Restricted Airspace

Airspace above MCAGCC is classified as a Restricted Area (RA) which is one of several types of Special Use Airspace (SUA) in which authorities have determined that air traffic must be limited due to safety or security concerns. On aeronautical charts, RA is depicted with the letter 'R' followed by a serial number.

Before flying through RA, civilian pilots must confirm that the RA has been returned to the National Airspace for general use and management by Air Traffic Control or secure permission when MCAGCC retains use of the RA for military training.

Entering an RA without authorization and during military training will put you in danger from munitions fired by ground and airborne weapon systems. It also requires all live-fire training to come to a halt, causing the loss of critical military training opportunities.

"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"

- Federal Aviation Administration (FAA)

REMEMBER!

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

1 **Always fly with an activated transponder** when you fly near MCAGCC SUA. If you don't fly with an activated transponder, Range Control and other aircraft cannot see you. You could be putting yourself and others in serious danger.

2 **Monitor the Guard frequency** when near MCAGCC SUA. If you don't monitor the Guard frequency, Range Control will not be able to contact you in the event of imminent danger or an emergency.

3 **Plan your trip before you leave**. Give yourself time to become familiar with the SUA near your flight plan, local terrain, and weather conditions before you leave. Federal Aviation Regulations require all pilots to keep a chart with them while flying; however, the more you plan the less likely you will fly into SUA without authorization.

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MCAGCC Special Use Airspace

To ensure the safety of commercial and civilian aviation during military training activities, the FAA has established special use airspace 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.

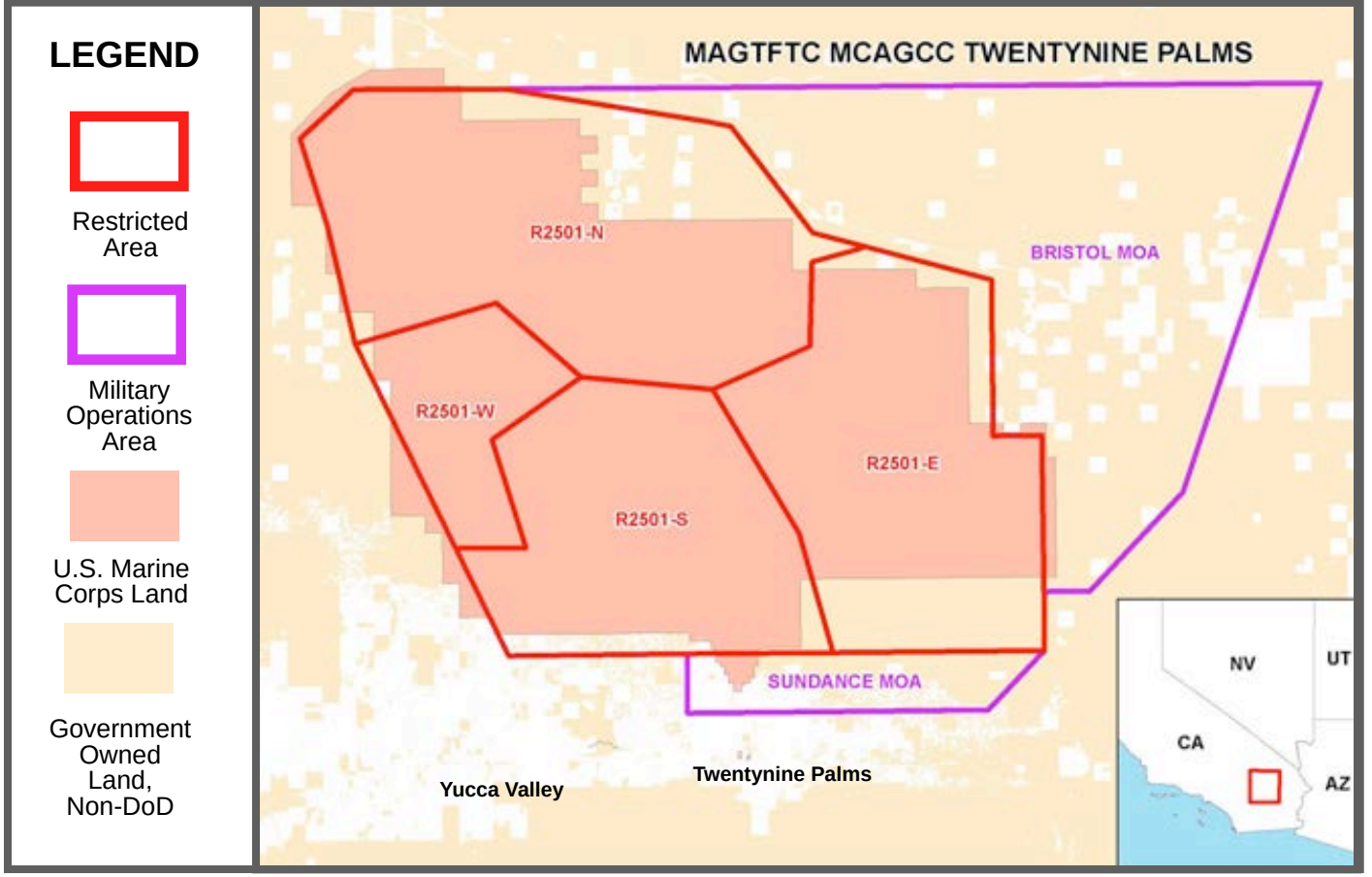
Special Use Airspace (SUA)

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 used for military, commercial, and recreational purposes. The Federal Aviation Administration (FAA) is charged with managing U.S. airspace, ensuring its safe and efficient use. With this mandate, the FAA must balance airspace utilization to best optimize meeting the nation's requirements to support all three elements of the aviation sector.

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

Of the six categories of SUA, the two at MCAGCC are Restricted Areas (RA) and Military Operations Areas (MOA), and above the MOA are 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 activities, while preserving public safety.



MCAGCC SUA

The above chart 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 from 5,000 to 18,000 ft. above Mean Sea Level (MSL); and of the Sundance MOA from 500 ft. 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 for release and use by all aircraft in the National Airspace System when not needed for military training. This can include capping the elevation of the RA (for example at 26,000 MSL). This reduces disruptions to the National Airspace. Authority to fly into R-2501 must come from the Los Angeles Air Traffic Control Center.

The Bristol MOA abuts the Eastern boundary of R-2501(outlined in purple). Aircraft planning to operate within the Bristol MOA must first file a DD Form 175 Flight Plan. Authorization to fly into the Bristol MOA must come from the Los Angeles Air Traffic Control Center.

The Sundance MOA abuts a portion of the Southern boundary of R-2501(outlined in purple). Authorization to fly into the Sundance MOA must come from MCAGCC Range Control.