



Figure 5-14. Alert area (A-211).

Controlled Firing Areas

Controlled firing areas contain military activities, which, if not conducted in a controlled environment, could be hazardous to nonparticipating aircraft. The difference between controlled firing areas and other special use airspace is that activities must be suspended when a spotter aircraft, radar, or ground lookout position indicates an aircraft might be approaching the area.

Other Airspace Areas

“Other airspace areas” is a general term referring to the majority of the remaining airspace. It includes:

- Airport advisory areas
- Military training routes (MTR)
- Temporary flight restrictions (TFR)
- National security areas

Airport Advisory Areas

An airport advisory area is an area within 10 statute miles (SM) of an airport where a control tower is not operating, but where a flight service station (FSS) is located. At these locations, the FSS provides advisory service to arriving and departing aircraft.

Military Training Routes (MTRs)

Military Training Routes (MTRs) are routes used by military aircraft to maintain proficiency in tactical flying. These routes are usually established below 10,000 feet MSL for operations at speeds in excess of 250 knots. Some route segments may be defined at higher altitudes for purposes of route continuity. Routes are identified as IFR (IR), and VFR (VR), followed by a number. MTRs with no segment above 1,500 feet AGL are identified by four number characters (e.g., IR1206, VR1207). MTRs that include one or more segments above 1,500 feet AGL are identified by three number characters (e.g., IR206, VR207). IFR Low Altitude En Route Charts depict all IR

routes and all VR routes that accommodate operations above 1,500 feet AGL. IR routes are conducted in accordance with IFR regardless of weather conditions.

MTR are usually indicated with a blue line on the sectional chart. A balloon pilot flying in the area of numerous VRs or IRs should question the briefer during the weather brief to find out if any of the routes are in use, and a possible time frame for opening and closing. While it is true that the balloon pilot has the right of way, the balloon will generally come out worse in a midair conflict with a fast-moving military aircraft. MTRs, such as the example depicted in *Figure 5-15*, are also further defined on the back of the sectional charts.



Figure 5-15. Military training routes (MTR) chart symbols.

Temporary Flight Restrictions (TFRs)

Temporary flight restrictions (TFRs) are put into effect when traffic in the airspace would endanger or hamper air or ground activities in the designated area. For example, a forest fire, chemical accident, flood, or disaster-relief effort could warrant a TFR, which would be issued as a Notice to Airmen (NOTAM). The NOTAM begins with the phrase “FLIGHT RESTRICTIONS” followed by the location of the temporary restriction, effective time period, area defined in statute miles, and altitudes affected. The NOTAM also contains the FAA coordination facility and telephone number, the reason for the restriction, and any other information deemed appropriate. The pilot should check the NOTAMs as part of flight planning.

The reasons for establishing a temporary restriction are:

- Protect persons and property in the air or on the surface from an existing or imminent hazard;
- Provide a safe environment for the operation of disaster relief aircraft;
- Prevent an unsafe congestion of sightseeing aircraft above an incident or event, which may generate a high degree of public interest;