



# AIRSPACE MANAGEMENT AND USE

## AIRSPACE RULES AND REGULATIONS

- Managed and controlled by the Federal Aviation Administration to ensure that all users can operate in a safe, secure, and efficient manner.
- Military airspace is released back to the Federal Aviation Administration when not needed.
- Emergency and other priority aircraft e.g., “life-flights” have priority in any airspace. Military training is stopped during such events.
- Military airspace managers communicate regularly with fire management agencies to deconflict fire-fighting operations.
- Pilots using Visual Flight Rules (VFR) can operate in active MOAs.
- Pilots using Instrument Flight Rules (IFR) must transit around active MOAs.
- MOAs exclude airspace below 1,500 feet above ground level within a 3 nautical mile radius of charted **public** use airports.
- MOA floors below 1,200 feet above ground level over **private** use airports are coordinated with the affected airport operators.



## AIRSPACE IMPACTS

Impacts described below would only occur for IFR flights while the MOA is active.

### Sells, Ruby, Fuzzy, Morenci, and Reserve MOAs

- No changes to size or shape of these MOAs, no impacts to non-military users.
- Changes to published times of use would align with how MOAs are currently used without having to issue Notice to Air Missions (NOTAMs) and would not change current airspace management or use.

### Tombstone MOA

- Up to 1 minute additional travel time to route around proposed expansion area (only Alternatives 2 and 4)
- Air Traffic Service Route V-66 absorbed by changes; rerouting around active MOA would add 4-5 minutes travel time
- Minor impact to instrument approach procedures at Cochise County Airport

### Gladden and Bagdad MOAs

- 1-7 minutes additional travel time to route around
- Potential impact to flight training schools

### Outlaw and Jackal MOAs

- Minor impact to instrument approach procedures at Phoenix-Mesa Gateway and Coolidge Municipal Airports
- Potential impact to flight training schools