

Section 4. Special Use Airspace

3-4-1. General

a. Special use airspace (SUA) consists of that airspace wherein activities must be confined because of their nature, or wherein limitations are imposed upon aircraft operations that are not a part of those activities, or both. SUA areas are depicted on aeronautical charts, except for controlled firing areas (CFA), temporary military operations areas (MOA), and temporary restricted areas.

b. Prohibited and restricted areas are regulatory special use airspace and are established in 14 CFR Part 73 through the rulemaking process.

c. Warning areas, MOAs, alert areas, CFAs, and national security areas (NSA) are nonregulatory special use airspace.

d. Special use airspace descriptions (except CFAs) are contained in FAA Order JO 7400.8, Special Use Airspace.

e. Permanent SUA (except CFAs) is charted on Sectional Aeronautical, VFR Terminal Area, and applicable En Route charts, and include the hours of operation, altitudes, and the controlling agency.

NOTE-

For temporary restricted areas and temporary MOAs, pilots should review the Notices to Airman Publication (NTAP), the FAA SUA website, and/or contact the appropriate overlying ATC facility to determine the effect of non-depicted SUA areas along their routes of flight.

3-4-2. Prohibited Areas

Prohibited areas contain airspace of defined dimensions identified by an area on the surface of the earth within which the flight of aircraft is prohibited. Such areas are established for security or other reasons associated with the national welfare. These areas are published in the Federal Register and are depicted on aeronautical charts.

3-4-3. Restricted Areas

a. Restricted areas contain airspace identified by an area on the surface of the earth within which the flight of aircraft, while not wholly prohibited, is subject to restrictions. Activities within these areas must be confined because of their nature or

limitations imposed upon aircraft operations that are not a part of those activities or both. Restricted areas denote the 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. Restricted areas are published in the Federal Register and constitute 14 CFR Part 73.

b. ATC facilities apply the following procedures when aircraft are operating on an IFR clearance (including those cleared by ATC to maintain VFR-on-top) via a route which lies within joint-use restricted airspace.

1. If the restricted area is not active and has been released to the controlling agency (FAA), the ATC facility will allow the aircraft to operate in the restricted airspace without issuing specific clearance for it to do so.

2. If the restricted area is active and has not been released to the controlling agency (FAA), the ATC facility will issue a clearance which will ensure the aircraft avoids the restricted airspace unless it is on an approved altitude reservation mission or has obtained its own permission to operate in the airspace and so informs the controlling facility.

NOTE-

The above apply only to joint-use restricted airspace and not to prohibited and nonjoint-use airspace. For the latter categories, the ATC facility will issue a clearance so the aircraft will avoid the restricted airspace unless it is on an approved altitude reservation mission or has obtained its own permission to operate in the airspace and so informs the controlling facility.

c. Permanent restricted areas are charted on Sectional Aeronautical, VFR Terminal Area, and the appropriate En Route charts.

NOTE-

Temporary restricted areas are not charted.

3-4-4. Warning Areas

A warning area is airspace of defined dimensions, extending from three nautical miles outward from the coast of the U.S., that contains activity that may be hazardous to nonparticipating aircraft. The purpose