

**BY ORDER OF THE COMMANDER  
AIR FORCE MATERIEL COMMAND**



**AIR FORCE INSTRUCTION 13-201**

**AIR FORCE MATERIEL COMMAND**

**Supplement 1**

**15 APRIL 2003**

**Space, Missile, Command, and Control**

**AIR FORCE AIRSPACE MANAGEMENT**

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This is AFMC Supplement 1 to AFI 13-201, which implements AFD 13-2, *Air Traffic Control, Airspace, and Range Management*. It prescribes responsibilities and procedures for developing, coordinating, and managing Special Use Airspace and Airspace for Special Use in the National Airspace System (NAS). It establishes policy specific to AFMC flying units and squadron airspace managers. It specifically outlines for establishing Airspace Range Committees in the AFMC flying Wings. It outlines the contents required in a Test and Training Space Need Statement (T/TSNS).

**AFI 13-201, 20 Mar 01, is supplemented as follows:**

1.3.3.2. Within Headquarters AFMC, the Operations Support Division (HQ AFMC/ DOB) is responsible for peacetime airspace management policy. This office develops policy, trains, and organizes subordinate airspace management functions to meet mission requirements. Additionally, this activity provides coordination and liaison between AFMC and HQ USAF/XOO-RA, USAF Flight Standards Agency, FAA, other military services, lateral command airspace activities, international airspace functions, and Air Force Representatives (AFREPs) to FAA Regional Headquarters, and will formulate command position on airspace matters of national interest.

1.3.4. (Added) Unit Responsibilities: Each wing, squadron, or detachment having a requirement for special use airspace to conduct daily and/or special training shall appoint an Airspace Manager to function as the focal point for all airspace matters. The selectee shall preferably be rated or possess air traffic control experience. Civilian equivalents are acceptable.

1.3.4.1. (Added) Units with a full-time airspace management authorization on their Unit Manning Document (UMD) must ensure this position is filled by a qualified individual performing primary duty as an airspace manager.

1.3.4.2. (Added) Appointees should be a graduate of the Military Airspace Management Course (E30ZR11A4X-000). After completion of the course and obtaining 6 months experience, the "OUL" or "350" Special Experience Identifier (SEI) should be awarded and entered into the individuals' personnel records.

1.3.4.3. (Added) Subordinate units conducting operations within airspace under FAA jurisdiction as well as in international/foreign areas will:

1.3.4.3.1. (Added) Ensure that airspace is used in accordance with, the applicable, policy and procedures outlined in FARs, FAA handbooks, AFMC, USAF, and DoD directives, host nation rules and procedures, airman information publications, ICAO rules and practices, and letters of agreement for conducting operational activities.

1.3.4.3.2. (Added) Initiate airspace actions/proposals as required.

1.3.4.3.3. (Added) Ensure that procedures established for the development of airspace proposals/assignments are consistent with command policy and developed using appropriate FAA handbooks and this AFI as a reference.

1.3.4.3.4. (Added) Unit airspace managers request assistance/advice concerning planned airspace development from HQ AFMC/DOB and/or the AFREP in the FAA region, as necessary.

1.3.4.3.5. (Added) Ensure airspace use-data is maintained and reports are submitted as required.

1.3.4.3.6. (Added) Comply with all items applicable to wing/subordinate unit level as listed under MAJ-COM responsibilities in paragraph 1.3.3 of this AFI.

1.4.4. HQ AFMC/DOB is the focal point for alleged pilot deviations. DOB will resolve terminal airspace issues/HATRs. DOV and/or DOO will resolve other incidents.

1.8.2. Center/Wing/OG/CCs have been delegated the authority to invoke MARSA.

1.15. The FAA may grant waivers/exemptions on either a permanent or temporary basis. Permanent waivers/exemptions continue to remain in effect until superseded or rescinded. Temporary waivers are effective for a maximum 5-year period from the date of issue and must be renewed prior to the indicated expiration date. Requests for waivers to FARs will be submitted in accordance with AFI 11-202, Volume 3 and FAR Part 11.

2.2.1. The Chief, Operations Support Division, Directorate of Operations, (HQ AFMC/DOB) will chair the HQ AFMC ARC. Membership will include representatives from CEV, DOO, JAC, and PAX. Other staff offices will be involved as necessary.

**Note.** AFMC units that do not schedule/manage any Special Use Airspace (SUA) or Airspace for Special Use (ASU) are not required to establish a unit level ARC.

2.2.2. If the ARC and AOB are combined, the unit airspace manager should retain primary responsibility for items related to airspace management. Individual responsibilities associated with the combined agenda, scheduling and conduct of the meeting, and minutes must be clearly defined.

2.2.4. Forward unit ARC meeting minutes to HQ AFMC/DOB.

2.3. The HQ AFMC ARC review process will normally be accomplished with a staff package unless a formal meeting is deemed necessary to address complex airspace actions or initiatives.

2.4.1. Unit airspace managers are highly encouraged to attend the DoD and Management Sessions of the Airspace/Range Council within their region.

2.5. Responsibility for initiation of an airspace proposal is normally at wing level. Processing is from the wing to HQ AFMC/DOB. The unit may accomplish initial coordination of an airspace proposal with local air traffic control agencies after advising HQ AFMC/DOB. The AFREP at the FAA Region should be made aware of all anticipated airspace actions.

2.6.1.4. Include the following information in the T/TSNS:

- A description of the airspace requested by geographical coordinates that clearly define the area.
- Minimum and maximum altitude in feet above sea level or flight level.
- A geographic presentation of the proposal on sectional aeronautical charts (1:500,000) indicating those areas owned, leased, or controlled by using agency.
- A detailed list of activities to be conducted by all organizations in the area.
- Average number of hours (daily) that the area will be used and times that daily operations are normally scheduled to begin and end.
- Average number of days per week, weeks per month, or months per year (as appropriate) the area will be used.
- Number and type of aircraft that will normally use the area.
- A statement on whether ground radar will be used during operations (if affirmative, indicate on the chart where the radar coverage is available)
- Availability of ground and/or airborne communications.
- A statement if weather conditions are a factor.
- An explanation on how activity will be confined within the proposed area and procedures for handling malfunctions (e.g., hung load, jumper) will be accomplished.
- A record of the coordination accomplished to include military organizations, FAA, and other aviation interests.

2.8.3. (Added) It is the AFMC Center/Wing's responsibility to ensure all SUA/ASU they manage is environmentally assessed for the types of aircraft that operate in the airspace. The airspace scheduling authority for AFMC owned SUA/ASU is responsible to ensure valid environmental analysis documentation is on file for the type of aircraft prior to allowing them to use AFMC managed airspace.

2.10.2. Unit airspace managers shall compile required airspace data.

3.3. HQ AFMC/DOB is the focal point for noise complaints and congressional inquiries. All replies will be coordinated with CEV, DOB, DOO, PAD, and XPXPC (Legislative Affairs), as necessary.

3.3.1. (Added) Responses to Air Staff request for information concerning noise complaints or congressional inquiries normally have a short suspense. Recognizing that staffing is required at unit and HQ level, efforts must be taken to expedite gathering of specific details and preparation of the response.

5.5.3.1. (Added) MTR Airspace Deconfliction: The following deconfliction procedures are provided as guidance:

5.5.3.1.1. (Added) IR from IR: There are several methods of deconflicting crossing/collocated IR route segments. The method used should be published in the flight information publication (FLIP) AP/1B in the special operating procedures.

5.5.3.1.2. (Added) Scheduling: Scheduling units are responsible for all activity on a particular route and should coordinate and schedule the routes with the user to ensure at least 10 minutes separation at the crossing point. Suggested FLIP entry- "Scheduling units for route (number) and route (number) should schedule the use of route to preclude conflicts at common points and segments."

5.5.3.1.3. (Added) For IRs restricted to visual meteorological conditions (VMC) operation only. FLIP entry should state, "Route crosses IR (number) between point \_\_\_\_\_ and point \_\_\_\_\_ and MARSA is accomplished by 'See and Avoid.'"

5.5.3.1.4. (Added) Procedural Separation: When procedural separation is applied, the FLIP should state, "Route crosses IR (number) in the (vicinity) of (point)." If instrument meteorological conditions are encountered, IR (number) users should maintain \_\_\_ feet MSL and IR (number) users should maintain \_\_\_ feet MSL.

5.5.3.1.5. (Added) IR from VR: When an IR crosses a VR the "See and Avoid" concept should apply since aircraft on the VR must maintain VMC.

5.5.3.1.6. (Added) VR penetrating or transiting a MOA: FLIP should so indicate a radio broadcast in the blind is appropriate.

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