



LONG RANGE DISCRIMINATION RADAR (LRDR)  
SPECIAL USE AIRSPACE (SUA)  
ENVIRONMENTAL IMPACT STATEMENT (EIS)

# INFORMATION UPDATE

## MEETING PURPOSE

### To provide information on:

- The Missile Defense Agency (MDA)
- Long Range Discrimination Radar (LRDR) Purpose and Status
- Environmental Impact Statement (EIS) Status
- Revised Special Use Airspace (SUA) Request
- Path Forward

*Cooperating Agencies*



**USAF**



**FAA**



# LONG RANGE DISCRIMINATION RADAR SPECIAL USE AIRSPACE ENVIRONMENTAL IMPACT STATEMENT ABOUT MISSILE DEFENSE AGENCY

To develop and deploy a **layered** Missile Defense System to **defend** the United States, its deployed forces, allies, and friends from missile attacks in **all phases** of flight



**Missile Defense Capability  
Globally Deployed**

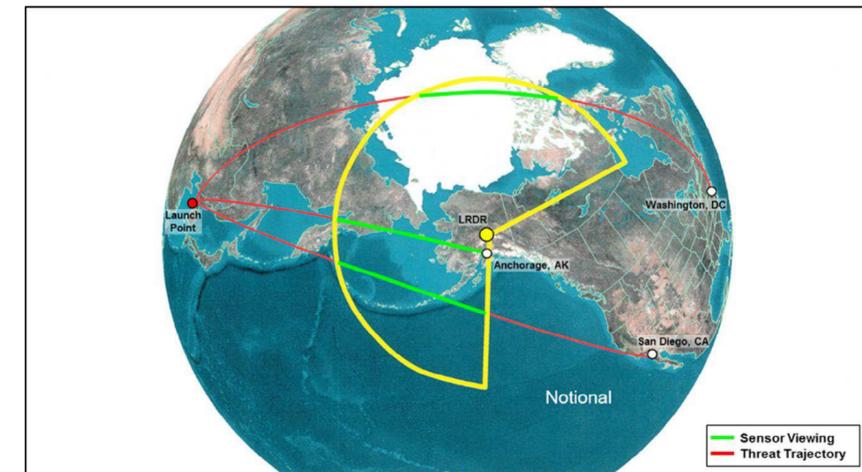


# LONG RANGE DISCRIMINATION RADAR SPECIAL USE AIRSPACE ENVIRONMENTAL IMPACT STATEMENT

## WHY THE LRDR IS NEEDED

### THE WHAT

The 2014 National Defense Authorization Act requires MDA to deploy an LRDR system to improve the U.S. defense against ballistic missile threats. An LRDR is capable of midcourse identification, classification and discrimination of ballistic missile threats.



*LRDR at CAFS Ideally Suited to Defend Alaska and CONUS*

#### ACRONYM KEY

- LRDR: Long Range Discrimination Radar
- MDA: Missile Defense Agency
- CAFS: Clear Air Force Station

### THE WHY

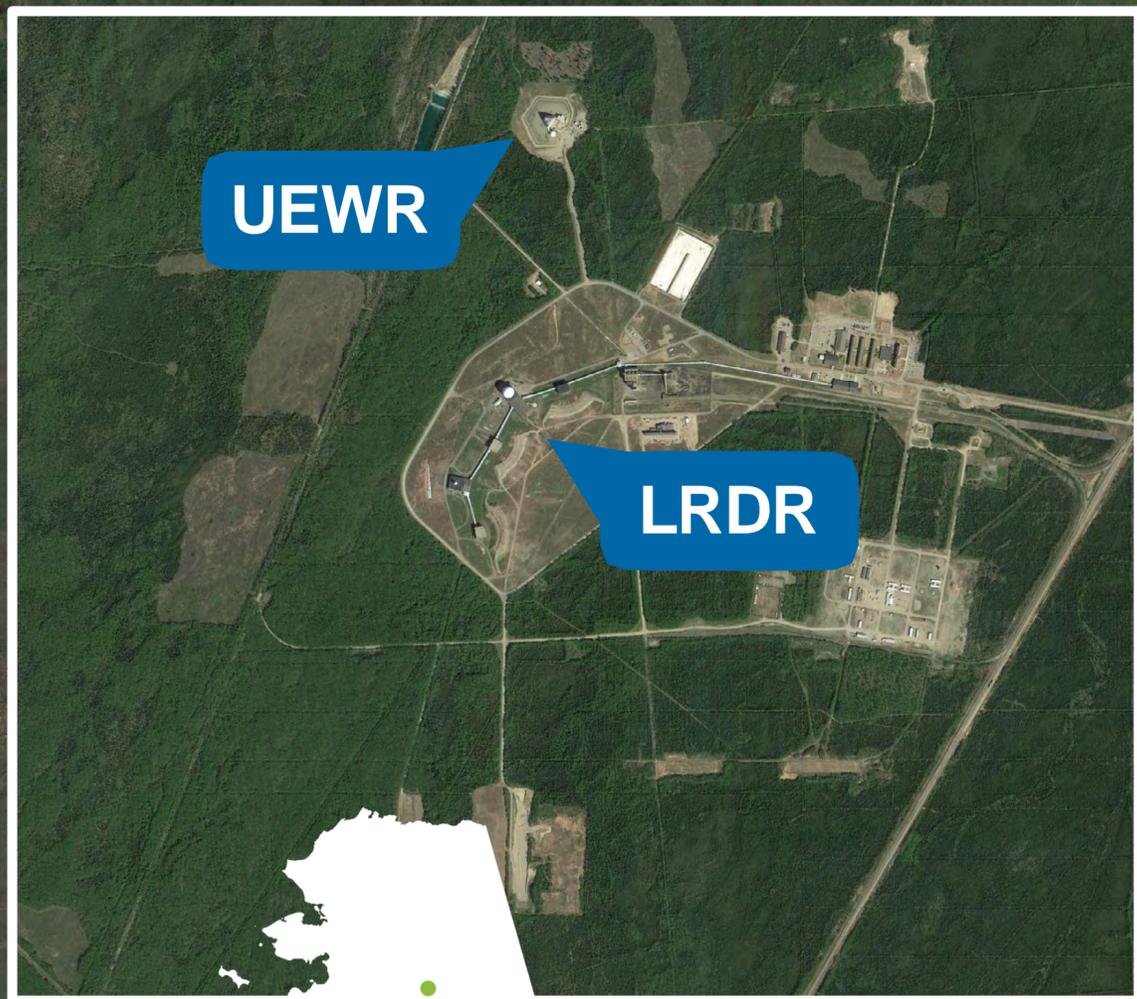
**Strengthen** United States missile defense capabilities

**Increase** Ballistic Missile Defense System effectiveness against evolving and future complex threats

**Optimize** support to the Nation's current defense system by tracking, identifying and classifying ballistic missile threats to the U.S. Homeland.

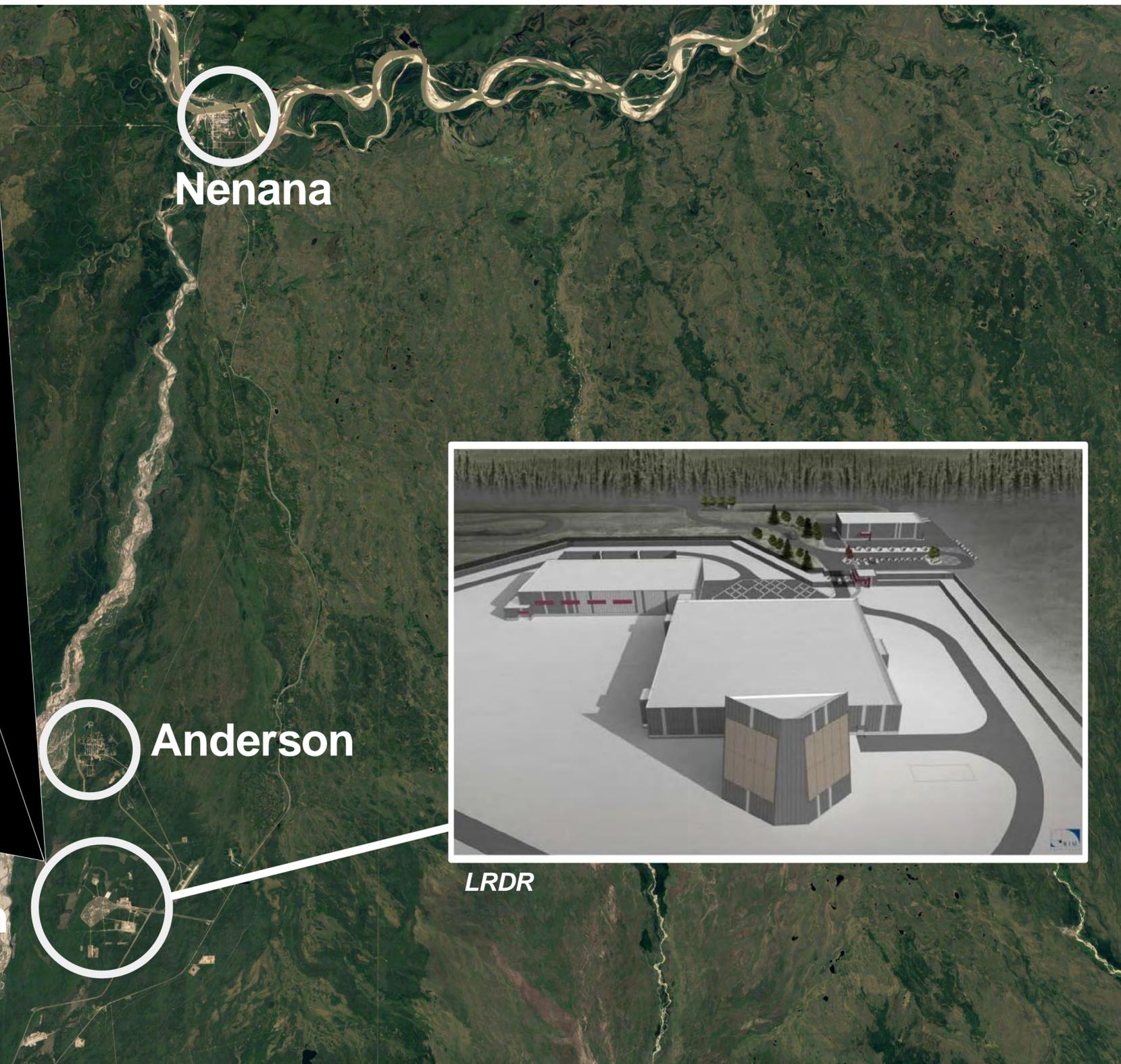


# LONG RANGE DISCRIMINATION RADAR SPECIAL USE AIRSPACE ENVIRONMENTAL IMPACT STATEMENT PROJECT LOCATION



**UEWR**

**LRDR**



**Nenana**

**Anderson**

**Clear Air Force Station**



*LRDR*



## ACRONYM KEY

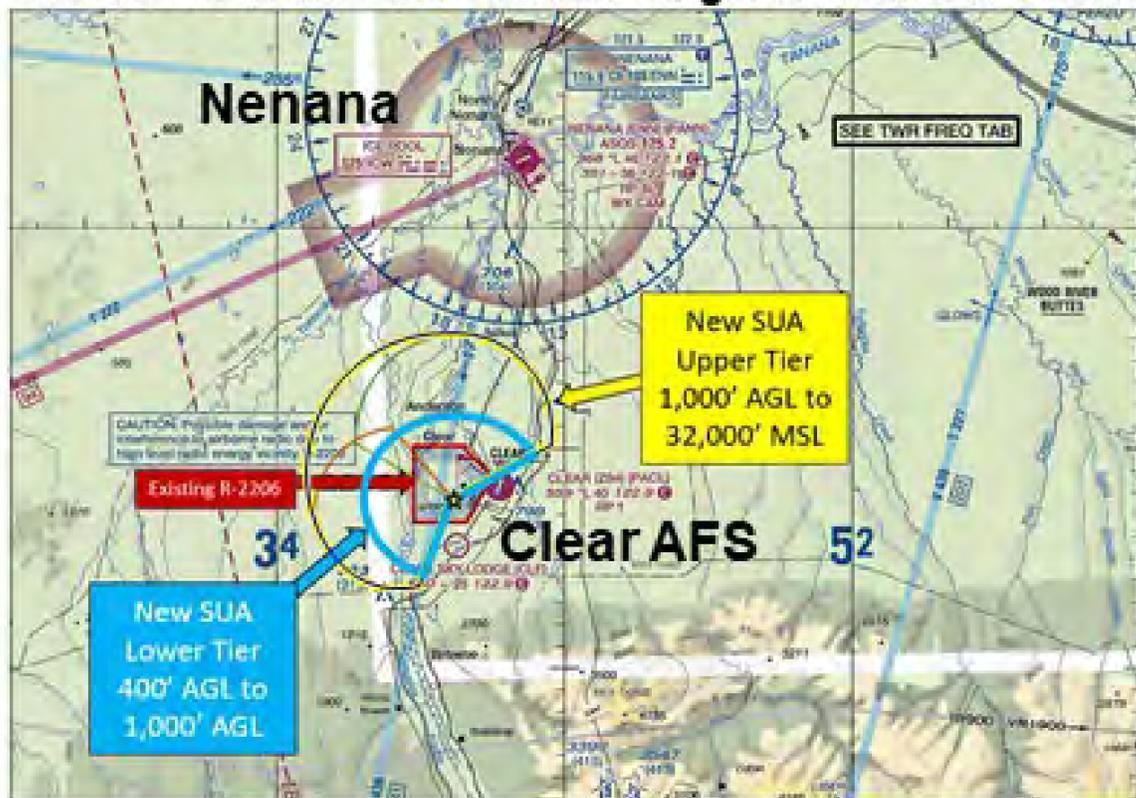
**LRDR:** Long Range Discrimination Radar    **UEWR:** Upgraded Early Warning Radar



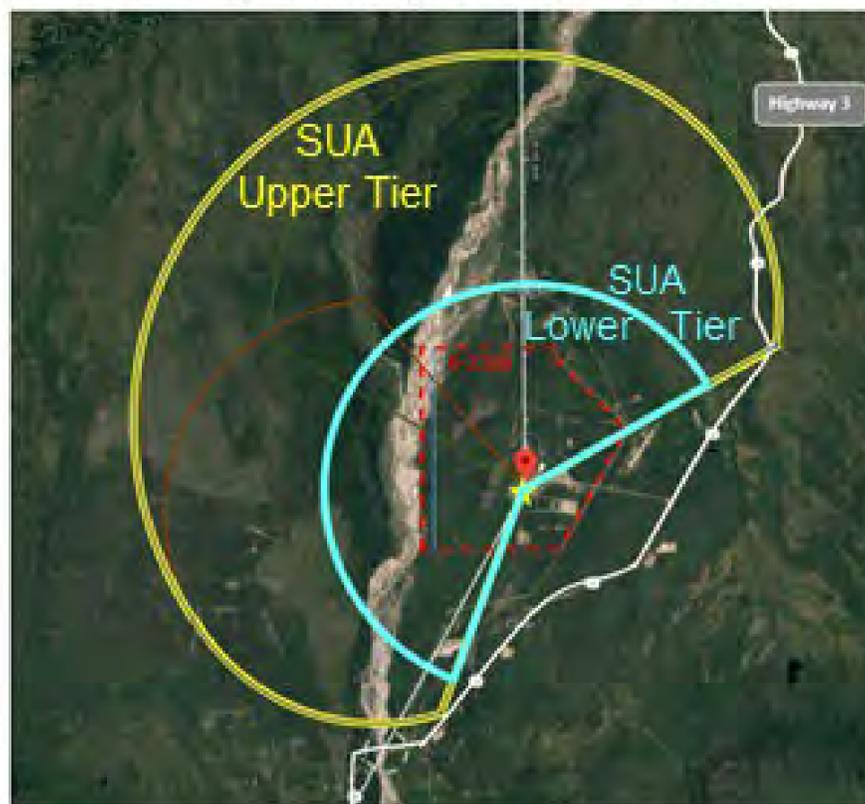
# LONG RANGE DISCRIMINATION RADAR SPECIAL USE AIRSPACE ENVIRONMENTAL IMPACT STATEMENT

## PROPOSED R-2206 (JUNE 2019)

Alaska Sectional Chart with existing R-2206 and draft SUA

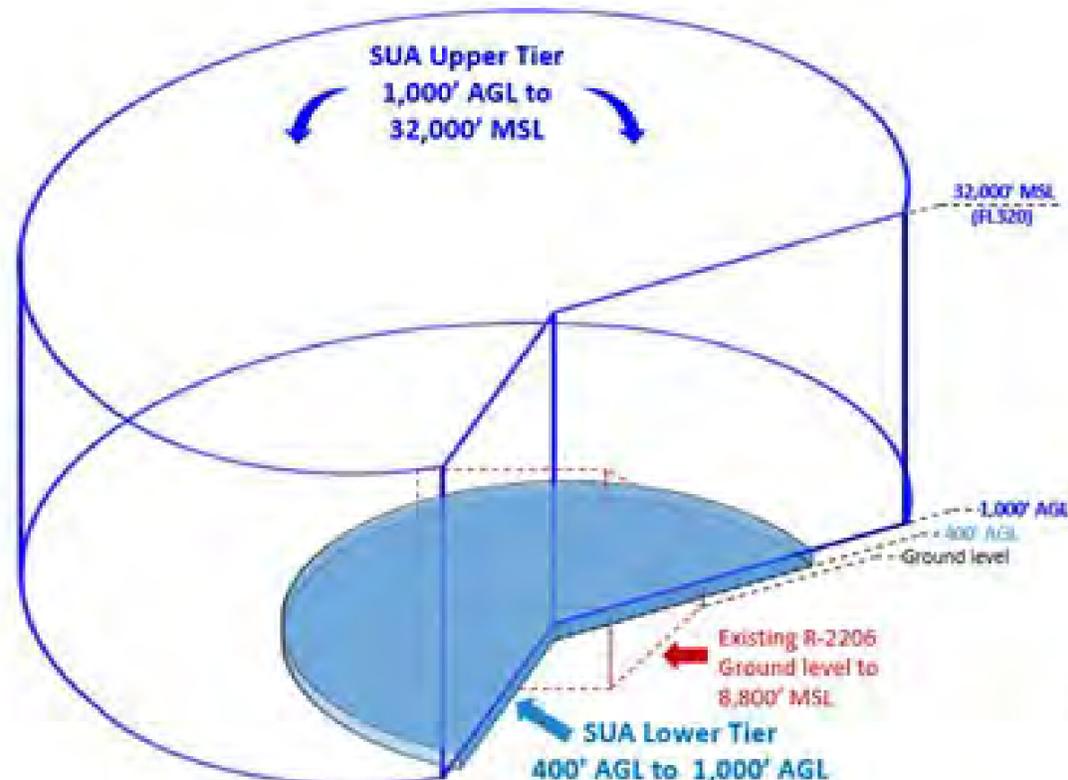


Clear AFS, existing R-2206 and draft SUA

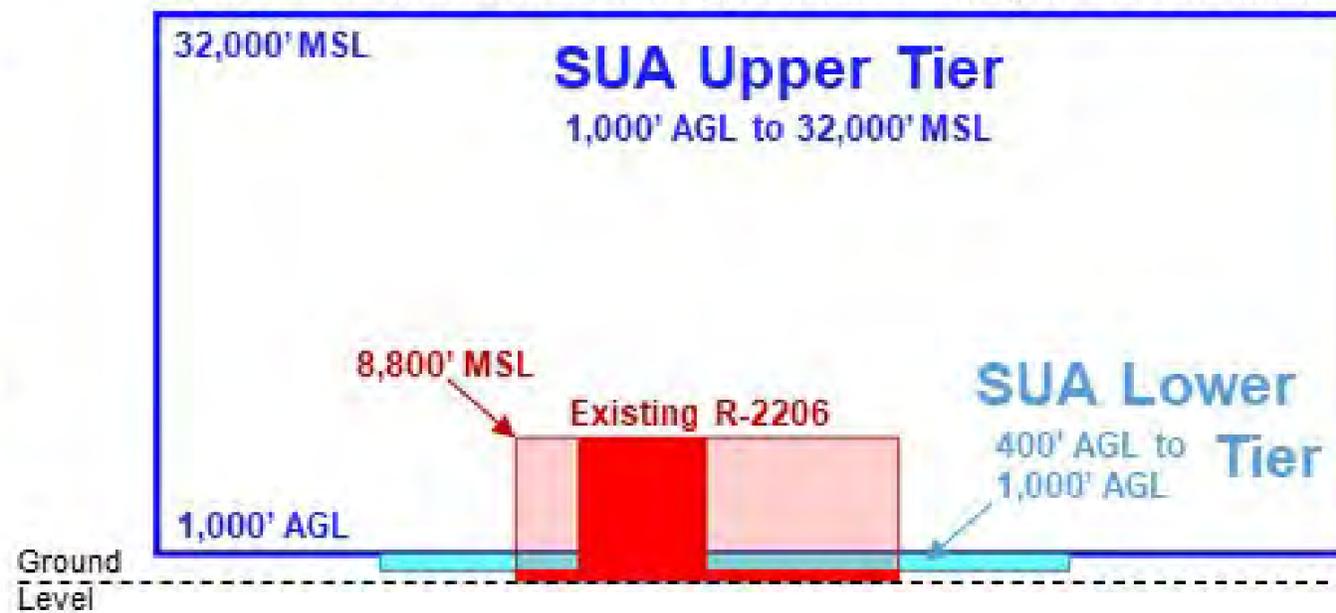


### ACRONYM KEY

- AFS:** Air Force Station
- AGL:** Above Ground Level
- LRDR:** Long Range Discrimination Radar
- MSL:** Mean Sea Level
- SUA:** Special Use Airspace



2D Side View of draft LRDR Special Use Airspace at Clear AFS

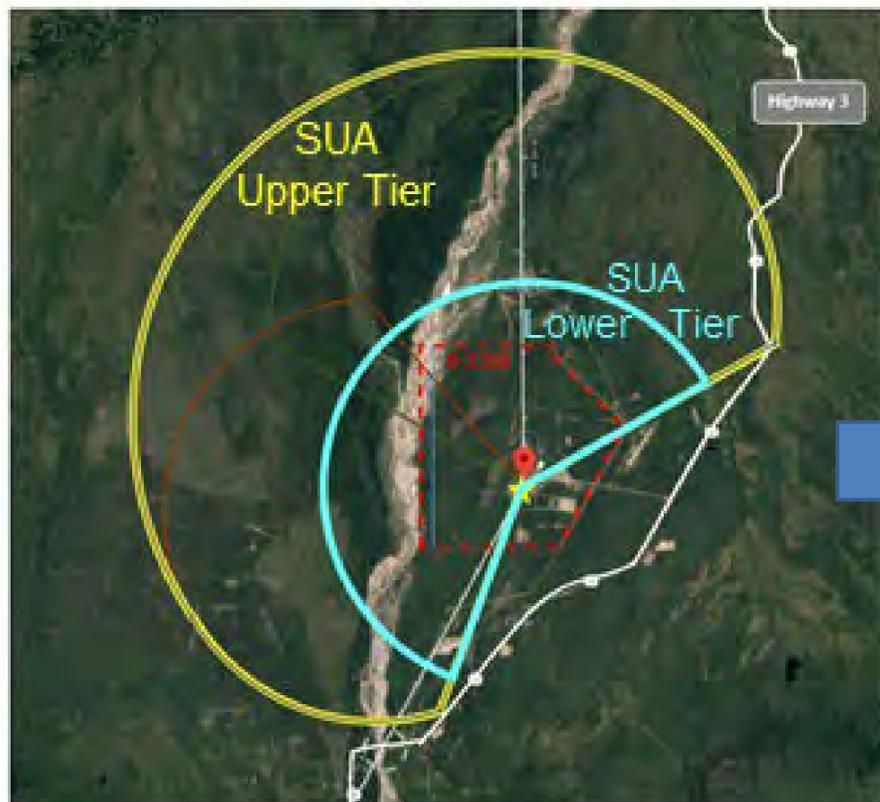




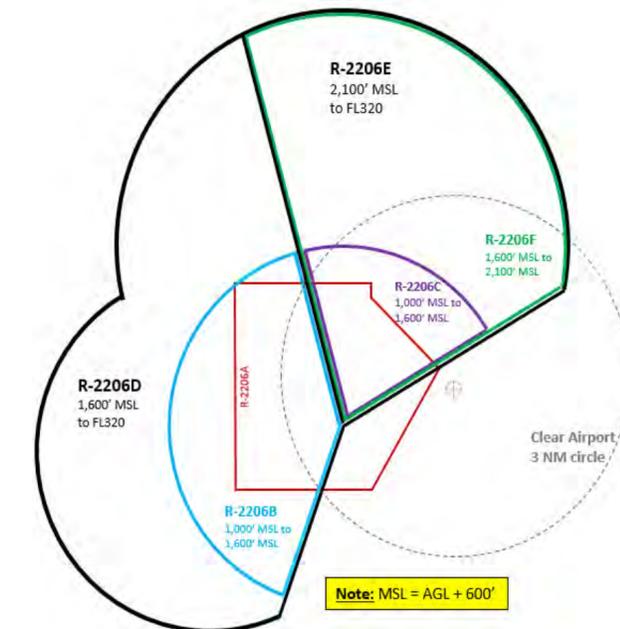
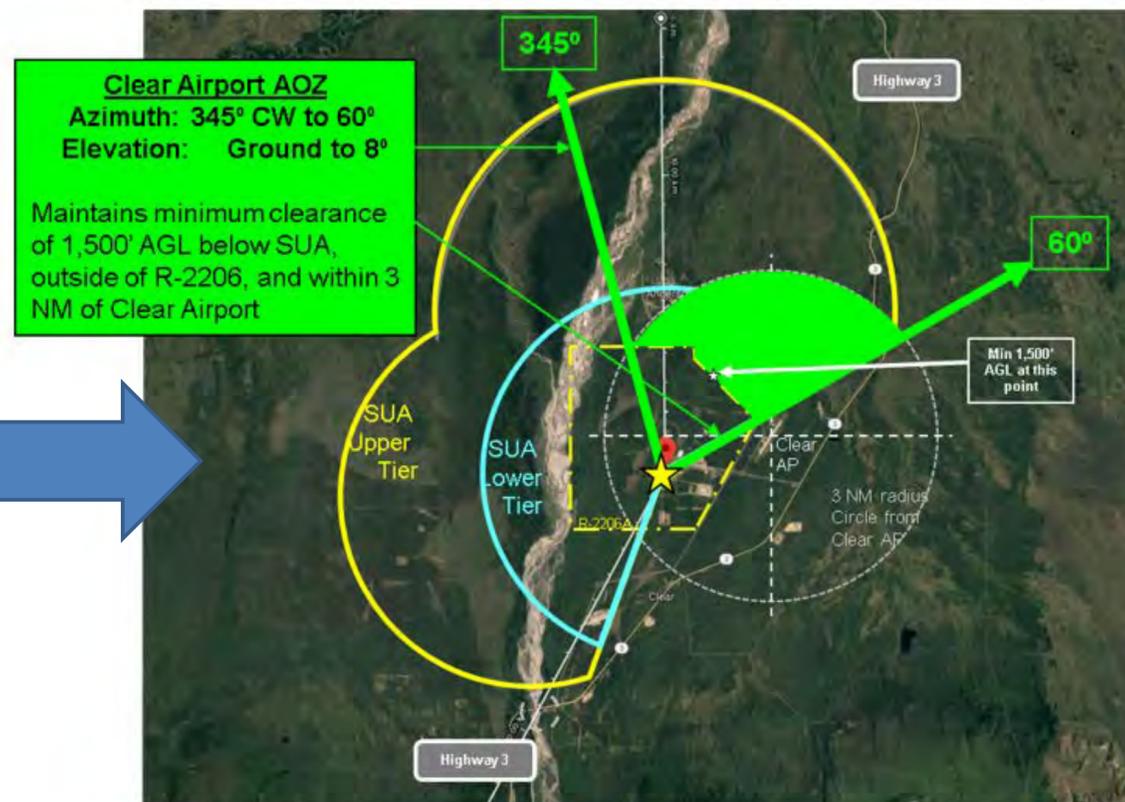
# LONG RANGE DISCRIMINATION RADAR SPECIAL USE AIRSPACE ENVIRONMENTAL IMPACT STATEMENT

## REVISED SUA PROPOSAL (OCTOBER 2019)

Draft SUA Proposal (June 2019)



Revised Draft SUA Proposal (October 2019)

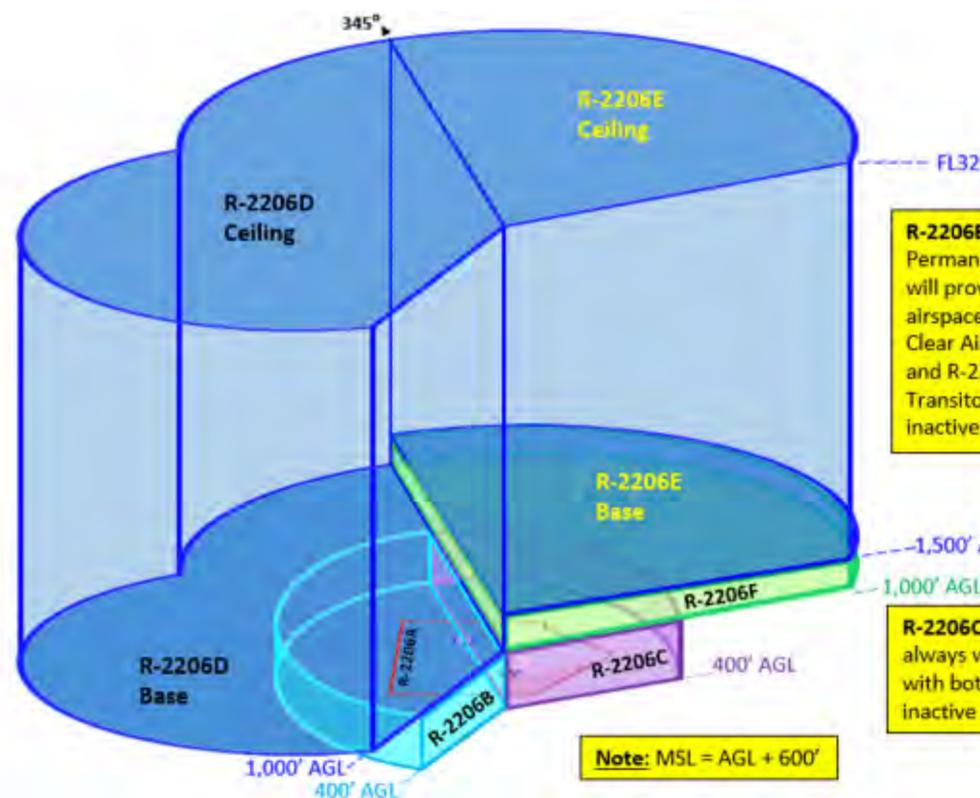


**ACRONYM KEY**

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

**Highlights of Changes to SUA Proposal**

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



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

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



# LONG RANGE DISCRIMINATION RADAR SPECIAL USE AIRSPACE ENVIRONMENTAL IMPACT STATEMENT

# SPECIAL USE AIRSPACE ENVIRONMENTAL IMPACT STATEMENT

## What's different from the 2016 EA?

- Real-World adversary threat evolution has significantly changed operational tempo and expanded LRDR threat space
- Current Restricted Airspace at CAFS (R-2206) is not sufficient to completely protect aircraft from HIRF
- Requires 24/7/365 search (radiate) operations
- Requires Expanded Special Use Airspace
- May Impact:
  - Nearby Clear Airport and Sky Lodge Airport
  - Local low-altitude flights
  - Federal Airway V-436, 8,800 – 18,000'
  - Jet Route J-125, 18,000 – 60,000'
  - Airway Q-41, 18,000 – 60,000'
  - 7 Procedures at 3 Airports
    - 2 Departures at FAI (Fairbanks International Airport)
    - 2 Arrivals at ANC (Ted Stevens Anchorage International Airport)
    - All 3 procedures at HRR (Healy River Airport)
- Continuous 24/7 operations
- No changes to siting or construction activities

### ACRONYM KEY

**CAFS:** Clear Air Force Station

**EA:** Environmental Assessment

**SUA:** Special Use Airspace

**HIRF:** High Intensity Radiated Field



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INFORMATION UPDATE

# Questions?

*Cooperating Agencies*



USAF



FAA