

I AM NOT A PILOT. WHY SHOULD I KNOW ABOUT MOAs AND SUAIS?

The information in this pamphlet is for all persons traveling in the vicinity of Military Operations Areas (MOAs) in Alaska. For persons on the ground, this pamphlet provides information on where low flying military aircraft and "jet noise" may occur.

SUAIS INFORMATION

For current information on MOA activity and range status, contact:

EIELSON RANGE CONTROL

VHF 125.3

1-800-758-8723

(907) 372-6913

To file a **NOISE COMPLAINT** call the
24 HOUR FEEDBACK LINE

1-800-538-6647

1-800-JET-NOISE

GENERAL SAFETY REPORTING

Report unexpected encounters with
military aircraft or other safety concerns

JBER - (907) 552-4128/4798

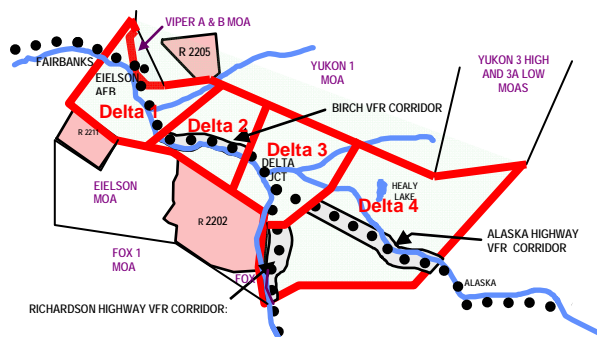
Eielson - (907) 377-1155/1025

For **ADDITIONAL INFORMATION** about Air
Force flight activity in Alaska see our web site at:

<http://www.jber.af.mil/11af/alaskaairspaceinfo>

THIS PAMPHLET IS PROVIDED FOR INFORMATION PURPOSES ONLY. IT IS NOT INTENDED TO REPLACE OFFICIAL GUIDANCE AVAILABLE THROUGH THE FAA. IT IS STRONGLY RECOMMENDED THAT PILOTS CONTACT THE NEAREST FLIGHT SERVICE STATION FOR THE LATEST NOTAM INFORMATION ON RESTRICTED/SPECIAL USE AIRSPACE.

DELTA MOA



SIDE VIEW

FL180

DELTA 1 10000' MSL	DELTA 2 5000' MSL	DELTA 3 3000' AGL	DELTA 4 7000' MSL
EIELSON AFB	BIRCH 500' AGL	DELTA JUNCTION	BUFFALO MOA 300' AGL

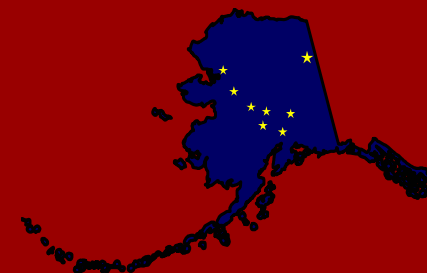
This MOA will only be utilized during major flying exercises (2011 dates listed on flip side). Usage times will be published 30 days prior to the start of each exercise. Exercise activation times will normally consist of a morning and evening period. Each period will last 1.5 – 2.5 hours. Reference the web page below and Eielson AFB NOTAMs for actual activation times. This MOA will be returned to the FAA immediately upon completion of military use. Activation times are published 30 days in advance to encourage pilots to plan their flights around the short activation windows. MOAs are "VFR see and avoid" airspace, and VFR flight through the MOA is not restricted, although extreme caution is advised due to the high speed/dynamic nature of military flying. Utilize SUAIS if you must transit an active MOA. Emergency aircraft, air evacuation, Life Flight, and fire fighting aircraft will always have priority over military training. Please refer to the Alaska Airspace webpage for the most current information:

<http://www.jber.af.mil/11af/alaskaairspaceinfo>

ALASKA MILITARY OPERATIONS AREAS (MOAs)

Special Use Airspace Information Service (SUAIS)

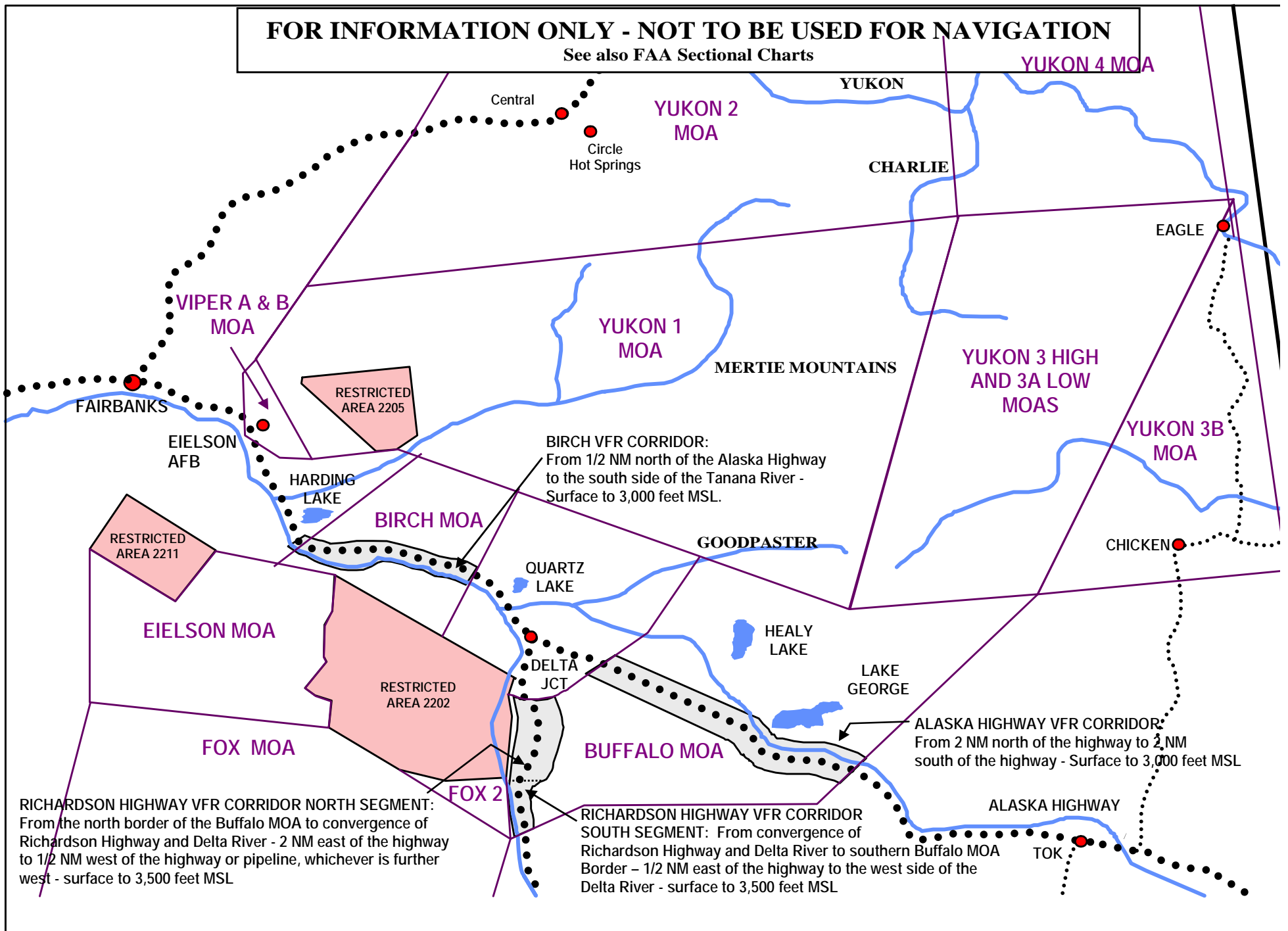
IMPORTANT INFORMATION ON MILITARY
AIRCRAFT OPERATIONS IN ALASKA FOR
ALL PILOTS, RESIDENTS, AND VISITORS



2011 EDITION
DEPARTMENT OF THE AIR FORCE
11TH AIR FORCE
JOINT BASE ELMENDORF-RICHARDSON

FOR INFORMATION ONLY - NOT TO BE USED FOR NAVIGATION

See also FAA Sectional Charts



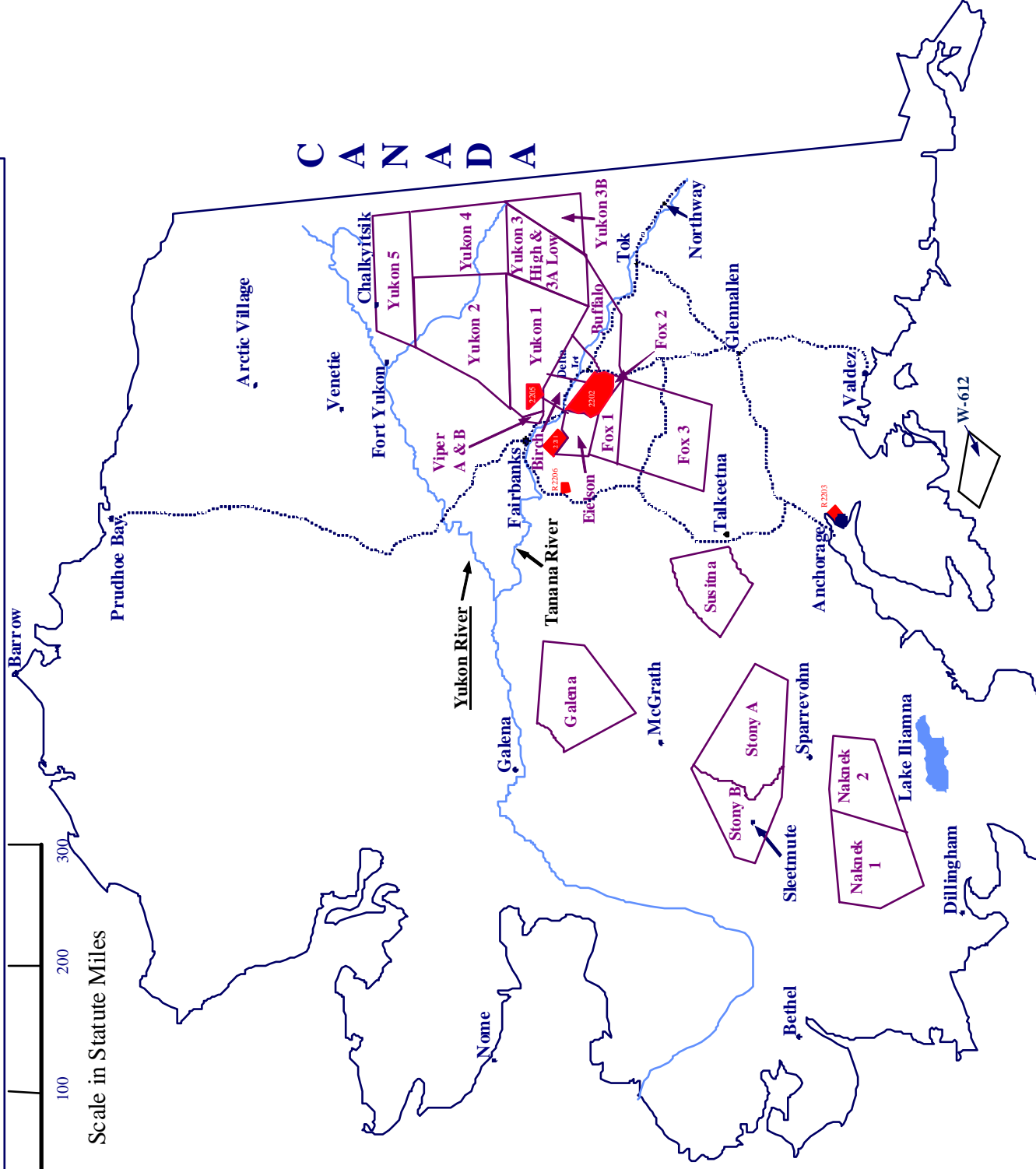
ALASKA MILITARY AVIATION OPERATIONS

FOR INFORMATION ONLY - NOT TO BE USED FOR NAVIGATION

See also FAA Sectional Charts



Scale in Statute Miles



SPECIAL USE AIRSPACE LIMITS

MILITARY OPERATIONS AREAS (MOA):	500' AGL	4999' MSL	FOX 1	5,000' AGL - 17,999' MSL	R-2202A/B	9,999' MSL
BIRCH	300' AGL	6,999' MSL	FOX 2	7,000' MSL - 17,999' MSL	R-2202C	FL 310
BUFFALO	100' AGL	17,999' MSL	FOX 3	5,000' AGL - 17,999' MSL	R-2202D	UNLIMITED
EIELSON	100' AGL	17,999' MSL	GALENA	1,000' AGL - 17,999' MSL	R-2203A/B	11,000' MSL
YUKON 1	100' AGL	17,999' MSL	NAKNEK 1	3,000' AGL - 17,999' MSL	R-2203C	5,000' MSL
YUKON 2	100' AGL	17,999' MSL	NAKNEK 2	3,000' AGL - 17,999' MSL	R-2205	20,000' MSL
YUKON 3 HIGH	10,000' MSL	17,999' MSL	STONY A	100' AGL - 17,999' MSL	R-2206	8,800' MSL
YUKON 3A LOW	100' AGL	9,999' MSL	STONY B	2,000' AGL - 17,999' MSL	R-2211	FL 310
YUKON 3B	2,000' AGL	17,999' MSL	SUSITNA	** - 17,999' MSL		
YUKON 4	100' AGL	17,999' MSL	** FOR SUSITNA, FLOOR OF 5,000' AGL OR			
YUKON 5	5,000' AGL	17,999' MSL	10,000' MSL, WHICHEVER IS HIGHER			
VIPER A	500' AGL	10,000' MSL				
VIPER B	10,000' MSL	17,999' MSL				
				RESTRICTED AREAS:		
				R-2202A/B	SURF	
				R-2202C	10,000' MSL	
				R-2202D	31,001' MSL	
				R-2203A/B	SURF	
				R-2203C	SURF	
				R-2205	SURF	
				R-2206	SURF	
				R-2211	SURF	
				WARNING AREA:		
				W-612	SURF	FL 290

WHAT IS THE SPECIAL USE AIRSPACE INFORMATION SERVICE?

The Special Use Airspace Information Service (SUAIS) is a 24-hour service provided to civilian pilots. The SUAIS's primary function is to provide civilian pilots with information regarding Air Force flight operations in the MOAs and Restricted Airspace within central Alaska, so they may better plan their flights through and around the SUA. The service provides "near real time" information on Air Force flight activity in the Fairbanks and Delta Junction areas. SUAIS also provides information on Army artillery firing and known helicopter operations.

CONTACT INFORMATION AND HOURS OF OPERATION

Eielson Range Control is an airspace facilitator at Eielson Air Force Base, Alaska which is staffed during the 10 hour flying window. This window is normally from 9 a.m. to 7 p.m., Monday through Friday (except federal holidays), and times when military flying is in progress in the Interior Alaskan MOAs and Restricted Areas. After hours, telephone and radio callers will receive the airspace status through a recorded message. Eielson Range Control is equipped with UHF and VHF radios and radar displays.

Pilots can call SUAIS at 1-800-758-8723 or (372-6913 from the Fairbanks area). If airborne, contact Eielson Range Control, VHF 125.3. SUAIS information can also be found on the Joint Base Elmendorf-Richardson home page at:

<http://www.jber.af.mil/11af/alaskaairspaceinfo> then select "Special Use Airspace Information Service". Beyond SUAIS radio range, Flight Service Stations can give status of special use airspace, to include Military Training Routes.

WHY USE SUAIS?

SAFETY: Eielson Range Control monitors all military activity in MOAs and can advise civilian pilots of high-speed military aircraft operating in

them. The MOAs adjacent to the Richardson and ALCAN Highways between Tok, Delta Junction, and Fairbanks are areas of heavy general aviation use. VFR transit corridors have been established along the highways, but the MOAs are of special concern since they are subject to flights at high speed/low altitude by military aircraft.

EFFICIENCY: Military Restricted Areas are not always in use. Eielson Range Control can advise civilian aircraft of current restricted area status.

EMERGENCY: Eielson Range Control can assist in clearing military aircraft out of this airspace if requested by the FAA or other agencies for emergency operations such as air ambulance missions or fire fighting operations.

HOW TO USE SUAIS

PREFLIGHT: Call the SUAIS phone number to find out which MOAs along your route of flight are scheduled to be active and during what times.

INITIAL RADIO CONTACT WITH RANGE CONTROL: Provide your present position (with reference to a NAVAID or a well known geographic reference), altitude, and intended route of flight. Conveying intentions is critical to helping the system enhance flight safety in areas that lack low altitude radio coverage.

POSITION REPORTS: To promote safety and improve everyone's situational awareness, pilots are encouraged to provide routing and destination updates, particularly if their route of flight changes.

SUAIS RADIO AND RADAR COVERAGE

Radio relay stations permit pilots flying as low as a few hundred feet to contact Eielson Range Control in the Tanana Valley between Lake George and Fairbanks. Aircraft flying in mountainous terrain to the east of the Tanana River will need to be as high as the tops of the highest terrain in their immediate vicinity. The general area of coverage is bounded by 50 miles North of Circle, Fairbanks to

the west, Black Rapids to the south, and Lake George to the east. The ability to detect light aircraft without transponders is limited. **Transponder use is highly recommended.**

Eielson Range Control *does not* provide air traffic control services. They can provide information on the status of airspace and the *approximate* locations of *military aircraft* in the area. IFR vectoring, processing of flight plans, etc., is not provided. *Use of the SUAIS constitutes an acknowledgment, understanding, and acceptance of these limitations.*

MAJOR FLYING EXERCISE SCHEDULE

The following schedule lists dates when higher than usual levels of activity can be expected in Alaskan MOAs. Military flying activities *are not limited* to these dates. Military aircraft may be encountered at any time throughout the year.

Military flight activity will normally increase two business days prior to major exercises to allow pilots to familiarize themselves with the airspace. The major exercises dates are listed below.

Dates below subject to change
Check the web site for updates

Red Flag Alaska 11-01	18 Apr -- 29 Apr 2011
Northern Edge 11	13 June -- 24 June 2011
Red Flag Alaska 11-02	11 July -- 22 July 2011
Red Flag Alaska 11-03	15 Aug -- 26 Aug 2011
Red Flag Alaska 12-1	10 Oct -- 21 Oct 2011

<http://www.jber.af.mil/11af/alaskaairspaceinfo>