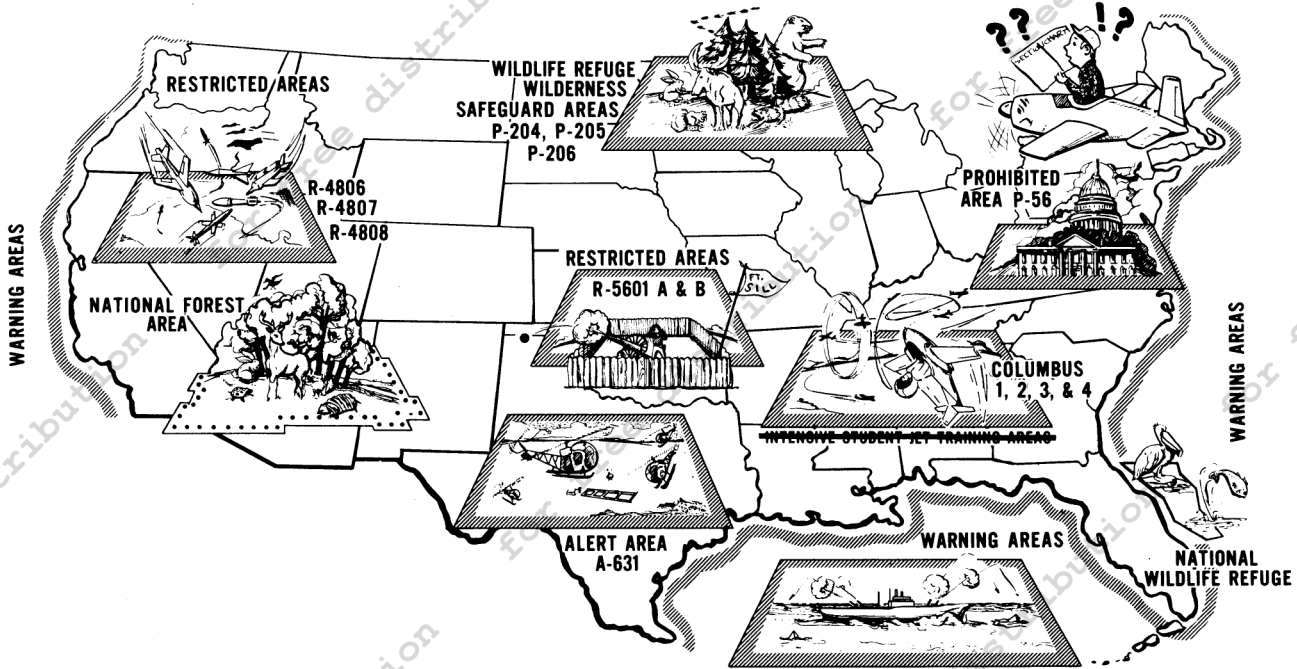


U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
VFR PILOT EXAM-O-GRAM® NO. 51

INTERPRETING SECTIONAL CHARTS (SERIES 3)

SPECIAL USE AIRSPACE



This is the third in a series of Exam-O-Grams dealing with understanding and interpreting aeronautical symbols and legends of the new-type Sectional Charts. See VFR Exam-O-Grams Nos. 23 and 50.

FAR, Part 73.3, states in part: "Special Use Airspace consists of airspace of defined dimensions identified by an area on the surface of the earth 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." Special Use Airspace depicted on aeronautical charts are: Prohibited Areas, Restricted Areas, Warning Areas, Alert Areas, and Intensive Student Jet Training Areas (ISJTAs). These areas are depicted on the charts in many shapes and sizes and their boundaries are outlined by crosshatching like this → .

PROHIBITED, RESTRICTED, WARNING, AND ALERT AREAS
ON MIAMI SECTIONAL CHART

NO.	NAME	ALTITUDE	TIME	APPROPRIATE AUTHORITY
P-29	Key Biscayne, Florida	To FL 180	Continuous	Administrator, FAA, Washington, D.C.
R-2901A	Avon Park North, Fla.	To 6000	Sunrise to sunset	† FAA, Miami ARTC Center or area FSS, Comdr., MacDill AFB, Fla.
W-497	Patrick AFB, Fla	Unlimited	inuous	Comdr., AF Eastern Test Range, Patrick AFB, Fla.
A-291B	Miami, Fla.	0000	Sunrise to sunset daily.	All Local Flying Schools & Flying Clubs Greater Miami Area.

In addition, supplemental information about Prohibited, Restricted, Warning, and Alert Areas is printed on the border of the charts like this.



P - Prohibited R - Restricted W - Warning A - Alert † - Controlling Agency

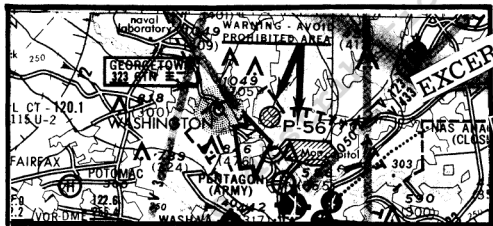
Unless otherwise noted: Altitudes are MSL and in feet; time is local.

No person shall operate an aircraft within a Prohibited Area, or within a Restricted Area between the designated altitudes during the time of designation unless prior permission has been issued by the appropriate authority as listed above. The appropriate authority is defined as either the controlling agency (†) or the using agency.

Flight within Alert Areas is not restricted, but pilots are advised to exercise extreme caution.

* Exam-O-Grams are non-directive in nature and are issued solely as an information service to individuals interested in Airman Written Examinations.

WHAT IS A PROHIBITED AREA? It is designated airspace within which the flight of aircraft is not allowed for security or other reasons associated with national welfare. An example of a Prohibited Area is the area that encompasses the White House and the Capitol buildings in Washington, D. C. It is designated P-56 and extends from the surface to flight level 180. **AVOID THIS AREA!** Three Prohibited Areas (designated P-204, P-205, and P-206) are located southeast of International Falls, Minnesota. These Prohibited Areas were established to safeguard the forest and wildlife in one of the few remaining wilderness areas in the United States. They extend from the surface to 4,000 feet. **AVOID THESE AREAS!**

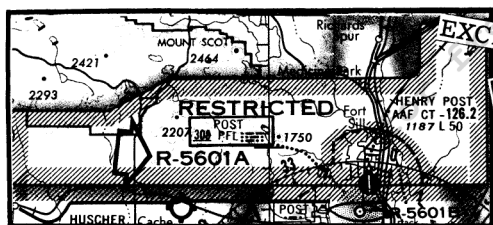


PROHIBITED, RESTRICTED, WARNING, AND ALERT AREAS ON WASHINGTON SECTIONAL CHART

NO.	NAME	ALTITUDE	TIME	APPROPRIATE AUTHORITY
P-40	Thurmont, Md.	To & including 5000	Continuous	Admin., FAA Washington, D. C.
P-56	Washington, D. C.	To FL 180	Continuous	WARNING-AVOID THIS AREA Admin., FAA Washington, D. C.
P-73	Mount Vernon, Va.	1500	Continuous	Admin., FAA Washington, D. C.

No person shall operate an aircraft within a Prohibited Area, or within a Restricted Area between the designated altitudes during the time of designation unless prior permission has been issued by the appropriate authority as listed above. The appropriate authority is defined as either the controlling agency (†) or the using agency.

WHAT IS A RESTRICTED AREA? It is designated airspace within which flight, while NOT wholly prohibited, is subject to restrictions. A Restricted Area is designated when it is determined necessary to confine or segregate activities considered to be hazardous to nonparticipating aircraft. They 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. Permission must be received from the appropriate authority to operate an aircraft within a Restricted Area between the designated altitudes during the time specified.




PROHIBITED, RESTRICTED, WARNING, AND ALERT AREAS ON DALLAS-FT WORTH SECTIONAL CHART

NO.	NAME	ALTITUDE	TIME	APPROPRIATE AUTHORITY
R-5601A	Fort Sill, Okla.	To FL 230	Continuous	C. G. Fort Sill, Okla.
R-5601B	Fort Sill, Okla.	To FL 230	Continuous	† FAA, Fort Worth ARTC Center or area FSS. C. G. Fort Sill, Oklahoma

P - Prohibited R - Restricted W - Warning A - Alert † - Controlling Agency
Unless otherwise noted: Altitudes are MSL and in feet; time is local.

WHAT IS A WARNING AREA? It is airspace, within international airspace, established to contain hazardous operations conducted by U. S. military forces. The activities conducted within Warning Areas may be as hazardous to nonparticipating aircraft and its occupants as those contained within Restricted Areas. However, NO restriction to flight is imposed because flight within international airspace cannot legally be restricted. To alert nonparticipants to the existence of possible hazardous conditions, Warning Areas are depicted on aeronautical charts. Most Warning Areas lie within 3 statute miles of a coast line. When flying along an uneven coast line, shortcuts over water could result in unintentional flight into a Warning Area. **BE ALERT** and refer to the appropriate chart when flying along any coastline.



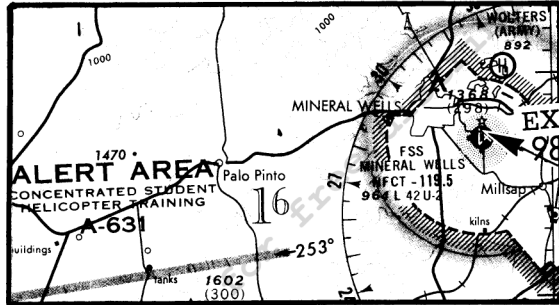
PROHIBITED, RESTRICTED, WARNING, AND ALERT AREAS ON NEW ORLEANS SECTIONAL CHART

NO.	NAME	ALTITUDE	TIME	APPROPRIATE AUTHORITY
W-92	New Orleans, La.	To FL 400	0800-2400	C.O., NAS, New Orleans, La.
W-151	Valparaiso, Fla.	Unlimited	Continuous	Comdr., Armament Development & Test Center, Eglin AFB, Florida.

NOTE: Due to the large size of Warning Areas, only part of W-92 is shown here.

It is always the responsibility of the **PILOT** of any aircraft to do his best to avoid a collision when operating in VFR conditions, regardless of the type of operation being conducted, the area being used, or the type flight plan filed. Three Exam-O-Grams were written to help educate pilots in the **ART OF COLLISION AVOIDANCE**. It is certainly appropriate to mention them when writing about the rules governing Special Use Airspace. Review VFR Exam-O-Grams Nos. 22, 29, and 48.

WHAT IS AN ALERT AREA? It is designated airspace which may contain a high volume of pilot training activities or an unusual type of aeronautical activity--neither of which is hazardous to aircraft. Alert Areas are depicted on aeronautical charts to alert pilots of nonparticipating aircraft of the activity within a specific area. All activity within an Alert Area shall be conducted in accordance with Federal Aviation Regulations, without waiver, and pilots of participating aircraft as well as pilots of aircraft transiting the area, shall be equally responsible for collision avoidance. The establishment of Alert Areas does not impose any flight restrictions or communication requirements on any pilots, although Flight Service Stations in the vicinity may broadcast information regarding the use being made of the area as circumstances dictate.



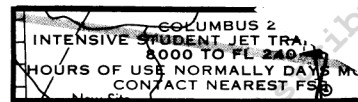
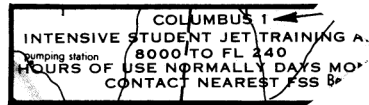
**PROHIBITED, RESTRICTED, WARNING, AND ALERT AREAS
ON DALLAS-FT WORTH SECTIONAL CHART**

NO.	NAME	ALTITUDE	TIME	APPROPRIATE AUTHORITY
A-631	Fort Walters, Texas	To 3000	0700-0100	C. O. U. S. Army Primary Helicopter School/Center, Fort Walters, Texas

Flight within Alert Areas is not restricted, but pilots are advised to exercise extreme caution.

EXCERPTS
NOTE: Alert Area A-631 is too large to be completely shown here. Mineral Wells Control Zone is NOT part of A-631. Downing Heliport (not shown on chart) is located on Mineral Wells Airport. There is heavy helicopter traffic there during takeoff and landing periods.

WHAT IS AN INTENSIVE STUDENT JET TRAINING AREA (ISJTA)? It is designated airspace which contains intensive flight training activities of military student pilots imposed on IFR flights ONLY. All VFR flights with Federal Aviation Regulations pilots of aircraft transiting these training areas must be conducted at altitudes below show how the sectional of Columbus AFB, Mississippi



Note the Special Notice concerning Intensive Student Jet Training Areas from the July 1976 issue of Airman's Information Manual.

MILITARY OPERATIONS AREAS (MOA)
ATC Assigned Airspace (ATCAA) has been established for certain training activities when requested by the military. These airspace areas will be established as Military Operations Areas (MOA) and depicted on sectional and low altitude enroute IFR charts. They will be identified by the use of a nickname e.g. "Tarheel Moody 1" rather than by terms such as special operations areas or intercept training areas. The annotation will include the altitudes to be used and times the specific types of activity to be conducted and times of use. A review will be made of existing alert areas, ISJTA's and they will be converted to MOA's. Whenever an MOA is being used, nonparticipating IFR traffic may be cleared through an MOA if IFR separation can be provided by ATC. Otherwise, ATC will route or restrict nonparticipating IFR traffic. Notices to Airman will be disseminated to alert VFR pilots to the activity. In addition inflight/preflight advisories will be issued. VFR pilots are urged to exercise extreme caution if it is necessary to fly within a military operations area when training activity is being conducted. If there is any doubt as to the location of military activity, inquire of the nearest Flight Service Station.

Note: Due to the large size of the blocks are shown above

WHO CAN AUTHORIZE THE OPERATION OF AN AIRCRAFT IN SPECIAL USE AIRSPACE? An Appropriate Authority, defined as either the Using Agency or the Controlling Agency, may authorize transit through, or flight within, Special Use Airspace.

The Using Agency is the agency, organization, or military command whose activity within a Restricted Area necessitated the area being so designated, or that established the requirement for the Prohibited Area.

The Controlling Agency is the FAA facility that may authorize the transit through, or flight within, a Restricted Area in accordance with a joint-use letter issued under FAR Part 73.15.

Contact the Using Agency for Warning Area and Alert Area information.

~~Contact the nearest FSS for Intensive Student Jet Training Area information.~~

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ALTHOUGH NOT CLASSIFIED AS A SPECIAL USE AIRSPACE, THERE ARE OTHER AREAS THAT HAVE LIMITATIONS TO FLIGHT AS REGULATED BY THE SERVICE THAT ADMINISTERS THEM.

The excerpt to the right shows how National Wildlife Refuges are depicted on a sectional chart.

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In the margin of the sectional charts, information is listed concerning flight over National Park Service Areas, U.S. Fish and Wildlife Service Areas, and U.S. Forest Services Areas as shown below:

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

EXCERPT

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the terrain of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life or 2) threat of serious property loss.

----- Boundary of National Park Service areas,
U.S. Fish and Wildlife Service areas and
U.S. Forest Service Wilderness and Primitive
areas.

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This Exam-0-Gram emphasizes the study and use of information printed on sectional charts. Study the borders and legend of your chart. Know what to look for, what to expect, and what is available to you along your route of flight.

VFR - No. 51

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