



Federal Aviation Administration

Memorandum

Date: March 22, 2022

To: Michael Beckles, Group Manager, Rules & Regulations Group, AJV-P2

BYRON G Y
CHEW

Digitally signed by
BYRON G Y CHEW
Date: 2022.03.22
16:04:42 -07'00'

From: B. G. Chew, Acting Group Manager, Operations Support Group,
Western Service Center, AJV-W2

Subject: Fiscal Year (FY) 2021 Restricted Area and Military Operations Area
Utilization Report

The Western Service Center (WSC), Operations Support Group (OSG), completed its review of the Restricted Area (RA) and Military Operations Area (MOA) annual utilization reports for FY 2021, submitted by the Departments of the Army (DAR), Navy (DON), Air Force (DAF), Energy (DOE), and U.S. Customs and Border Protection (CBP). The result of the WSC, OSG, review is as follows:

non responsive

- b. R-2302; Flagstaff, AZ; has been declared a Post-Closure Permit Area (PCPA). The airspace is only utilized if unexploded ordnance (UXO) is identified for demolition, or if a fire occurs. UXO was identified and the airspace was activated for four hours during FY 2021. Additional UXO was identified within the PCPA and is scheduled for demolition during FY 2022. OSG recommends it remain in place.
- c. R-2306A, and B; Yuma, AZ; was activated for 5,028 hours and utilized for 3,327 hours. The difference between hours activated and actual utilization is caused by early completion of scheduled test and training events.

- d. R-2310A, B, and C; Florence, AZ; the airspace was scheduled for use but not utilized due to frequent cancelations by both military units and Department of Defense (DoD) contractors. Additionally, restricted areas B and C were not utilized because the hazardous activities being conducted did not justify activation. The FY 2022 scheduling plan projects usage of all restricted areas. OSG recommends it remain in place.

non responsive

non responsive

- b. R-2510 B; Yuma, AZ; Usage information is unavailable for the reporting period, due to limited communications with users in the subject airspace. Los Angeles Air Route Traffic Control Center is relegated control of the airspace. Activation and utilization data are not maintained by the scheduling or controlling agencies at this time. This is anticipated to be fixed with the procurement and installation of communication equipment at a future date, which will provide required information to Yuma Range.
- c. R-2507 North, South, East, and West; Yuma, AZ; Utilization rates below 75 percent reflect the current state of maintenance and rehabilitation associated with locally-based (Miramar Marine Corps Air Station [KNKX] and Yuma Marine Corps Air Station [KNYL]) aircraft. Challenges associated with maintaining an aging fleet, high operational tempo over the past 15 years, and a stagnant support system all play a role in getting aircraft safely airborne and conducting training within Special Use Airspace (SUA). It is anticipated that with the introduction of new platforms in the coming years, utilization rates will rise and demand for airspace will be met with completed sorties as opposed to sorties cancelled on the ground or inbound to the SUA due to maintenance.
- d. R-2512; Yuma, AZ; Utilization rates below 75 percent reflect the current state of maintenance and rehabilitation associated with locally-based (KNKX and KNYL) aircraft. Challenges associated with maintaining an aging fleet, high operational tempo over the past 15 years and a stagnant support system all play a role in getting aircraft safely airborne and conducting training within SUA. It is anticipated that with the introduction of new platforms in the coming years, utilization rates will rise and demand for airspace will be met with completed sorties as opposed to sorties cancelled on the ground or inbound to the SUA due to maintenance.

IV. CBP

No areas of concern were identified.

V. DAF

Smitty MOA; Albuquerque, NM; Anticipate continued minimal airspace activation in the near and future terms. However, the Office of NextGen Air National Guard will continue to retain these airspaces, as is, knowing that changes in mission can and will occur and that existing airspace is vital to meet these changing needs. Currently, the legal descriptions state the times of use as “0800–2200 local time, daily.” OSG recommends it remain in place, but is potentially recommending the unit change the time of usage to “intermittent by notice to air missions (NOTAM)” if minimal utilization continues through FY 2022.

If you require additional information, please contact Greg Nairn, Operations Support Specialist, WSC, at (206) 231-3435, or Theodore Cooper at (206) 231-2722.

cc:

WSA Air Traffic Representatives

WSA Military Representatives