

SUA - Warning Area

Warning Areas alert pilots to possible hazards offshore, beyond the U.S. territorial limits. Since they are in international airspace, they aren't really controlled by ATC. They warn us of airborne threats to flight safety, such as high-speed military rocket or gun firing. Look on the flap of the sectional chart for active times and altitudes.



SUA – Alert Area

Alert areas are shown on aeronautical charts to warn you of high volume pilot training or an unusual type of aerial activity, such as glider towing or parachute jumping. All pilots in Alert Areas are responsible for avoiding collisions.



SUA – Restricted Area

Restricted Areas are similar to Prohibited Areas, from the pilot's perspective. One difference is that Restricted Areas usually mean airborne threats to flight safety, such as high-speed military rocket or gun firing maneuvers or tethered high-altitude balloons. Since these hazards are not always present, Restricted Areas may only be active at certain times. When they are not in use, no clearance or permission is required to fly through them.

If an IFR clearance sends you through a Restricted Area, either ATC has already made sure the area is inactive for you, or they are coordinating traffic within the area. On an IFR clearance, we need no further clearance through a Restricted Area.

When flying VFR, we can determine the times of use by looking on the flap of the sectional or WAC chart. For each Restricted Area on the chart, the controlling agency is listed on the flap, along with the location, altitudes, and times of use. We can also call the controlling agency of the Restricted Area for permission to fly through.



SPECIAL USE AIRSPACE ON EL PASO SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet, time is local.
Contact nearest FSS for information.
Other time by NOTAM contact FSS.

The word "TO" an altitude means "to and including."
"MON-FRI" indicates "Monday thru Friday"
FL - Flight Level
NO A/G - No air to ground communications.

U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY**
R-5103 A	MC GREGOR, NEW MEXICO	TO BUT NOT INCL FL 180	0700-2000 MON-FRI	ZAB CNTR
R-5107 A	WHITE SANDS MISSILE RANGE, NEW MEXICO	UNLIMITED	CONTINUOUS	ZAB CNTR
R-5115	DEWING, NEW MEXICO	TO 15,000	CONTINUOUS	ZAB CNTR
R-4318	HARZA, TEXAS	TO 14,000	CONTINUOUS	ZAB CNTR

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MOA NAME	ALTITUDE OF USE*	TIME OF USE†	CONTROLLING AGENCY**
TAJOPH	12,500	SR 55 MON-FRI	ZAB CNTR
TOMBSTONE B	500 AGL TO BUT NOT INCL 14,500	0600-2100 MON-FRI	ZAB CNTR
TOMBSTONE C	14,500	0600-2100 MON-FRI	ZAB CNTR
VALENTINE	15,000	INTERMITTENT BY NOTAM	ZAB CNTR

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.

†Other time by NOTAM contact FSS.

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SUA – Prohibited Area

You can think of **Prohibited Areas** as our very own "No-Fly Zones." They are active all the time. Look on the flap of a sectional or WAC chart to see where they top out. Although it is theoretically possible to get permission to fly through, in real life most of us should simply avoid the Prohibited Area unless we have a good reason to be in it. The controlling agency will also be shown on the chart flap.



SPECIAL USE AIRSPACE ON DALLAS-FT. WORTH SECTIONAL CHART

Unless otherwise noted altitudes are
MSL and in feet, time is local.
Contact nearest FSS for information.
†Other time by NOTAM contact FSS

The word "TO" on altitude means "to and including"
*MCH-FRI indicates "Monday thru Friday"
FL - Flight Level
NO A/G - No air to ground communications

U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY**
P-47	AMARILLO, TX	TO 4800	CONTINUOUS	NO A/G
R 5401 A	FORT SALL, OK	TO 40,000	CONTINUOUS	ZFW CTR
R 5401 B	FORT SALL, OK	TO 40,000	CONTINUOUS	ZFW CTR
R 5401 C	FORT SALL, OK	TO 40,000	CONTINUOUS	ZFW CTR
R 5401 D	FORT SALL, OK	500 AGL TO 14,500	SR-SS TUE-SAT	ZFW CTR
R 5401 E	FORT SALL, OK	500 AGL TO 4000	SR-SS TUE-SAT	ZFW CTR
A-561	FREDERICK, OK	TO 4000	SR-SS MCH-FRI	NO A/G
A-562 A	ENID, OK	TO 10,000	SR TO 3 HRS. AFTER SS MCH-FRI	NO A/G
A-634	WICHITA FALLS, TX	TO 4000	1 HR BEFORE SR 1 HR AFTER SS MCH-FRI	NO A/G

**ZFW Fort Worth

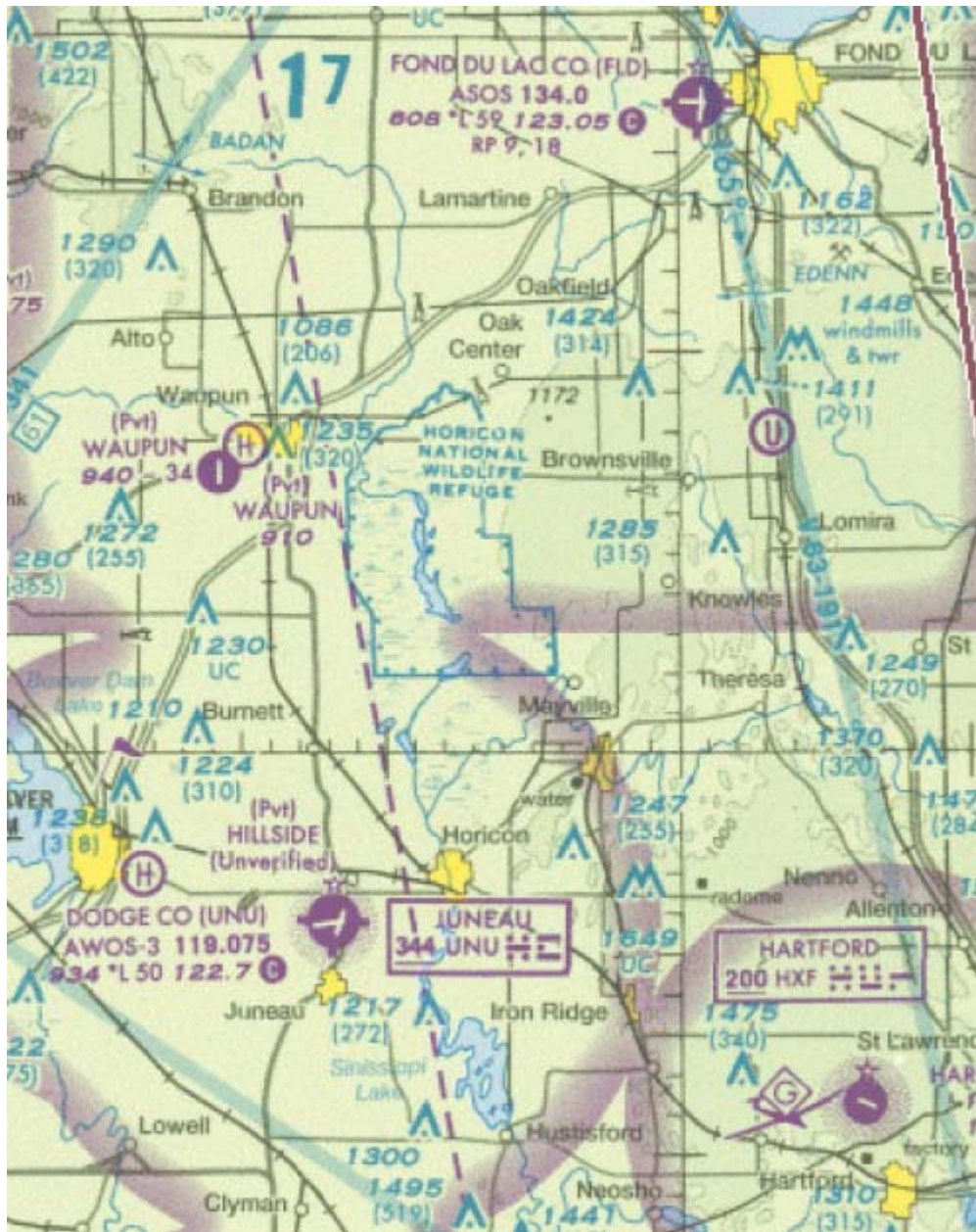
SUA – Air Defense Identification Zone (ADIZ)

An **Air Defense Identification Zone (ADIZ)** is placed to assist our military forces the DEA & US Customs in their efforts to protect our country from airborne attack, illegal trade, interception of contraband etc. Before penetrating an ADIZ inbound to the USA, an IFR or a DVFR flight plan must be filed, activated and followed with accurate estimated time of penetration to assure that you are not intercepted and forced to land at an airport which you had no plans to visit.



SUA – Wildlife Refuge Area

Pilots are requested to avoid getting too near a **Wildlife Refuge Area**. When flying over a charted wildlife refuge, a minimum altitude of 2000' AGL is requested.



SUA – National Security Area

Certain facilities on the ground require increased security and safety — for example, nuclear research and weapons facilities. **National Security Areas** are established to discourage pilots from flying near them below a certain altitude. A wide magenta dashed line shows boundaries.



SUA - Military Training Routes

Until the 1980s, **Military Training Routes (MTRs)** were not shown on civilian aeronautical charts. Pilots mostly depended on copies of DOD charts posted on walls in FBOs to avoid the routes, which were then called Oil Burner or Heavy Wagon routes. Today, MTRs are shown as narrow gray lines on sectional charts.



This instrument route has at least one segment above 1,500 feet AGL.

The route designation tells you a little about the altitudes and type of flying involved on the route. Four-digit numbers mean the whole route is flown below 1,500 feet AGL. Routes that have at least one segment above 1,500 feet will have a three-digit identifier. And VR and IR mean visual and instrument routes, respectively. It's worth mentioning that the VFR minimums for military pilots flying MTRs are five miles and 3,000 feet, regardless of the class of airspace.

SUA – Other Special Areas

[Section 91.143](#) prohibits pilots from getting too near space flight operations such as launches and recoveries. These restrictions are announced by NOTAM several hours before the operations.



The FAA may also restrict flight in areas where incidents or events might create a hazard to disaster relief aircraft, or where sightseeing might lead to unsafe air traffic congestion.

