

# MILITARY/USAF FLYING IN ALASKA



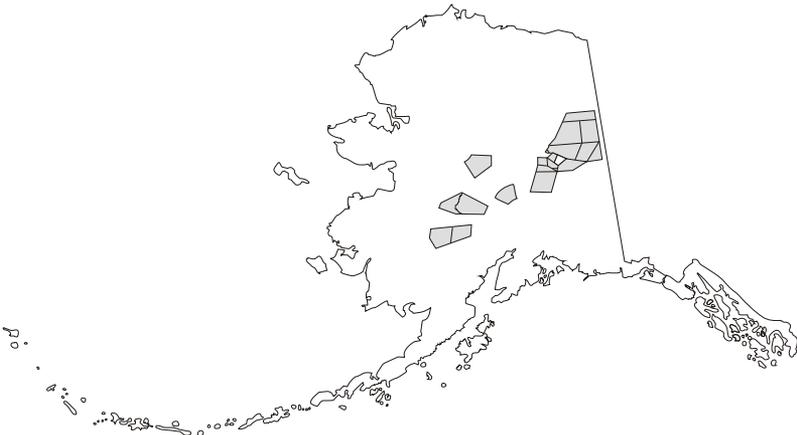
**Alaskan.....**

**Military.....**

**Special Use Airspace.....**

This document is intended to inform both residents and visitors recreating on federal and state land, about military training airspace in Alaska. As you enjoy your recreation experience on National Wildlife Refuges, National Recreation Areas, National Conservation Areas, National Parks/Preserves, BLM land, and State Recreation Areas, you may encounter military flight training activity above you.

Some of these recreation areas are situated under military training airspace. This airspace (shaded in grey below) can be as low as 100ft. We also train on low altitude training routes, which cross large areas of the state. See map in the middle of the document.



## ***WHERE MILITARY AIRCRAFT FLY***

Local Air Force bases conduct their flying in areas designated by the FAA. The airspace near highways, generally extends from south of the Alaska Mountain Range near the Glenn Highway, to the north near Fort Yukon. It extends from just east of Fairbanks to the Canadian border. This airspace overlies public and private land. Portions are reserved for military use only, while most of it is shared with civilian aircraft.

For pilots flying in Alaska, areas called Military Operating Areas do not exclude civilian aircraft. They alert civilian users that the airspace is used by the military at low altitude and at high speed. The aircraft normally operate to as low as 100 feet.

Low Altitude Military Training Routes are corridors that vary in width but in Alaska are usually 10 miles wide. Using these routes, pilots practice evasive tactics, which may include high speed and frequent course changes. Most of these routes go as low as 100 feet. When these are active, an FAA Notice to Airmen is issued to give advanced information.

We also train in areas outside the airspace described above, but limit the activity to specific aircraft and slow airspeed. You may see C-130's flying low with several spaced widely apart. You may also see A-10's doing the same.

Generally, the military avoids flying low level over populated areas, airports, and general aviation flyways. We go to great lengths to avoid these areas, working with state and federal land management agencies. We work with the Alaska Department of Fish and Game to ease the impact on Dall Sheep lambing and Caribou calving. We work with U.S. Fish and Wildlife to ease the impact near the Yukon and Charley rivers for Peregrine Falcons in the summer. We also limit operations below 2,000' on several wild and scenic rivers in the summer to help avoid vacationers.



## ***WHY MILITARY AIRCRAFT FLY LOW***

Today, military aircrews fly low level training missions to avoid simulated enemy radar detection and air defenses. This is done by using the terrain to hide behind until they have reached the destination, and then, using the same terrain, hide again to get home safely.

They also fly fast. This low and fast flying requires many hours of training time. They must train in a gradual step-by-step process down to a minimum altitude to gain the confidence and experience needed, and then, regularly practice to make the necessary split-second decisions needed in combat, second nature.

The aircraft itself must also be up to the task. Modern jet aircraft are equipped with sophisticated systems designed to make low level flight possible. These systems, just like the pilots, must be tested continually to ensure they will perform.

## ***WHEN DO MILITARY AIRCRAFT FLY?***

Our training missions occur primarily during daylight hours. We schedule our missions to generally operate between 7 AM and 10 PM.

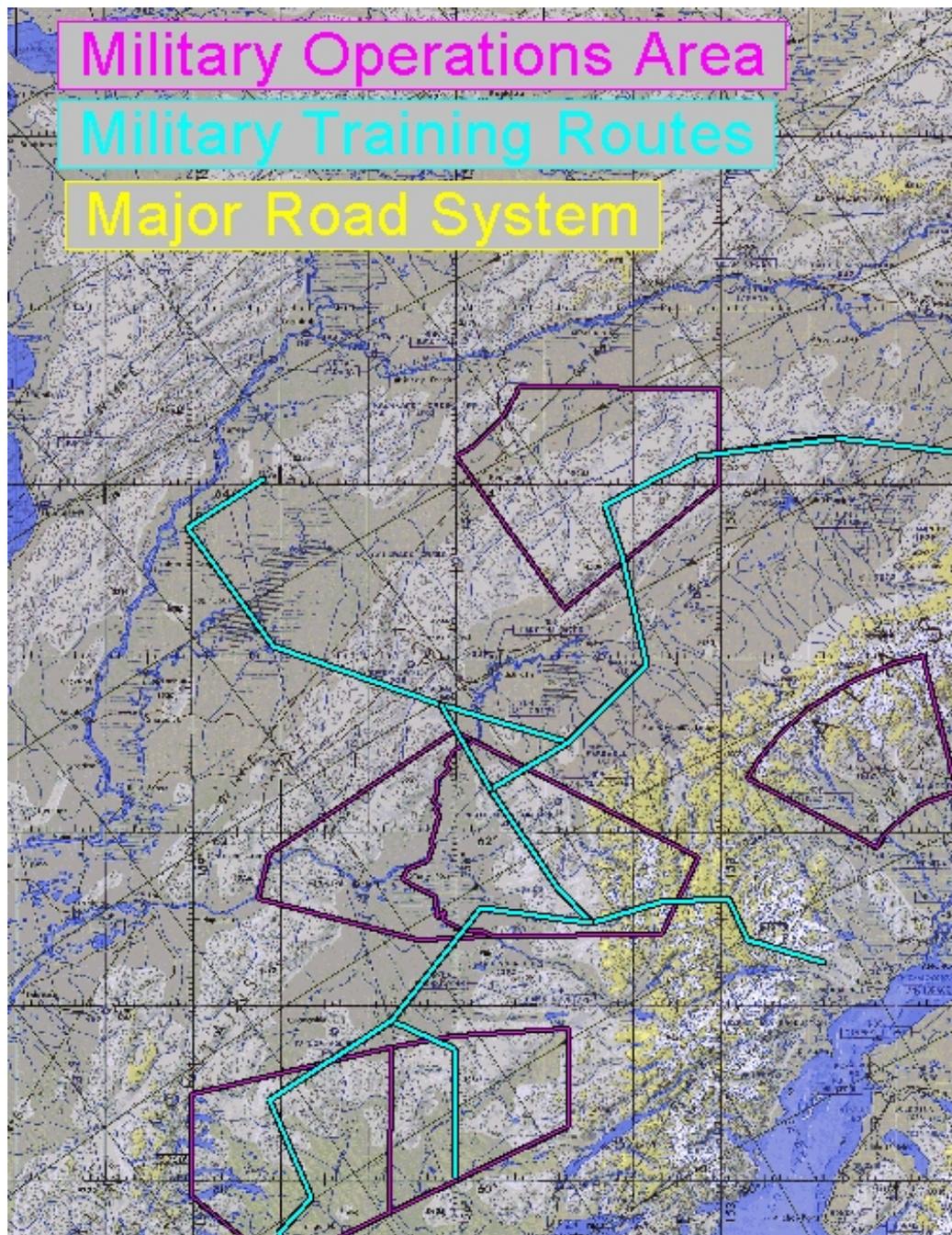
## ***WHAT TO EXPECT***

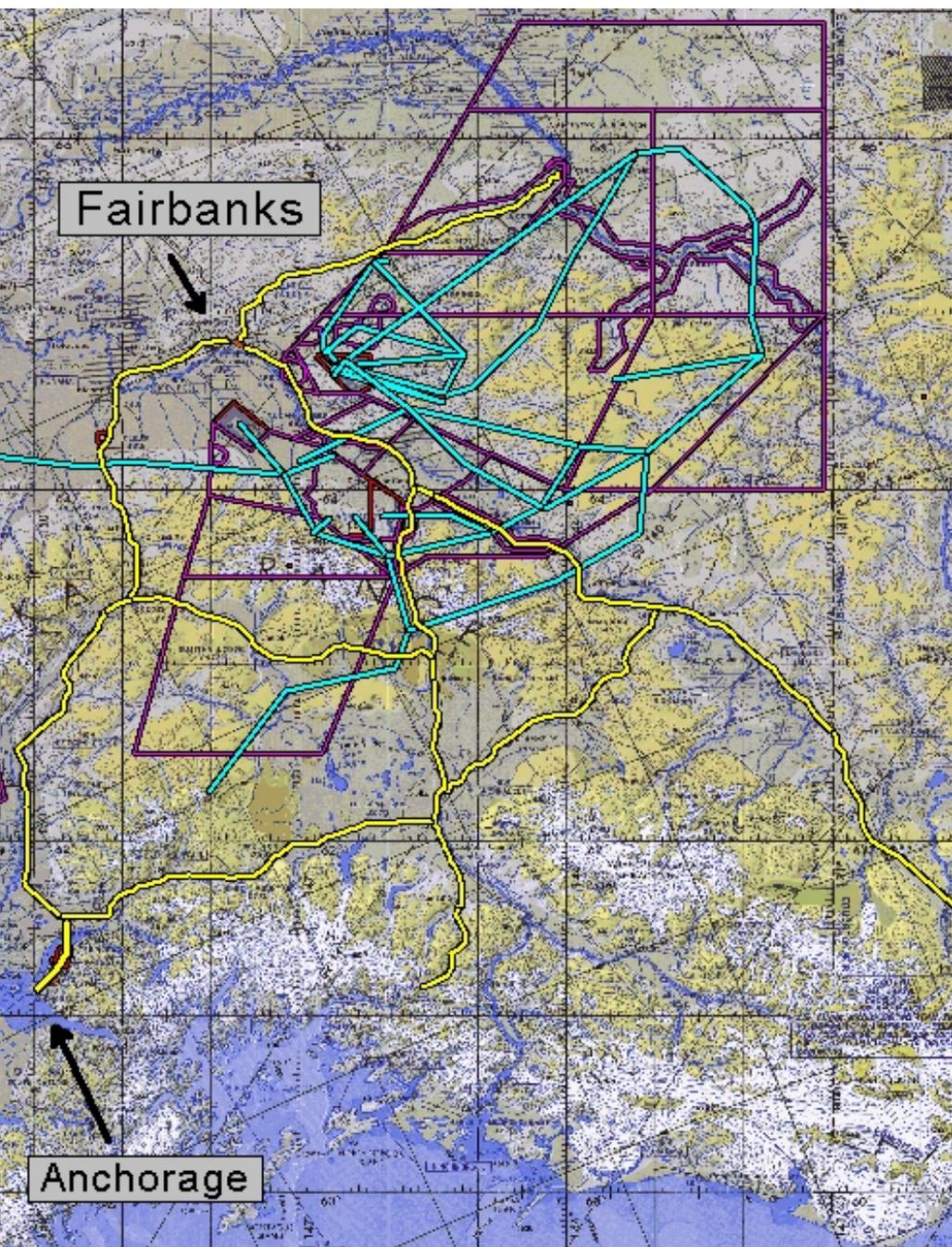
It is possible you may not see or hear a military aircraft approaching until it is close to you. Our intent here, is to let you know that these possibilities exist, so that the "startle" effect is minimized. If you wish to minimize the possibility of surprise, ask the nearest Park, Forest or BLM representative, or give us a call to find out the areas subject to higher flight activity.

Military Operations Area

Military Training Routes

Major Road System





## ***WHAT IS UNUSUAL ACTIVITY?***

Our flight training is normally planned over sparsely populated areas to maximize training benefits and be good neighbors. This is one reason the airspace was placed in Alaska. It offers large, sparsely populated areas over which to train. Occasionally there may be incidences of questionable or objectionable activity. Should you feel the particular flying activity you witness is unusual, please report it as directed below.



## ***REPORTING UNUSUAL ACTIVITY***

Report unusual activity to:

Alaskan Command Public Affairs  
1-800-538-6647

Eielson Air Force Base Range Control  
1-800-758-8723

11 Air Force Airspace Management Office  
(907) 552-4056

When making a report, note the exact time and try to describe the aircraft in as much detail as possible. Helpful information includes: color, number of tails, number of engines, and if it has propellers. The general location of flight activity is also important.

Using this information, we will try to identify the aircraft and crew involved, and determine whether proper flying procedures were followed.

## ***COOPERATIVE AGENCIES***

This brochure is a publication of the 611 Air Operations Group in cooperation with the following agencies:

### **U.S. Department of Interior**

National Park Service  
Fish & Wildlife Service  
Bureau of Land Management

### **State of Alaska**

Department of Fish and Game

### **Federal Aviation Administration**

Alaska Region Air Traffic Division

