



ALASKA MILITARY OPERATIONS AREAS (MOAs)

Special Use Airspace Information Service (SUAIS)

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

Updated: March 2023

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



SPECIAL USE AIRSPACE INFORMATION SERVICE

SUAIS: 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 Military Operating Areas (MOAs) and Restricted Airspace within central Alaska, so they may better plan their flights through and around this Special Use Airspace (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, known helicopter operations, and Army unmanned aerial vehicle (UAV) operations.

CONTACT INFO & HOURS OF OP

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

Pilots can call SUAIS:
1-800-758-8723
(907-372-6913 Fairbanks)
or email planned flight activity to:
353CTS.RangeControl.SUAIS@us.af.mil
If airborne, contact Eielson Range Control, **VHF 125.3MHz or 126.3 MHz (Please refer to chart within)**

Military airspace information:
www.jber.jb.mil/Info/Alaskan-Airspace-Info
Beyond SUAIS radio range or when Eielson Range Control is not available (recording heard on SUAIS frequency), Flight Service Stations or Anchorage Center can provide status of special use airspace, to include Military Training Routes (MTRs).

WHY USE SUAIS?

SAFETY

Eielson Range Control monitors military activity in the interior MOAs and can advise civilian pilots of high-speed military aircraft operating in them. The MOAs adjacent to the Richardson and Alaska Highways between Tok, Delta Junction, and Fairbanks are areas of heavy general aviation use. MOA Exclusion Areas have been established along the highways. The MOAs are of special concern since they are used primarily by rapidly maneuvering fighter aircraft operating at high speeds and low altitude.

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. To inform ERC of next-day flights when ERC is closed, please email

353CTS.RangeControl.SUAIS@us.af.mil

Flight Area • Times
Transponder equipped
Altitudes
Type Aircraft • Tail #
Any other pertinent flight information

INITIAL RADIO CONTACT WITH EIELSON 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 or radar 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 radio coverage encompasses Circle to the north, Fairbanks to the west, Gulkana to the south, and Chicken 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 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.

The exercise schedule for the 2023 season is as follows:

Northern Edge
(4 - 19 May 23)

RED FLAG-AK 23-2
(8 - 23 June 23)

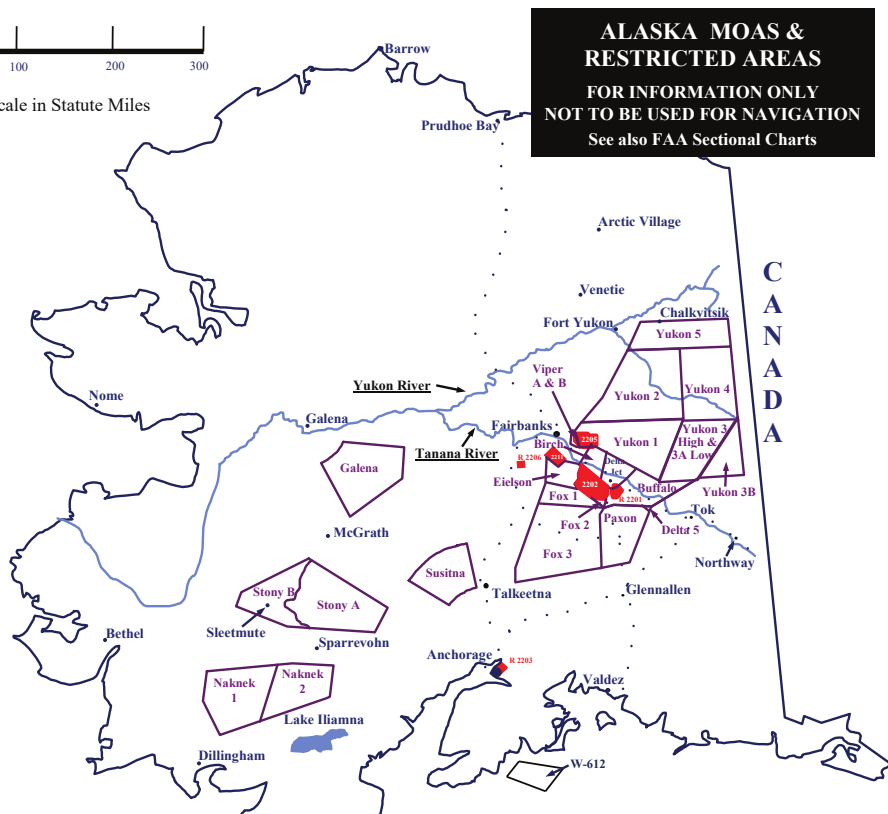
RED FLAG-AK 23-3
(10 - 25 August 23)

*Dates subject to change.
Check the website for updates.*

Note 1: Typical RED FLAG-Alaska exercises consist of a morning and evening training period. The morning airspace period usually occurs from 9:00am - 1:00pm (with the Delta MOAs activated from 9:30am - 12:00pm). The evening airspace period usually occurs from 3:00pm - 7:00pm (with the Delta MOAs activated from 3:30pm - 6:00pm). Reference Anchorage Center (PAZA) NOTAMS for actual Delta MOA activation times.
Note 2: The Friday before the exercise starts is typically a heavy flying day known as "FAM Day".



Scale in Statute Miles



SPECIAL USE AIRSPACE

MILITARY OPERATIONS AREAS (MOA):

BIRCH	500' AGL	4,999' MSL	FOX 1	5,000' AGL - 17,999' MSL
BUFFALO	300' AGL	6,999' MSL	FOX 2	7,000' MSL - 17,999' MSL
EIELSON	100' AGL	17,999' MSL	FOX 3 LOW	500' AGL - 5,000' AGL
YUKON 1	100' AGL	17,999' MSL	FOX 3 HIGH	5,000' AGL - 17,999' MSL
YUKON 2	100' AGL	17,999' MSL	GALENA	1,000' AGL - 17,999' MSL
YUKON 3 HIGH	10,000' MSL	17,999' MSL	NAKNEK 1	3,000' AGL - 17,999' MSL
YUKON 3A LOW	100' AGL	9,999' MSL	NAKNEK 2	3,000' AGL - 17,999' MSL
YUKON 3B	2,000' AGL	17,999' MSL	PAXON LOW	500' AGL - 13,999' MSL
YUKON 4	100' AGL	17,999' MSL	PAXON HIGH	14,000' MSL - 17,999' MSL
YUKON 5	5,000' AGL	17,999' MSL	STONY A	100' AGL - 17,999' MSL
VIPER A	500' AGL	9,999' MSL	STONY B	2,000' AGL - 17,999' MSL
VIPER B	10,000' MSL	17,999' MSL	SUSITNA	5K' AGL/10K MSL - 17,999' MSL
			DELTA 1-5	SEE BACK PAGE FOR INFO

RESTRICTED AREAS:

R-2201A/B	SURF - 5,999' MSL
R-2201C/D	6,000' - 11,000' MSL
R-2202A/B	SURF - 9,999' MSL
R-2202C	10,000' MSL - FL 310
R-2202D	>FL310 - UNLIMITED
R-2203A/B	SURF - 11,000' MSL
R-2203C	SURF - 5,000' MSL
R-2205A/B/C/D/E	SURF - 9,999' MSL
R-2205F/G/H/J/K	10,000' MSL - FL310
R-2206	SURF - 8,800' MSL
R-2211	SURF - FL 310
WARNING AREA:	
W-612	SURF - FL 290

DELTA MOAs

The Delta MOAs will only be utilized during major flying exercises (MFEs). 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 Anchorage Center (PAZA) NOTAMS for actual activation times. The Delta MOAs 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.

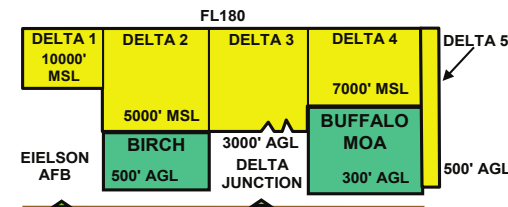
MOAs are "VFR see and avoid" airspace. VFR flight through MOAs is not restricted, although extreme caution is advised due to the high speed/dynamic nature of military flying. Utilize SUAIS if you must transit an active MOA. Emergency aircraft, air evacuation, Life Flight, and fire fighting aircraft will always have priority over military training. Please refer to the Alaska Airspace webpage for the most current information:

www.jber.jb.mil/Info/Alaskan-Airspace-Info

As of November 2018, Alaska has two new low altitude MOAs: Fox 3 Low MOA and Paxon Low MOA. Fox 3 Low (500' - 5,000' AGL) is used for daily training and is activated "by NOTAM". Paxon Low MOA (500' AGL to but not including 14,000' MSL) is only used during major flying exercises such as Red Flag-AK, similar to the Delta MOAs, and it too is activated "by NOTAM". SUAIS is now available in both these areas. See frequency chart within.

As of November 2019, restricted area R-2205 near Eielson AFB has been expanded, and a new restricted area, R-2201, has been established near Delta Junction. SUAIS is available for both areas.

SIDE VIEW: DELTA 1-5 MOAs



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, MTR and range status/activity, contact:

EIELSON RANGE CONTROL (ERC)

VHF 125.3 MHz and 126.3 MHz
(Frequency locations depicted on chart within)
1-800-758-8723 / (907) 372-6913

Contact nearest FSS or Anchorage Center after hours or when ERC cannot be reached to determine airspace status.

To inform ERC of next-day flight activity when ERC is closed, please email

353CTS.RangeControl.SUAIS@us.af.mil

Flight Area • Times
Transponder equipped Altitudes
Type Aircraft • Tail #
Any other pertinent flight information

Notify ERC of SUAIS radio outages.

GENERAL SAFETY REPORTING & NOISE COMPLAINTS

Report unexpected encounters with military aircraft, other safety concerns, and noise complaints to the

24 HOUR FEEDBACK LINE

1-800-538-6647

For ADDITIONAL INFORMATION about Air Force flight activity in Alaska see our website at:

www.jber.jb.mil/Info/Alaskan-Airspace-Info

Special Use Airspace scheduled activation times (for up to 24 hrs. from current time) can be obtained at:

<https://sua.faa.gov>

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.