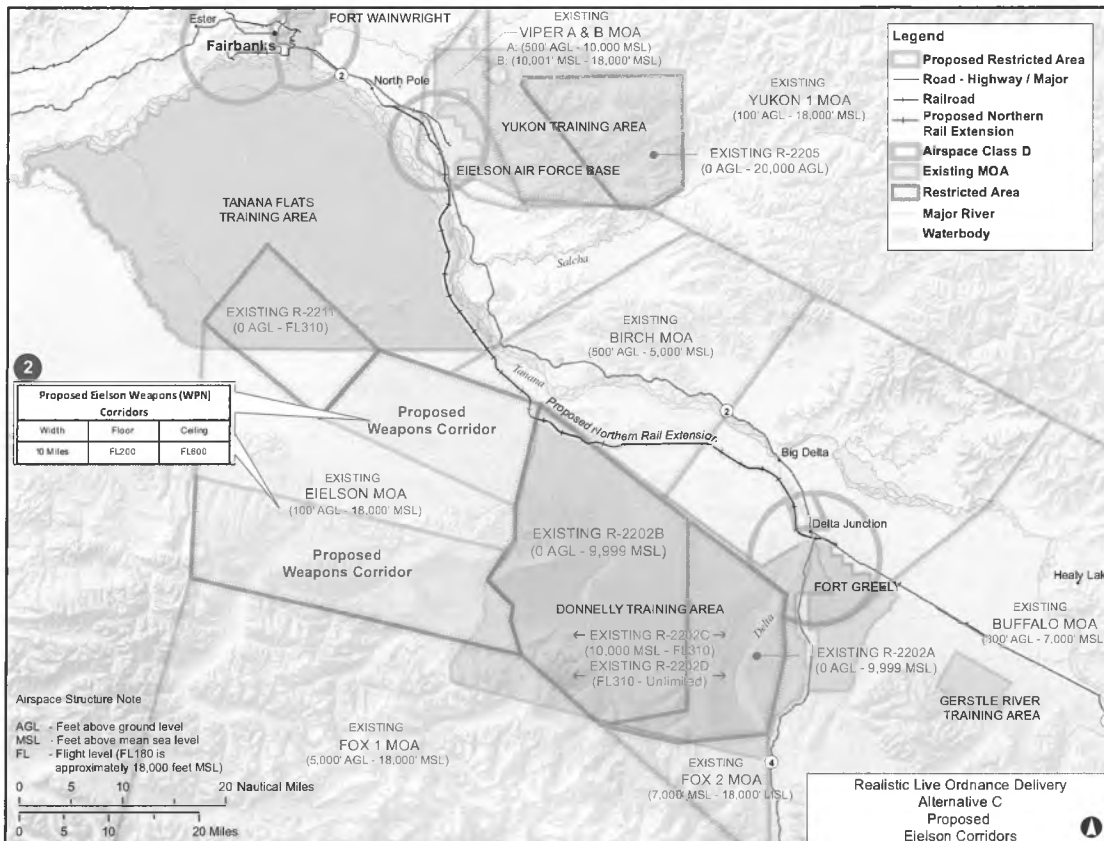
**Alternative A
Proposed Fox 3 MOA Expansion
and New Paxon MOA**

2 Proposed Realistic Live Ordnance Delivery

Proposed Action: The proposed action is to establish a realistic air and ground training environment that would accommodate live ordnance delivery of modern weapons.

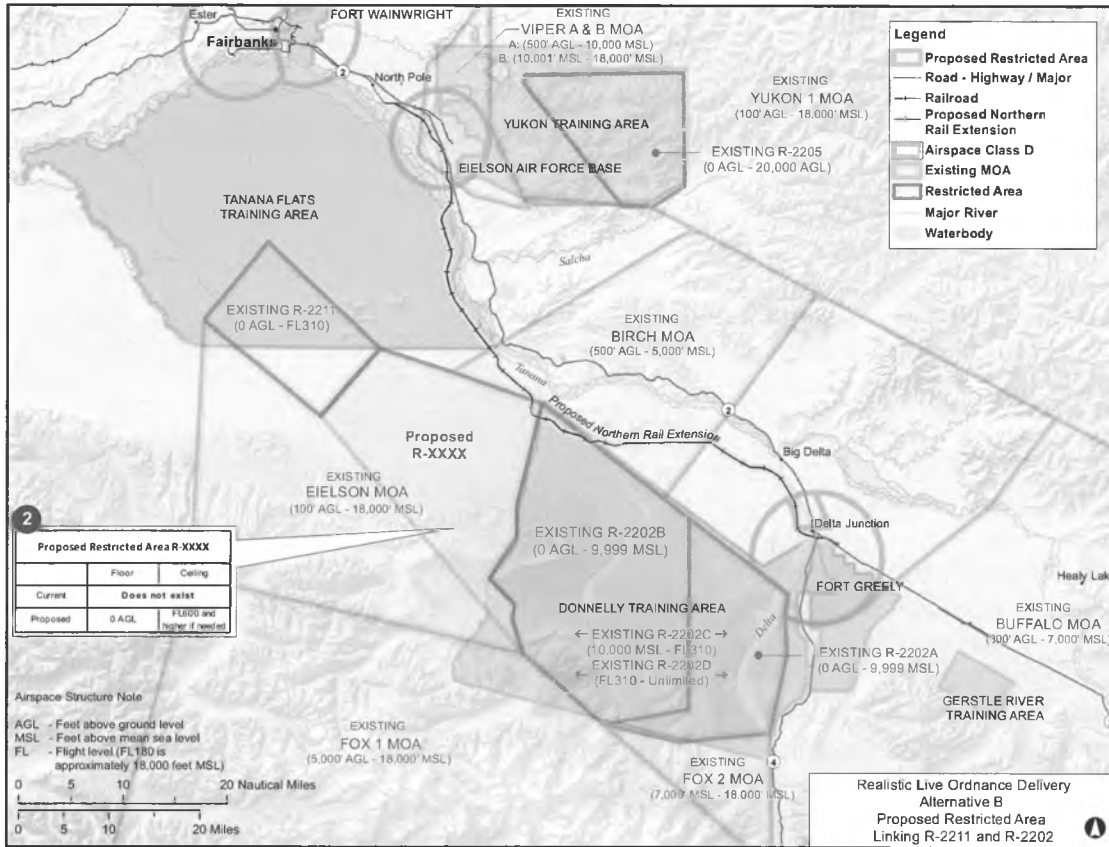


**Alternative A
Proposed R-2202
Expansion -**
Proposes the use of existing targets in the Oklahoma Impact Area within Restricted Area 2202 (R-2202) with the expansion of this restricted airspace to the west to encompass the airspace and underlying lands for larger types of ordnance.



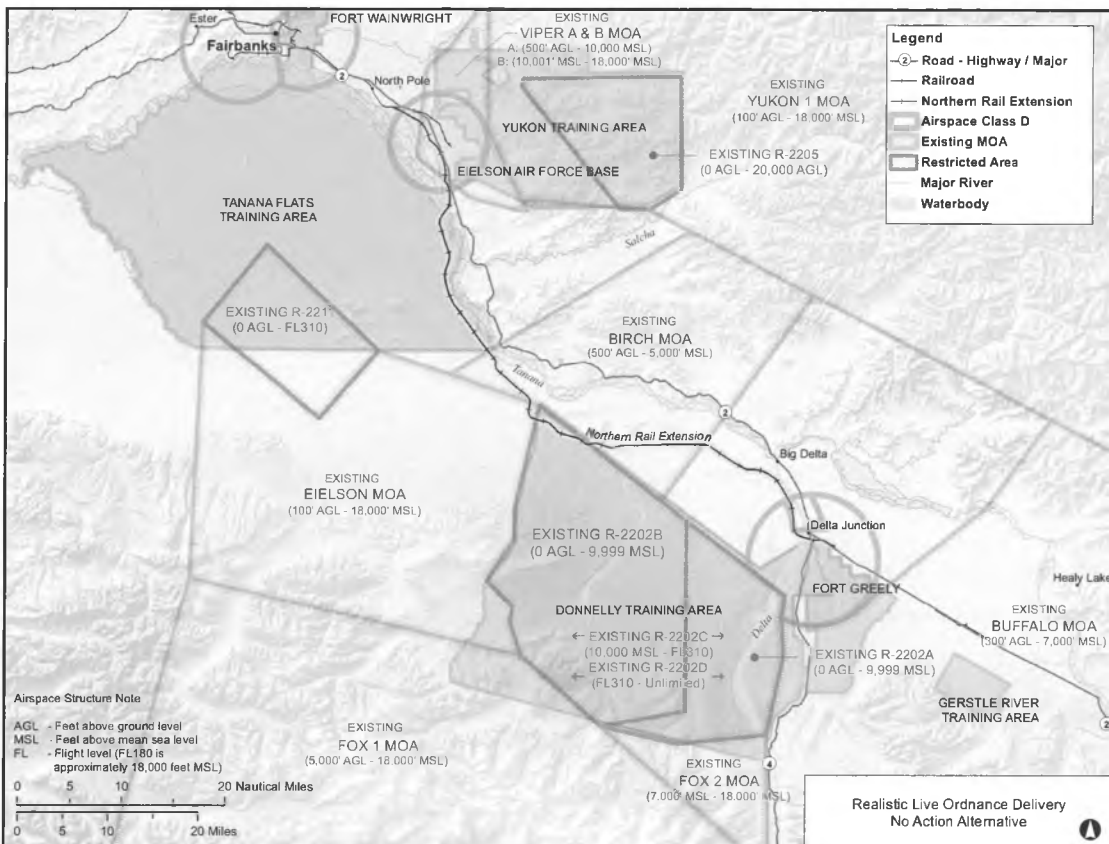
**Alternative C
Proposed Eielson
Weapons Corridor -**
Proposes weapons corridors through the Eielson Military Operations Area and overlying air traffic control assigned airspace. The corridors would provide two protective pathways for live ordnance use within the Oklahoma Impact Area. These corridors would be approximately 10 miles in width and extend from FL200 to FL600, as needed, to accommodate the delivery altitudes of the ordnance types being delivered.

Key Components: As the range and lethality of modern weapons increases so do the amounts of training and airspace areas required to safely and effectively train with these weapons. The current ranges and restricted airspace of the JPARC are not capable of supporting realistic training with modern weapons. Under the proposed actions, live ordnance activities would be executed as part of both individual pilot training and joint training with other air and ground units.



**Alternative B
 Proposed Restricted
 Area Linking R-2211 and
 R-2202 -**

Proposes that live fire ordnance delivery be made from new restricted airspace that links R-2211 and R-2202 to existing ground targets within the Oklahoma and Blair Lakes Impact Areas. The proposed ceiling altitude for the new restricted airspace would be up to FL600, as needed, to support larger types of ordnance.



No Action -
 No expansion of the footprint, associated weapon danger zone, and hazard areas for ordnance delivery or the use of ordnance requiring an expanded footprint.

3 Proposed Joint Combined Arms Live Fire (JCALF):

Proposed Action: The Army and Air Force propose to establish a new restricted area over the Battle Area Complex (BAX) near North Pole to support controlled live fire training. This restricted area would provide protective areas for the hazardous

Key Components: JCALF is a critical component of Army and Air Force training because this exercise activity involves reconnaissance helicopters and ground forces practice maneuvering together against the same objectives with A-10 aircraft

Action Alternative - Establishes new restricted area directly over the BAX in the DTA and expands the restricted area located within YTA to support controlled firing areas. The proposed restricted areas within DTA and YTA would provide protective areas to accommodate hazardous activities and weapons surface danger zones of sufficient size for the types of ordnance used.

No Action - No establishment or expansion of restricted areas to support the creation and operation of JCALF, thus denying realistic joint training.

Proposed Remotely Piloted Aircraft (RPA)/

5 Unmanned Aerial Vehicle (UAV) Access:

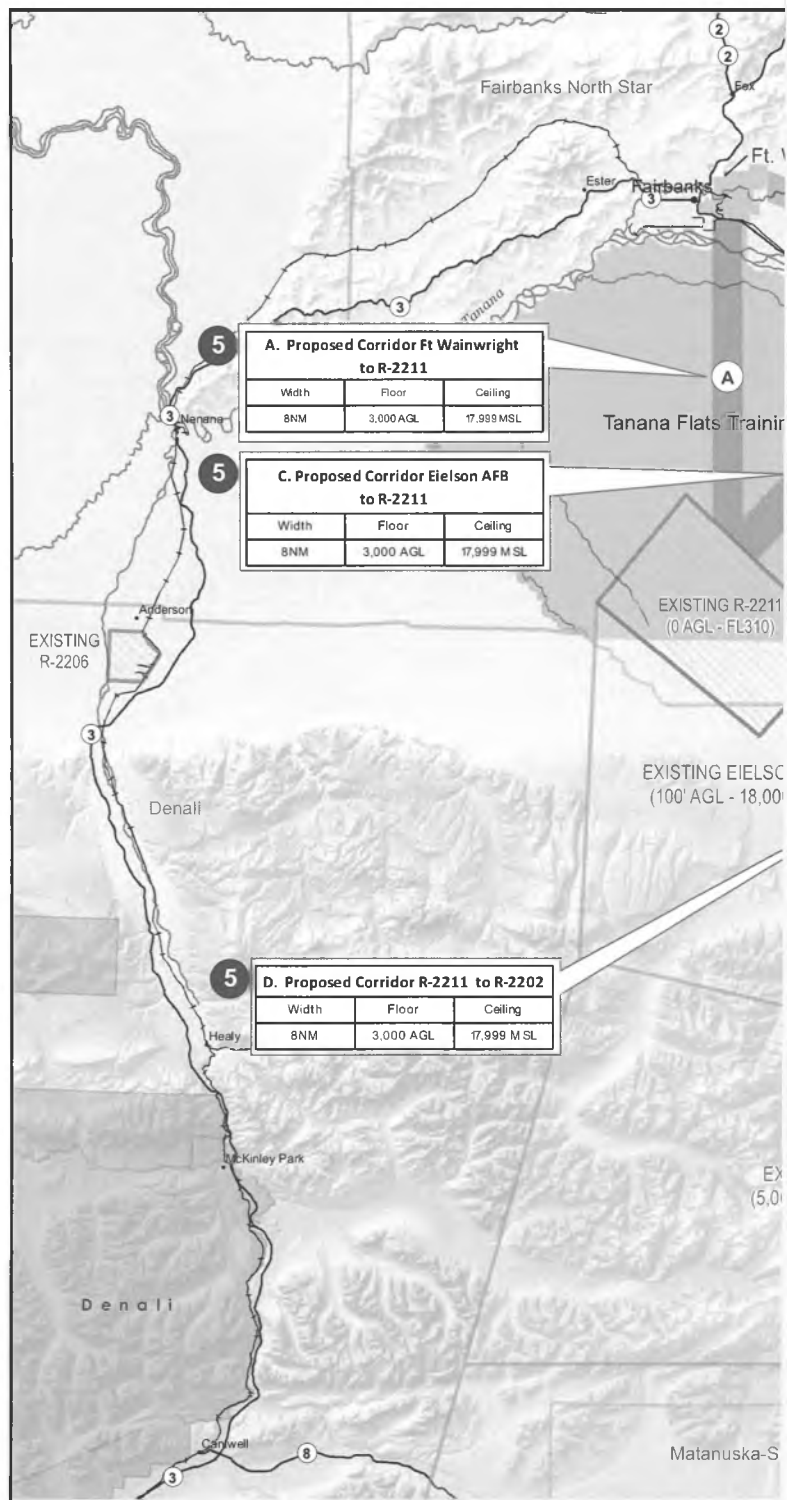
Proposed Action: RPAs/UAVs conduct reconnaissance and surveillance activities. RPA/UAV access throughout the JPARC ranges, training land, and airspace is critical to enhance the JPARC training and exercises. The following RPA/UAV corridors have been developed as individual, standalone proposed actions and alternatives: Eielson Air Force Base (AFB) to Restricted Area 2211 (R-2211); Eielson AFB Class D airspace to R-2205; Allen Field to R-2202; R-2202 to R-2211; R-2205 to R-2202; Fort Wainwright to R-2211; and Fort Wainwright to R-2205.

Key Components: Establish new restricted area or other suitable airspace, or establish an area authorized by a Certificate of Authorization (COA), to support RPA/UAV movement. New airspace or COAs would have to be approved by the Federal Aviation Administration. RPA/UAV activity would be intermittent, activating airspace areas or COAs only during training or exercises when RPAs/UAVs are required. Each corridor would be between 5 and 8 nautical miles in width and of varying altitudes. Primary considerations include: the corridors must be in controlled airspace, the expected impact on civil air traffic must be minimal, and the corridors must be within radio and radar coverage.

Alternative A - Proposes establishing new restricted areas for each RPA/UAV corridor identified above and by (A) through (G) in the map.

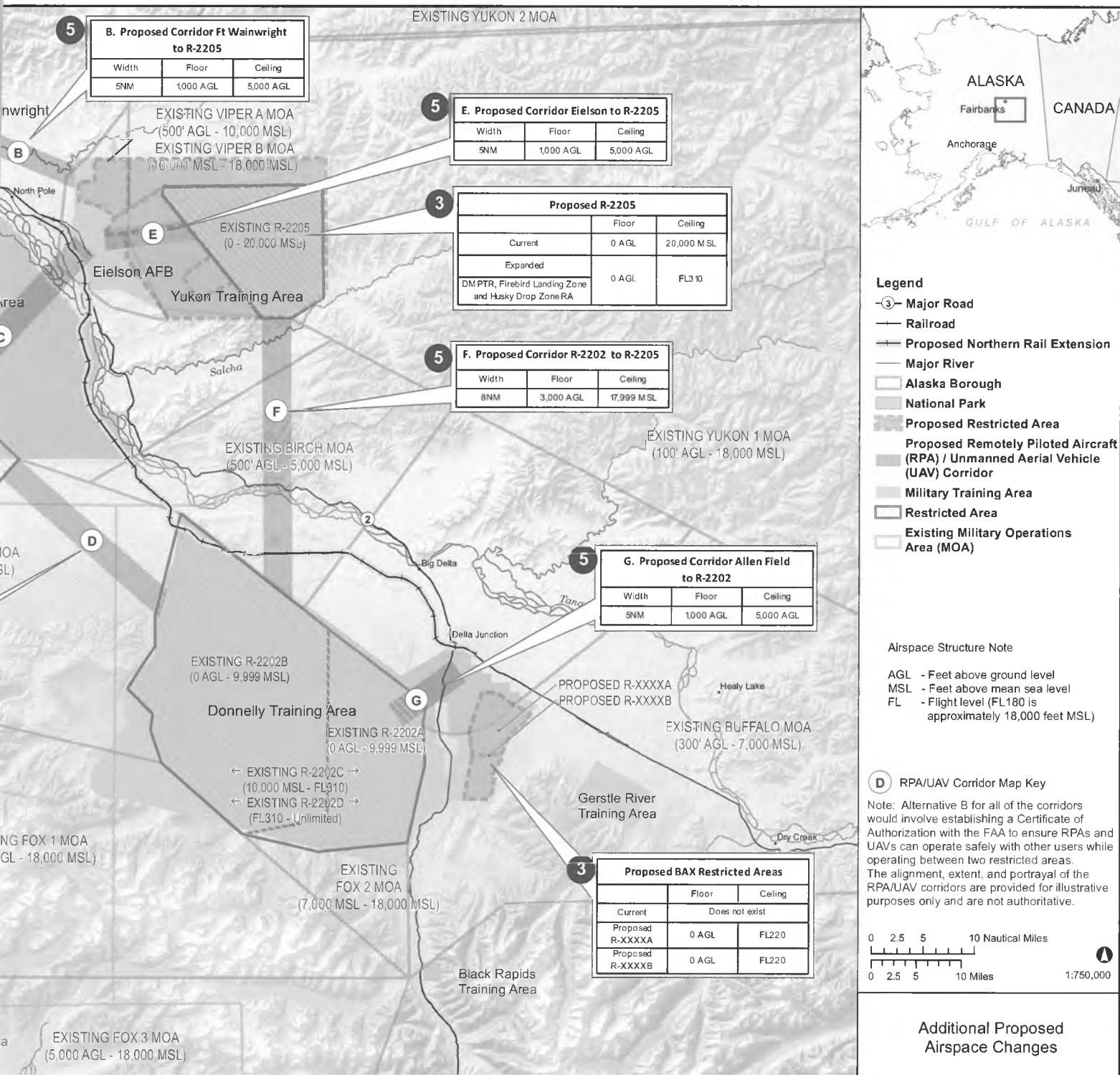
Alternative B - Proposes establishing a COA for each RPA/UAV corridor identified above and by (A) through (G) in the map.

No Action - Would not provide the means of operating RPAs/UAVs between Eielson AFB, Allen Field, restricted areas, and integrated with overall JPARC and exercises.



Donnelly Training Area (DTA) near Delta Junction and to expand the restricted area in the Yukon Training Area (YTA) activities and weapons surface danger zones of sufficient size for the types of ordnance used.

Multiple combat functions operating together to accomplish the same mission objectives. For example, armed support.



port Wainwright, thus preventing use of this airspace to conduct RPA/UAV training activities as a critical requirement to be

6 Proposed Enhanced Access to Ground Maneuver Space:

Proposed Action: Provide expanded access to maneuver ground space and year-round accessibility in the Army's Tanana Flats (TFTA), Donnelly (DTA), and Yukon (YTA) Training Areas and assess specific alternatives for the proposed Blair Lakes Road Alignment to provide year-round access into TFTA. These alternatives have been developed as alignments extending from the proposed Salcha Bridge crossing to the Blair Lakes Impact Area.

No Action - Would not allow for the expansion and operation of year-round access to maneuver space in TFTA, DTA, or YTA, preventing the Army from conducting brigade-sized, non-live-fire maneuver exercises and meeting currently required training components.

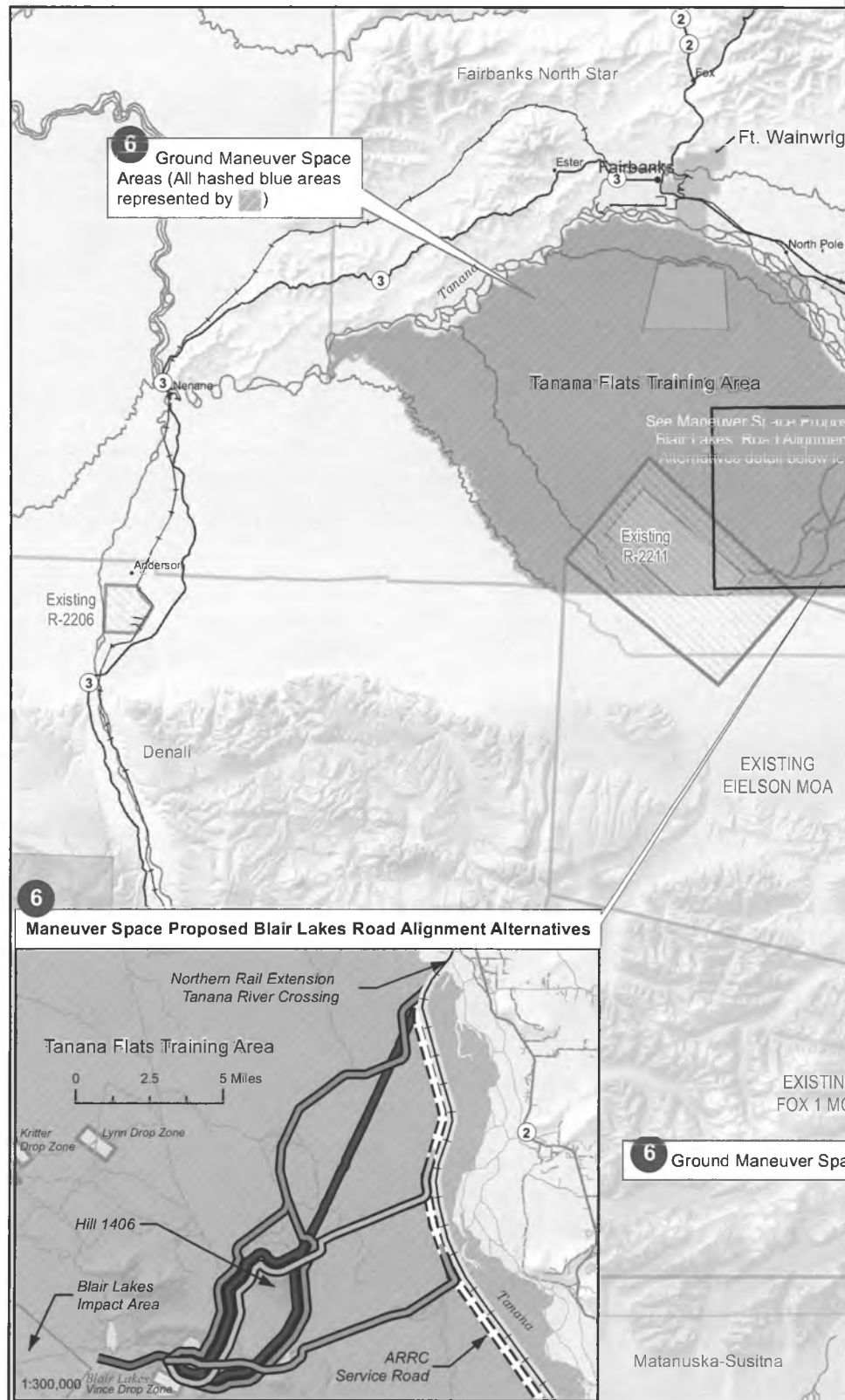
Blair Lakes Road Alignment Alternatives:

TFTA Access Road Alternative A: Follows the proposed railroad alignment 11 miles, and then crosses the Tanana Flats along an existing winter-access trail to higher ground around Blair Lakes.

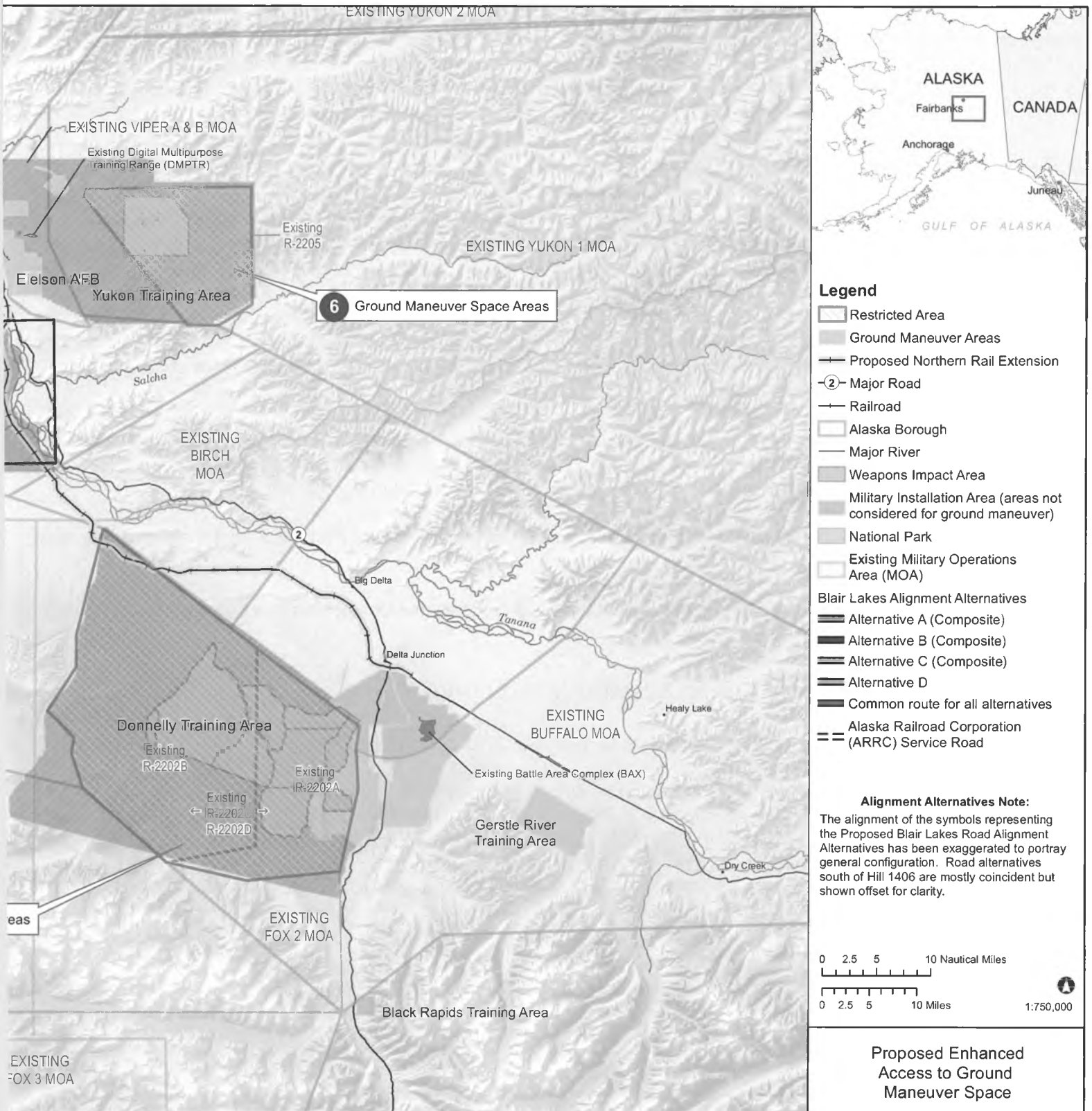
TFTA Access Road Alternative B: Follows the proposed railroad alignment 8 miles before crossing the Tanana Flats toward Hill 1406. The route traverses the eastern slopes of Hill 1406, then a broad terrace southeast toward Blair Lakes, crossing Dry Creek near Blair Lakes.

TFTA Access Road Alternative C: Follows existing trail systems southwest across the Tanana Flats toward Hill 1406, avoiding open areas as much as possible. From Hill 1406, two possible routes to Blair Lakes are being considered: the first traverses the eastern slopes of Hill 1406 and then a broad terrace southeast toward Blair Lakes, crossing Dry Creek near Blair Lakes; the second route remains on the flats north of Hill 1406, crossing Dry Creek where the creek enters the flats, then running up the Dry Creek Valley to the higher ground around Blair Lakes.

TFTA Access Road Alternative D: Similar to Alternative C, except it takes a more direct route from the Tanana River toward Hill 1406. From Hill 1406, two routes to Blair Lakes are being considered: the first traverses the eastern slopes of Hill 1406, then a broad terrace southeast toward Blair Lakes, crossing Dry Creek near Blair Lakes; the second route remains on the flats north of Hill 1406, crossing Dry Creek, and then running up the Dry Creek Valley to higher ground around Blair Lakes.



Key Components: The expanded access to maneuver space would support year-round training, internal circulation routes, and integration of proposed Intermediate Staging Bases. The training frequency at this time is planned to support six combat maneuver battalions and their supporting elements training in these areas for a 10- to 14-day event at least once a year per battalion. The desired road surface would be a 35-foot-wide aggregate surface to allow two Stryker vehicles access and circulation.



7 Proposed Joint Air–Ground Integration Complex (JAGIC):

Proposed Action: The JAGIC is a proposed JPARC capability for joint and combined live-fire training. The JAGIC would allow Army combined arms capabilities to jointly operate with the Air Force, Navy, and Marine air-to-air and air-to-ground capabilities, along with Special Operations Forces. The primary focus of the range complex is to train aviation units and crews on the skills necessary to detect, identify, and effectively engage stationary and moving infantry and/or armor targets in a tactical array.

Key Components: The JAGIC is a digitally integrated combat training area with a total footprint of approximately 12 by 18 km. The JAGIC would consist of target arrays with service roads, range support buildings, parking area, range tower, convoy live-fire route, urban centers, and an area for rocket training. Most of the target arrays, the convoy live-fire route, and the urban facilities would be concentrated in a 9- by 12-km area within the range. The JAGIC would be strategically placed to provide adequate airspace and controlled-access land for the safety buffers needed to train with a full range of munitions that may be used in combat.

8 Proposed Intermediate Staging Bases (ISBs):

Proposed Action: The Army proposes to locate and construct a 1,000-Soldier ISB near the existing Battle Area Complex (BAX) in Donnelly Training Area-East (DTA-East), along with three 200- to 500-Soldier ISBs at YTA, Donnelly Training Area-West (DTA-West), and Salcha to reduce travel time, increase safety, and increase available training time.

Key Components: The ISBs would include permanent barracks, large parking areas, dining facilities, ammunition storage points, petroleum-oil lubricant areas, maintenance facilities, and possibly airfields to house, maintain, and stage Soldiers before insertion into surrounding combat training areas. They would also provide maintenance and logistics support away from main cantonment areas.

Alternative A - Proposes to provide a permanent 1,000-Soldier ISB near the existing BAX, along with three permanent 200- to 500-Soldier ISBs at YTA, DTA-West, and Salcha. The facility would be for joint use, not Army use only. These are proposed at key points along the planned rail corridor close to the planned bridge crossings.

Alternative B - Proposes to use existing temporary “relocatable” ISB facilities over the next 7 years, and then replace them with permanent facilities.

No Action - Would continue the use of existing “relocatable” ISB facilities that do not reflect real-world, deployed ISB scenarios.

10 Proposed Joint Precision Airdrop System (JPADS) Drop Zones:

Proposed Action: The Air Force and Army propose to establish JPADS drop zones as part of JPARC training exercises.

Key Components: JPADS is a GPS [global positioning system]-guided precision airdrop system designed to deliver supplies and equipment to ground forces. JPADS is not currently used within the JPARC. Alaska-based aircrews with the requirement to train on JPADS must currently travel to Yuma Proving Grounds to conduct this training. Current or proposed restricted area is proposed to support JPADS drop zone training with a system of GPS receivers and steerable parachutes to support aerial resupply training under realistic and varied conditions.

Alternative A - Proposes conducting reduced operations in R-2205 in the YTA.

Alternative B - Proposes conducting reduced operations in R-2202 outside of the Oklahoma Impact Area and other known dudded impact areas. (The key distinction between Alternatives A and B is that R-2205 currently has more time available to accommodate JPADS drop zone training exercises).

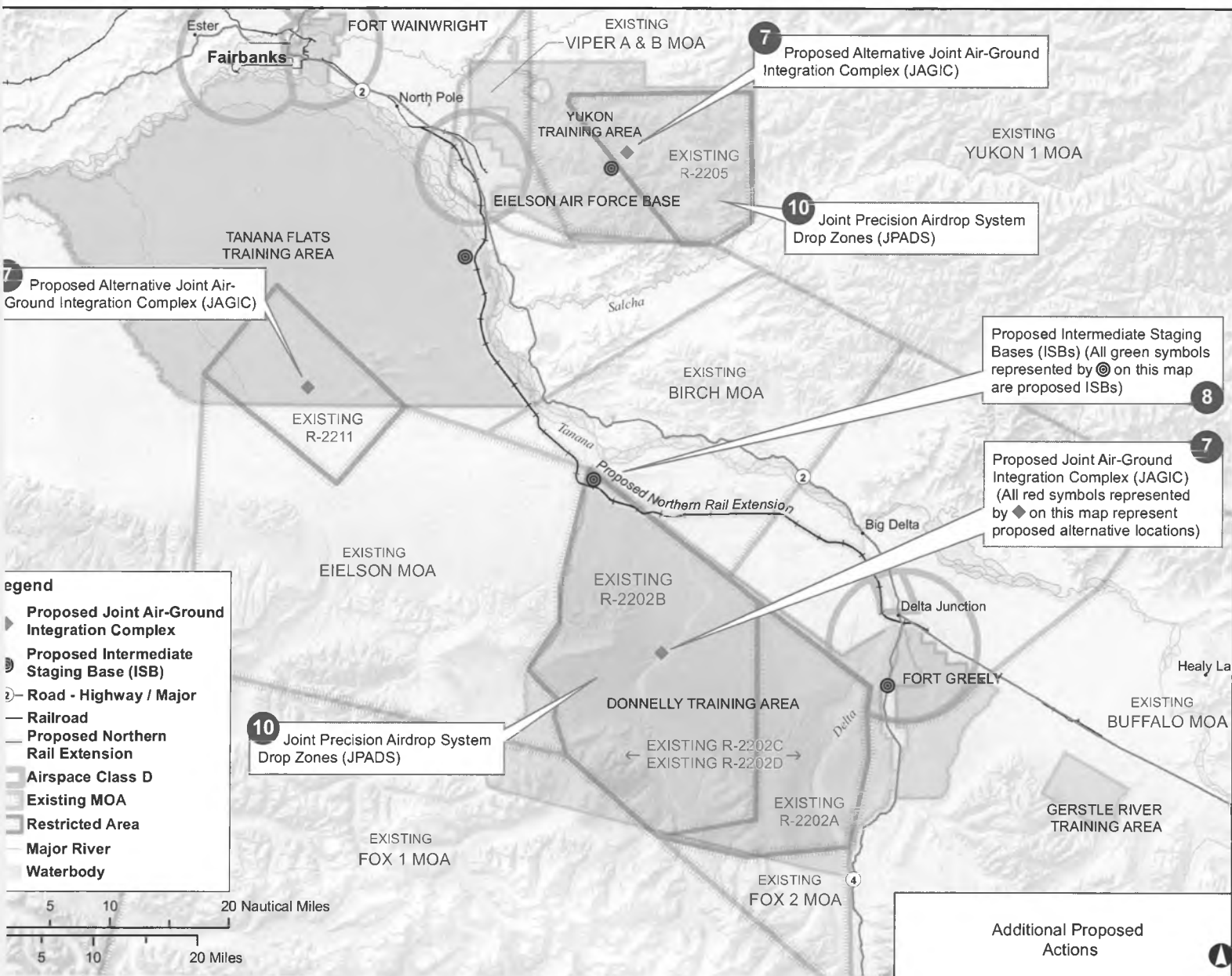
No Action - Would not provide for JPADS training exercises, an important part of realistic joint training.

Alternative A - Proposes to locate the JAGIC in the central area of Donnelly Training Area-West (DTA-West), proximate to the western boundary of the Oklahoma Impact Area.

Alternative B - Proposes to locate the JAGIC in the Stuart Creek Impact Area within Yukon Training Area (YTA).

Alternative C - Proposes to locate the JAGIC in the Blair Lakes Impact Area near the southern boundary of the Tanana Flats Training Area under the existing Restricted Area 2211 (R-2211).

No Action - Would not provide for the creation and operation of the JAGIC, denying realistic joint training.



4 Proposed Night Joint Training:

Proposed Action: Proposes the extension of night, joint, flight training operating hours to allow after-dark events during major exercises.

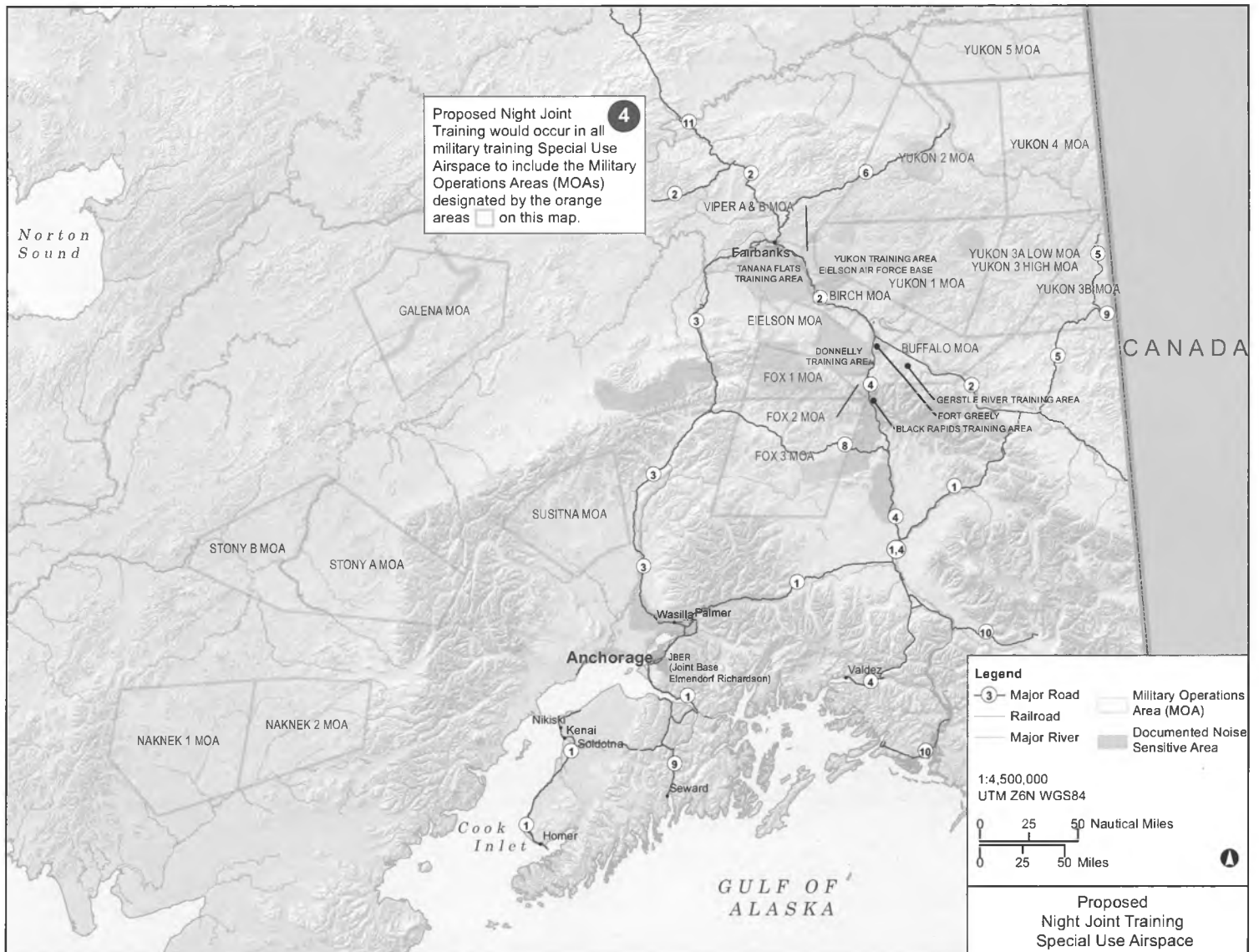
Key Components: Key considerations for night joint training include: (1) that impacts on noise sensitive areas be minimized and (2) that existing MOAs be available for night training. Coordinated Universal Time would be considered, which would provide the time-use stability by remaining on the sun clock, as daylight savings time could be changed again.

Alternative A - Proposes to extend the special use airspace hours to 11:00 p.m. with landing by midnight, local time, to accommodate night training for major flying exercises during March and October. The hours are currently set to cease training activities by 10:00 p.m., with landing by 11:00 p.m., local time. The number of nighttime sorties is expected to remain the same, but the sorties would be divided between the months of March and October.

Alternative B - Proposes to extend the JPARC operating hours to allow tactical flight operations until midnight and landing by 1:00 a.m., local time, during March and October. This would allow night training during these months from a minimum of 1.5 hours to a maximum of 2.5 hours for each exercise.

Alternative C - Proposes the maximum extension of JPARC operating hours to allow tactical flight operations until midnight and landing by 1:00 a.m., local time, during all months of the year and for all training purposes, not just for major flying exercises, as is the current situation.

No Action - Existing flight training would continue to allow a maximum of two night training exercises during October. It would not compensate for the extended length of daylight saving time into March and November, which impedes training during these months.



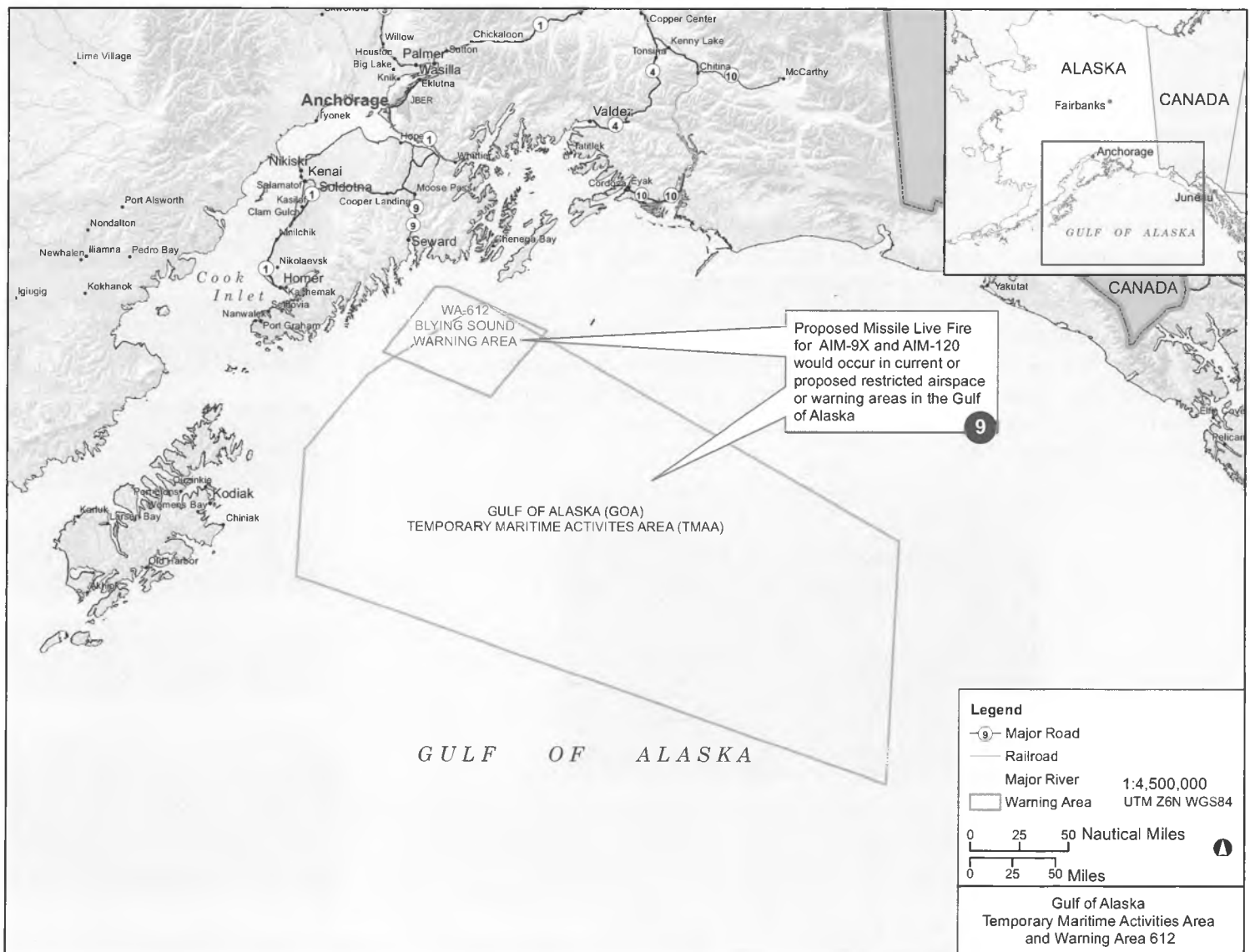
9 Proposed Missile Live Fire for AIM-9X and AIM-120 in the Gulf of Alaska:

Proposed Action: The Army and Air Force propose to consider the existing Temporary Maritime Activities Area (TMAA) and Warning Area 612 (WA-612) in the Gulf of Alaska (GOA) for the live ordnance delivery of the AIM-9X and AIM-120 missiles by Air Force fighter aircraft.

Key Components: The AIM-9X and AIM-120 missile systems are the main air-to-air armaments for the F-22 Raptor and F-15 Eagle. For effective training to be conducted with these systems, live training shots need to be executed as part of both individual pilot training and joint training exercises with other air and ground units. Live ordnance delivery requires use of either restricted area with range target areas or a warning area of sufficient size to contain the explosive hazard areas associated with these missile systems. Instrumentation would be needed to control drones, radar, radio relays, and weapon telemetry and termination equipment in support of this training activity.

Action Alternative - Proposes that the existing TMAA (300 nautical miles [NM] long by 150 NM wide; 0 feet above ground level [AGL] to flight level (FL) 600; includes subsurface areas) and WA-612 (0 feet AGL to FL290) in the GOA be considered for the missile live fire delivery of the AIM-9X and AIM-120 missiles by Air Force F-22 fighter aircraft for two exercises annually. The Air Force estimates that approximately 100 annual live-fire sorties would be conducted by the Air Force to meet training requirements.

No Action - Would not provide for training with the AIM-9X and AIM-120 missiles in the GOA within the JPARC.



Why Alaska?

Because of its strategic location and vast size, Alaska is vital to maintaining peace and stability for the United States and the Pacific region. Alaska provides:

- The largest available land, air and sea training area in the world.
- Established joint and combined training venues and exercises.
- Existing Army and Air Force base infrastructure (Fairbanks, Delta Junction, Anchorage).
- Training on "U.S. soil."
- Large expanses of contiguous airspace.
- All weather training.

How Will This Benefit Alaskans?

Economic Benefits —

Through the modernization of JPARC, the military would potentially increase infrastructure, bringing new contracts and jobs to Alaskans. As Alaska becomes more prominent in the global training environment, additional infrastructure would follow to support training activities. The Department of Defense spends about \$3.2 billion a year in Alaska and the military industrial complex constitutes about 7.8% of total state employment opportunities.

Stewardship of the Air, Land and Water —

Alaskan Command and all the Armed Forces are committed and bound to Alaska communities and the American people to be good stewards of the air, land, and water. Command leadership recognizes many Alaskans and non-residents use the airspace for transportation, emergency response, and recreational activities. The Army and Air Force would continue to work cooperatively with the FAA to determine the best allocation of training airspace to minimally impact public use. The Services will fully consider subsistence and recreational activities, along with community needs. The Army and Air Force will strive to maintain and enhance public use. In water and marine environments, the Services will continue to implement protective measures in their standard operations to protect marine mammals and federally listed species during training activities.

To foster cooperation, Alaskan Command and the Services will continue to engage with communities and stakeholders to gather their comments and perspectives and address issues and concerns. Particular attention will be given to the impacts on wildlife, waterways, fisheries, and the Alaska Native subsistence lifestyle.



Alaska provides a unique backdrop with an uncluttered electromagnetic environment, minimal encroachment, and a strategic location within the United States. The expanse and availability of military ranges, training land, and airspace would allow Service members to train jointly from individual skills up to complex, interrelated tasks.

The EIS Timeline

Opportunities for Public Involvement

Publication of *Draft Gulf of Alaska Navy Training Activities EIS/Overseas EIS*
December 2009

JPARC 20-year Vision Developed
Fall 2009 - Spring 2010

Notice of Intent to Prepare *JPARC Modernization and Enhancement EIS*
Published in *Federal Register*
December 10, 2010

2-Month
JPARC Scoping Period
December 10, 2010 - February 4, 2011

Preparation of *Draft JPARC Modernization and Enhancement EIS*
2010 - 2011/2012

45-day
JPARC Modernization and Enhancement EIS Public Comment Period
2011/2012

Preparation of *Final JPARC Modernization and Enhancement EIS*
2012 - 2013

Notice of Availability of *Final JPARC Modernization and Enhancement EIS*
2013

30-day
JPARC Modernization and Enhancement EIS Waiting Period
2013

Record of Decision
2013

Formal Airspace Request Made to FAA
2014

For more information contact:

ALCOM Public Affairs
9480 Pease Avenue, Suite 120
JBER, AK 99506
Phone: 907-552-2341; Fax: 907-552-5411

Comments for Scoping Phase of JPARC

Requirements of the civil aviation community have evolved significantly since the PARC was massively expanded in the mid-1990's. Today, the availability of WAAS IFR approaches, T and Q Routes, and the start of ADS-B deployment are changing how aviation uses airspace. Consequently, we need a complete review of the existing as well as proposed airspace in order to consider alternatives which may better suit the overall aviation needs of the users for present as well as proposed airspaces.

We appreciate that this is a joint proposal with multiple branches of the military. This provides the opportunity to explore full integration of the communication and coordination to make the interface between military and civilian airspace users as seamless as possible.

To work toward any kind of accommodations in this airspace mega-complex for both civil and military users, we need an ad-hoc working group including military subject matter experts, representatives of the civil aviation community and FAA technical staff to explore these issues, and work toward constructive solutions that can support military training without adversely impacting community access and viable aviation businesses. The active involvement of the FAA is required for consideration of solutions that meet the needs of the entire aviation community.

The following are some of the topics and issues that need to be considered:

- 1) The creation of the Special Use Airspace Information Service (SUAIS) in the 1990's has had a very positive impact on VFR usage of this airspace complex that extends across an areas over 300 miles wide. In areas where there is adequate communication and surveillance, this has greatly improved the situational awareness for both civil and military airspace users. We have recently learned, however, that in the eastern portions of the complex, communications are not adequate, and users are experiencing difficulties with this shared airspace. An evaluation of this situation is required to provide adequate SUAIS in the existing airspace.
- 2) IFR access is needed for access to the communities underneath and around this mega-complex. Aircraft provide the only year-around means of transportation to these communities. Real-time coordination for IFR access to MOAs would improve access, by taking advantage of the safety and efficiency offered by the IFR system. If this is not possible, the cutouts from the existing MOA complex are needed for IFR corridors .
- 3) We want to see usage stats on the existing MOAs, to determine if areas such as the Galena MOA are still justified.
- 4) We have significant reservations about the use of RPA/UAV's corridors between the major bases and the Restricted Areas. The corridors proposed interfere with access to and from Fairbanks, as well as training operations conducted in these areas by general aviation and commercial operators.
- 5) We need full integration of Air Force and Army participation in the Special Use Airspace Information Service, to avoid confusion on who to contact in what segment of the airspace complex.
- 6) The proposed Restricted Area for the Battle Area Complex should have been anticipated during the EIS concluded in June, 2006. Further restrictions to airspace in that VFR corridor are not acceptable in this location due to the combination of terrain, weather and existing restricted

airspace that limit navigation in this area. Further analysis is needed to evaluate alternative means of accommodating military training objectives relative to this complex that do not require restricted airspace.

- 7) Aviation represents about \$3.5B worth of economic activity in Alaska, and generates about 47,000 jobs. This is a significant component of Alaska's economy, and we need to be careful not to impact that with these proposals. (see paragraph below)
- 8) Seasonal considerations are needed to avoid Sheep/Caribou season in the August timeframe, for major flying exercises.
- 9) Noise issues reported by members have increased in recent years, which may be tied to changes in aircraft or military procedures. These may have an impact on wildlife, and on backcountry recreation, which should be explored.
- 10) A review of existing restricted area boundaries is needed on the north side of Isabell Pass, where aircraft are forced off to fly in higher terrain in bad weather to avoid the edge of a restricted area.

More on the economic impact of aviation:

The aviation industry contributes \$3.5B to the state's economy by supporting local businesses and employing Alaskans for its year-round operations. This is approximately 8 percent of the state's gross state product. An estimated 47,000 jobs are directly and indirectly related to aviation.

The fact that this is almost 40% larger than the industry's role in the national economy demonstrates the importance of the aviation industry to Alaska's economy.

In addition, communities in Alaska that are not connected to the national highway system, depend on the aviation industry for movements of goods and people. The average number of enplanements per capita for off-road communities in Alaska is between eight and thirty times higher than in comparable communities in western rural states. Alaskans tend to rely on air freight 39 times more than comparable communities according to a 2009 study published by the Alaska Department of Transportation.