

## Existing Powder River Training Complex Airspace Parameters

**Times of Use:** 07:30-12:00 (7:30 am – 12:00pm) and 18:00-23:30 (6:00pm – 11:30pm) Monday-Thursday and 07:30-12:00 (7:30am – 12:00pm) Friday, by NOTAM 2 hours in advance; other times by NOTAM 4 hours in advance.

Component	Availability	Floor/Ceiling
<b>Powder River 1 (PR1)</b>		
PR1A Low MOA	Day-to-day and LFE	500 feet AGL to, but not including 12,000 feet MSL, excluding the airspace 1,500 feet AGL and below within 3 NM radius of the Big Horn County Airport, MT
PR1A High MOA	LFE only	12,000 feet MSL to, but not including FL180
PR1A ATCAA	LFE only	FL180–FL260
PR1B Low MOA	Day-to-day and LFE	500 feet AGL to, but not including 12,000 feet MSL, excluding the airspace 1,500 feet AGL and below within 3 NM radius of Colstrip Airport, MT
PR1B High MOA	Day-to-day and LFE	12,000 feet MSL to, but not including FL180
PR1B ATCAA	Day-to-day and LFE	FL180–FL230 (day-to-day) FL180–FL260 (LFE Only)
PR1C Low MOA	Day-to-day and LFE	500 feet AGL to, but not including 12,000 feet MSL, excluding the airspace within the Northern Cheyenne Indian Reservation
PR1C High MOA	LFE only	12,000 feet MSL to, but not including FL180
PR1C ATCAA	LFE only	FL180–FL260
PR1D Low MOA	Day-to-day and LFE	500 feet AGL to, but not including 12,000 feet MSL, excluding the airspace 1,500 feet AGL and below within 3 NM radius of the St. Labre Mission Airport, MT, and the airspace within the Northern Cheyenne Indian Reservation
PR1D High MOA	Day-to-day and LFE	12,000 feet MSL to, but not including FL180
PR1D ATCAA	Day-to-day and LFE	FL180–FL230 (day-to-day) FL180–FL260 (LFE Only)
<b>Powder River 2 (PR2)</b>		
PR2 Low MOA	Day-to-day and LFE	500 feet AGL to, but not including 12,000 feet MSL, excluding the airspace 1,500 feet AGL and below within 3 NM radius of Broadus Airport, MT; Ekalaka Airport, MT; Laird Ranch Airport, MT; Lanning Ranch Airport, MT; Harding County Airport, SD; Camp Crook Airport, SD, and Sky Ranch Airport, SD
PR2 High MOA	Day-to-day and LFE	12,000 feet MSL to, but not including FL180
PR2 ATCAA	Day-to-day and LFE	FL180–FL260
<b>Powder River 3 (PR3)</b>		
PR3 Low MOA	Day-to-day and LFE	500 feet AGL to, but not including 12,000 feet MSL, excluding the airspace 1,500 feet AGL and below within 3 NM radius of Baker Municipal Airport, MT, and Bowman Municipal Airport, ND
PR3 High MOA	Day-to-day and LFE	12,000 feet MSL to, but not including FL180
PR3 ATCAA	Day-to-day and LFE	FL180–FL260
<b>Powder River 4 (PR4)</b>		
PR4 High MOA	Day-to-day and LFE	12,000 feet MSL to, but not including FL180
PR4 ACTAA	Day-to-day and LFE	FL180–FL260
Gateway East ATCAA	LFE only	FL180–FL260
Gateway West ATCAA	Day-to-day and LFE	FL180–FL260
Crossbow ATCAA	Day-to-day and LFE	FL270–FL310
<b>Gap-A, B, C</b>		
Gap-A, B Low MOA	LFE only	500 feet AGL to, but not including 12,000 feet MSL
Gap-A, B, C High MOA	LFE only	12,000 feet MSL to, but not including FL180
Gap-A, B, C ATCAA	LFE only	FL180–FL260

*Legend:* AGL = above ground level; ATCAA = Air Traffic Control Assigned Airspace; FL = Flight Level; LFE = Large Force Exercise; MOA = Military Operations Area; MSL = mean sea level; PR = Powder River

# Common Airspace Definitions

**Special Use Airspace (SUA).** SUA consists of airspace wherein activities must be confined because of their nature, or wherein limitations are imposed upon aircraft operations that are not part of those activities, or both. SUA areas are depicted on aeronautical charts, except for controlled firing areas, temporary military operations areas, and temporary restricted areas. The vertical limits of SUA are defined by designated altitude floors (the lowest altitude) and ceilings (the highest altitude). A listing of all regulatory and non-regulatory SUA is published annually in Federal Aviation Administration (FAA) Order JO 7400.10, *Special Use Airspace*.

**Military Operations Area (MOA).** MOAs are a type of SUA and consist of airspace of defined vertical and lateral limits established for the purpose of separating certain military training activities from Instrument Flight Rules (IFR) traffic. Whenever a MOA is being used, nonparticipating IFR traffic may be cleared through a MOA if IFR separation can be provided by Air Traffic Control (ATC). Otherwise, ATC will reroute or restrict nonparticipating IFR traffic. Non-participating aircraft flying under Visual Flight Rules (VFR) may transit an active MOA by employing see-and-avoid procedures. Pilots operating under VFR should exercise extreme caution while flying within a MOA when military activity is being conducted. The activity status (active/inactive) of MOAs may change frequently and is published in the FAA NOTAM (Notice to Airmen) system. Prior to entering an active MOA, pilots should contact the controlling agency for traffic advisories.

**Air Traffic Control Assigned Airspace (ATCAA).** ATCAA is not SUA but Special Activity Airspace and typically established at altitudes at or above 18,000 feet. ATCAAs are designated in a Letter of Agreement (LOA) with the FAA, are not published on aeronautical charts, and exist only when made available for users by the FAA. ATC separates all non-participating aircraft from active ATCAA airspace but may recall the airspace at any time if needed for emergency purposes.

**Altitude.** The vertical elevation above the surface. Altitude references for aircraft operations and airspace are presented in several units of measure:

- **Above Ground Level (AGL):** AGL references are usually used at lower altitudes (almost always below 10,000 feet above the surface), when clearance from terrain is more of a concern for aircraft operation.
- **Mean Sea Level (MSL):** MSL altitudes are used most commonly across aviation for operations below 18,000 feet, and clearance from terrain is less of a concern for aircraft operations.
- **Flight Level (FL):** FL is used to describe altitudes at or above 18,000 feet MSL adjusted for barometric pressure. Flight Levels are given in hundreds of feet, e.g., FL300 is approximately 30,000 feet MSL.

**Instrument Flight Rules (IFR).** Rules governing the procedures for conducting instrument flight in accordance with 14 Code of Federal Regulations (CFR) Part 91. ATC is responsible for separating all aircraft operating IFR from the terrain and from other IFR aircraft.

**Visual Flight Rules (VFR).** The regulations that specify the cloud and visibility limitations for aircraft operating with visual reference. The basic premise of VFR is that the pilot would be able to navigate and manipulate the aircraft with external cues only. Pilots operating under VFR are generally responsible for seeing and avoiding all other aircraft.