

To ensure the safety of commercial and civilian aviation during military training activities, the Federal Aviation Administration (FAA) has established Special Use Airspace (SUA) above and in the vicinity of the Marine Corps Air Ground Combat Center (MCAGCC). Non-military aircraft must use this airspace consistent with FAA rules and regulations.



What is Special Use Airspace?

The nation's airspace, seemingly unlimited, is actually a very finite resource that is defined in vertical, horizontal and time dimensions.

Airspace is a public asset that is allocated for military, commercial and recreational purposes. U.S. Congress mandates the FAA to manage the National Airspace System in a manner that provides airspace for commercial, civil and military usage. With this mandate, the FAA must balance airspace utilization among military and civilian users to best meet the nation's requirements in support of both civilian and military requirements.

Recognizing the special requirements of the Department of Defense (DoD), the FAA has set aside various blocks of airspace to support those needs. These pieces of airspace are designated as SUA, which is designed to support military testing and training.

Of the six categories of SUA, the two at MCAGCC are Restricted Areas (RA) and Military Operations Areas (MOA), and above the MOA is Air Traffic Control Assigned Airspace (ATCAA). Due to the nature of the activities taking place within SUA, varying restrictions are imposed on non-military aircraft. These limitations allow the DoD to conduct its often-hazardous but necessary activities while preserving public safety.

REMEMBER!

Pilots should ensure they do the following every time they fly near MCAGCC:

Always fly with an activated transponder. If flying near MCAGCC without an activated transponder, Range Control and other aircraft may not see your aircraft, which could put you and others in serious danger.

Monitor Air Traffic Control (ATC) or the Guard frequency when near MCAGCC SUA. If you don't monitor the Guard frequency, Range Control will not be able to make contact in the event of imminent danger or an emergency. The appropriate frequencies for ATC may be requested from a weather-briefing specialist during preflight.

Plan your trip in advance to become familiar with the SUA near your flight plan, airspace Notices to Airmen (NOTAMs), local terrain and weather conditions before flying. Federal Aviation Regulations (FAR) require all pilots to obtain complete information for the safe conduct of every flight. Part of that plan should be the use of current aeronautical navigation charts for use in preflighting and while flying. The more you plan the less likely you will fly into SUA without authorization.



For more information, scan the code to visit our website
<http://www.29palms.marines.mil/Staff/G5-Government-and-External-Affairs/Airspace/>

Contact info:

SMBPLMSJOHNSONVALLEY@usmc.mil
760-830-3737



This brochure was printed on 100% recycled paper using soy ink.



**MARINE CORPS AIR GROUND COMBAT CENTER
SPECIAL USE AIRSPACE**



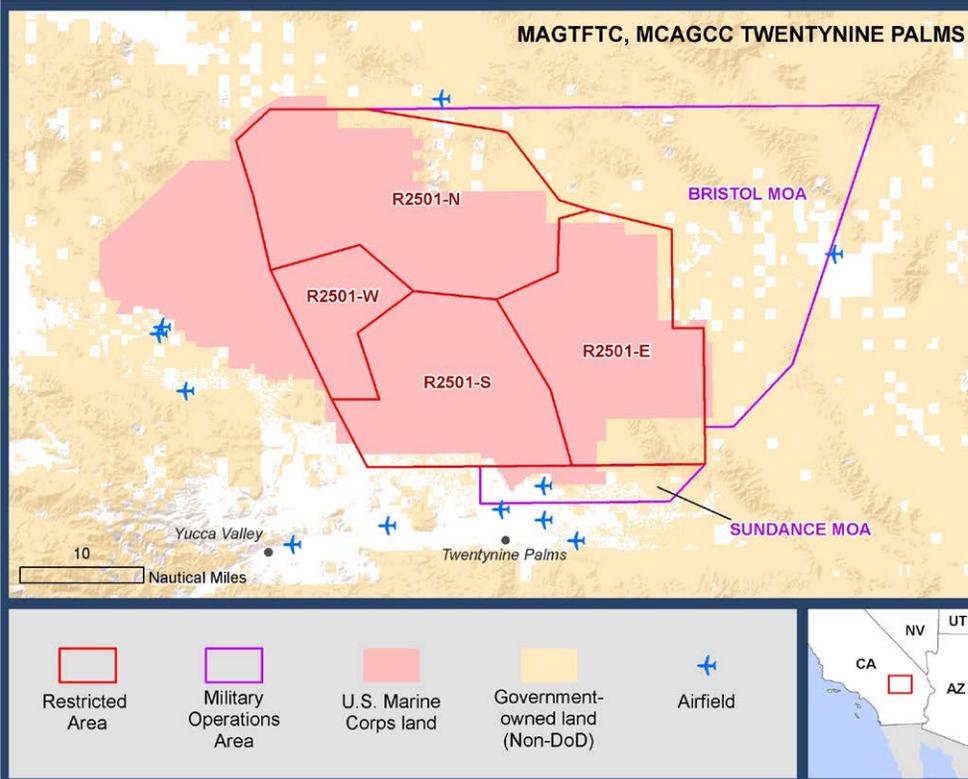
MCAGCC SUA

The map at right displays the Restricted Area R-2501 above MCAGCC and the two MOAs adjacent to that RA. The altitude of the RA is from the ground to unlimited elevation; of the Bristol MOA/ATCAA from 5,000 to 22,000 feet above Mean Sea Level (MSL); and of the Sundance MOA from 500 feet Above Ground Level (AGL) to 10,000 MSL.

R-2501 consists of four different quadrants (outlined in red), R-2501 North, R-2501 South, R-2501 West and R-2501 East. Note that R-2501 boundaries do not mirror the installation's boundaries in all areas. At some locations, it is possible to be operating within R-2501 and not be over the installation property.

MCAGCC Range Control manages its SUA and returns airspace to the National Airspace System for use by all aircraft when not required to support MCAGCC's military training mission. Frequencies for contacting the appropriate controlling agency for SUA are published on the Aeronautical Navigation Charts or may be obtained by requesting the status of SUA specifically as part of preflight weather briefings.

The Bristol MOA abuts the Eastern boundary of R-2501 (outlined in purple). The FAA's Aeronautical Information Manual recommends "Pilots operating under VFR (Visual Flight Rules) should exercise extreme caution while flying within a MOA when military activity is being



conducted. The activity status (active/inactive) of MOAs may change frequently." Military aircraft operating in the MOA receive authorization from the Los Angeles ATC Center. To obtain the status of SUA, contact ATC on the appropriate communication frequency. ATC will advise if the status of a RA or MOA is "hot" (active or inactive) and permission to transit into the SUA may be requested.

The Sundance MOA abuts a portion of the Southern boundary of R-2501 (outlined in purple). Military aircraft authorization to fly into the Sundance MOA must come

from MCAGCC Range Control. Civilian pilots are encouraged to check Notices to Airmen (NOTAMs) for the status of all SUA prior to departure for the latest update on airspace status. It is paramount that all pilots operating within a military operating area (MOA) use extreme diligence for the potential hazards unique to military operations in the airspace.

Restricted Airspace

Airspace above MCAGCC is classified as a Restricted Area (RA), in which authorities have determined that air traffic must be limited due to safety or security concerns during military training activities. On aeronautical charts, RA is depicted in blue with the letter "R" followed by a serial number.

Before flying through RA, a civilian pilot must confirm that the RA has been returned to the National Airspace System for general use and management by Air Traffic Control,

or the pilot must secure permission from MCAGCC when MCAGCC retains use of the RA for military training.

Entering an RA without authorization and during military training will put your aircraft in grave danger from munitions fired by ground and from airborne weapon systems. Unauthorized civilian overflights also will halt live-fire training, causing the loss of critical military training opportunities. All pilots entering R-2501 without permission will be reported to the local Flight Standard District Office (FSDO).



"Restricted Area denotes existence of unusual, often invisible, hazards to aircraft such as artillery firing, aerial gunnery or guided missiles. Penetration of restricted areas without authorization from the using or controlling agency may be extremely hazardous to the aircraft and its occupants." - FAA