ALASKA LEGISLATURE COMMITTEE FILES 1993-1994 8672 483
8168 HOUSE STATE AFFAIRS

Base, Alaska; 432rd Fighter Wing, Misawa Air Base, Japan; 374th Airlift Wing, Yokota Air Base; and the 633rd Air Base Wing, Andersen Air Force Base.

In Japan, U.S. air operations are controlled by 5th Air Force; for the Northern Pacific, by 11th Air Force; in South Korea, by 7th Air Force; and, in the Southwest Pacific region, by 13th Air Force.

Fifteenth Air Base Wing at Hickam operates and maintains Air Force installations, provides information management and logistics support to Headquarters PACAF, and supports many small Air Force activities in the Pacific. Aligned under the 15th Air Base Wing, the 10th Air Defense Squadron directs the air defense of Hawaii and the 10-million-square-mile Pacific Islands Defense Region, including Wake, Midway, Guam, Johnston, Christmas, Marshall and Mariana islands.

History

The organization was activated Aug. 3, 1944, as the Far East Air Forces. At that time, it had two numbered air forces, 5th and 13th. Seventh Air Force was added July 14, 1945, to support the planned invasion of Japan.

Following the war, Far East Air Forces and 5th Air Force remained in Japan. Seventh Air Force operated from Hawaii and 13th Air Force operated from the Philippines. Seventh Air Force was inactivated in 1949. It was reactivated from 1955 through 1957 in Hawaii, and from 1966 through 1975 in Vietnam and Thailand.

On July 1, 1957, four years after the Korean War armistice, Far East Air Forces was redesignated Pacific Air Forces, and the headquarters transferred to Hickam Air Force Base.

In the early 1980s, increased Soviet strength in the Pacific forced PACAF to plan for additional global contingencies. With the Sept. 8, 1986, reactivation of 7th Air Force in Korea, peacetime and wartime command arrangements in the Western Pacific improved.

Andersen Air Force Base was reassigned from Strategic Air Command to PACAF Oct. 1, 1989.

Secretary of Defense Richard B. Cheney announced Jan. 29, 1990, that activities at Taegu, Kwang Ju and Suwon air bases would be curtailed, and the bases would revert to collocated base status by the end of fiscal year 1992.

Eleventh Air Force became a part of PACAF Aug. 9, 1990, when it replaced Alaskan Air Command.

Due to the June 1991 volcanic eruption of Mount Pinatubo in the Philippines, Clark Air Base was closed Nov. 26, 1991, and 13th Air Force moved to Andersen Air Force Base, Dec. 2, 1991.

AIR FORCE INTERNATIONAL INFORMATION Air Force News Agency (AFNEWS)
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United States Air Force, Pacific Air Forces, Eleventh Air Force Environmental Division

U.S. AIR FORCES IN ALASKA

The majority of forces comprising Alaska Command's Air Force component belong to 11th Air Force, a numbered air force of Pacific Air Forces. The Alaskan Air Force was constituted on December 28, 1941, with headquarters at Elmendorf Field, Alaska. On February 5, 1942, it became the 11th Air Force and, on August 10, 1943, was transferred to Adak in the Aleutian Islands. On December 18, 1945, 11th Air Force was redesignated the Alaskan Air Command, and in October 1946 the headquarters returned to Elmendorf Field. On August 9, 1990, Alaskan Air Command was redesignated as 11th Air Force under Pacific Air Forces (PACAF).

Eleventh Air Force provides combat-ready, tactical air forces for employment by unified commanders to preserve the national sovereignty of the United States and defends U.S. interests overseas. The commander of 11th Air Force provides forces to maintain air superiority in Alaska and support Alaska-based ground forces.

Eleventh Air Force F-15 Eagles are on constant NORAD alert at two operating bases in Alaska – Elmendorf AFB and King Salmon Airport. These aircraft provide both air defense and air superiority capabilities and are assigned to the 3rd Wing, headquartered at Elmendorf AFB.

The 354th Fighter Wing at Eielson AFB, near Fairbanks, is equipped with F-16 Fighting Falcon and OA-10 Thunderbolt II aircraft and is charged with a primary mission of air-to-ground operations and close air support.

The 11th Air Force commander maintains the capability to provide attack warning throughout the transition from peacetime to hostilities. Also, as senior military officer the commander is the coordination authority for all joint military administrative and logistic matters in Alaska, and is the military point of contact for the state. When mobilized, the state's Air National Guard becomes an integral part of Alaskan Command's Air Force component.

United States Air Force
3rd Wing Office of Public Affairs
Elmendorf AFB, Alaska 99506-2530 (907) 552-2493 DSN (317) 552-2493

FACT SHEET

3rd Wing

The 3rd Wing is the host unit for Elmendorf Air Force Base, Alaska. It is the largest and principal organization in 11th Air Force. Its arctic operations cover the entire Alaskan land mass, some 586,000 square miles, as well as parts of the northern Pacific Ocean, Bering Sea, Aleutian Islands and Polar region -- a total area exceeding one million square miles.

The mission of the 3rd Wing is to provide air superiority and air defense forces to the commander-in-chief, North American Aerospace Defense Command, as well as mobile, composite tactical air, airlift and airborne warning and control forces to the commander-in-chief Pacific Command.

Operating just across the Bering Strait -- a mere 44 miles from the Commonwealth of Independent States, formerly known as the Soviet Union -- the 3rd Wing provides air superiority and defense for Alaska with F-15 C/D aircraft. In so doing, the wing supports the Alaskan North American Aerospace Defense Command Region mission by deploying aircraft and crews to the forward operating base King Salmon Airport. The FOB allows the F-15s a quicker response time on identifying aircraft approaching North American airspace. At King Salmon, the aircraft stand alert 24 hours a day, 365 days a year, routinely scrambling to intercept CIS aircraft. In 1991, 19 aircraft of the former Soviet Union were escorted during 14 intercepts.

In addition, the 3rd Wing supports Pacific Air Forces, as augmented, in the Pacific Command area of responsibility. This mission includes the wing's F-15E "Strike" Eagle aircraft, which fly long-range interdiction.

With it's C-130H Hercules and C-12 aircraft, the wing also provides airlift in support of two major missions: airborne training for the Army's 6th Infantry Division (Light) and airlift support for 11th Air Force, including logistical support, fighter deployment support, resupply of remote long-range radar sites and special assignment airlift missions for Alaskan and Canadian Distant Early Warning stations.

The major operational components of the wing include three fighter squadrons, the 43rd "Hornets," the 54th "Leopards" and the 90th "Pair-o-Dice;" one airlift squadron, the 517th "Firebirds;" and one airborne warning and control squadron, the 962nd AWACS. The fighter units are trained to actively engage and destroy enemy air forces in either an offensive or defensive capacity. The newest fighter squadron is the 90th, which came to Elmendorf from Clark Air Base, the Philippines, in May 1991. The 517th Airlift Squadron joined the wing in April 1992, and the 962nd AWACS became a part of the 3rd Wing in October 1992.

The 3rd Tactical Fighter Wing moved to Elmendorf from Clark Air Base December 19, 1991. In the move, the 3rd was redesignated the 3rd Wing, an objective wing in which group commanders are responsible for specific functional missions.

The 3rd Operations Group is primarily responsible for the flying mission of the wing. It includes the 43rd, 54th and 90th fighter squadrons, 517th Airlift Squadron, 962nd AWACS, an operations squadron and a standardization and evaluation component.

The 3rd Logistics Group provides direct support to the flying mission through the maintenance, supply, transportation, contracting and logistics support squadrons.

The 3rd Support Group provides a variety of support functions to the 3rd Wing, plus more than 25 associate units and civilian agencies throughout the state. Within the group are the mission support, security police, community support, communications and civil engineering squadrons.

The 3rd Medical Center is the major referral center for the Pacific. In addition to the care they provide in-house, they also serve aeromedical evacuation patients. The group consists of aerospace medicine, dental, healthcare support, medical operations and nursing squadrons.

(Current as of June 1993)

United States Air Force

FACT SHEET

EIELSON FACTS AND FIGURES

THE BASE

Eielson AFB lies on 22,035 acres with an additional 40,052 acres in off-base right of ways and operating areas. The runway runs north and south and is 14,500 feet long. It was extended to its present length in the 1950s to accommodate B 36 aircraft.

POPULATION

Eielson AFB has about 3,600 military people assigned and about 4,400 family members accompany them. Also in the area are a little more than 1,000 retirees from all branches of the military. Base residents number about 1,800 military people and 2,900 family people. Residing off base are about 1,800 military people with about 1,500 family members. Rounding out the total military-related population are 491 Civil Service employees, 214 Non-appropriated Fund Employees, 186 Army and Air Force Exchange Service employees and 17 Eielson Federal Credit union employees.

ECONOMIC IMPACT

The total payroll for military-related employees is approximately $127 million. The base contracting office was responsible for awarding more than $58 million to local contractors in Fiscal Year 1991. Total base expenditures in the local area were more than $100 million also in FY 1991. With a compounding factor of 1.9035 (dollar spent vs. dollar generated) for this area, Eielson's total economic impact is estimated at more than $190 million.

ORGANIZATIONS

The 354th Fighter Wing is the host unit at Eielson AFB and is assigned to 11th Air Force, headquartered at Elmendorf AFB near Anchorage. Eleventh Air Force falls within Pacific Air Forces, which is headquartered at Hickam AFB, Hawaii. The 354th FW is tasked with a close air support and forward air control mission. The wing's 18th Fighter Squadron accomplishes the close air support mission with F-16C and F-16D Fighting Falcons. The 355th Fighter Squadron provides forward air control with seven OA-10 Thunderbolt II aircraft. The 353rd Fighter Training Squadron maintains and controls Eielson's ranges which provide valuable training to Eielson pilots and visiting aircrews.

The 354th Medical Squadron provides outpatient medical and dental care for military people, their family members as well as retirees and their dependents. Hospital inpatient services are provided by Bassett Army Community Hospital located on nearby Fort Wainwright.

Associate Units

Detachment 1, 336th Crew Training Group provides Arctic survival training to members of all branches of the military and the other uniformed services. The "Cool School" graduates about 650 students per year. Instructors at the Air Education and Training Command-assigned unit also provide ground search and rescue capability on and around Eielson.

Field Training Detachment 915 is part of the 3785th Field Training Wing, headquartered at Sheppard AFB, Texas. It provides highly technical and specialized weapons systems training for maintenance personnel and aircrew members on the OA-10 Thunderbolt II and the KC-135 Stratotanker.

Detachment 460, Air Force Technical Applications Center operates and maintains a significant part of the U.S. Atomic Energy Detection System. Det. 460 is responsible for monitoring certain provisions of the 1963 Limited Test Ban Treaty. To accomplish this, the detachment operates and maintains several unmanned seismic systems throughout the state of Alaska, and uses its laboratory to process sample from WC-135 aircraft and remote collection units.

Operating Location B, 616th Airlift Support Squadron supports the various cargo aircraft that arrive at Eielson. OL-B crews download and upload equipment, supplies and household goods carried aboard C-5s, C-141s, C-130s, KC-10s and KC-135s. With its forklifts, aircraft loaders and cargo storage areas, OL-B also supports the cargo requirements of visiting air forces deployed here to take part in exercises.

Alaska Air National Guard

The 168th Air Refueling Squadron of the Alaska Air National Guard flies KC-135 Stratotankers to provide aerial refueling support to Eielson's aircraft as well as aircraft movements throughout the region.

Community Involvement

The military has a mutual support agreement with the local communities. The military and civilian communities share fire protection, fire protection training and emergency support. One example for mutual support is the explosion of Pump Station No. 8 of the TransAlaska Pipeline July 8, 1977. Air Force fire fighting personnel and equipment were on the scene within 15 minutes after receiving the initial alarm assisting civilian firefighter and emergency response personnel.

The Chena River flood Aug. 13-17, 1967, prompted the most massive relief effort Eielson people have ever been involved with. Air Force helicopters operating from Eielson rescued more than 1,300 people from flooded areas. Eielson medical personnel offered supplies and assistance, and families here donated tons of food and clothing to people left homeless by the rising waters. Thousands of tons of supplies, equipment and medicine were airlifted into Eielson for distribution. Hundreds of people from Eielson volunteered to help in rescue efforts and flood containment operations, showing the base's strong dedication to the local community.

(Current as of Aug. 26, 1993)

United States Air Force,
Pacific Air Forces,
Eleventh Air Force
Environmental Division

Environmental Impact Statement Process

NEPA

The National Environmental Policy Act (NEPA) is our nation's charter for the protection of the environment. It requires federal agencies to analyze the potential impacts of proposed actions and reasonable or viable alternative on the human and natural environments. Public participation and involvement are essential to ensure the proper scope and scientific environmental analysis for proposed actions by federal agencies. Issues and concerns raised by the public are considered prior to reaching a decision on the proposed action. The spirit of NEPA requires all agencies of the federal government to use all practicable means, consistent with other essential considerations of national policy, to improve and coordinate federal plans, functions, programs, and resources. Guidelines for federal agencies to implement NEPA were established in regulation by the President's Council on Environmental Quality (CEQ) (40CFR Parts 1500-1508).

The most detailed analysis prescribed by the CEQ regulations is the Environmental Impact Statement (EIS). An EIS is a detailed public document with the primary purpose of ensuring that the requirements and goals of NEPA are incorporated into programs and actions. An EIS is required to "provide a basis of consideration and inform decision-makers and the public of the reasonable alternative".

NEPA requires the federal agency - in this case, the U.S. Air Force, Pacific Air Forces through Headquarters 11th Air Force - to actively encourage the involvement of the public, elected officials, citizens groups and local, state and federal agencies in the EIS.

By getting involved in the EIS process, you are initiating a constructive two-way dialog. **Please get involved in the EIS process as soon as possible so the 11th Air Force can address your issues and concerns.**

The EIS will study the potential effects of the proposed airspace modifications and associated training activities on environmental quality, public health, cultural or archaeological resources, recreational opportunities and biological resources.

Public Involvement

Formal public involvement will begin after a Notice of Intent has been published in the *Federal Register*. At this time, the 11th Air force will issue news releases, purchase advertisements in local newspapers and commence public scoping to inform the public of the proposed Improvements to Military Operating Areas in Alaska and the EIS process.

Methods for getting involved in the EIS process include written comments, informal discussion groups, public scoping meeting and public hearing. The public will notified of the times and place for these forums.

IICEP

NEPA mandates the study of issues relevant to the proposed actions and the identification of specific effects. In addition to obtaining information directly from member of the public, the EIS process requires extensive involvement and review of the proposal by other government agencies. Local, state and federal agencies are being asked to comment on the proposal by identifying specific areas for concern that must be addressed. Review and comment on the proposal by these agencies is referred to as the Intergovernmental Interagency Coordination for Environmental Planning or IICEP process. The list of agencies contacted for IICEP and their comments will be part of the EIS.

Scoping

The first formal public comment forum is the scoping meeting. The scoping process is an opportunity for the public to provide input to the EIS. It is through scoping that the public can ensure that their concerns are included in the study. The 11th Air Force needs the public's participation and will work closely with the community, environmental groups and local, state and federal agencies in identifying local concerns and obtaining environmental data for analysis. Some of the key resource areas evaluated for an EIS are air quality, airspace management, biological resources such as vegetation and wildlife, cultural resources, subsistence, land use, water quality issues, noise impacts, safety, socioeconomics and aesthetics such as visual experiences related to aircraft activity.

National defense policy issues are not scientifically addressed in the EIS. These types of issues fall outside the objective analysis performed in the EIS process. The purpose of the EIS process is to evaluate potential impacts of proposed actions.

Scoping meetings will be held during the comment period, commencing on 20th, September 1993. Oral comments given during the scoping meetings and all written comments received during the scoping process are evaluated equally and incorporated into the EIS. It should be noted that comments may be forwarded throughout the EIS process.

The scoping meetings and the comment period are not the public's last chance to address concerns. This time frame simply allows time for comments to be received before initiation of the scientific analysis process.

The Draft EIS

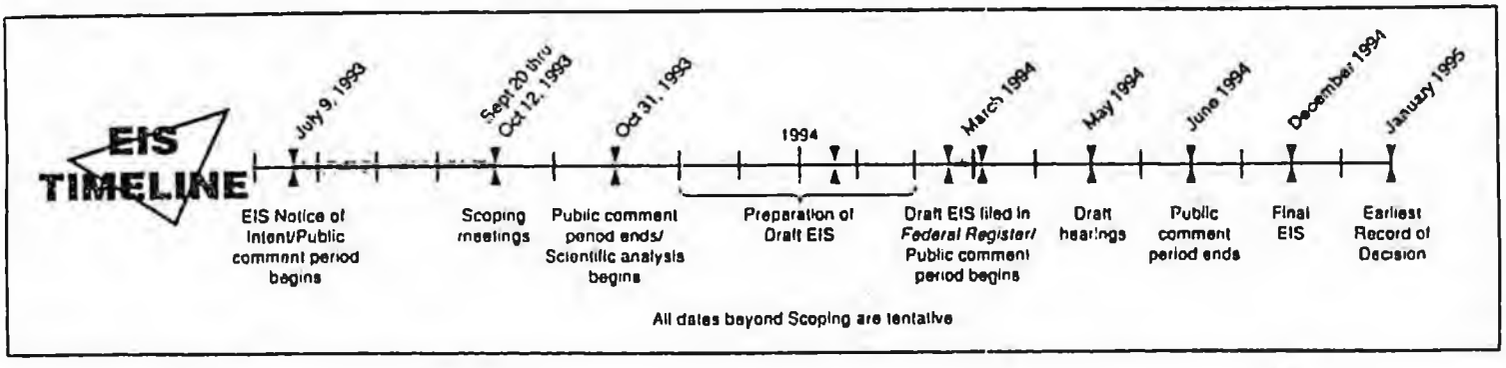
The next forum for formal public involvement occurs approximately four to eight months after scoping with the release of the Draft EIS (DEIS). The DEIS will be placed on reserve in public libraries throughout the study area where citizens may review it. The DEIS will distributed to federal, state, regional and local agencies, private citizens and local organizations. Public hearings will be held to provide citizens with a venue to make formal oral comments concerning the DEIS. A moderator will present, and all comments and discussion will be entered into an official record.

"The DEIS will specify the alternative preferred for use by 11th Air Force as well as the potential environmental impacts of all aspects of the Alaskan MOA proposal." Methodologies used for the EIS analysis are national or scientifically accepted standards used within environmental industries.

The public will have minimum of 45 days to respond to the DEIS once the Notice of Availability is published in the *Federal Register*, and announced with news releases and display and legal advertisements that will notify the public of a pending 30-day waiting period for the Record of Decision.

The Record of Decision (ROD)

The ROD is signed by the Secretary of the Air Force or his/her designee and states what decision was made. It also identifies all alternatives considered by the Air Force in reaching its decision, specifying which alternative(s) were considered more environmentally acceptable. The ROD details all practicable means (mitigations) adopted to avoid or minimize environmental harm If the adverse environmental effects cannot be avoided, the ROD will explain why.

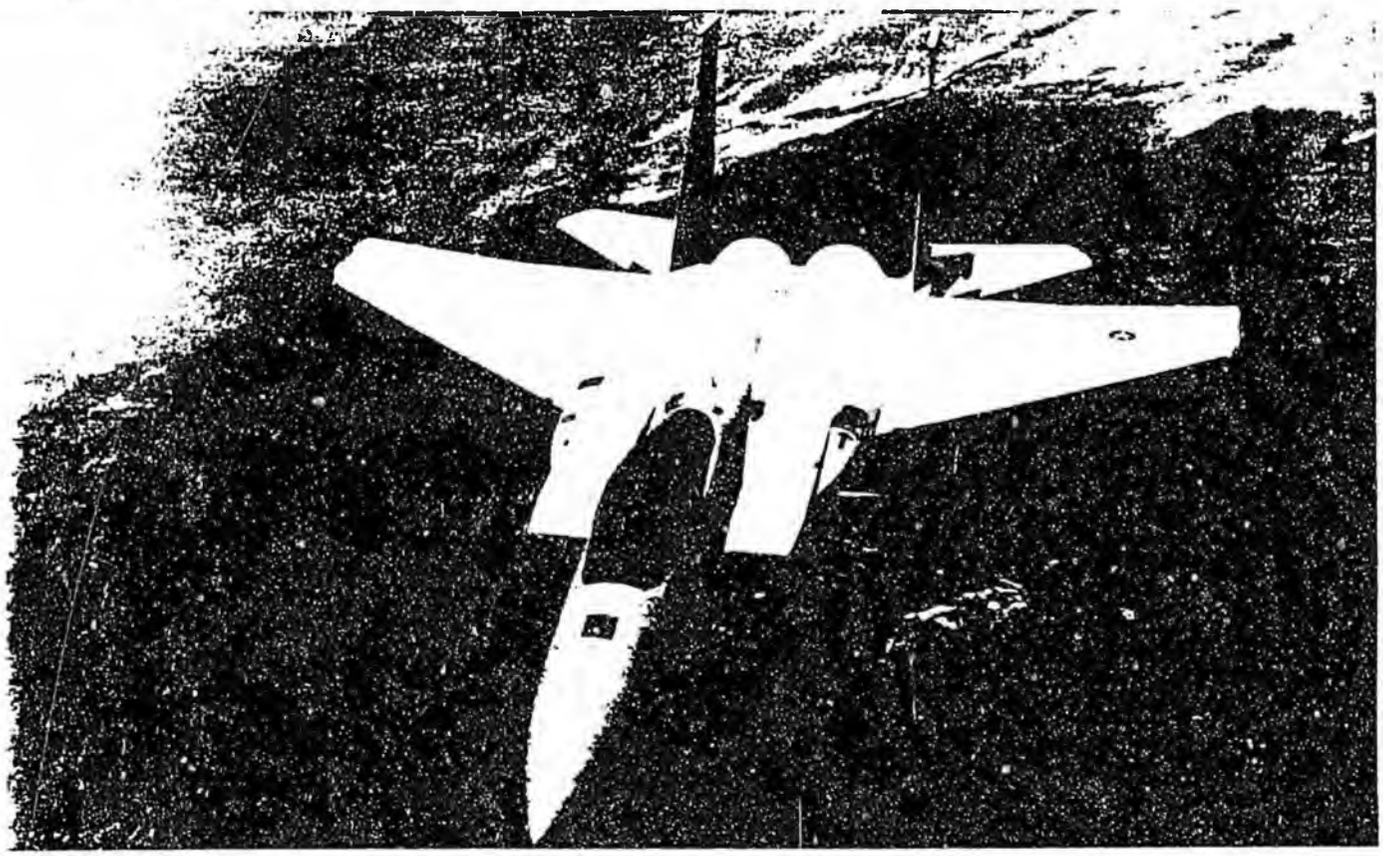


FACT SHEET

92-61

Secretary of the Air Force
Office of Public Affairs
Washington D.C. 20330-1690

F-15 Eagle



Mission

The F-15 Eagle is an all-weather, extremely maneuverable, tactical fighter designed to gain and maintain air superiority in aerial combat.

Features

The Eagle's air superiority is achieved through a mixture of unprecedented maneuverability and acceleration, range, weapons and avionics. It can penetrate enemy defenses and outperform and outfight any current or projected enemy aircraft. The F-15 has electronic systems and weaponry to detect, acquire, track and attack enemy aircraft while operating in friendly or enemy-controlled airspace. Its weapons and flight-control systems are designed so one person can safely and effectively perform air-to-air combat.

The F-15's superior maneuverability and acceleration are achieved through high engine thrust-to-weight ratio and low wing-loading. Low wing-loading (the ratio of aircraft weight to its wing area) is a vital factor in maneuverability and, combined with the high thrust-to-weight ratio, enables the aircraft to turn tightly without losing airspeed.

A multimission avionics system sets the F-15 apart from other fighter aircraft. It includes a head-up display, advanced radar, inertial navigation system, flight instruments, UHF communications, tactical navigation system and instrument landing system. It also has an internally mounted, tactical electronic-warfare system, "identification friend or foe" system, electronic countermeasures set and a central digital computer.

Through an on-going multistage improvement program, the F-15 is receiving extensive upgrade involving the installation or modification of new and

existing avionics equipment to enhance the tactical capabilities of the F-15.

The head-up display projects on the windscreen all essential flight information gathered by the integrated avionics system. This display, visible in any light condition, provides the pilot information necessary to track and destroy an enemy aircraft without having to look down at cockpit instruments.

The F-15's versatile pulse-Doppler radar system can look up at high-flying targets and down at low-flying targets without being confused by ground clutter. It can detect and track aircraft and small high-speed targets at distances beyond visual range, down to close range and at altitudes down to tree-top level. The radar feeds target information into the central computer for effective weapons delivery. For close-in dog fights, the radar automatically acquires enemy aircraft, and this information is projected on the head-up display.

An inertial navigation system enables the Eagle to navigate anywhere in the world. It gives aircraft position at all times as well as pitch, roll, heading, acceleration and speed information.

The F-15's electronic warfare system provides both threat warning and automatic countermeasures against selected threats. The "identification friend or foe" system informs the pilot if an aircraft seen visually or on radar is friendly. It also informs U.S. or allied ground stations and other suitably equipped aircraft that the F-15 is a friendly aircraft.

A variety of air-to-air weaponry can be carried by the F-15. An automated weapon system enables the pilot to perform aerial combat safely and effectively, using the head-up display and the avionics and weapons controls located on the engine throttles or control stick. When the pilot changes from one weapon system to another, visual guidance for the required weapon automatically appears on the head-up display.

The Eagle can be armed with combinations of four different air-to-air weapons: AIM-7F/M Sparrow missiles or AIM-120 Advanced Medium Range Air-to-Air Missiles on its lower fuselage corners, AIM-9L/M Sidewinder or AIM-120 missiles on two pylons under the wings, and an internal 20mm Gatling gun (with 940 rounds of ammunition) in the right wing root.

Low-drag, conformal fuel tanks were especially developed for the F-15C and D models. Conformal fuel tanks can be attached to the sides of the engine air intake trunks under each wing and are designed to the same load factors and airspeed limits as the basic aircraft. Each conformal fuel tank contains about 114 cubic feet of usable space. These tanks reduce the need for in-flight refueling on global missions and increase time in the combat area. All external stations for munitions remain available with the tanks in use. AIM-7F/M Sparrow and AIM-120 missiles, moreover, can be attached to the corners of the conformal fuel tanks.

Background

The first F-15A flight was made in July 1972, and the first flight of the two-seat F-15B (formerly TF-15A) trainer was made in July 1973. The first Eagle (F-15B) was delivered in November 1974 to the 58th Tactical Training Wing, Luke Air Force Base, Ariz., where pilot training was accomplished in both F-15A and B aircraft. In January 1976, the first Eagle destined for a combat squadron was delivered to the 1st Tactical Fighter Wing at Langley Air Force Base, Va.

Other units equipped with F-15s include the 36th Fighter Wing, Bitburg Air Base, Germany; 325th Fighter Wing at Tyndall Air Force Base, Fla.; 33d Fighter Wing, Eglin Air Force Base, Fla.; 32d Fighter Squadron, Soesterberg AB, Netherlands; and the 3d Fighter Wing, Elmendorf Air Force Base, Alaska. In January 1982, the 48th Fighter-Interceptor Squadron at Langley Air Force Base became the first Air Force air defense squadron to transition to the F-15.

The single-seat F-15C and two-seat F-15D models entered the Air Force inventory beginning in 1979. Kadena Air Base, Japan, received the first F-15C in September 1979. These new models have Production Eagle Package (PEP 2000) improvements, including 2,000 pounds (900 kilograms) of additional internal fuel, provision for carrying exterior conformal fuel tanks and increased maximum takeoff weight of up to 68,000 pounds (30,600 kilograms).

F-15C's, D's and E's were deployed to the Persian Gulf in 1991 in support of Operation Desert Storm where they proved their superior combat capability with a confirmed 26:0 kill ratio.

General Characteristics

Primary Function: Tactical fighter.
Contractor: McDonnell Douglas Corp.
Power Plant: Two Pratt & Whitney F100-PW-100 turbofan engines with afterburners.
Thrust: C/D models:– 25,000 pounds each engine (11,250 kilograms).
Length: 63 feet, 9 inches (19.43 meters).
Height: 18 feet, 8 inches (5.69 meters).
Wingspan: 42 feet, 10 inches (13.06 meters).
Speed: 1,875 mph (Mach 2.5-plus at sea level).
Ceiling: 65,000 feet (19,697 meters).

Maximum Takeoff Weight: C/D models: – 68,000 pounds (30,600 kilograms).

Range: 3,450 miles (3,000 nautical miles) ferry range with conformal fuel tanks and three external fuel tanks.

Armament: One M-61A1 20mm multibarrel gun mounted internally with 940 rounds of ammunition; four AIM-9L/M Sidewinder and four AIM-7F/M Sparrow missiles, or a combination of AIM-9L/M, AIM-7-F/M and AIM-120 missiles.

Crew: F-15A/C: one. F-15B/D: two.
Unit cost: $15 million.
Date Deployed: July 1972
Inventory: Active force, 403; ANG, 126; Reserve, 0

POINT OF CONTACT:
Air Combat Command; Public Affairs Office; 90 Oak St.; Langley Air Force Base, Va. 23665-5000. DSN: 574-5007. Commercial: (804) 764-5007.

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FACT SHEET

F-15 STRIKE EAGLE

Considered to be the most advanced tactical fighter aircraft in the world, the F-15E is the third version of the Eagle off the McDonnell Douglas assembly line in St. Louis, Mo., since 1972. It retains the best features of its predecessors and the "E" model is equipped with an array of new avionics and electronics systems.

Unlike previous models, the F-15E uses two crew members, a pilot and a weapons systems officer. While previous models of the Eagle are assigned air-to-air roles, the "E" model is a dual-role fighter. It has the capability to fight its way to a target over long ranges, destroy enemy ground positions, and fight its way back out.

Advanced avionics systems give the F-15E the capability to fight at low-altitude, day or night, and in bad weather. An inertial navigation system, developed by Honeywell, uses a ring-laser gyro to continuously monitor the aircraft's position and provide information to the central computer and other systems, including a digital moving map in both cockpits. It is significantly more reliable than previous systems.

The high-resolution ground-mapping mode of the Hughes Aircraft Company APG-70 radar system allows air crews to detect ground targets from longer ranges. For example, the crew can select bridges and airfields on the radar display from more than 80 miles away, while at closer ranges targets as small as vehicles can be easily detected. One feature of this system is after a sweep of a target area, the image on the screen can be frozen and studied while the radar is turned off to avoid enemy detection systems.

Considered the cream of the avionics crop is the Low-Altitude Navigation and Targeting Infrared for Night (LANTIRN) system manufactured by Martin Marietta. It consists of two pods attached to the exterior of the aircraft. The navigation pod contains terrain-following radar which allows the pilot to fly safely at very low altitudes following cues displayed on his wide field-of-view holographic Head Up Display (HUD). This system can also be coupled to the aircraft's autopilot to provide "hands off" terrain-following capability.

The second pod is the targeting pod. It contains a laser designator and a tracking system which mark an enemy for

destruction from as far away as 10 miles. Once tracking is started, targeting information is automatically passed to infrared air-to-surface missiles or laser-guided bombs.

The LANTIRN system gives the F-15E unequaled weapons delivery accuracy during the day or night and in poor weather. For example, two F-15Es with four crew members and 12,000 pounds of conventional bombs can do the same damage to a pinpoint target that in the past took eight F-4s, 16 crew members and 48,000 pounds of conventional bombs.

One of the most important additions to the F-15E is the weapons systems officer (WSO) in the rear cockpit. On four television-like screens, the WSO can display information from the radar, electronic warfare or infrared sensors, monitor aircraft or weapons status and possible threats, select targets and use an electronic "moving map" to navigate. Two hand controls are used to select new displays and refine targeting information. Displays can be moved from one screen to another, chosen from a "menu" of display options.

In addition to three similar screens in the front seat, the pilot has a transparent glass screen (HUD) in front of him at eye level that displays vital flight and tactical information. He doesn't need to look down into his cockpit, for instance, to check weapon status. At night, the screen is even more important because it displays a video picture, generated by the Forward Looking Infrared (FLIR) sensor, that is nearly identical to a daylight view of the world.

The F-15E is powered by two Pratt & Whitney F100-PW-229 engines which incorporate advanced digital technology for improved performance. For example, with a digital electronic engine control system, F-15E pilots can accelerate from idle power to maximum afterburner in under four seconds, a 40 percent improvement over the previous engine control system. Faster engine acceleration means quicker takeoffs and crisper response while maneuvering. The engines can produce 29,000 pounds of thrust each.

Each of the low-drag conformal fuel tanks that hug the F-15E's fuselage can carry 750 gallons of fuel. The tanks hold weapons on short pylons rather than conventional weapon racks, reducing drag, and further extending the range of the "Strike" Eagle.

For air-to-ground missions, the F-15E can carry most weapons in the Air Force inventory. It also can be armed with AIM 7F/M Sparrows, AIM-9L Sidewinders, and AIM-120 advanced medium range air-to-air missiles (AMRAAM) for the air-to-air role. The "E" model also has an internally mounted 20mm gun which can carry up to 450 rounds. It is capable of carrying an external payload of up to 24,500 pounds of missiles and bombs. The maximum gross takeoff weight of the F-15E is 81,000 pounds. Empty, the Eagle's gross weight is 40,000 pounds.

BACKGROUND

The F-15's superior maneuverability and acceleration are achieved through its high engine thrust-to-weight ratio and low-wing loading. It was the first United States operational aircraft whose engine thrust exceeded the plane's loaded weight, permitting it to accelerate even while in a vertical climb. Low-wing loading (the ratio of aircraft weight to its wing area) is a vital factor in maneuverability and, combined with the high thrust-to-weight ratio, enables the aircraft to turn tightly without losing airspeed.

The first flight of the F-15A was made in July 1972. In November 1974, the first Eagle was delivered to the 58th Tactical Fighter Training Wing at Luke Air Force Base, Ariz., where training began in both F-15A and B aircraft. In January 1976, the first Eagle destined for a combat squadron was delivered to the 1st Tactical Fighter Wing at Langley Air Force Base, Va.

The single-seat F-15C and two-seat F-15D models entered the Air Force inventory in 1979 and were delivered to Kadena Air Base, Okinawa, Japan. These models were equipped with production Eagle package improvements, including 2,000 pounds of additional internal fuel, provision for carrying exterior conformal fuel tanks, and increased maximum takeoff weight of 68,000 pounds

The F-15E became the newest fighter in the Tactical Air Command when the 405th Tactical Training Wing, Luke Air Force Base, Ariz., accepted delivery of the first production model in April 1988.

F-15E SPECIFICATIONS

Primary function: Air-to-ground tactical attack aircraft
Weight: 40,000 lbs
Thrust: 29,000 lbs each engine
Dimensions: Wing span 42.8 ft, length 63.8 ft, height 18.5 ft
Speed: Mach 2.5 plus
Maximum takeoff weight: 81,000 lbs
Combat ceiling: 35,000 ft
Range: 2,400 miles ferry range missiles, with conformal fuel and three external fuel tanks
Power plant/manufacturer: Two Pratt & Whitney F100-PW-229 turbofan engines with afterburners.
Service ceiling: 50,000 ft
Crew: Pilot and weapon systems officer
Armament: One 20mm multi-barrel gun mounted internally with 450 rounds of ammunition. Four AIM-7F/M Sparrow missiles and four AIM 9L/M Sidewinder or eight AIM-120 AMRAAM missiles. Any air-to-surface weapons in the Air Force inventory, nuclear and conventional.

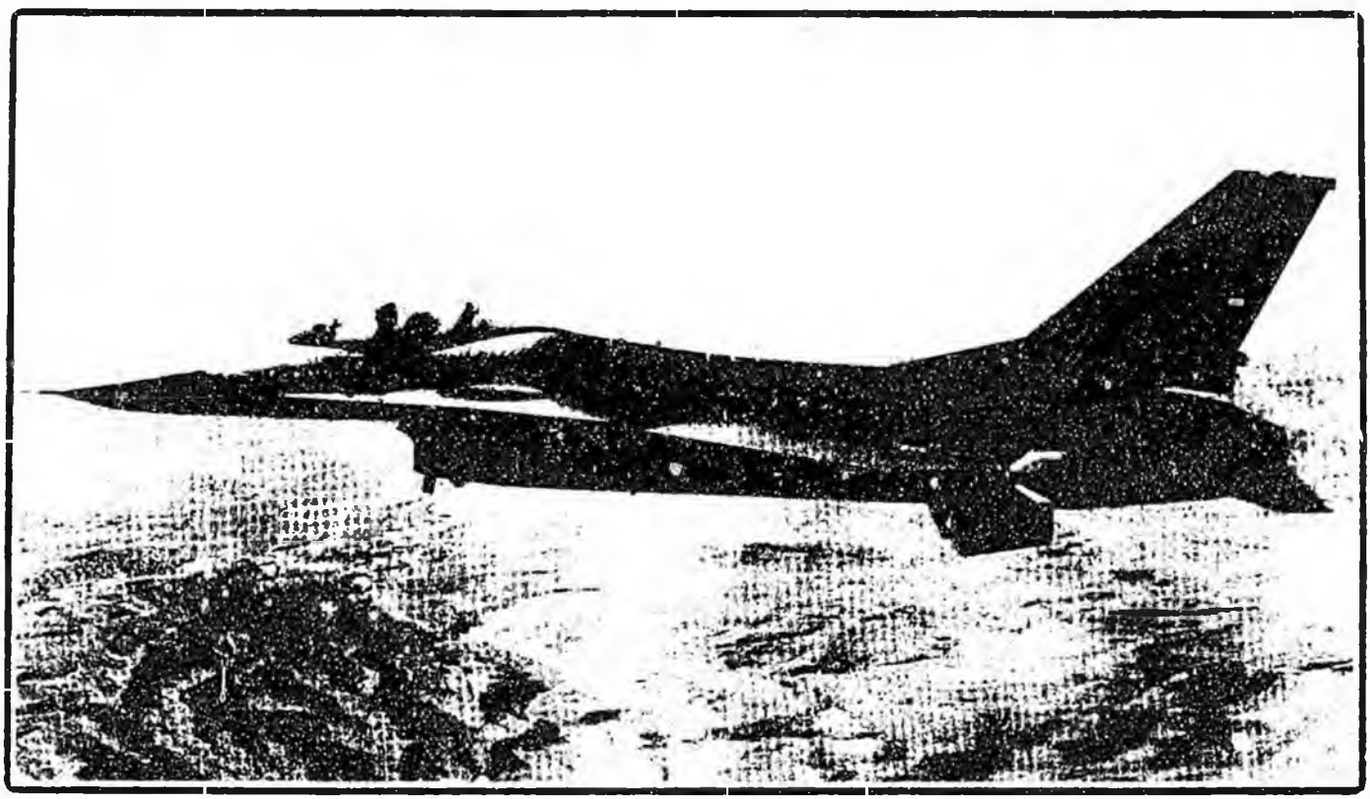
April 1992

FACT SHEET

92-48

Secretary of the Air Force
Office of Public Affairs
Washington D.C. 20330-1690

F-16 Fighting Falcon



Mission

The F-16 Fighting Falcon is a compact, multirole fighter aircraft. It is highly maneuverable and has proven itself in air-to-air combat and air-to-surface attack. It provides a relatively low-cost, high-performance weapon system for the air forces of the United States and allied nations.

Features

In an air combat role, the F-16's maneuverability and combat radius (distance it can fly to enter air combat, stay, fight, and return) exceed that of all potential threat fighter aircraft. It can locate targets in all weather conditions and detect low flying aircraft in radar ground clutter. In an air-to-surface role, the F-16 can fly more than 500 miles (860 kilometers), deliver its weapons with superior accuracy, defend itself against enemy aircraft, and return to its starting point. An all-weather capability allows it to accurately deliver ordnance during non-visual bombing conditions.

In designing the F-16, advanced aerospace science and proven reliable systems from other aircraft such as the F-15 and F-111 were selected. These were combined to simplify the airplane and reduce its size, purchase price, maintenance costs and weight. The light weight of the fuselage is achieved without reducing its strength. The F-16 can withstand up to nine G's — nine times the force of gravity — with internal fuel tanks filled greater than any other current fighter aircraft.

The cockpit and its bubble canopy give the pilot unobstructed forward and upward vision, and greatly improved vision over the side and to the rear. The seat-back angle was expanded from the usual 13 degrees to 30 degrees, increasing pilot comfort and gravity force tolerance.

The pilot has excellent flight control of the F-16 through its "fly-by-wire" system. Electrical wires relay

commands, replacing the usual cables and linkage controls. For easy and accurate control of the aircraft during high G-force combat maneuvers, a side stick controller is used instead of the conventional center-mounted stick. Hand pressure on the side stick controller sends electrical signals to actuators of flight control surfaces such as ailerons and rudder.

Avionics systems include a highly accurate inertial navigation system in which a computer provides steering information to the pilot. The plane has UHF and VHF radios plus an instrument landing system. It also has a warning system and modular countermeasure pods to be used against airborne or surface electronic threats. The fuselage has space for additional avionics systems.

Background

The F-16A, a single-seat model, first flew in December 1976. The first operational F-16A was delivered in January 1979 to the 388th Tactical Fighter Wing at Hill Air Force Base, Utah.

The F-16B, a two-seat model, has tandem cockpits that are about the same size as the one in the A model. Its bubble canopy extends to cover the second cockpit. To make room for the second cockpit, the forward fuselage fuel tank and avionics growth space were reduced. During training, the forward cockpit is used by a student pilot with an instructor pilot in the rear cockpit.

All F-16s delivered since November 1981 have built-in structural and wiring provisions and systems architecture that permit expansion of the multirole flexibility to perform precision strike, night attack and beyond-visual-range interception missions. This improvement program led to the F-16C and F-16D aircraft, which are the single- and two-place counterparts to the F-16A/B, and incorporate the latest cockpit control and display technology.

Currently, most active units have converted to the F-16C/D while existing F-16A/B aircraft will replace older aircraft in the Air National Guard and Air Force Reserve.

The F-16 is being built under an unusual agreement creating a consortium between the United States and four NATO countries: Belgium, Denmark, the Netherlands and Norway. These countries jointly produced with the United States an initial 348 F-16s for their air forces. Final airframe assembly lines were located in Belgium and the Netherlands. The consortium's F-16s are assembled from components manufactured in all five countries. Belgium also provides final assembly of the F100 engine used in the European F-16s. The long-term benefits of this program will be technology transfer among the nations producing the F-16, and a common-use aircraft for NATO nations. Through this program, the supply and availability of repair parts in Europe is increased and the F-16's combat readiness is improved.

USAF F-16 multimission fighters were deployed to the Persian Gulf in 1991 in support of Operation Desert Storm, where more sorties were flown than with any other aircraft. These fighters were used to attack airfields, military production facilities, Scud missile sites, and a variety of other targets.

General characteristics

Primary Function: Multirole fighter.
Builder: General Dynamics Corp.
Power Plant: F-16A/B: one Pratt and Whitney F100-PW-200 turbofan engine with afterburner; F-16C/D: one Pratt & Whitney F100-PW-200/220 or General Electric F110-GE-100 turbofan engine with afterburner.
Thrust: F-16A/B, 24,000 pounds(10,800 kilograms); F-16C/D, 27,000 pounds(12,150 kilograms).
Length: 49 feet, 5 inches (14.8 meters).
Height: 16 feet (4.8 meters).
Wingspan: 32 feet, 8 inches (9.8 meters).
Speed: 1,500 mph (Mach 2 at sea level).
Ceiling: Above 50,000 feet (15 kilometers).
Maximum Takeoff Weight: 37,500 pounds (16,875 kilograms).
Range: More than 2,000 miles ferry range (1,740 nautical miles).
Armament: One M-61A1 20mm multibarrel cannon with 500 rounds; external stations can carry up to six AIM-9 infrared missiles, conventional air-to-air and air-to-surface munitions and electronic countermeasure pods.
Unit cost: F-16A/B: $9.5 million; F-16 C/D: $12.8 million.
Crew: F-16A/B: one; F-16C/D: two.
Date Deployed: January 1979.
Inventory: Active force, 804; Air National Guard, 634; Reserve, 150.

POINT OF CONTACT:
Air Combat Command; Public Affairs Office; 90 Oak Street; Langley Air Force Base, Va. 23665-5000; DSN: 574-5471 or (804) 764-5471.

For questions concerning this product, please call. DSN: 945-7210, or Comm: (210) 925-7210
AIR FORCE NEWS AGENCY 1015 Billy Mitchell Rd., Kelly Air Force Base, Texas 78241-5601
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FACT SHEET

92-40

UNITED STATES AIR FORCE

Secretary of the Air Force
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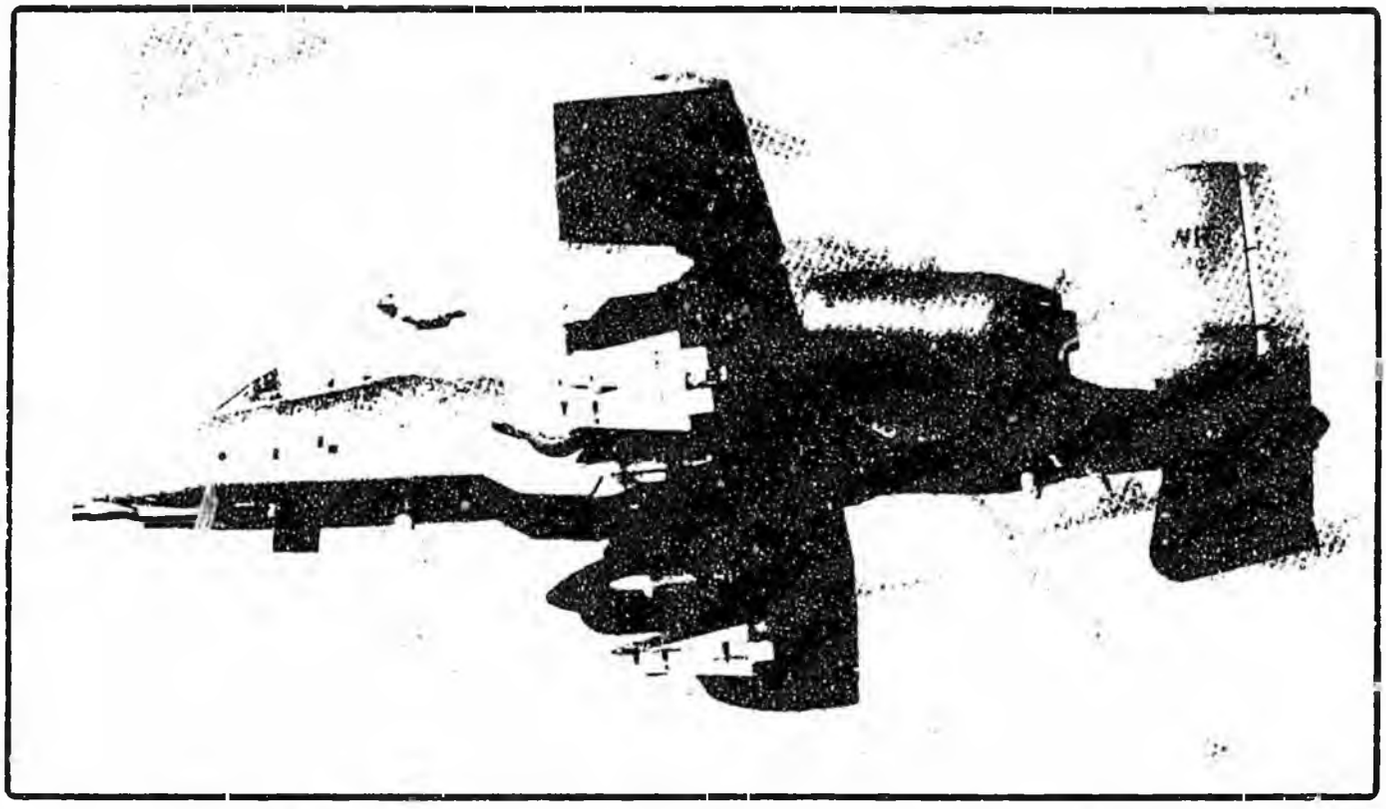
Washington D.C. 20330-1690

A-10/0 A-10 Thunderbolt II



Mission

The A-10 and OA-10 Thunderbolt IIs are the first Air Force aircraft specially designed for close air support of ground forces. They are simple, effective and survivable twin-engine jet aircraft that can be used against all ground targets, including tanks and other armored vehicles.

Features

The A-10 and OA-10 have excellent maneuverability at low air speeds and altitude, and are highly accurate weapons-delivery platforms. They can loiter near battle areas for extended periods of time and operate under 1,000-foot ceilings (303.3 meters) with 1.5-mile (2.4 kilometers) visibility. Their wide combat radius and short takeoff and landing capability permit operations in and out of locations near front lines.

Thunderbolt IIs have single-seat cockpits forward of their wings, and a large bubble canopy which provides pilots all-around vision. The pilots are encircled by titanium armor that also protects parts of the flight-control system. The redundant primary structural sections allow the aircraft to enjoy better survivability during close air support than did previous aircraft. The aircraft can survive direct hits from armor-piercing and high-explosive projectiles up to 23mm. Their self-sealing fuel cells are protected by internal and external foam. Their redundant hydraulic flight-control systems are backed up by manual systems. This permits pilots to fly and land when hydraulic power is lost.

FACT SHEET

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UNITED STATES AIR FORCE

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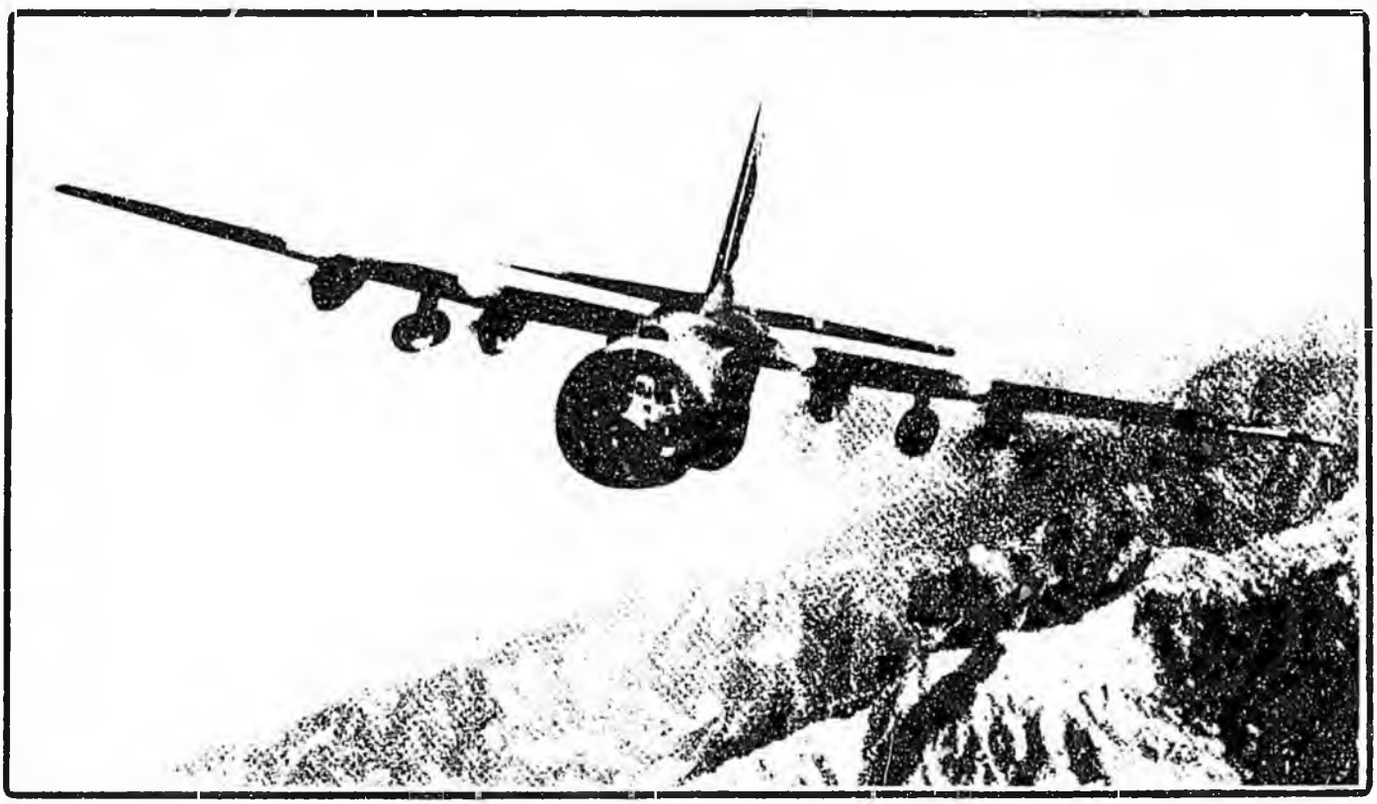
C-130 HERCULES



Mission

The C-130 Hercules primarily performs the intratheater portion of the airlift mission. The aircraft is capable of operating from rough, dirt strips and is the prime transport for paradropping troops and equipment into hostile areas.

Background

Four decades have elapsed since the Air Force issued its original design specification, yet the remarkable C-130 remains in production. The initial production model was the C-130A, with four Allison T56-A-11 or -9 turboprops. A total of 219 were ordered and deliveries began in December 1956. Two DC-130A's (originally GC-130A's) were built as drone launchers/directors, carrying up to four drones on underwing pylons. All special equipment was removable, permitting the aircraft to be used as freighters, assault transports, or ambulances. The C-130B introduced Allison T56-A-7 turboprops and the first of 134 entered Air Force service in April 1959. C-130B's are used in aerial fire fighting missions by Air National Guard and Air Force Reserve units. Six C-130B's were modified in 1961 for snatch recovery of classified U.S. Air Force satellites by the 6593rd Test Squadron at Hickam Air Force Base, Hawaii.

Features

In its personnel carrier role, the C-130 can accommodate 92 combat troops or 64 fully equipped paratroops on side-facing seats. For medical evacuations, it carries 74 litter patients and two medical attendants. Paratroopers exit the aircraft through two doors on

either side of the aircraft behind the landing-gear fairings. Another exit is off the rear ramp for airdrops.

The C-130 Hercules joins on mercy flights throughout the world, bringing in food, clothing, shelter, doctors, nurses and medical supplies and moving victims to safety.

C-130 Hercules have served other nations, airlifting heavy equipment into remote areas to build airports and roads, search for oil ,and transport local goods.

As a partial response to the overwhelming role played by the tactical airlift fleet in Operation Just Cause and in the Persian Gulf War, Congress has approved the procurement of more C-130H's to replace the aging E models.

General Characteristics

Primary Function: Intratheater airlift.
Contractor: Lockheed Aeronautical Systems Company.
Power Plant: Four Allison T56-A-15 turboprops; 4,300 horsepower, each engine.
Length: 97 feet, 9 inches (29.3 meters).
Height: 38 feet, 3 inches (11.4 meters).
Wingspan: 132 feet, 7 inches (39.7 meters).
Speed: 374 mph (Mach 0.57) at 20,000 feet (6,060 meters).
Ceiling: 33,000 feet (10,000 meters) with 100,000 pounds (45,000 kilograms) payload.
Maximum Takeoff Weight: 155,000 pounds (69,750 kilograms).
Range: 2,356 miles (2,049 nautical miles) with maximum payload; 2,500 miles (2,174 nautical miles) with 25,000 pounds (11,250 kilograms) cargo; 5,200 miles (4,522 nautical miles) with no cargo.
Unit Cost: $22.9 million (1992 dollars).
Crew: Five (two pilots, a navigator, flight engineer and loadmaster); up to 92 troops or 64 paratroops or 74 litter patients or five standard freight pallets.
Date Deployed: April 1955.
Inventory: Active force, 98; ANG — 20 Bs, 60 Es and 93 Hs; Reserve, 606.

For questions concerning this product, please call: DSN: 945-7210, or Comm: (210) 925-7210
AIR FORCE NEWS AGENCY 1015 Billy Mitchell Rd., Kelly Air Force Base, Texas 78241-5601
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Supersedes USAF FactSheet 87-26

United States Air Force,
Pacific Air Forces,
Eleventh Air Force
Environmental Division

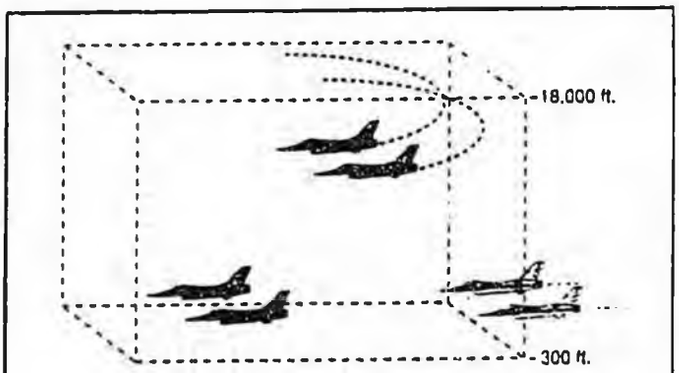
Military Airspace

Special Use Airspace (SUA) is a term used by the Federal Aviation Administration (FAA) for all aviators to identify areas that have the potential for military flight activity. The primary military designations for SUAs are Military Operations Area (MOA) and Restricted Area. A Military Training Route (MTR) is a type of airspace for special use. The primary factor for identifying these areas on aeronautical charts is for flight safety of general aviation, commercial and military aircraft.

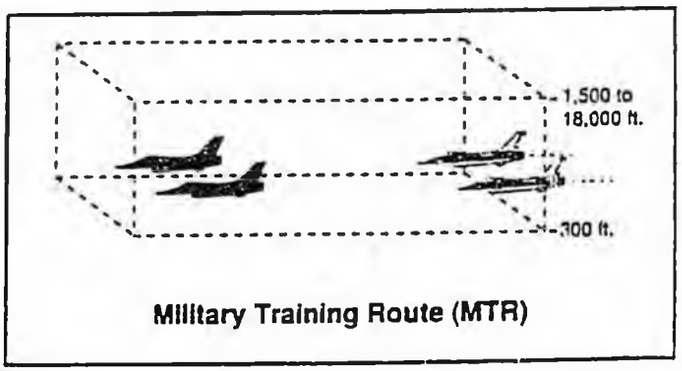
The FAA has jurisdiction over all airspace in the United States. In FAA terminology, our nation's skies are known as the National Airspace System. Although the military can develop and manage SUAs, the FAA has absolute control of all National Airspace System use. The FAA reviews and has approval authority for all military airspace proposals. The proposals must be environmentally analyzed.

Military Operations Area (MOA). MOAs were developed to isolate military areas in a controlled and predictable location. Many different types of training can be conducted in an MOA and may include aerobatics, radar intercept training, flight check, and aerial combat maneuvering. Depending on the mission requirement, training may occasionally be conducted in approved areas from as low as 100 feet above the ground up to altitudes of 18,000 feet. General aviation may transit MOAs at any time under Visual Flight Rules (VFR) below 18,000 feet. MOAs typically are used only for short periods of time throughout the day, thereby minimizing the impact on general aviation and the public.

Military Training Route (MTR). MTRs are essentially flight paths that provide a corridor for low-altitude navigation and training. Low altitude navigation training is important because tactical fighters may be required to fly at low altitudes for tens or hundreds of miles to avoid detection by enemy defenses in combat conditions. To train realistically, the Department of Defense and the FAA have developed the MTR structure. The MTR system allows the military to train for low-level navigation at airspeeds in excess of 250 knots. Although not technically classified as Special Use Airspace, all MTRs are environmentally analyzed and coordinated with the FAA.



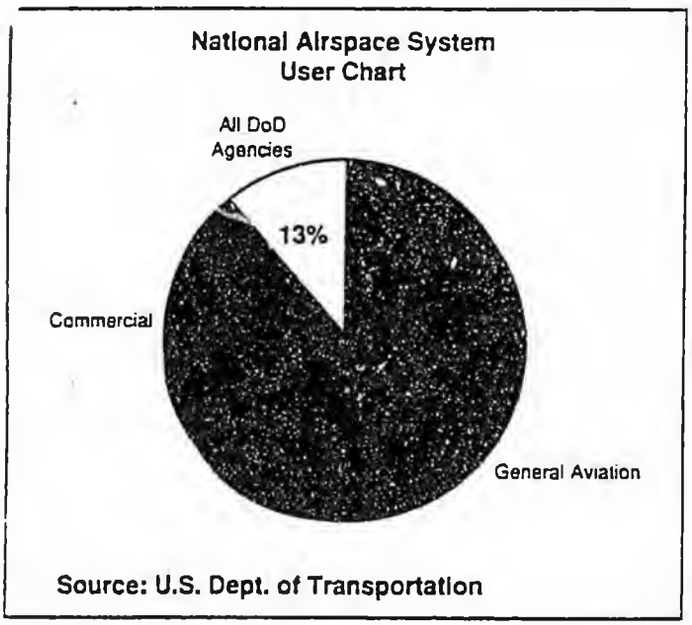
Military Operations Area (MOA)



Military Training Route (MTR)

Restricted Areas. A restricted area is used when the training conducted within the airspace would be hazardous to aircraft that are not participating in the training. This could include such activities as ground artillery firing, aircraft expending training ordinance or the potentially hazardous events. Restricted areas in the United States are generally co-located with a gunnery or bombing range, such as Airburst Range in southern Colorado. There are no new restricted areas or any modifications to restricted areas in the 11 AF MOA Initiative.

Airspace Management



Once airspace is developed, it must be properly managed. There are several regulations that provide guidance for the management of military SUAs. Although SUAs appear on aeronautical charts, the areas specified for military activity are not in use at all times. Although the 11th Air Force manages SUAs, permission to schedule these areas for use must be granted by FAA Anchorage Air Route Traffic Control Center on a daily basis. Scheduled usage may vary from approximately two hours up to twelve hours depending on specific operating requirements. However, whenever airspace is not in use by military aircraft and when scheduled use times expire, the ARTCC will resume routing commercial and general aviation traffic through the area. These areas are typically scheduled for approximately two hours in the morning and additional two hours in the afternoon. Once these scheduled times expire, military aviators will leave the area, and the ARTCC will begin routine commercial and general aviation traffic through the area.

The interaction of the FAA and the military in managing SUAs has proven track record for safety and accommodating the needs of all National Airspace System users. According to the nation's largest general aviation organization, the Aircraft Owners and Pilots Associations's (AOPA) Air Safety Foundation, "*special use airspace is an integral part of the national airspace system. It was created to enhance aviation safety by separating and confining the unique often conflicting requirements of the different system users. The safety record shows an unqualified success.*"

All military special use airspaces are documented on aeronautical charts. During pre-flight planning a private pilot needs to refer to these charts and, if necessary, contact the controlling agency as to the activation times of the special use airspace.

Airspace management also involves the interaction and avoidance of ground activities and sensitivities. The 11th Air Force routinely employs a variety of special operation procedures to decrease impacts (i.e. noise) on communities surrounding bases and airports and areas under MTRs or MOAs. These procedures are in addition to FAA and Department of Defense regulations.

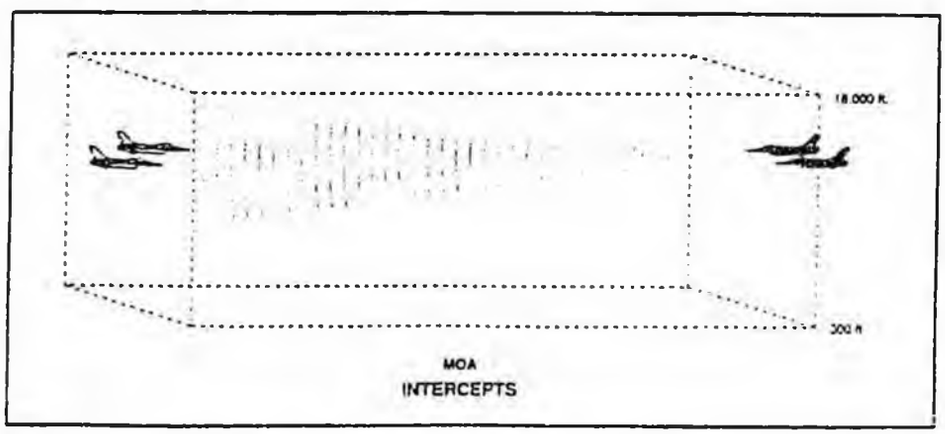
United States Air Force,
Pacific Air Forces,
Eleventh Air Force
Environmental Division

Air-to-Air Training Requirements

Intercepts

Radar-equipped fighter aircraft train to detect, intercept, identify, and if necessary, destroy hostile aircraft. In a typical training scenario, the interceptor(s) and target(s) are positioned beyond the expected detection capability of the interceptor's on-board radar. Normally, the maximum number of aircraft involved would be four: two interceptors and two targets. The target aircraft attempts to enter the area being protected by the interceptor. The interceptor, in many cases with the aid of ground-based or airborne intercept control systems, attempts to detect the target and maneuver to identify the type of aircraft and/or to reach a position from which armament launches can be successfully simulated. Airspace for intercept training needs to be large enough to position interceptor and target beyond the radar detection capabilities of each aircraft.

Low-altitude intercepts take place below 5,000 feet above ground level (AGL); medium-altitude intercepts occur between 5,000 to 25,000 feet mean sea level (MSL) and high-altitude intercepts are conducted at heights higher than 25,000 feet MSL.



Advanced Medium Range Air-to-Air Missile (AMRAAM)

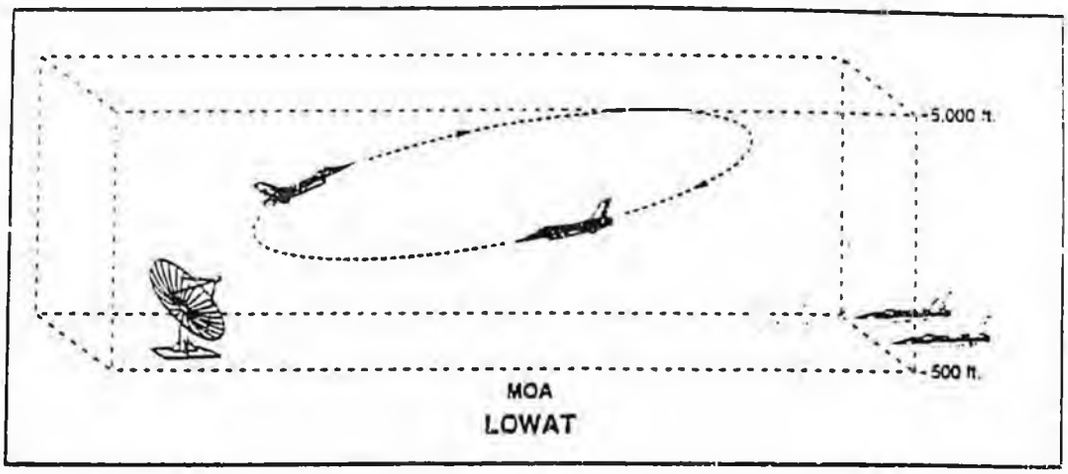
Simulating the use of Advanced Medium Range Air-to-Air Missiles currently requires the largest volume of airspace for aircrews to train within. Fighter jets such as F-16s and F-15s have on board radars with extended long range capabilities. AMRAAM tactics require these extended range radars. Aircrews must maintain proficiency in the use of AMRAAMs within MOAs that are a minimum of 70 nautical miles (NM) long by 60 NM wide. and ranging vertically from 500 feet AGL to 50,000 MSL. as specified by the U.S. Air Force Airspace Master Plan.

Air Combat Training (ACBT)

ACBT normally involves at least two and usually four aircraft practicing the maneuvers and fundamentals of offensive and defensive aerial tactics. Pilots learn the capabilities of threat aircraft and weapons systems and practice tactics to take advantage of adversary weaknesses Two or more aircraft operate as a team to enhance detection of adversary aircraft or targets, defeat attacks, and maneuver as

a combined element to overcome and destroy the adversary forces. Electronic countermeasures may be used when available in attempting to degrade an opponent's weapon system.

ACBT is normally flown throughout the altitude structure available in the SUA. If an engagement occurs below 5,000 feet AGL or descends below 5,000 feet AGL from a higher altitude, training rules strictly limit the types of maneuvers allowed. A typical scenario involves opposing forces, with one group defending an area while the other group attempts to pass through the defended area or engage the defensive group, depending upon the simulated tactical situation. The goal of ACBT is to refine pilot skills in radar and visual lookout as well as offensive and defensive use of tactics and weapons.



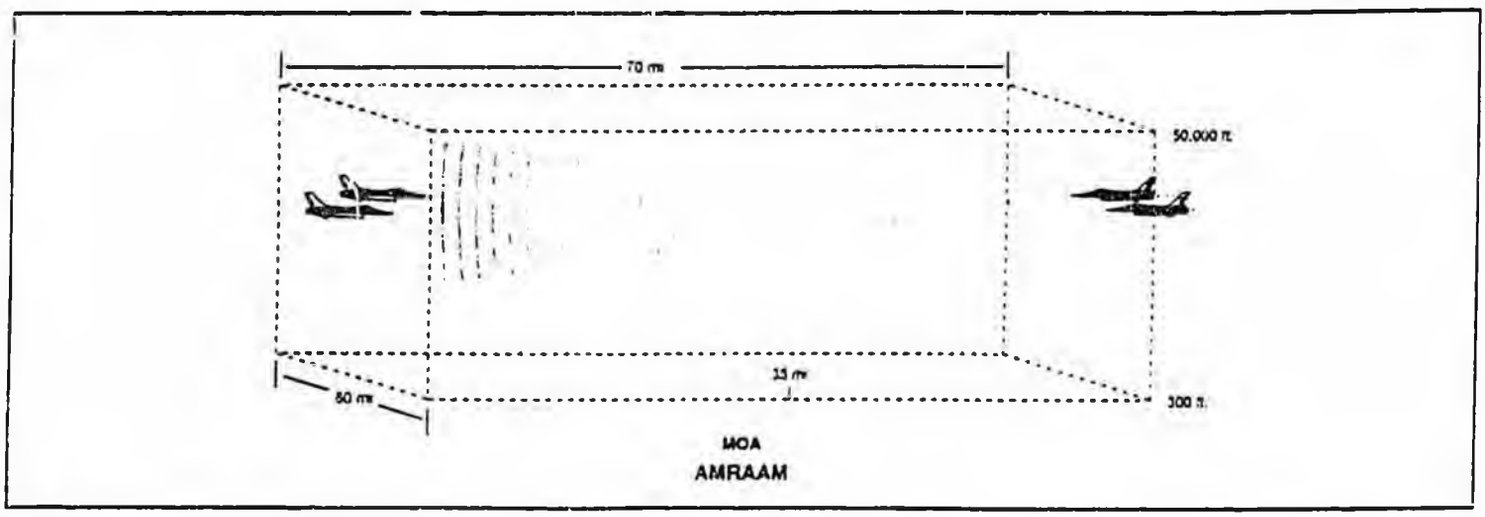
Airspace used for ACBT training must be large enough to permit realistic offensive and defensive tactics. If the area is too small, pilots can be distracted by the need to constantly monitor their proximity to airspace boundaries.

Low-Altitude Air-to-Air Training (LOWAT)

LOWAT normally involves two to four aircraft practicing the fundamentals of offensive and defensive aerial attack. It is usually flown in conjunction with other training missions such as simulated surface attack or low-altitude intercepts.

LOWAT is conducted below 5,000 feet AGL. A typical scenario involves designating one or more aircraft as "Barons," (opposing force) tasked to locate and intercept a low-altitude flight of aircraft on their way to a target. The approaching aircraft must detect and react appropriately to negate the "Baron's" attack and proceed to the target area. Training is optimized when the "Barons" are different types of aircraft to minimize the confusion that can result during a close-in engagement. The goal of LOWAT is to refine pilot skills in radar and visual lookout and maneuvering required at low altitude to defeat an attack. LOWAT also provides valuable training for the "Barons" in low-altitude intercept tactics and techniques. LOWAT is most realistic when conducted over land, especially in mountainous or hilly terrain, because pilots are required to be constantly aware of changing terrain elevation and obstacles.

Airspace used for LOWAT must be large enough to permit realistic offensive and defensive tactics. If the area is too small, pilots can be distracted by the need to constantly monitor their proximity to airspace boundaries. Further, smaller airspace increases the potential for excessive noise over one location. For LOWAT, an MOA provides the most efficient arrangement for orbiting "Baron" aircraft, combined with MTRs for the approaching/ departing aircraft.



United States Air Force,
Pacific Air Forces,
Eleventh Air Force
Environmental Division

Air-to-Ground Training Requirements

Low-Altitude Tactical Navigation (LATN)

Navigation by reference to ground features is especially difficult at high speeds and low altitude because of the limited ability to see features not in the line of flight. Even with today's inertial navigation systems, pilots must be able to cross-check their navigation progress to detect system errors. Further, navigation at low altitude and high speed requires regular practice to maintain situation awareness and to avoid task saturation. Military Training Routes (MTRs) are corridors designed for aircraft flying in excess of 250 nautical miles per hour (knots) or 285 mph for low-altitude navigation training.

Fighter aircraft such as the F-15, F-16, A-4, and F-18 operate at speeds ranging from about 360 knots (about 410 mph) to 540 knots (615 mph).

Simulated Low-Altitude Surface Attack Tactics (SAT)

Simulated low-altitude surface attack tactics involve two or four attack aircraft performing low-altitude tactical navigation. The aircraft simulate multiple weapons deliveries against a simulated target within the MOA and MTRs. Simulated targets for training could include bridges, which are excellent for simulated precision munitions attacks, and railroad yards for simulated area attacks. A *simulated* attack includes a delivery pass by each aircraft within the flight, time sequence over the target to deconflict ea[illegible]eapon delivery flight path and the simulated weapons [illegible]agmentation pattern.

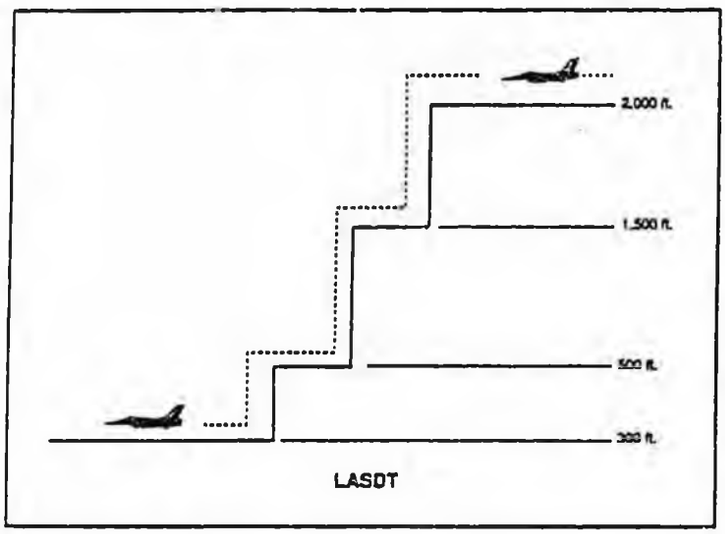
Precise timing during the ingress to the target is practiced as well as target acquisition from a level delivery (500 feet AGL) or a pop-up maneuver. The pop-up maneu-

SAT

ver is started from a low altitude (500 feet AGL), with a climb to 3,000 to 4,000 feet AGL to acquire the target and commence a low-angle (10 to 15 degrees from horizontal) simulated weapons delivery. Egress tactics from the target area are also practiced. Aircrews practice returning to low altitude quickly and safely to regain their desired low-altitude tactical formation for defensive purposes.

Low-Altitude Step Down Training (LASDT)

To safely conduct Low-Altitude Air-to-Air Training (LOWAT), low-altitude intercepts, tactical formation and navigation, and air-to-surface tactics, aircrews must complete a LASDT certification program. To become accustomed to very low-altitude operations in a safe manner, pilots follow a well defined series of initial certification training missions. They practice tactical navigation, formation (normally two aircraft), and radar and visual lookout techniques at progressively lower altitudes, demonstrating proficiency at each altitude before moving to lower altitudes on subsequent missions. To maintain or increase proficiency requires regular LASDT practice.



LASDT

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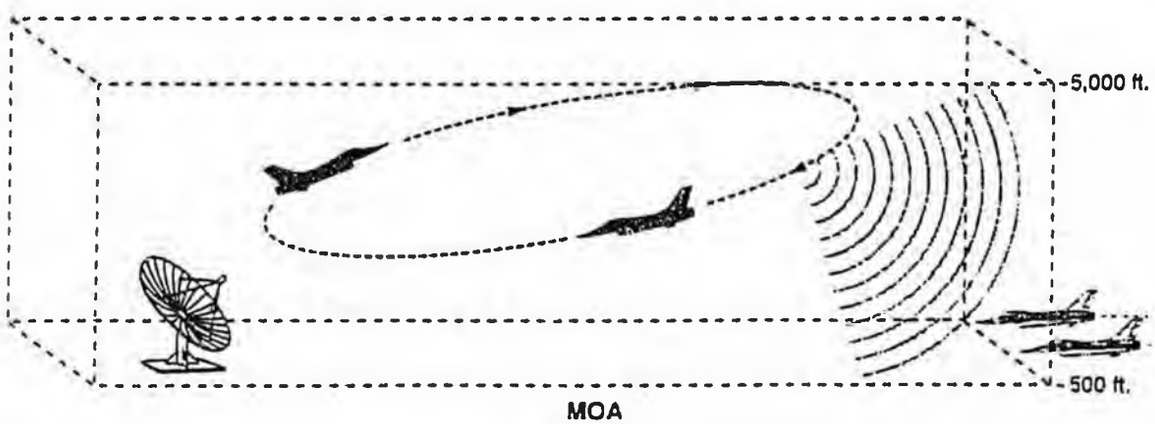


MOA

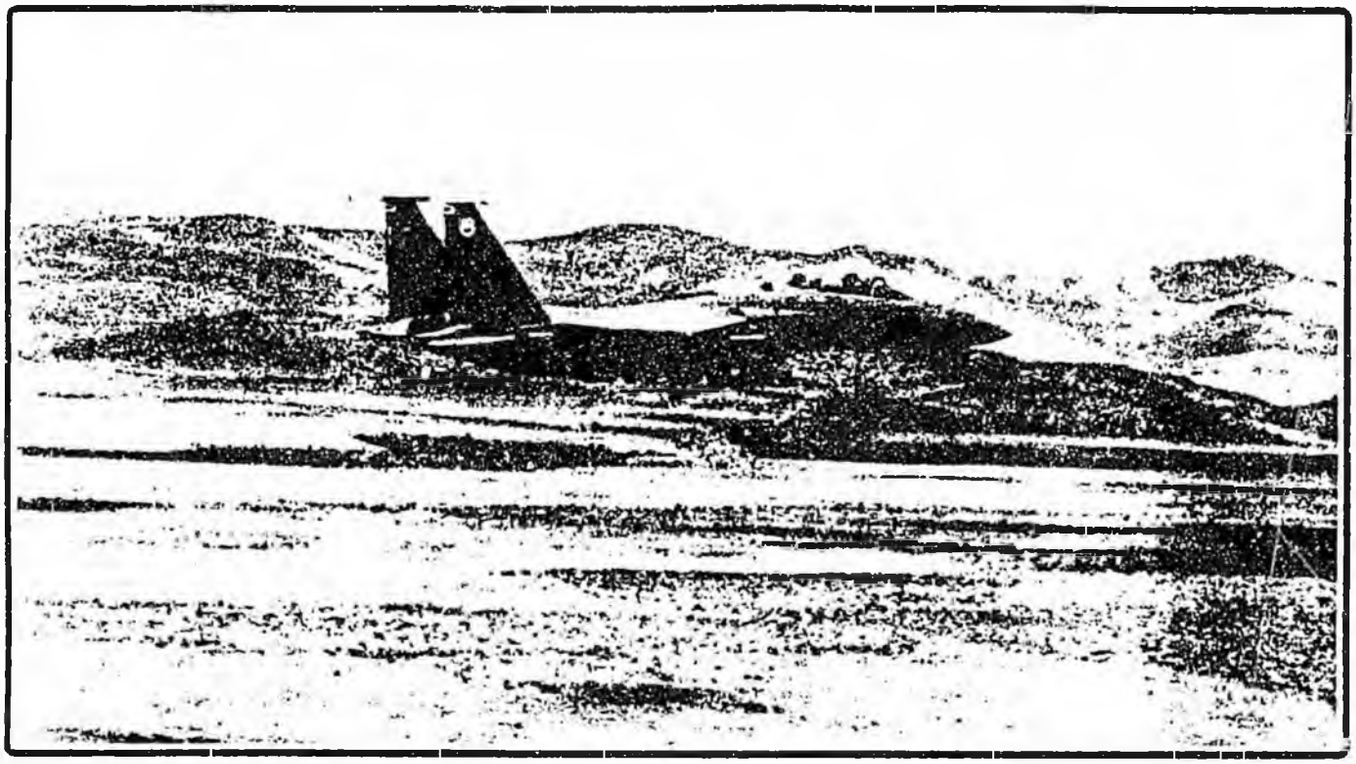
LOWAT

United States Air Force
Secretary of the Air Force, Office of Public Affairs, Washington, D.C. 20330-1000

FACT SHEET

Low-Altitude Flying Training

90-13



The Federal Aviation Administration manages U.S. airspace and is responsible for the development and enforcement of rules for aircraft flights and for the safe and efficient use of airspace. Full consideration is given to the needs of both national defense and civilian aviation.

Safety and Noise

The U.S. Air Force is committed to safety and to minimizing the collateral noise associated with low-level flying training. It has set numerous restrictions and tailored its training to reduce noise as much as possible.

Both the military and general aviation — pleasure and small business planes — must take precautions in designated low-altitude airspace. Pilots should know whether they can enter, where they may fly and whether their flight will be under visual or instrument flight rules. Military training areas and routes are shown in FLIP (Flight Information Publication) and FAA charts. Flight service stations have Department of Defense and sectional charts, the Airman's Information Manual, and other material which publicize the areas.

The Air Force takes very seriously noise problems associated with low-altitude training. For example, most low-level flying is limited to daylight hours and low-level flying near densely populated areas is prohibited.

Sharing Low-Altitude Airspace

The military uses some airspace below 10,000 feet for training operations and frequently flies at speeds of more than 250 knots. High speed operations include aircraft intercepts, air-to-air combat, close-air support for ground forces and photo reconnaissance. The mixture of fast military planes and slower civilian aircraft creates obvious low-altitude training safety concerns.

Training areas were first assigned to the Air Force in the late 1950s when aircraft were slower, turning patterns were tighter and low-level flying was not considered a useful tactic. Today's technology, both ours and that of potential foes, has taken flight beyond the range and scope for which those original training areas were designed.

Charted airspace includes the various types of low-altitude airspace used for military flight activities and is indicated on most aeronautical charts. High speed low-altitude training activities are conducted only in limited, charted airspace. Exceptions are made when absolutely required and are announced in advance.

In a world of increasingly sophisticated air defenses, the United States needs to maintain a first-class air force. In combat, many aircraft will operate at altitudes as low as 100 feet and at high airspeeds to defeat ground missile radars and avoid sophisticated surface-to-air missiles, anti-aircraft artillery, and enemy fighters. Pilots must have long hours of realistic training to become skilled at low-altitude flight; and then must have many more hours of the same training to remain proficient. Low-altitude flying training provides this realism and is considered one of the Air Force's highest training priorities.

Low-altitude airspace used for military flight activities includes:

• **Alert Areas** — airspace which may contain a high volume of pilot training activity or an unusual type of aerial activity, neither of which is hazardous to aircraft. They are depicted on aeronautical charts for information to non-participating pilots:

•• **Military Operations Area** — airspace designated for non-hazardous military activity such as acrobatics, air combat tactics and formation training. The designation informs and segregates non-participating instrument flight rules aircraft from the activity. Visual flight rules aircraft are not restricted from operating in military operations areas.

•• **Restricted Area** — airspace designated for hazardous military activities including live-firing of weapons. Restrictions are placed on all non-participating air traffic.

•• **Warning Area** — international airspace designated for military activities. Although activities may be hazardous, international agreements do not provide for prohibition of flight in international airspace.

• **Military Training Routes** — for military flight training at airspeeds in excess of 250 knots. There are two types of military training routes:

•• **Instrument Flight Rules** — for low-altitude navigation and tactical training below 10,000 feet and at airspeeds in excess of 250 knots at night and in foul weather.

•• **Visual Flight Rules** — for low-altitude navigation and tactical training below 10,000 feet at airspeeds in excess of 250 knots under visual flight rules.

The FAA and DOD have worked out rules for low-altitude, high-speed training to ensure the greatest safety for both military and general aviation. The military, in addition to following its own flying rules on low-level altitudes and airspeed, also follows those in Federal Aviation Regulation 91.79 which states that no plane may fly closer than "500 feet from any person, vessel, vehicle or structure."

Public Involvement

The Air Force welcomes public reports of suspected flight violations. Citizens may call or write to flight operations or public affairs offices at their nearest Air Force base. Those who call or write should provide date and time of incident, any aircraft markings, the number and location of the plane's engines, its approximate altitude, and the direction it was flying.

Fact Sheet

United States Air Force

Secretary of the Air Force, Office of Public Affairs, Washington, D.C. 20330-1000

87-38

LANTIRN

Low Altitude Navigation and Targeting Infrared for Night is a system for use on the Air Force's front-line tactical fighter aircraft — the F-15E and F-16C/D. LANTIRN will significantly increase the combat effectiveness of these aircraft by allowing them to fly at low altitudes, at night, under-the-weather and to attack ground targets with a variety of precision guided and unguided weapons.

System

LANTIRN consists of a navigation pod and a targeting pod integrated and mounted externally beneath the aircraft.

Navigational Pod

The navigation pod enables pilots to see in the dark and safely penetrate adverse weather enroute to the target area. The navigator pod also contains a terrain-following radar and a fixed infrared sensor, which provides a visual cue and input to the aircraft's flight control system to maintain a preselected altitude above the terrain and avoid obstacles. This sensor displays an infrared image of the terrain in front of the aircraft to the pilot on a heads-up display. The navigation pod enables the pilot to fly along the general contour of the terrain at high speed, using mountains, valleys, and the cover of darkness to avoid detection.

The pod houses the first forward-looking infrared navigation system ever introduced into Air Force front-line tactical fighters.

Targeting Pod

The targeting pod contains a high-resolution forward-looking infrared sensor (which displays an infrared image

of the target to the pilot), a laser designator-rangefinder for precision navigation and delivery of laser-guided munitions, a missile boresight correlator for automatic lock-on of AGM-65D imaging infrared Maverick missiles, and software for automatic target tracking. These features simplify the functions of target detection, recognition and attack to enable pilots of single-seat fighters to successfully attack targets with precision guided weapons on a single pass.

The targeting pod represents the next step in targeting capability beyond the PAVE TACK system currently on the F-111F and F-4E. The introduction of LANTIRN into the tactical air force should revolutionize night warfare by denying enemy forces the sanctuary of darkness.

Status

The LANTIRN research and development program began in September 1980 with Martin Marietta Corp., Orlando, Fla., as contractor.

Initial operational test and evaluation of the LANTIRN navigation pod was successfully completed in December 1984. The Air Force approved low-rate initial production of the navigation pod in March 1985 and full-rate production in November 1986. The first production pod was delivered to the Air Force March 31, 1987.

In April 1986, initial operational test and evaluation of the LANTIRN targeting pod proved that a low-altitude, night, under-the-weather, precision attack mission is feasible. The Air Force approved low-rate initial production in June 1986.

The total LANTIRN inventory will include 700 navigation pods, 700 targeting pods and associated support equipment.

Specifications

Prime contractor: Martin Marietta Corp., Orlando, Fla.
Dimensions: navigation pod — length 78.2 in., diameter 12 in., weight 470 lbs.; targeting pod — length 98.5 in., diameter 15 in., weight 524 lbs.
Status: in production

Fact Sheet

United States Air Force

Secretary of the Air Force, Office of Public Affairs, Washington, D.C. 20330-1000

88-25

Sonic Boom

What Is Sonic Boom?

Sonic boom is an explosive noise similar to thunder. It is caused by an object – aircraft, missile, space shuttle – moving faster than sound. An aircraft traveling through the atmosphere continuously produces air-pressure waves similar to the water waves caused by a ship's bow. When the aircraft exceeds the speed of sound – about 750 miles per hour at sea level – the pressure waves concentrate and form shock waves. As a shock wave moves away from the aircraft, it is swept backward, forming the shape of a cone. The shock wave continues to trail the aircraft as it exceeds the speed of sound.

It is the rate of change – the sudden onset and release of pressure after the buildup by the shock wave that creates sonic boom. The change in pressure caused by sonic boom is only a few pounds per square foot – about the same pressure change we experience on an elevator as it descends two or three floors.

Sonic booms are described in terms of peak overpressure expressed in pounds per square foot. Overpressure is the increase over normal widespread atmospheric pressure created by the shock waves. For today's supersonic aircraft, this overpressure varies from less than one pound to about five pounds per square foot.

Sonic boom tests were conducted generating overpressures as great as 144 pounds per square foot with no injury to humans. There is a probability that some damage – shattered glass for example -- will result from sonic boom. Buildings in good repair should suffer no damage by pressures of less than 11 pounds per square foot. And, typically, community exposure to sonic boom is below two pounds per square foot. Ground motion resulting from sonic boom is considerably below structural damage thresholds accepted by the U.S. Bureau of Mines and other agencies.

Sonic Boom Characteristics

The energy range of sonic boom is concentrated in the 25-100 hertz frequency range – considerably below that of gunfire and most industrial noise. Duration of sonic boom is brief; less than one-third of a second – 50 milliseconds (.050 seconds) for most fighter-sized aircraft and up to 300 milliseconds for large supersonic aircraft, such as the Concorde jetliner.

The intensity and width of a sonic boom path depends on the physical characteristics of the aircraft and how it is operated. In general, the greater an aircraft's altitude, the lower the overpressure on the ground. Greater altitude also increases the boom's lateral spread, exposing a wider area to the boom. Overpressures in the sonic boom impact area, however, will not be uniform. Boom intensity is greatest directly under the flight path, progressively weakening with greater horizontal distance away from the aircraft flight track.

Ground width of the boom impact area is approximately one mile for each thousand feet of altitude; that is, an aircraft flying supersonic at 30,000 feet will create a later boom spread of about 30 miles. This is called a carpet boom footprint and it moves as the aircraft maintains steady supersonic flight.

Some maneuvers – climbing, acceleration or turning – can cause a boom amplification effect. Other maneuvers, such as deceleration, can reduce the strength of the shock. In some instances weather conditions will amplify sonic boom disturbances.

Sonic Boom Refraction

Depending on the aircraft's altitude, sonic booms reach the ground two to 60 seconds after flyover. However, not all booms are heard at ground level. The speed of sound at any altitude is a function of air temperature. A decrease or increase in temperature

results in a corresponding decrease or increase in sound speed. Under standard atmospheric conditions, air temperature decreases with increased altitude. For example, when sea-level temperature is 59 degrees Fahrenheit, the temperature at 30,000 feet drops to minus 49 degrees Fahrenheit. This temperature gradient helps bend sound waves upward. Therefore, in a standard atmosphere, for altitudes up to 15,000 feet, the fastest an aircraft could operate and produce no sonic boom is about Mach-1.15, where Mach-1 equals the speed of sound.

Background

The Air Force has conducted faster-than-sound test flights since 1947, and today most Air Force aircraft are capable of supersonic speed. Consequently, supersonic training flights that simulate actual combat conditions are necessary to ensure the success and survival of aircrews during wartime. However, Air Force regulations require that, whenever possible, flights be over open water, above 10,000 feet and no closer than 15 miles from shore. Supersonic operations over land must be conducted above 30,000 feet or, when below 30,000 feet, in specially designated areas approved by Headquarters United States Air Force, Washington, D.C.

Public Interest Responsibilities

Despite Department of Defense procedures to prevent or minimize sonic boom, complaints and damage claims occur occasionally. To respond to claims, public inquiries and complaints, Air Force units operating supersonic aircraft maintain records of flights exceeding Mach 1. The Sonic Boom Log identifies supersonic flights for all portions of boom-producing flights by date, time, geographic coordinates, and airplane's speed and altitude. The information is stored in a central computer at Headquarters United States Air Force.

The Air Force continues to expand its knowledge of sonic boom. Continuing research provides Air Force broad-based monitoring of the environmental impact of sonic boom. Additionally, the Air Force has the opportunity to develop high-tech remedial measures for abating sonic boom disturbances through aircraft design, flight operations planning and land use compatibility planning.

We need to look into a resolution endorsing the approval of the proposed air space modification.

Lt Gen Walters
HQ 11 AF/EIS
5800 6 Street Suite 102
Elmendorf 99506-2130

552-4151
2374

Supersedes USAF Fact Sheet 82-19
Local Reproduction Authorized

November 1988

What Are the Consequences of Not Testing?*

"If the use of educational tests were abandoned, the encouragement and reward of individualized efforts to learn would be more difficult. Excellence in programs of education would become less tangible as a goal and less demonstrable as an attainment. Educational opportunities would be extended less on the basis of aptitude and merit and more on the basis of ancestry and influence; social-class barriers would become less permeable. Decisions on important issues of curriculum and method would be made less on the basis of solid evidence and more on the basis of prejudice or caprice. These, it seems to us, are likely to be the more harmful consequences, by far. Let us not forgo the wise use of good tests."

*R. L. Ebel, *Practical Problems in Educational Measurement* (Lexington, Mass.: Heath, 1980), pp. 34–35.

Effects of Testing on Pupils. Critics of testing have charged that testing is likely to have a number of undesirable effects on pupils. Some of the most commonly mentioned charges directed toward the use of aptitude and achievement tests are listed here with brief comments.

Criticism 1: Tests create anxiety. There is no doubt that anxiety increases during testing. For most pupils, it motivates them to perform better. For a relatively few, test anxiety may be so great that it interferes with test performance. These typically are pupils who are generally anxious, and the test simply adds to their already high level of anxiety. A number of steps can be taken to reduce test anxiety, such as thoroughly preparing for the test, taking practice exercises, and using liberal time limits. Fortunately, many test publishers in recent years have provided practice tests and shifted from speed tests to power tests. This should help, but it is still necessary to observe pupils carefully during testing and to discount the scores of overly anxious pupils. There is little likelihood, however, that test anxiety has any lasting influence on a pupil's mental health.

Criticism 2: Tests categorize and label pupils. Categorizing and labeling individuals is a serious problem in education, just as it is in our general society. It is all too easy to place individuals in pigeonholes and apply labels that then determine, at least in part, how they are viewed and treated. Classifying pupils in terms of levels of mental ability has probably caused the greatest concern in education. Critics contend that when pupils are classified as "mentally retarded," for example, it influences how teachers and peers view them, how they view themselves, and the kind of school program they are provided. When pupils are *mislabeled* as mentally retarded, as has been the case with some racial and cultural minorities, the problem is compounded. At least some of the support for mainstreaming handicapped pupils has come from the desire to avoid the categorizing and labeling that accompanies special education classes.

HCR '29

US AIR FORCE FACT SHEET

PROJECT UPDATE
FEBRUARY 1994

ALASKA AIRSPACE PROPOSAL

11th Air Force Environmental Division, Elmendorf AFB, Anchorage, AK

This fact sheet is produced as needed to help inform Alaskans of Air Force progress on the Military Operations Area (MOA) Environmental Impact Statement (EIS) between formal public meetings and hearings.

MOA EIS HISTORY

In July 1993, 11th Air Force (Alaska-based Air Force units) announced the intent to prepare an Environmental Impact Statement (EIS) for proposed changes to military airspace in Alaska. The purpose of the EIS is to analyze potential environmental impacts of these proposed changes in accordance with the National Environmental Policy Act.

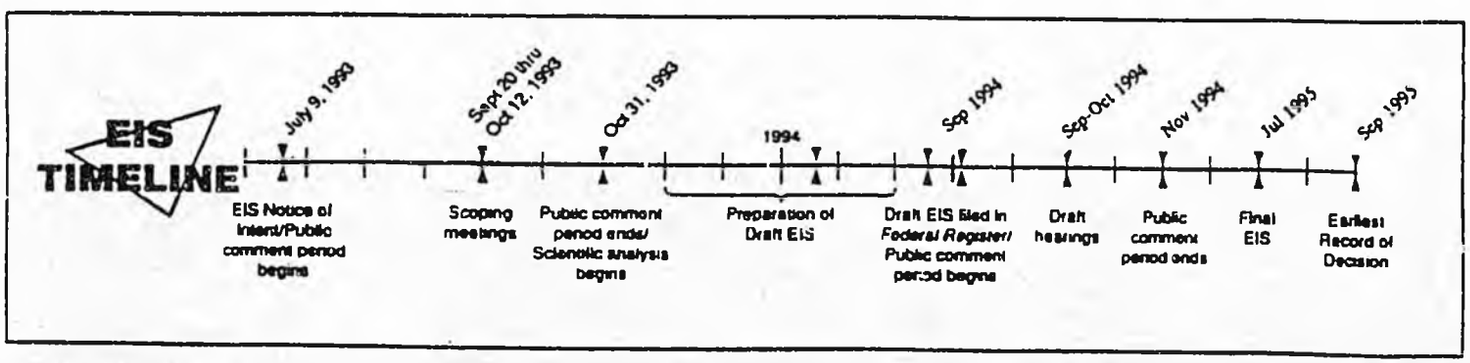
The EIS process is best accomplished with extensive public participation and input. The Air Force has actively sought this participation by traveling throughout the state presenting the proposal and gathering numerous public comments and ideas.

Significant points about the Air Force's proposed airspace changes include:

1. The proposed changes are just that -- proposed. The Air Force is more than a year away from a decision.

2. The proposal is not expected to increase overall military flying activity in the state of Alaska.

3. The proposal would not change the public's existing right to access any airspace.



WHY ARE AIRSPACE CHANGES NECESSARY?

The Air Force is committed to seeking a balance between necessary training and respect for the environment. To fulfill the mandate for a strong national defense, we must provide our pilots realistic training in order to respond to ever changing threats around the world. On the other hand, the Air Force must be sensitive to Alaska's environment and its people. The EIS process allows the Air Force to address needs for airspace with the benefit of public input concerning potential impacts to the environment.

PUBLIC & AGENCY (FEDERAL, STATE, LOCAL) SCOPING MEETINGS SUMMARY

From the beginning of this EIS effort, the Air Force's goal has been to seek maximum participation by Alaskan citizens. In fact, the Air Force delayed the public scoping meetings until well after the July 9, 1993 Notice Of Intent release to allow Alaskans to complete their seasonal subsistence and participate in the EIS scoping process.

Public scoping meetings were held in 14 locations. Scoping meetings were also held with 11 federal, state, and local agencies to solicit their inputs and assistance in defining issues for the MOA EIS. Numerous meetings were also conducted with civilian aviation groups throughout the state.

The exchange of information during the entire scoping process was very productive and helped the Air Force better understand public concerns. The issues raised during scoping by concerned citizens, elected officials, and local, state, and federal agencies will be considered and addressed in the EIS. They will become the heart of the next phase of the EIS process, the analysis of data and the writing of the Draft EIS.

IMMEDIATE ACTIONS RESULTING FROM MOA EIS SCOPING MEETINGS

1. MOA EIS Airspace Proposal Changes: Comments received during public and government scoping meetings led to several changes in the Air Force's initial airspace proposal. . The original proposal is shown in Figure 1. The modified proposal is shown in Figure 2. Changes to the proposal are:

a. Eliminate the southwesternmost block of FOX MOA airspace.

b. Lower the ceiling of the BUFFALO MOA from 8,000 Feet Mean Sea Level (MSL) to 7,000 Feet MSL.

c. Reduce the size of the BUFFALO MOA by moving the southern border north.

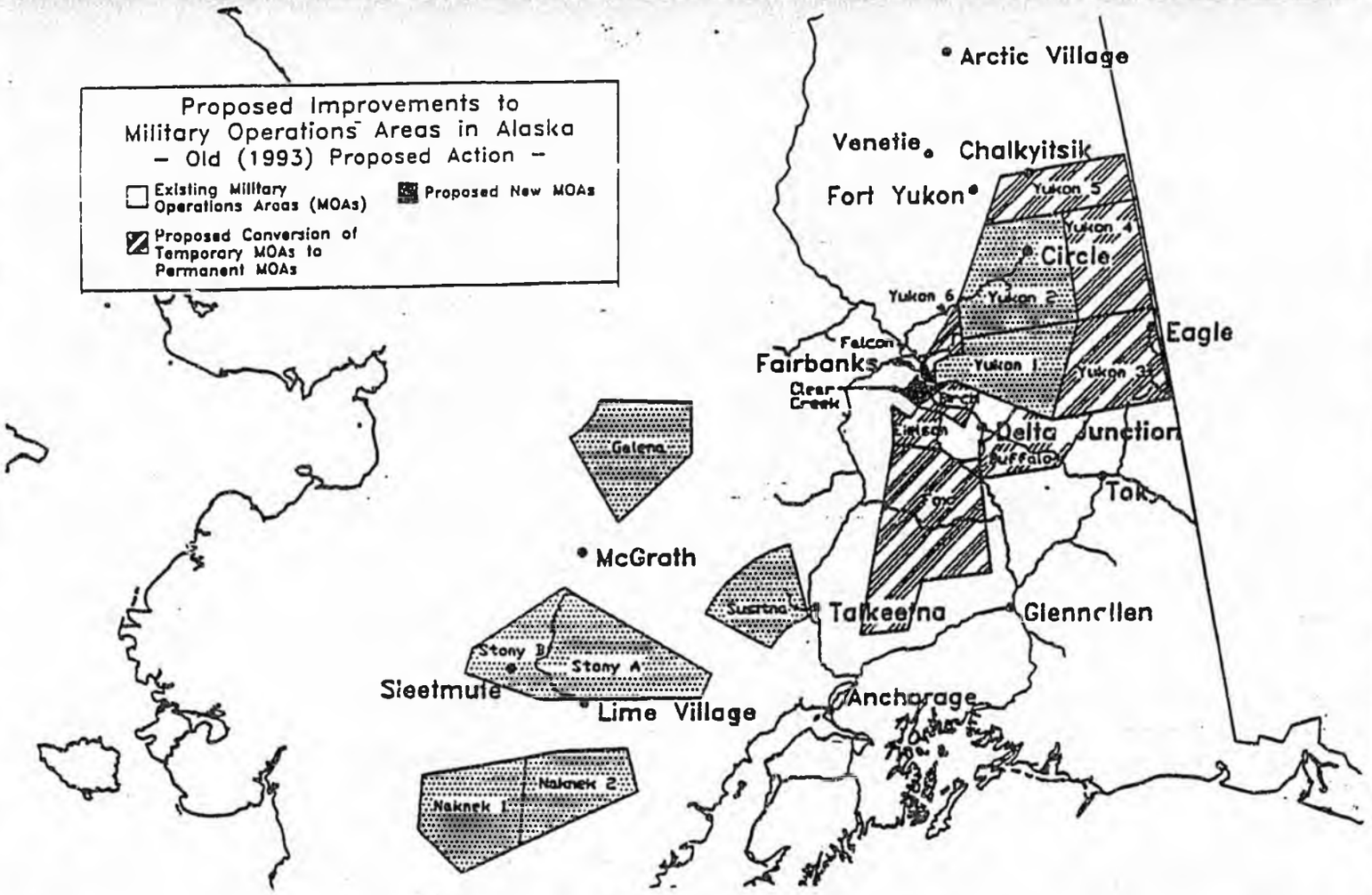


FIGURE 1

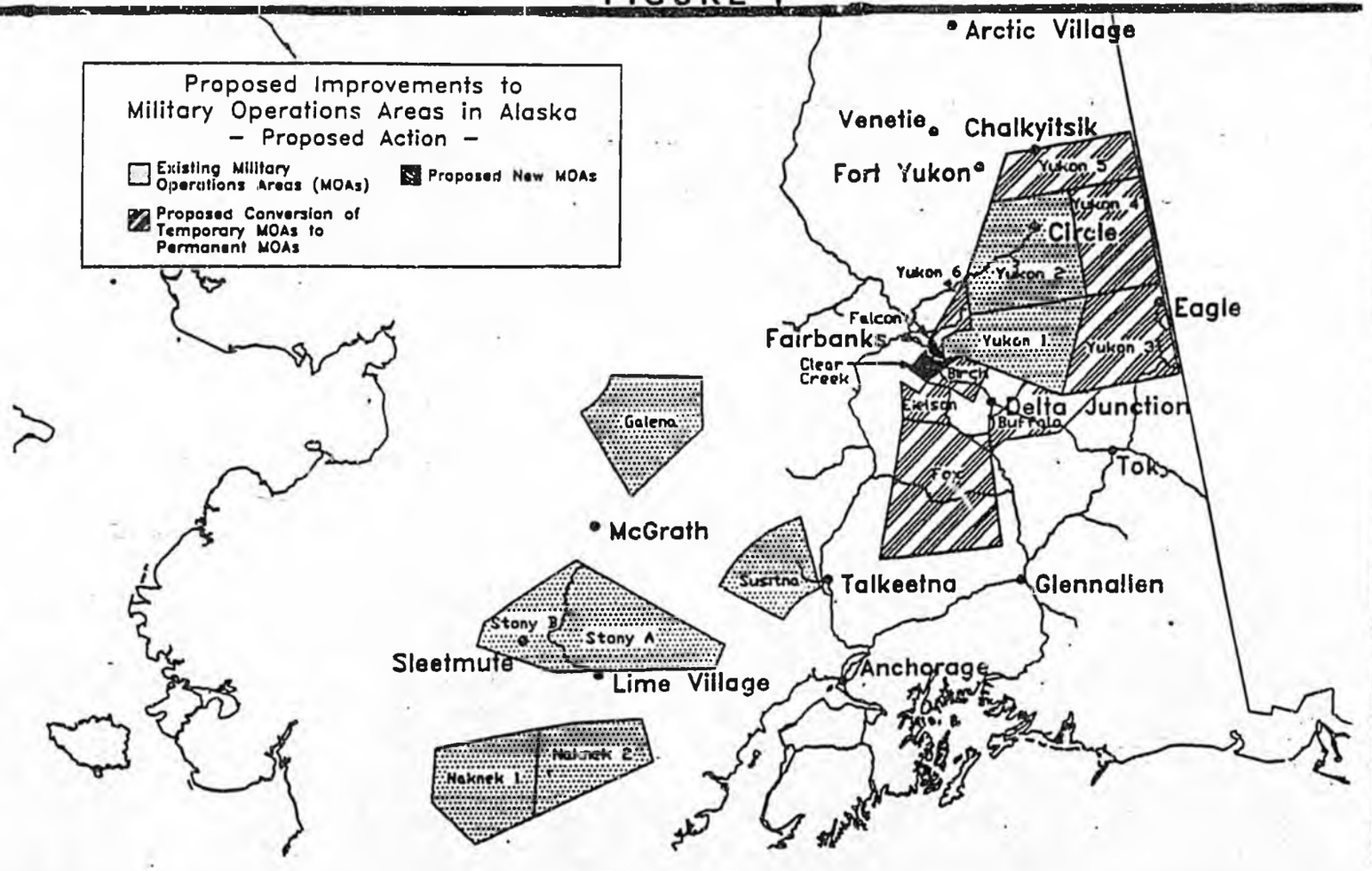


FIGURE 2

2. MOA EIS Alternative Actions : The scoping process also led to the development of two new additional alternative actions for full analysis and consideration. Each potential alternative suggested during the scoping process was rigorously evaluated against mandatory and evaluative criteria to determine the alternatives ability to reasonably meet Air Force training needs. The two new alternatives are:

a. **Alternative A:** Eliminate the CLEAR CREEK MOA. (See Figure 2)

b. **Alternative B:** Substitute a new MOA, the TANANA MOA, for both the YUKON 4 and YUKON 5 MOAs. (See Figure 3)

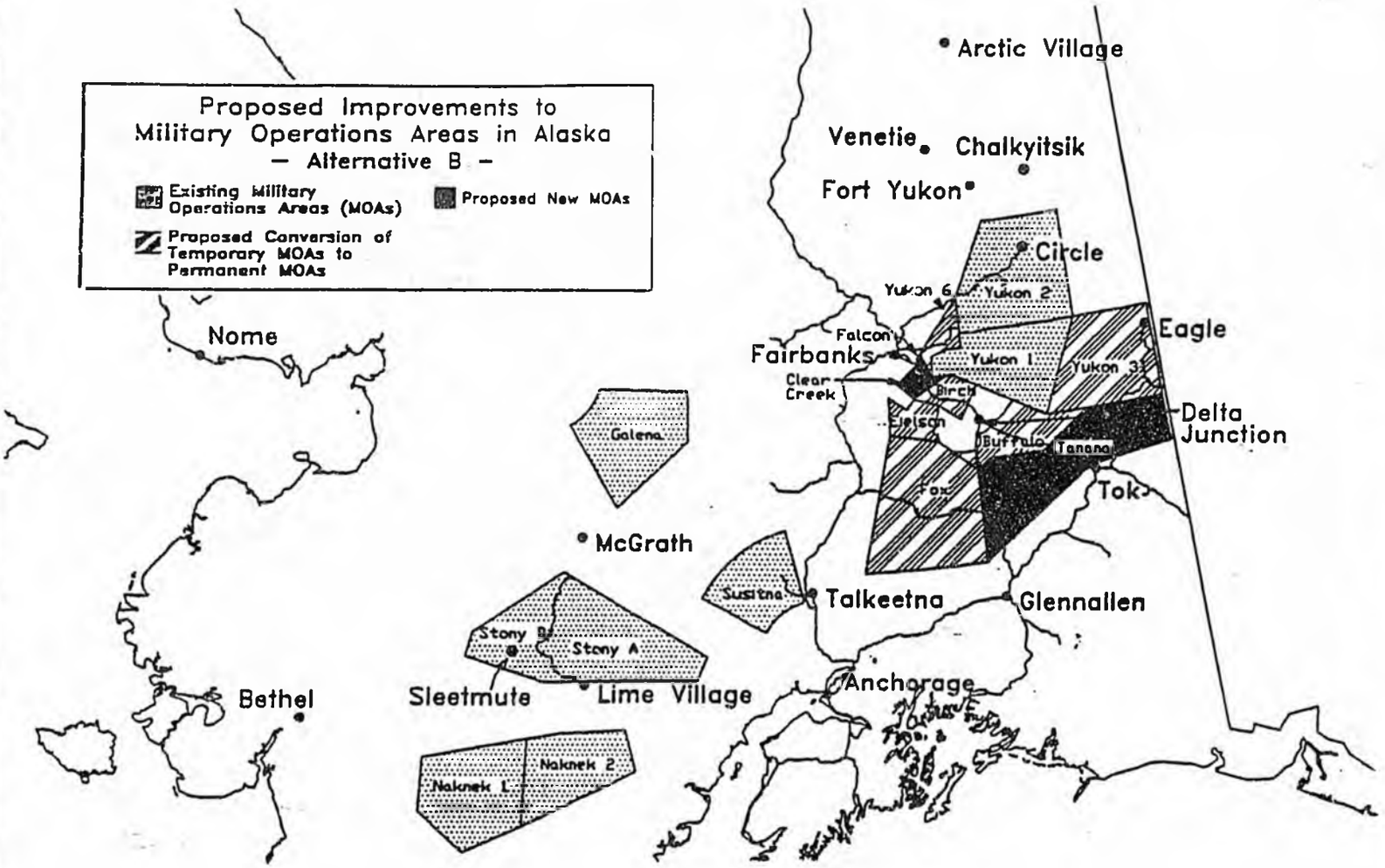


FIGURE 3

KEY SCOPING ISSUES

Many areas of interest and concern were identified during the scoping process. Some of the key issues are summarized below. These areas of interest represent many of the considerations the Air Force is attempting to balance while meeting its training needs.

- **Airspace Management and Aircraft Operations** - Potential impacts on private and commercial flight activities (hunting and fishing guides, air taxis, and recreation users). Potential impacts on the air traffic control services provided by the FAA.

- **Noise** - Potential noise impacts due to military flight operations in general, as well as from supersonic operations down to 5,000 feet above ground level in some areas.

- **Air Safety** - Potential hazards of flight operations in areas of heavy civilian air activities and FAA management of flight activity.

- **Aesthetics and Quality of Life** - Potential for increased and decreased noise levels and any effects on quality of life in the Alaskan environment.

- **Wildlife** - Animal populations and any potential for long and short term impacts due to noise exposure, and possibly expanding the number of species proposed for analysis in the EIS.

- **Subsistence** - Potential impacts of aircraft overflights on subsistence resources and users.

- **Recreation and Public Lands** - Potential for military flight operations to affect wilderness use, including recreational, fish and wildlife, and scientific and educational uses.

- **Socioeconomic** - Potential impacts on airspace use by commercial pilots (hunting and fishing guides, air taxis), tourism in particular areas, and future economic development.

- **Cumulative Impacts and Other Actions** - Requests to include the cumulative consequences of past Department of Defense actions having a direct or indirect effect relative to this proposal. Also consider other motorized sources of noise potentially impacting the environment.

- **Alternative Actions and Mitigation** - A variety of alternatives to the proposed action and suggestions for mitigation were received.

FOLLOW ON MOA EIS MEETINGS

Although formal MOA EIS scoping has been completed, the Air Force Environmental Issues Team plans to conduct a meeting in the area of the proposed alternative TANANA MOA. A regional meeting is scheduled on Feb. 7, at 7 p.m., in the Tok School.

WHAT IS NEXT?

The Air Force will devote the coming months to thoroughly analyzing all the issues raised during the scoping process. The analysis will be based upon state of the art methodologies recognized within the environmental industry and will be documented in the Draft EIS.

The completion of the Draft EIS marks the beginning of the third phase of the EIS process....the Draft EIS comment period and associated public hearings. The Air Force believes public involvement is the cornerstone of the EIS process. The public is encouraged to review the Draft EIS after it is published to ensure issues and concerns raised during the scoping process are adequately addressed and explained. The Draft EIS will identify the Air Force's preferred course of action and potential environmental impacts presented by the proposed action as well as the alternatives. The availability of the Draft EIS and public hearing locations and times will be announced through the news media and direct mailings. Comments and concerns raised during the Draft EIS public comment period will be used for further analysis in the EIS process.

MOA EIS SCHEDULE (Revised)

The MOA EIS schedule has been revised to accommodate the analysis of two additional new alternative actions and the Air Force's desire to conduct public hearings on the Draft MOA EIS at a time when they can expect maximum public participation. The remaining schedule is forecast as follows:

Sept. 2, 1994	Draft EIS Notice Of Availability posted in Federal Register
Sept. 2 to Nov. 2, 1994	Draft EIS Public Comment Period
Sept. 17 to Oct. 17, 1994	Draft EIS Public Hearings
Aug. 18, 1995	Final EIS Notice Of Availability posted in Federal Register
Aug. 18 to Sept. 19, 1995	Final EIS Public Comment Period
Sept. 20, 1995	Record Of Decision

FOR FURTHER INFORMATION

You may obtain further information on the Air Force airspace proposal and the EIS process by contacting:

Address:	Phone:	Fax:
HQ 11 AF/EIS	(907) 552-4151	(907) 552-2051
5800 G Street Suite 203	(907) 552-2374	(907) 552-5650
Elmendorf AFB, Alaska 99506-2150	(907) 552-1687*	

* (after normal working hours)

Fold Here

FROM: _____

_____

_____

TO: 11 AF/EIS
5800 G St Ste 203
Elmendorf AFB AK 99506-2150

_____Please place/keep me on your mailing list. _____Please remove me from your mailing list.

_____Please forward a copy of the Draft EIS Executive Summary to me when it is available.

Please Print

NAME: _____

RESIDENCE: _____
(City or Town)

TELEPHONE: _____

11 AF/EIS
5800 G St Ste 203
Elmendorf AFB Alaska 99506-2150

TO:

Al Vezey
Representative
Alaska State Legislature
Room 102 State Capitol
Juneau, AK 99801-1182

TCN: 40249 DATE & TIME: 02/10/94 08:00 TO 10:00 STATUS:7 STATS. IN

PARTICIPANTS IN:JUNEAU JNU

33	TO	TESTIFY			TSFY. ALL ITEMS
34	TO	TESTIFY			TSFY. ALL ITEMS
35	TO	TESTIFY			TSFY. ALL ITEMS

PARTICIPANTS IN:KETCHIKAN KTN

1	MS.	SHERRY	HEWITT			TSFY. HB 411
		3441 ARNOLD		KETCHIKAN	AK 99901	(907)225-2839
2	MS.	KATHLEEN	BERNTSON			TSFY. HB 411
		1260 SAYLES ST.		KETCHIKAN	AK 99901	(907)225-2944
3	MS.	MARGARET	ORTIZ			TSFY. HB 411
		3204 S. TONGASS HWY		KETCHIKAN	AK 99901	(907)225-6321
4	MS.	JOAN	NUGENT			TSFY. HB 411
		PO BOX 8141		KETCHIKAN	AK 99901	(907)225-4350
5	MS.	VICTORIA	LORD			TSFY. HB 411
		PO BOX 7342		KETCHIKAN	AK 99901	(907)247-8617
6	MR.	RAY	TROLL			TSFY. HB 411
		PO BOX 8874		KETCHIKAN	AK 99901	(907)225-5954
7	MS.	KARLA	HOUTARY			OBSV. HB 411
		4616 N. TONGASS HWY		KETCHIKAN	AK 99901	(907)225-0191

PARTICIPANTS IN:SEWARD SEW

1	MS.	SANDY	STOLLE	SELF		TSFY. HB 411
		PO BOX 2363		SEWARD	AK 99664	(907)224-5857
2	MR.	MICHAEL	OLSON	SELF		TSFY. HB 411
		PO BOX 2152		SEWARD	AK 99664	(907)224-7161
3	MRS.	DIXIE	LANDENBURGER	SELF		OBSV. HB 411
		PO BOX 274		SEWARD	AK 99664	(907)224-3979
4	MS.	BROOKE	LANDENBURGER	SELF		OBSV. HB 411
		PO BOX 274		SEWARD	AK 99664	(907)224-3979

PARTICIPANTS IN:OFFNET 1 ZZZ OF1

1	MR.	-	HASSEN			TSFY. HCR 29
					AK	(907)000-0000
2		TO	TESTIFY			TSFY. ALL ITEMS

HOUSE STATE AFFAIRS COMMITTEE

DATE: FEBRUARY 10, 1994

PLACE: Capitol, Room 102

SUBJECT OF MEETING:

HCR-29 Commend Air Force Envir Impact Statement
HB-395 Court Administrative Director in PERS
HB-411 Art in Public Places
HCR-30 Twenty-Sixth Annual Girls State

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
NATALEE ROTHAUS	J.A.H.C	BOX 20562 JNU 99802		6-2787		(Y)	N	HB 411
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	

HOUSE STATE AFFAIRS
ROLL CALL VOTE

BILL HCR 29

TAPE 94-10A

DATE 2/10/94

SUBJECT OF VOTE:

MEMBER	YEA	NAY	ABS
Rep. Al Vezey	✓		
Rep. Pete Kott	✓		
Rep. Harley Olberg	✓		
Rep. Jerry Sanders	✓		
Rep. Gary Davis	✓		
Rep. Fran Ulmer	✓		
Rep. Bettye Davis	✓		

HOUSE STATE AFFAIRS COMMITTEE

DATE 2-10-94

TAPE NO. 94-10

TIME CALLED TO ORDER 8:01 am/pm TIME ADJOURNED 9:52 am/pm

ROLL CALL:	PRES	ABS	TIME ARRIVED	JOINT MEMBERS PRESENT
Al Vezey	✓			
Pete Kott	✓			
Fran Ulmer	✓		8:07	
Bettye Davis	✓			
Harley Olberg	✓			
Jerry Sanders	✓			
Gary Davis	✓			

AGENDA

BILL NO.	SHORT TITLE	ACTION TAKEN
HCR 29	Commend Air Force Environmental Statement	Do pass
HB 395	Court Administrative Director in PERS	Do pass
HB 411	Repeal Art in Public Places Requirement	Passed Out
HCR 30	Twenty-sixth annual girls state	Do pass

OTHER:

House State Affairs Committee Tape Log

Tape No. 94- 10 A
Date 2/10/94
Bill HCR 29

COUNT	INFORMATION
TAPE 94-	10 A
	<HCR 29>
000	AV called to order 8:01 am
044	Col. Rich
	-Training & respect for environment balance
	-EIS - analyze env. impact Air Force sought max. participation
	14 loc., exchange in scoping very valuable
	4-points:
	1) ~~proposed~~ changes [illegible]
	2) [illegible] inc. flight count
	3) public right to air space 4) public involvement
136	AV characterize the safety aspect.
149	Rich ~~[illegible]~~ 1. temp. air space to perm. is terminology which becomes charted on all air space maps. Safer for pilots
	2) FAA temp. approval 9 times over 3 years. Save over 1 m. in fees
185	B. DAVIS letter of support: must be federal?
192	AV commends air force in support of change
199	BD. attachment to Congress bill
201	AV no.
203	Rich wants full public process.
222	AV
229	B.D. moved for rec.
231	AV HCR 29 passed to House Rules

House State Affairs Committee Tape Log

Tape No. 94-10A
Date 2/10/94
Bill HCR 30 & HB 395

COUNT	INFORMATION
256	AV opened floor on HCR 30
265	Paula Dittm representing Mail Phillips
	read sponsor statement attached.
282	PK same?
285	Paula
287	AV
293	PK moved to pass HCR 30 from comm. w/ DO PASS
304	AV clui pass unanimous
	<HB 395>
314	AV turned over gavel opened discussion to Kott
377	HO viewpoint; why not change in entire system
	pursuing entire revamping overall system
387	AV bill in Senate -> judicial v.s. public & teachers
	is relatively small. Pension programs be done as a
	total package Prior to @ 1980 judicial members were in PERS
410	J.S. likes idea; questioned individual criticism
415	AV no already employed
426	JS picking out
427	AV one position, not individual
434	H.O.
438	AV

House State Affairs Committee Tape Log

Tape No. 94- 10 A
Date 2/10/94
Bill HB 395 & HB 411

COUNT	INFORMATION
440	H.O.
441	AV.
444	PK
445	Bob Stalnaker, director of (retirement?)
	- neutral dept.
450	PK heard no questions
468	B. Davis supervisor PERS system only
473	AV eliminating option of gov.
479	H.O. moved HB 395 ~~[illegible]~~
481	PK moved HB 395 out of comm. w/ unanimous
	consent
	< HB 411 >
498	PK opened HB 411
500	AV sponsor removes 1% funding; not prohibiting
	art.
516	PK opens to ANC
519	Tim Wilson exec director of Anch. (✓ for for) OPPOSED
	Council of Arts
	$116,000 balance Art in Public Places No money moved out of FY94 budget
569	Fran Ulmer 29 states w/ % for art.
570	Tim Wilson Yes.
573	Patricia Wolf Anch Museum director Opposed

Visitor interaction; Schools learning environments

House State Affairs Committee Tape Log

Tape No. 94-10
Date 2/10/94
Bill HB 411

COUNT	INFORMATION
615	PK to Fairbanks
618	ALDonna Johnson in Fbks., Univ Museum director (Opposed)
	- enhanced AK
642	Janelle Thompson, director of AK Arts Council (Opposed)
	children interaction
659	PK to Ketchikan
	Swearing Witt will fax in testimony.
664	Kate Beirnson water color artist (Opposed)
	- adds to the economy
679	Margaret Ortez - past teacher (- opposed)
000	PK to Cordova
005	Joan Jackson - sculptor & board of AK Arts
	- background & history
	- Mdg. owners may opt out of art in their Mdg. w/ out the program
032	PK to Homer
088	Gail Parsons opposed
	- AK doesn't have the access to many cultural people.
123	Richard "Toby" Tyler opposed
	supports Joan Jackson
156	PK to Seward

House State Affairs Committee Tape Log

Tape No. 94-10B
Date 2/10/94
Bill HB 411

COUNT	INFORMATION
161	Sandy Sewelry (SP?) opposed · personal growth · prison work
207	Michael Gilson gallery owner opposed supports Pat Wolf · 1% for art is not in several schools.
	(8:55 Chair Kozey leaves room)
241	PK to Ketchikan
248	Joan Nugent opposed · Ket. Public Health Center participation · Art selected was on small budget · Tourism / arthetic communities · The artists are residents
308	PK to ANC (returned at 8:59pm) AV
312	Molly Jones manages 1% for Art Project in ANC OPPOSED · Activity peak in mid-80's · 70 works w/ art. ed. ½ in schools · Almost no vandalism · AK trend setter
357	Jocelyn Young opposed director of — OPPOSED
391	PK to Juneau
✓ 397	Jone Cahill See AK Heritage Foundation Nakahita Foundation OPPOSED
✓ 430	Natalie Rothhouse J. Arts & Humanities Council OPPOSED

House State Affairs Committee Tape Log

Tape No. 94-10B
Date 2/10/94
Bill HB411

COUNT	INFORMATION
452	PK to FBKS
454	Barbara Street on OPPOSED
	- education for children
	- 7 quilts from grade levels
	- peaceful feeling
	- AK native dolls for library
505	F. Ulmer thanked for testimony
509	Wanda Chin Art committees OPPOSED
	- citizenry / civic
	- make improvements
550	PK to Ketchikan
555	Victoria Lord Exec. Director of Ket. Arts & Humanities Council OPPOSED
584	Ray Troll agreed w/ ←
595	PK to Homer
597	Lynn Naden construction self interest
609	AV doesn't believe he is included in the program.
616	PK
617	Jimmy Wales (SP?) wants 2% art time for cultural expansion
625	PK to ANC
628	IRA Perman Art helped Denali Elem. mural
644	PK to Fbks

House State Affairs Committee Tape Log

Tape No. 94-10B
Date 2/10/94
Bill HB411

COUNT	INFORMATION
650	Pat Petrovelli exec. dir. of AK Native Art's Inst. OPPOSED
TAPE	94-11A
000	PK called for short recess at 9:33 hearing telecomf. test. over.
018	PK 9:42 reconvenes cont HB411
031	B.Davis wants to hear from children opposed to HB411
049	F.Ulmer good testimony; need to be paid for art. opposes HB411
101	J.S. 1% not mandated in letter left to administrators & public. Support
117	AV public supports art but mandated programs are not required.
159	G.Davis agreed w/ AV; testimony was stronger OPPOSES
189	PK looked at tourist standpoint asked Olivia for com.
204	HO. no.
208	AV moved to pass HB411 out of comm.
213	F.U. B.D. objected
230	PK HB411 to Finance

House State Affairs Committee Tape Log

Tape No. 94-
Date 2/10/94
Bill

COUNT	INFORMATION
237	AV SAT. 1pm · Subcomm on AK Railroad. meeting
244	PK adjourned 9:52 am

DEPARTMENT OF THE AIR FORCE
PACIFIC AIR FORCES

FEB 17 1994

11 Feb 94

11 AF/LG
5800 G St Ste 203
Elmendorf AFB AK 99506-2150

The Honorable Al Vezey
Alaska House of Representatives
Juneau AK 99811

Dear Mr Vezey

Please except my sincere thanks for your commitment and support for our MOA EIS. General Ralston was extremely appreciative of both you and Representative James' effort to get this concurrent resolution passed.

I also want to pass my thanks to Joe Ryan for all of his help and technical assistance to set up my telephonic testimony. If I can be of any more help please don't hesitate to call. Again, many thanks.

Sincerely

RICHARD S. HASSAN, Colonel, USAF
Chief, Logistics Division

MILITARY OPERATIONS AREA (MOA)

ENVIRONMENTAL IMPACT STATEMENT (EIS)

STATEMENT BEFORE THE ALASKA HOUSE STATE AFFAIRS COMMITTEE

10 FEBRUARY 1994

ON BEHALF OF LT GEN JOSEPH RALSTON, THE ELEVENTH AIR FORCE COMMANDER, THANK YOU CHAIRMAN VEZEY AND MEMBERS OF THE STATE AFFAIRS' COMMITTEE. I AM COLONEL RICHARD HASSAN, TEAM CHIEF OF THE ELEVENTH AIR FORCE ENVIRONMENTAL ISSUES TEAM. I APPRECIATE THE OPPORTUNITY TO DISCUSS WITH YOU SOMETHING I AM EXTREMELY PROUD OF, OUR COMMITMENT TO THE ENVIRONMENT. TODAY I'LL TALK ABOUT THE AIR FORCE'S APPROACH TO GAIN APPROVAL FOR THE NECESSARY TRAINING AREAS THAT ARE ESSENTIAL TO OUR MISSION IN ALASKA.

OUR GOAL IS TO SEEK A BALANCE BETWEEN NECESSARY TRAINING AND RESPECT FOR THE ENVIRONMENT. ON ONE HAND, WE MUST PROVIDE REALISTIC TRAINING IN ORDER TO RESPOND TO EVER-CHANGING THREATS AROUND THE WORLD, BUT ON THE OTHER WE MUST ALSO BE SENSITIVE TO ALASKA'S ENVIRONMENT AND ITS PEOPLE.

TO ILLUSTRATE HOW WE SEEK THIS BALANCE, I'LL TALK ABOUT THE AIR FORCE'S MILITARY OPERATIONS AREA (MOA) ENVIRONMENTAL IMPACT STATEMENT (EIS) PROCESS. IN JULY OF 1993, THE AIR FORCE ANNOUNCED THE INTENT TO PREPARE AN ENVIRONMENTAL IMPACT STATEMENT FOR PROPOSED ADJUSTMENTS TO MILITARY AIRSPACE IN ALASKA. THE PURPOSE OF THE EIS IS TO ANALYZE POTENTIAL ENVIRONMENTAL IMPACTS OF THESE PROPOSED CHANGES IN ACCORDANCE WITH THE NATIONAL ENVIRONMENTAL POLICY ACT OR NEPA.

FROM THE BEGINNING OF THIS EIS EFFORT, THE AIR FORCE HAS SOUGHT MAXIMUM PARTICIPATION BY ALASKAN CITIZENS. IN FACT, THE AIR FORCE DELAYED THE PUBLIC SCOPING MEETINGS UNTIL WELL AFTER THE 9 JULY RELEASE OF OUR DOCUMENTATION TO ALLOW ALASKANS TO COMPLETE THEIR SEASONAL SUBSISTENCE AND PARTICIPATE IN THE PUBLIC SCOPING MEETINGS. THESE MEETINGS WERE HELD IN 14 LOCATIONS THROUGHOUT THE STATE AS WELL AS MANY OTHER MEETINGS WITH LOCAL COMMUNITIES, ORGANIZATIONS, AND FEDERAL AND STATE AGENCIES.

THE EXCHANGE OF INFORMATION DURING THE ENTIRE SCOPING PROCESS HAS PROVEN VERY PRODUCTIVE AND HELPED THE AIR FORCE BETTER UNDERSTAND PUBLIC CONCERNS. THE ISSUES RAISED BY CONCERNED CITIZENS AND OTHER PUBLIC, STATE, AND FEDERAL OFFICIALS WILL BE CONSIDERED AND ADDRESSED IN THE EIS, IN FACT, THEY BECOME THE HEART OF THE EIS ANALYSIS.

THERE ARE FOUR VERY SIGNIFICANT POINTS I WANT TO SHARE WITH YOU ABOUT THE AIR FORCE MOA EIS:

1. THE PROPOSED CHANGES ARE JUST THAT--PROPOSED. THE AIR FORCE IS MORE THAN A YEAR AWAY FROM A DECISION.

2. THE PROPOSAL IS NOT EXPECTED TO INCREASE THE OVERALL MILITARY FLYING ACTIVITY IN THE STATE OF ALASKA.

3. THE PROPOSAL WOULD NOT CHANGE THE PUBLIC'S EXISTING RIGHT TO ACCESS ANY AIRSPACE.

4. THE AIR FORCE IS SERIOUS ABOUT UP-FRONT PUBLIC INVOLVEMENT. WE HAVE ALREADY INCORPORATED SEVERAL SIGNIFICANT ADJUSTMENTS TO OUR ORIGINAL PROPOSAL BECAUSE OF ISSUES RAISED BY CONCERNED ALASKANS.

IN FACT, ALTHOUGH THE SCOPING PORTION OF THE EIS HAS BEEN COMPLETED, WE RECENTLY CONDUCTED A MEETING IN THE AREA OF A NEW ALTERNATIVE TO OUR AIRSPACE PROPOSAL IN TOK. THIS NEW ALTERNATIVE IS A DIRECT RESULT OF ISSUES AND CONCERNS RAISED BY BOTH PUBLIC AGENCIES AND ALASKAN CITIZENS.

SO WHAT'S NEXT? THE AIR FORCE WILL DEVOTE THE COMING MONTHS TO THOROUGHLY ANALYZING ALL THE ISSUES RAISED DURING SCOPING. THE ANALYSIS WILL BE DOCUMENTED IN OUR DRAFT EIS AND WILL BE RELEASED FOR PUBLIC REVIEW AND COMMENT THIS COMING SUMMER. ALASKANS WILL THEN HAVE AN OPPORTUNITY TO FORMALLY RESPOND TO OUR REPORT. I HAVE WITH ME HERE MAJOR BOB SITER, WHO IS AN F-15 PILOT AND OPERATIONS CHIEF OF OUR ELEVENTH AIR FORCE ENVIRONMENTAL ISSUES TEAM. WE ARE HAPPY TO ADDRESS ANY SPECIFICS OF OUR PROPOSAL OR ANY QUESTIONS YOU MAY HAVE. THANK YOU AGAIN FOR THIS OPPORTUNITY TO SPEAK WITH YOU.

HCR 29
AV file

HCR 29
Amendment No. 1 was offered by Representative Davies:

Page 2, lines 3 - 4:

Delete "endorses the proposal of the United States Air Force and"

Representative Davies moved and asked unanimous consent that Amendment No. 1 be adopted.

Representative James objected.

Representative Mackie rose to a point of order stating that it is not proper to discuss an amendment that is not before the body.

The Speaker ruled that the point was well taken.

The question being: "Shall Amendment No. 1 be adopted? The roll was taken with the following result:

HCR 29
Second Reading
Amendment No. 1

YEAS: 19 NAYS: 17 EXCUSED: 3 ABSENT: 1

Yeas: Brice, Brown, Bunde, Carney, Davidson, Davies, B.Davis, G.Davis, Finkelstein, Green, Hoffman, Hudson, Mackie, Navarre, Nicholia, Nordlund, Sitton, Ulmer, Willis

Nays: Barnes, Foster, Hanley, James, Kott, Larson, MacLean, Martin, Moses, Mulder, Olberg, Parnell, Phillips, Porter, Sanders, Toohey, Williams

Excused: Grussendorf, Therriault, Vezey

Absent: Menard

And so, Amendment No. 1 was adopted.

Gail, Thanks for letting Davies screw up my bill

HCR 29
The question being: "Shall HCR 29 am pass the House? The roll was taken with the following result:

HCR 29 am
Second Reading
Final Passage

YEAS: 32 NAYS: 4 EXCUSED: 3 ABSENT: 1

Yeas: Barnes, Brice, Bunde, Carney, Davidson, Davies, B.Davis, G.Davis, Foster, Green, Hanley, Hoffman, Hudson, James, Kott, Larson, Mackie, MacLean, Martin, Moses, Mulder, Navarre, Nicholia, Nordlund, Parnell, Phillips, Porter, Sanders, Toohey, Ulmer, Williams, Willis

Nays: Brown, Finkelstein, Olberg, Sitton

Excused: Grussendorf, Therriault, Vezey

Absent: Menard

And so, HCR 29 am passed the House and was referred to the Chief Clerk for engrossment.

THIRD READING OF HOUSE BILLS

HB 368
Representative Phillips moved and asked unanimous consent that the following, which was advanced to third reading from the February 16, 1994, calendar (page 2419), be held until the February 22, 1994, calendar:

> HOUSE BILL NO. 368
> "An Act relating to reapplication for the 1993 permanent fund dividend when the United States Postal Service documents the loss of mail during the 1993 application period; and providing for an effective date."

There being no objection, it was so ordered.

HCR 30

HOUSE COMMITTEE REPORT

(7)

Date Referred: February 2, 1994 FURTHER REFERRALS:

Date of Committee Action: 2-10-94

The STATE AFFAIRS Committee considered: HCR 30

HOUSE CONCURRENT RESOLUTION NO. 30 TWENTY-SIXTH ANNUAL GIRLS STATE

Relating to the twenty-sixth annual Girls' State.

RECOMMENDATIONS: [ ] the same title
be replaced with _____ [ ] a new title

[ ] have attached amendments(s)
[X] do pass
[ ] do not pass
[ ] no recommendations
[ ] individual recommendations
[ ] additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(s): (Dept) APPROVES PREVIOUS: (Dept/Date)

[ ] fiscal impact _____ [ ] fiscal note(s) _____

[X] zero fiscal note (H) STA [ ] zero fiscal note(s) _____

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
	X				
	X				

CHAIRMAN'S SIGNATURE

FISCAL NOTE

STATE OF ALASKA
1994 LEGISLATIVE SESSION

NO.
BILL VERSION: HCR 30
PUBLISH DATE:

Revision Date:
Title: Relating to the twenty-sixth annual Girls' State.
Sponsor: Representative Phillips
Requestor: Representative Phillips

Department Affected: Legislative Affairs Agency
BRU: All
Component: All

COMPONENT SERIAL NO:

Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE FUND SOURCE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER FUND SOURCE						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

Estimate of current year impact:

ANALYSIS: (Attach a separate page if necessary)

Zero fiscal impact.

Prepared By: Karla Schofield, Deputy Director — Phone: 465-3852
Division: Administrative Services — Date: 2/3/94

Approved By: Pamela A. Stoops, Executive Director
Agency: Legislative Affairs Agency — Date: 2/3/94

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HOUSE STATE AFFAIRS
ROLL CALL VOTE

BILL HCR30

TAPE 94-10

DATE 2/10/9

SUBJECT OF VOTE:

MEMBER	YEA	NAY	ABS
Rep. Al Vezey	✓		
Rep. Pete Kott	✓		
Rep. Harley Olberg	✓		
Rep. Jerry Sanders	✓		
Rep. Gary Davis	✓		
Rep. Fran Ulmer	✓		
Rep. Bettye Davis	✓		

HCR

33

FISCAL NOTE

STATE OF ALASKA
1994 LEGISLATIVE SESSION

BILL NO. HCR 33

Revision Date: 4/16/1994
Title: Purchase Federal Land from the U.S.

Dept. Affected:
BRU:
Component:

Sponsor: Rep. Al Vezey
Requestor: HSDA

COMPONENT SERIAL NO.

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 95	FY 96	FY 97	FY 98	FY 99	FY 00
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	0	0	0	0	0	0
CAPITAL EXPENDITURES	0	0	0	0	0	0
CHANGE IN REVENUES ( )	0	0	0	0	0	0

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts	0	0	0	0	0	0
1003 GF Match	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/Program Receipts	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
Other	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0

Estimate of any current year (FY94) cost: $ 0

POSITIONS

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Rep. Al Vezey
Phone: 465-3719
Division: House State Affairs
Date: 4/16/94
Approved by Commissioner:
Date:
Agency:

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FISCAL Note

Page of

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Juneau, Alaska 99801-1182
907-465-3719

Interim:
119 N. Cushman
Suite 211
Fairbanks, Alaska 99701
907-456-5081

Representative Al Vezey

April 18, 1994

The essence of House Concurrent Resolution 33 is for the Governor to buy Alaska from the Federal Government for $10 billion.

The resolution calls for negations between the State and the U.S. Congress for the purchase of all federal land, water or land and water, not including military reservations and federal offices.

The resolution would offer a $500,000 bonus if the feds also remove the Environmental Protection Agency, the U.S. Corps of engineers and the U. S. Departments of the Interior and Agriculture and all their personnel from Alaska.

HCR-33 says the federal government has violated the Alaska Statehood Compact and calls the buyout proposal a fair and proper resolution of this dispute.

A compact is a contract and may not be unilaterally altered by either party. The Federal government has violated this principle. It is not far fetched to offer to settle this contract dispute buy buying out one of the partners.

The buyout would include surface and subsurface rights and would call for the United States government to relinquish all dominion, control and regulatory authority over federal land in Alaska.

RECORDS CERTIFICATION

I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.

Jerry Duncan
Signature of Camera Operator

10/1/97
Date

02-519 (REV 8/78)

HJR

1

FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO. HJR 1

Revision Date: _____

Department Affected: Office of the Governor

Title: Amendment to the Constitution RE: use of initiative to amend State Constitution

BRU: Division of Elections

Component: General and Primary Elections

Sponsor: Representatives Phillips, Bunde

Requestor: _____

COMPONENT SERIAL NO. 22

EXPENDITURES/REVENUES:

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	2.2*	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	2.2*	0	0	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE FUND SOURCE:	0	0	0	0	0	0
FUNDING:						
1002 Federal Receipts	0	0	0	0	0	0
1003 GF Match	0	0	0	0	0	0
1004 GF	2.2*	0	0	0	0	0
1005 GF/Program Receipts	0	0	0	0	0	0
1006 GF/MHTIA	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	2.2*	0	0	0	0	0
POSITIONS:						
FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

Estimate of current year (FY93) impact: 0

ANALYSIS: (Attach a separate page if necessary.)*This figure covers cost of inclusion of information about this issue in the Official Elections Pamphlet as required by AS 15.58, and programming for DataVote counting of votes cast on the measure. However, only 4 measures can be printed on a single ballot card. Should this measure require printing and additional ballot card, the fiscal impact would be 53.4.

Prepared by: Charlot E. Thickstun, Director Phone: 465-4611

Division: Division of Elections Date: 1/15/93

Approved by Commissioner: Lt. Governor John B. Coghill

Agency: Office of the Lt. Governor Date: 1/15/93

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Alaska State Legislature
House of Representatives

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PHONE (907) 465-3777

Representative Pete Kott

TO: State of Alaska
Department of Law
Office of the Attorney General

HAND DELIVERED

FROM: Representative Pete Kott
DATE: January 25, 1993
RE: House Joint Resolution 1

Please find enclosed a copy of HJR1, which proposes a constitutional amendment permitting amendments to the constitution by initiative.

I am requesting an opinion from your office concerning the following issues:

1. Assuming that the Constitution is amended as proposed in HJR1, would the restrictions contained in Article XI, Section 7 apply to constitutional amendments through the initiative process?

2. Assuming that the restrictions contained in Article XI, Section 7 would apply to amendments through the initiative process, would said restrictions prevent the amendment or repeal of Article IX, Section 15 or other similar constitutional or statutory provision creating funds?

3. Assuming that the answer to issue number 2, supra, is in the affirmative, is there anything which would prevent the repeal of Article XI, Section 7 through the initiative process and then repealing Article IX, Section 15, thus accomplishing in two steps, what could not be accomplished by one? If so, is there any way of drafting HJR1 so as to prevent this from occurring?

The House State Affairs Committee is currently considering HJR1, as well as a similar resolution. Accordingly, clarification of the constitutional ramifications of the above stated issues is a matter of some urgency.

Thank you in advance for your kind assistance in this matter.

cc: House State Affairs Committee
Representative Gail Phillips