SPECIAL USE AIRSPACE ON SAN FRANCISCO SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications.
Contact nearest FSS for information.

† Other times by NOTAM.
NOTAM – Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P–PROHIBITED, R–RESTRICTED, A–ALERT, W–WARNING, MOA–MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2513	TO FL 240	CONTINUOUS	OAKLAND CNTR	128.7 307.0
R-2531	TO BUT NOT INCL 4000	1000-2050 MON-FRI OCNL SAT & SUN WHEN ACTIVATED BY NOTAM 24 HRS IN ADVANCE	NORCAL TRACON	123.85 278.3
R-4803	TO BUT NOT INCL FL 180	0715-2330	OAKLAND CNTR	128.8 285.5 (N,E) 125.75 319.8 (S,W)
R-4804 A	TO BUT NOT INCL FL 180	0715-2330	OAKLAND CNTR	125.75 319.8
R-4810	TO 17,000	0715-2330	OAKLAND CNTR	125.75 319.8

Figure 8-12. *Example of the additional information provided on sectional charts for special use airspace.*

are established for security or other reasons associated with the national welfare. These areas are published in the Federal Register and are depicted on sectional charts. The area is charted as a "P" followed by a number (e.g., "P-56 A and B"). *[Figure 8-13]*

Figure 8-13. *Prohibited area in Washington, D.C., on a sectional chart.*

Restricted Areas

Restricted areas are areas where operations are hazardous to nonparticipating aircraft and contain airspace within which the flight of aircraft, while not wholly prohibited, is subject to restrictions. Activities within these areas must be confined because of their nature, or limitations may be imposed upon aircraft operations that are not a part of those activities, or both. Restricted areas denote the existence of unusual, often invisible, hazards to aircraft (e.g., artillery firing, aerial gunnery, or guided missiles). Penetration of restricted areas is illegal without authorization from the using or controlling agency may be extremely hazardous to the aircraft and its occupants. ATC facilities apply the following procedures:

1. If the restricted area is not active and has been released to the Federal Aviation Administration (FAA), the ATC facility will allow the aircraft to operate in the restricted airspace without issuing specific clearance for it to do so.
2. If the restricted area is active and has not been released to the FAA, the ATC facility will issue a clearance which will ensure the aircraft avoids the restricted airspace.

Restricted areas are charted with an "R" followed by a number (e.g., "R-4803 and R-4810") and are depicted on the sectional charts. *[Figure 8-14]*

Warning Areas

Warning areas consist of airspace which may contain hazards to nonparticipating aircraft in international airspace. The activities may be much the same as those for a restricted area. Warning areas are established beyond the three mile limit and are depicted on sectional charts.

Military Operations Areas (MOAs)

MOAs consist of airspace of defined vertical and lateral limits established for the purpose of separating certain military training activity from IFR traffic. There is no restriction against a pilot operating VFR in these areas; however, a pilot should be alert since training activities may include acrobatic and abrupt maneuvers. MOAs are depicted by name and with defined boundaries on sectional, VFR terminal area, and en route low altitude charts and are not numbered (e.g., "CHURCHILL HIGH MOA," "CHURCHILL LOW