



NOTICE TO ALL CONCERNED

CASE NO. 24-AWP-91-NR

PROPOSAL TO
AMEND SPECIAL USE AIRSPACE MILITARY OPERATIONS AREAS
TOMBSTONE A, TOMBSTONE B, TOMBSTONE C, OUTLAW,
JACKAL, MORENCI, RESERVE, BAGDAD 1, GLADDEN 1,
SELLS 1, RUBY 1, FUZZY
ESTABLISH MILITARY OPERATIONS AREAS
TOMBSTONE D, TOMBSTONE E
REMOVE MILITARY OPERATIONS AREA JACKAL LOW
ARIZONA / NEW MEXICO

SUMMARY: The Federal Aviation Administration (FAA) is considering a proposal from the Department of the Air Force to modify Special Use Airspace (SUA) around Arizona and New Mexico. The proposed modifications aim to improve aircrew training for F-16, F-35, and A-10 aircraft by optimizing the size and configuration of 10 Military Operations Areas (MOA) to meet evolving aircraft capabilities and mission requirements. Specifically, the proposal:

- **Adjusts** published times of use for all MOAs to align with current usage.
- **Reconfigures** Tombstone MOA from three MOA subdivisions (A/B/C) to five (A/B/C/D/E).
- **Removes** Jackal Low MOA, as the amended Jackal MOA would absorb Jackal Low MOA.
- **Lowers** altitude floors in certain MOAs to improve training flexibility.
- **Lowers** altitude floors for supersonic flight training.
- **Increases** the use of chaff and flares in multiple MOAs.
- **Lowers** the minimum release altitude for flares in five MOAs.

PROPONENT: The adjustments would support the following Arizona-based flying units:

- **355th Fighter Wing** at Davis-Monthan Air Force Base (AFB), operating A-10, HC-130, EC-130, and HH-60 aircraft.
- **56th Fighter Wing** at Luke AFB, operating F-16 and F-35 aircraft.
- **162nd Wing** at Morris Air National Guard Base, Tucson, operating F-16 aircraft.

REQUIREMENT: The Air Force's proposal is driven by two key needs:

- **Readiness and Survivability:** Current MOAs do not provide adequate altitude flexibility, terrain variety, or capabilities, which are essential for realistic, mission-ready training.
- **Proximity to Home Bases:** Nearby airspace is essential for cost-effective and efficient training, as current MOA configurations fail to support realistic, mission-ready training.

TYPES OF ACTIVITIES TO BE CONDUCTED AND FREQUENCY

The Military Operations Areas (MOAs) addressed in the proposal are primarily utilized by U.S. Air Force fighter aircrews based in Arizona, including those operating the A-10, F-16, and F-35.

These aircraft represent the three principal user airframes and are involved in a wide spectrum of training activities essential for maintaining mission readiness.

Training Activities and Altitude Profiles: The training conducted encompasses both shared and airframe-specific mission sets, leveraging the full vertical and lateral extent of current and proposed airspace:

- **A-10 Thunderbolt II:** Specializes in Low Altitude Training (LOWAT), typically conducted at or below 1,000 feet above ground level (AGL) to simulate close air support and low-level attack profiles.
- **F-16 Fighting Falcon and F-35 Lightning II:** Engage in tactical intercepts and other maneuvers against low-altitude targets below 5,000 feet AGL. With service ceilings exceeding 50,000 feet, these airframes conduct training across the entire altitude spectrum available within the MOAs and ATCAAs.

The key training elements for the Department of the Air Force airframes in this proposal include:

- Basic Fighter Maneuvering (BFM)
- Air Combat Maneuvering (ACM)
- Tactical Intercepts (TI)
- Offensive Counter Air (OCA)
- Defensive Counter Air (DCA)
- Close Air Support (CAS)
- Large Force Employment (LFE)
- Strategic and Tactical Suppression/Destruction of Enemy Air Defenses (SEAD/DEAD)

Low altitude training would benefit from the proposed reduction of the lower altitude floors, enhancing the realism and training value for participating aircrews.

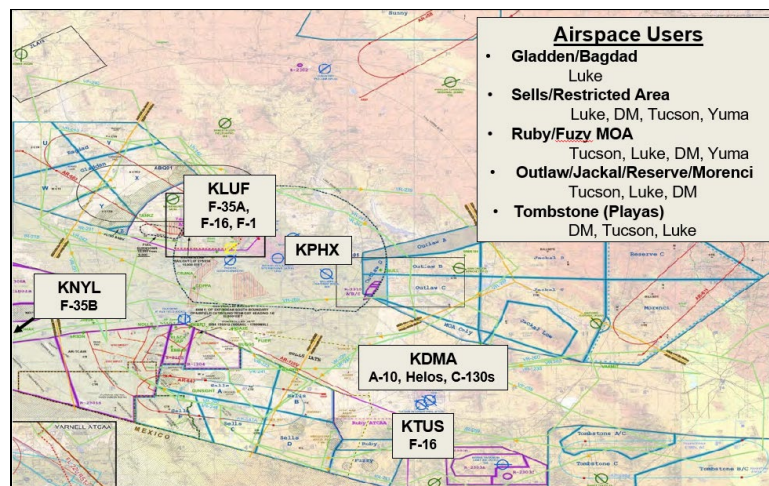
Supersonic Operations: The proposal includes authorization for supersonic flight operations at 5,000 feet AGL within the Tombstone, Outlaw, Jackal, Morenci, and Reserve MOAs. There are no proposed changes to supersonic operations or altitudes in other MOAs within this proposal.

Sortie Frequency and Activity Levels: Under the USAF's proposal, the total number of operations originating from regional bases would not increase. However, some training activities could be shifted from other areas into these MOAs. As a result, the use of individual MOAs may vary from year to year. Some MOAs may see increased activity, while others may see a decrease. This redistribution is designed to optimize the use of available special use airspace and improve training efficiency. To conservatively account for annual variability and support flexible mission planning, the USAF is projecting an average increase of approximately 10% in annual sortie activity within individual MOAs. This projection should not be interpreted as a net increase in total sorties across the region covered by this proposal.

Chaff and Flare Usage

- **Chaff:** Annual chaff deployment is expected to increase in the following MOAs: Tombstone, Outlaw, Jackal, Morenci, Reserve, Gladden 1, Bagdad 1, Sells 1, Ruby 1, and Fuzzy.
- **Flares:** Similarly, annual flare usage would increase in these same MOAs. Additionally, in Tombstone, Outlaw, Jackal, Gladden 1, and Bagdad 1, the minimum permitted flare release altitude would be lowered from 5,000 feet AGL to 2,000 feet AGL to better support training realism and tactical requirements. There is no expected change to minimum flare release altitudes in the Morenci, Reserve, Sells 1, Ruby 1, and Fuzzy MOAs.

EXISTING AIRSPACE STRUCTURE AND SCHEDULING UNITS:



PROPOSED AMENDMENTS:

Proposed Times of Use for MOAs: The MOAs would follow standardized extended hours to improve consistency and communication. The Outlaw, Jackal, Morenci, and Reserve MOAs would operate from 6:00 a.m. to 10:00 p.m., Monday through Friday, with additional times announced through Notices to Airman (NOTAMs) as needed. The Tombstone A, B, D, and E MOAs would operate from 6:00 a.m. to 9:00 p.m. daily, with additional times announced by NOTAMs. The Tombstone C MOA would operate from 9:00 a.m. to 4:30 p.m. on Monday, Wednesday, and Thursday, with other times announced by NOTAMs. The Bagdad 1, Gladden 1, Sells 1, Ruby 1, and Fuzzy MOAs would operate from 6:00 a.m. to midnight, Monday through Friday, with other times also announced via NOTAMs. This change formalizes current US Air Force practices, which currently require frequent NOTAM updates; thus, the expected effects of this proposed change would be transparent to non-participating aircraft and air traffic control.

Proposed Airspace Volume Changes for each MOA: All Military Operations Areas (MOAs) in this proposal would keep their current lateral boundaries, but some would lower their altitude floors to support military mission training requirements.

- **Tombstone MOA complex:** Reorganize the existing Tombstone MOA subdivisions A, B, and C into five subdivisions—A, B, C, D, and E—while maintaining the current external lateral boundaries of the overall Tombstone MOA complex.

- **Tombstone A, B, C MOAs:** Internal boundaries within these subdivisions would be adjusted to better support training needs and improve separation from non-participating aircraft. The altitude floors would be lowered from 500 feet AGL to 100 feet AGL, with ceilings extending up to but not including 13,000 feet Mean Seal Level (MSL).
- **Tombstone D MOA:** A new subdivision would be established within the existing external boundaries of the Tombstone complex to support military operations. The airspace would extend vertically from 100 feet AGL up to, but not including, 13,000 feet MSL.
- **Tombstone E MOA:** A new subdivision would be created encompassing the entire area within the existing external boundaries of the Tombstone complex. This airspace would extend vertically from 13,000 feet MSL up to, but not including flight level 180 (FL180).
- **Outlaw MOA:** The floors would be lowered from 8,000 feet MSL, or 3,000 feet AGL, whichever is higher, down to 500 feet AGL.
- **Jackal MOA:** The floors would be lowered for the Jackal MOA from 11,000 feet MSL, or 3,000 feet AGL, whichever is higher, to 100 feet AGL, thereby incorporating the existing Jackal Low MOA.
- **Bagdad 1 and Gladden 1 MOAs:** The floors would be lowered from 7,000 feet MSL, or 5,000 feet AGL, whichever is higher, to 500 feet AGL.

Supersonic Flight: The minimum altitude for supersonic flight would be reduced from 30,000 feet MSL to 5,000 feet AGL within Tombstone A, B, C, D, Outlaw, Jackal, Morenci, and Reserve MOAs.

MISCELLANEOUS:

- **Joint-use:** The Military Operations Areas (MOAs) would continue to be joint-use airspace, meaning both Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) flights are allowed when the MOAs are not in military use. Even when the MOAs are active, VFR flights are permitted to proceed with caution. The FAA recommends that pilots contact the controlling agency for the latest activity updates before flying. The two new MOAs under this proposal, Tombstone D and Tombstone E, would also be designated as joint-use airspace.
- **Safety:** The FAA is actively exploring safety measures to ensure all aircraft operate safely within the affected airspace. These measures may, or may not, include but not limited to: issuance of alternate ATC instructions such as imposing altitude restrictions for military flights as required on a real-time basis; use of military airborne communication platforms (like AWACS or other aircraft) to enhance air traffic control awareness with military operations; establish airspace management procedures; and other actions to ensure coordinated and safe operations for all airspace users in the affected airspace. These procedures would be formalized through Letters of Agreement (LOAs) between the controlling agency (i.e. FAA air traffic control facility) and using agencies (i.e. US Air Force as the military proponent).
 - **Access to Airports and Surrounding Lands:** Under the proposed changes, some MOAs may have their lower altitude limits reduced to below 1,200 feet AGL. This could impact VFR operations near public, private-use airports, or other aviation-related areas. To address these concerns, the U.S. Air Force has committed to providing timely and reasonable access for non-participating aircraft—civilian, military, or otherwise—as needed. Measures would also be taken to minimize potential effects on IFR procedures at nearby airports. These may include designating exclusionary airspace for use by non-participating aircraft, temporarily adjusting military flight altitudes, and/or activating airspace recall procedures to ensure continued safety and accessibility. Additionally, the

MOAs would exclude the airspace 1,500 feet AGL and below within 3 nautical miles of the public-use airport; this means that the military aircraft would avoid operations within 3 nautical miles of affected public use airports or maintain altitudes above 1,500 feet AGL.

VFR Flights: Lowering the floors of certain MOAs would mark a significant change for local pilots flying under VFR. While many VFR pilots currently choose to avoid MOAs altogether, if the proposed changes were approved, it may require VFR pilots to navigate through or around these areas more frequently.

Although VFR aircraft are allowed to fly through MOAs, the pilots are strongly encouraged to use extra caution. Before flying, pilots should check current NOTAMs and confirm the MOA’s activity status by contacting the controlling agency or review <https://sua.faa.gov> for planning. Careful preflight planning will be essential to maintaining safety in and around the affected airspace.

- **IFR Flights.** Lowering the floors of the MOAs to 500 feet and 100 feet AGL represents a significant change for both local and transitioning IFR traffic. To maintain safe and reliable IFR access to affected airports, the FAA is considering exclusionary airspace and/or airspace recall procedures. Additionally, the military may deploy a communications relay platform to enhance airspace control and coordination with air traffic control.
- **Radar and Radio Blind Spots:** To improve air traffic safety and communication during military training operations in the MOAs, the military may deploy an aircraft relay platform as needed and based on availability. This platform helps mitigate potential radio and radar blind spots with military aircraft operating in the MOAs and ensures timely airspace recalls by air traffic control when required.

LEGAL DESCRIPTION AND GRAPHICAL DEPICTIONS: Details on the proposed airspace modifications and graphical depictions of the affected areas are available in the document enclosure.

REGULATORY ACTION: No regulatory changes are anticipated for the proposed modifications. All necessary adjustments can be made within the existing framework.

ENVIRONMENTAL/LAND USE ASPECTS: Questions and concerns on the environmental and land use aspects of the proposal should be provided to:

Davis Monthan AFB Tombstone	Luke AFB Bagdad 1, Gladden 1, Fuzzy, Ruby 1, Sells 1	Morris ANGB Outlaw, Jackal, Morenci, Reserve
Kevin Wakefield 355 CES/CEIE 3775 South Fifth St Davis-Monthan AFB, AZ 85707-3012 kevin.wakefield.1@us.af.mil	Christian Black 56 RMO 7101 Jerstad Ln. Luke AFB, AZ 85309-1647 christian.black.1@us.af.mil	Ms. Lee Golden 162 CES 1350 E. Perimeter Way Tucson AZ 85706 genevra.golden@us.af.mil

INVITATION FOR COMMENTS TO THIS NOTICE: The FAA invites all interested parties to submit written comments, data, or insights on the aeronautical aspects of the proposal detailed in this document. Your feedback will be thoroughly reviewed and carefully considered to ensure the proposal meets safety, regulatory, and operational standards.

Mail Submission: Persons wishing to submit comments via mail should address to:

Manager, Operations Support Group, AJV-C2
Attn: Jesse Acevedo; Airspace Study: 24-AWP-91-NR
Federal Aviation Administration
10101 Hillwood Parkway
Fort Worth, TX 76177

Email Submission: The FAA prefers individuals to submit comments via email.

Email: 9-natl-csa-public-notice-airspace@faa.gov

Please use the Subject line: "Airspace Study 24-AWP-91-NR, Arizona RSOP proposal"

Additional Instructions.

- Please include your name, physical address, and email address.
- Comments provided containing a factual basis supporting the views or recommended suggestions are most helpful.
- Comments received on or before (**September 19, 2025**), will be considered before final action is taken on the proposal.
- The FAA will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay.

This proposal may change after reviewing and considering the substantive comments received.

NOTICE DISTRIBUTION: To join the mailing list, contact the FAA at the address or email above. Specify your preferred method (mail or email); include your email if you choose emails.

FOR FURTHER INFORMATION, CONTACT:

Operations Support Group, AJV-C23, Attn: Jesse Acevedo
10101 Hillwood Parkway
Fort Worth, TX 76177
Telephone: (817) 222-4658

Issued in Fort Worth, Texas, on: **July 31, 2025**.

The comment period will conclude on (**September 19, 2025**).

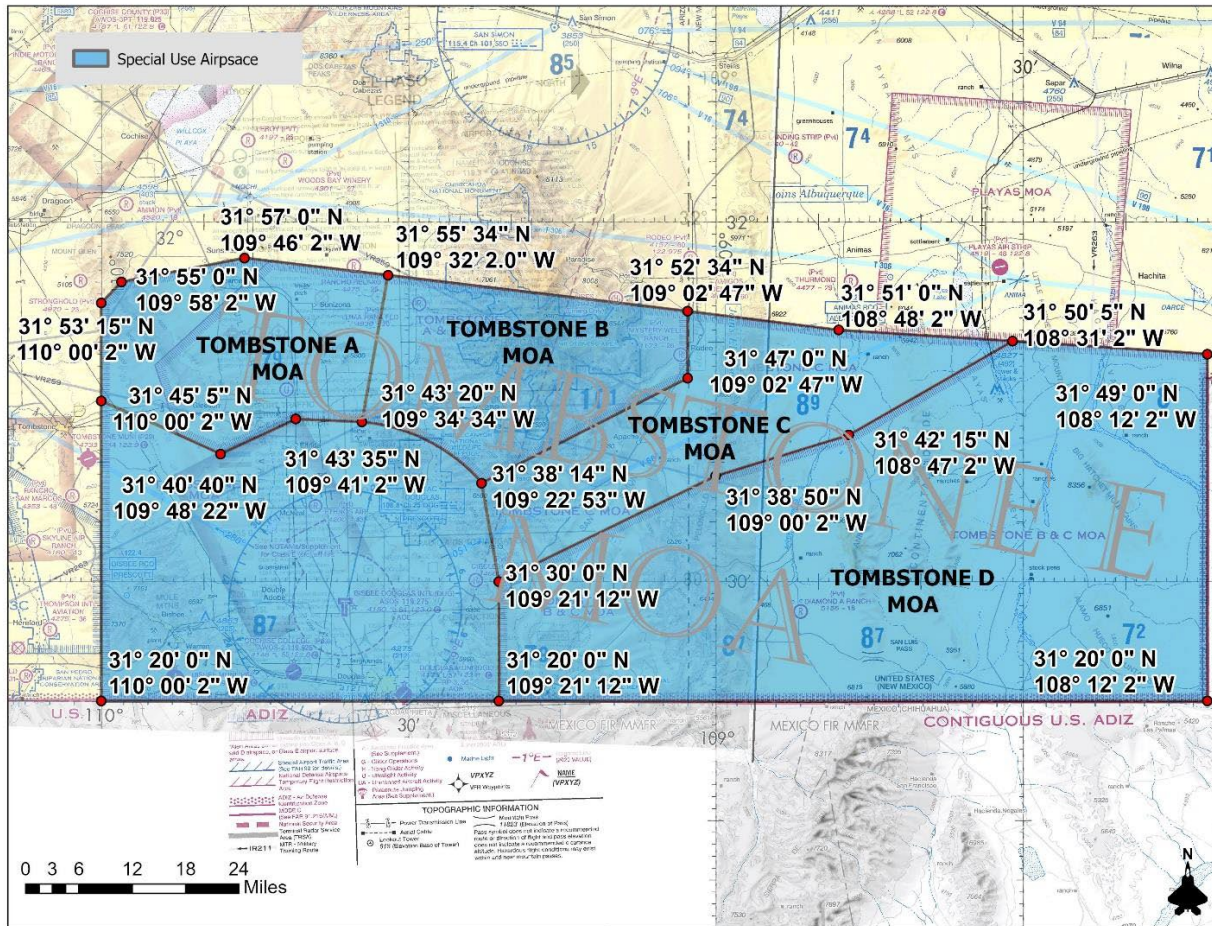
Dallas W. Lantz

Acting Manager, Operations Support Group
Central Service Center, AJV-C2

Enclosure: Proposed MOA Legal Descriptions with Graphics

cc: SEE MAILING CERTIFICATION, 9-NATL-CSA-PUBLIC-NOTICE-AIRSPACE GROUP, AJV-C24, AJV-P2/P21, ALBUQUERQUE ARTCC, AOPA, ARIZONA DOT AERONAUTICS DIVISION, ASW PROGRAM ANALYST, ASW AIRPORTS, ATO NAS PLANNING AND REQUIREMENTS, AWP-PHX-ADO, AWP-SDL-FSDO, COMMUNITY ENGAGEMENT OFFICE, CSA QUALITY CONTROL, FAA MEDIA RELATIONS, MILITARY REPRESENTATIVES, NEW MEXICO DOT DISTRICT OFFICE, SDL FSDO MANAGER

PROPOSED MOA LEGAL DESCRIPTIONS WITH GRAPHICS



Tombstone A MOA, AZ - Amended

Boundaries. Beginning at lat. 31°53'15"N., long. 110°00'02"W.;
to lat. 31°55'00"N., long. 109°58'02"W.;
to lat. 31°57'00"N., long. 109°46'02"W.;
to lat. 31°55'34"N., long. 109°32'02"W.;
to lat. 31°43'20"N., long. 109°34'34"W.;
to lat. 31°43'35"N., long. 109°41'02"W.;
to lat. 31°40'40"N., long. 109°48'22"W.;
to lat. 31°45'05"N., long. 110°00'02"W.;
to the point of beginning.

Altitudes. 100 feet AGL to but not including 13,000 feet MSL.

Times of Use. 0600-2100, Monday – Friday; other times by NOTAM (*Expected use 260 days/year, 15 hours/day*).

Controlling Agency. FAA, Albuquerque ARTCC.

Using Agency. U.S. Air Force, 355th Wing, Davis-Monthan AFB, AZ.

Tombstone B MOA, AZ - Amended

Boundaries. Beginning at lat. 31°55'34"N., long. 109°32'02"W.;
to lat. 31°52'34"N., long. 109°02'47"W.;
to lat. 31°47'00"N., long. 109°02'47"W.;
to lat. 31°38'14"N., long. 109°22'53"W.;
thence via the 15 DME arc of the Douglas, AZ, VORTAC
to lat. 31°43'20"N., long. 109°34'34"W.;
to the point of beginning.

Altitudes. 100 feet AGL to but not including 13,000 feet MSL.

Times of Use. 0600-2100, Monday – Friday; other times by NOTAM (*Expected use 260 days/year, 15 hours/day*).

Controlling Agency. FAA, Albuquerque ARTCC.

Using Agency. U.S. Air Force, 355th Wing, Davis-Monthan AFB, AZ.

Tombstone C MOA, AZ - Amended

Boundaries. Beginning at lat. 31°52'34"N., long. 109°02'47"W.;
to lat. 31°51'00"N., long. 108°48'02"W.;
to lat. 31°50'05"N., long. 108°31'02"W.;
to lat. 31°42'15"N., long. 108°47'02"W.;
to lat. 31°38'50"N., long. 109°00'02"W.;
to lat. 31°30'00"N., long. 109°21'12"W.;
to lat. 31°38'14"N., long. 109°22'53"W.;
to lat. 31°47'00"N., long. 109°02'47"W.;
to the point of beginning.

Altitudes. 100 feet AGL to but not including 13,000 feet MSL.

Times of Use. 0900-1630, Monday, Wednesday, Thursday; other times by NOTAM (*Expected use 156 days/year, 7.5 hours/day*).

Controlling Agency. FAA, Albuquerque ARTCC.

Using Agency. U.S. Air Force, 355th Wing, Davis-Monthan AFB, AZ.

Tombstone D MOA, AZ - New

Boundaries. Beginning at lat. 31°30'00"N., long. 109°21'12"W.;
to lat. 31°38'50"N., long. 109°00'02"W.;
to lat. 31°42'15"N., long. 108°47'02"W.;
to lat. 31°50'05"N., long. 108°31'02"W.;
to lat. 31°49'00"N., long. 108°12'02"W.;
to lat. 31°20'00"N., long. 108°12'02"W.;
to lat. 31°20'00"N., long. 109°21'12"W.;
to the point of beginning.

Altitudes. 100 feet AGL to but not including 13,000 feet MSL.

Times of Use. 0600-2100, Monday – Friday; other times by NOTAM (*Expected use 260 days/year, 15 hours/day*).

Controlling Agency. FAA, Albuquerque ARTCC.

Using Agency. U.S. Air Force, 355th Wing, Davis-Monthan AFB, AZ.

Tombstone E MOA, AZ - New

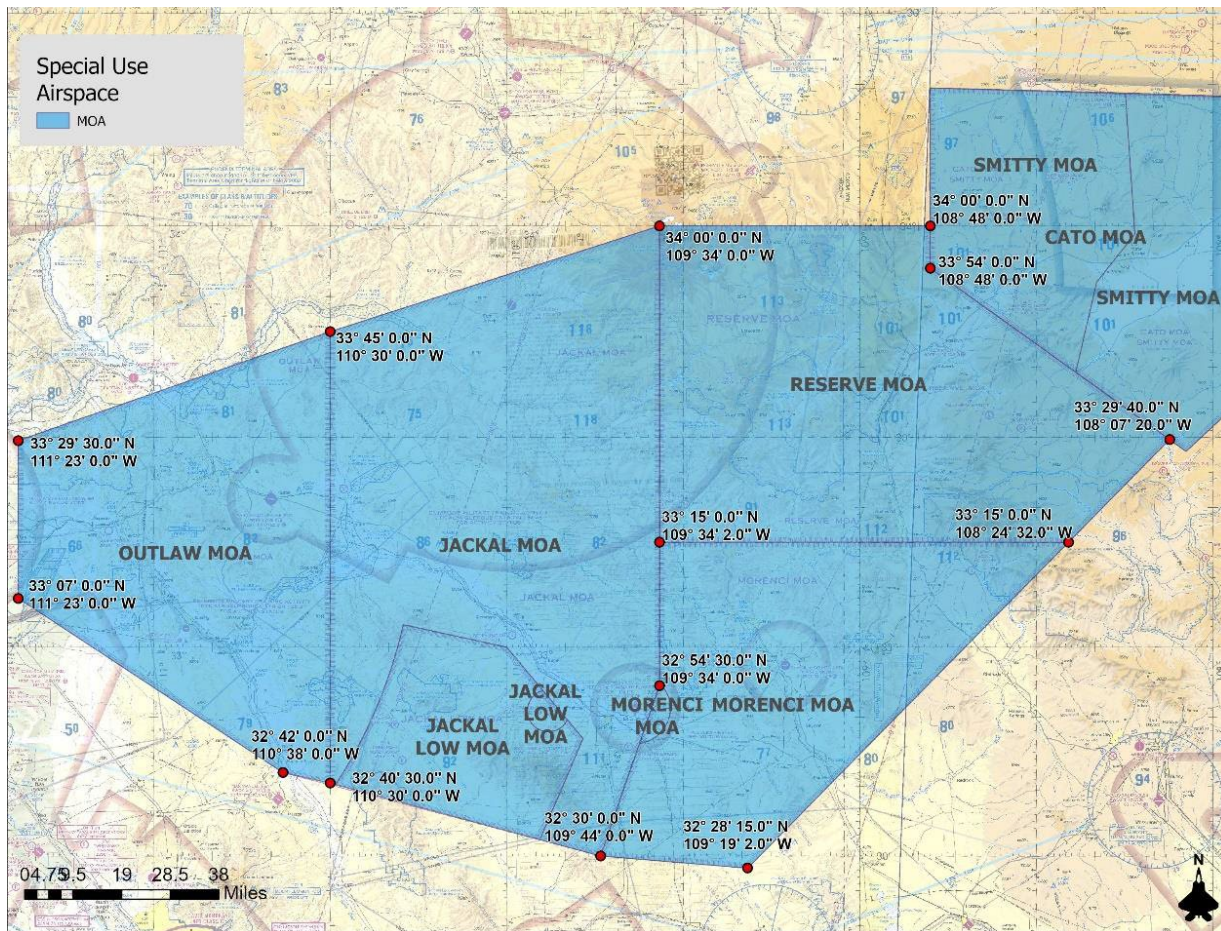
Boundaries. Beginning at lat. 31°53'15"N., long. 110°00'02"W. ;
to lat. 31°55'00"N., long. 109°58'02"W. ;
to lat. 31°57'00"N., long. 109°46'02"W. ;
to lat. 31°55'34"N., long. 109°32'02"W. ;
to lat. 31°52'34"N., long. 109°02'47"W. ;
to lat. 31°51'00"N., long. 108°48'02"W. ;
to lat. 31°50'05"N., long. 108°31'02"W. ;
to lat. 31°49'00"N., long. 108°12'02"W. ;
to lat. 31°20'00"N., long. 108°12'02"W. ;
to lat. 31°20'00"N., long. 109°21'12"W. ;
to lat. 31°20'00"N., long. 110°00'02"W. ;
to lat. 31°45'05"N., long. 110°00'02"W. ;
to the point of beginning.

Altitudes. 13,000 feet MSL to but not including FL180.

Times of Use. 0600-2100, Monday – Friday; other times by NOTAM (*Expected use 260 days/year, 15 hours/day*).

Controlling Agency. FAA, Albuquerque ARTCC.

Using Agency. U.S. Air Force, 355th Wing, Davis-Monthan AFB, AZ.



Outlaw MOA, AZ - Amended

Boundaries. Beginning at lat. 33°07'00"N., long. 111°23'00"W.;
to lat. 33°29'30"N., long. 111°23'00"W.;
to lat. 33°45'00"N., long. 110°30'00"W.;
to lat. 32°40'30"N., long. 110°30'00"W.;
to lat. 32°42'00"N., long. 110°38'00"W.;
to the point of beginning, excluding the airspace 1,500 feet AGL and below within 3 nautical miles of the following airports: Superior Municipal, San Carlos Apache, and Kearny.

Altitudes. 500 feet AGL to but not including FL 180.

Times of Use. 0600-2200, Monday-Friday; other times by NOTAM (Expected use 260 days/year, 16 hours/day).

Controlling Agency. FAA, Albuquerque ARTCC.

Using Agency. U.S. Air Force, Arizona Air National Guard, 162nd Wing, Tucson, AZ.

Jackal Low MOA, AZ – Removed

Jackal MOA, AZ - Amended

Boundaries. Beginning at lat. 32°40'30"N., long. 110°30'00"W.;;
to lat. 33°45'00"N., long. 110°30'00"W.;;
to lat. 34°00'00"N., long. 109°34'00"W.;;
to lat. 32°54'30"N., long. 109°34'00"W.;;
to lat. 32°30'00"N., long. 109°44'00"W.;;
to the point of beginning, excluding the airspace 1,500 feet AGL and
below within 3 nautical miles of Whiteriver Airport and Flying Range
airport; and excluding the airspace 5,000 feet AGL and below within 5
nautical miles of Safford Airport.

Altitudes. 100 feet AGL to but not including FL 180.

Times of Use. 0600-2200, Monday-Friday; other times by NOTAM (*Expected use 260
days/year, 16 hours/day*)

Controlling Agency. FAA, Albuquerque ARTCC.

Using Agency. U.S. Air Force, Arizona Air National Guard, 162nd Wing, Tucson, AZ.

Morenci MOA, AZ - Amended

Boundaries. Beginning at lat. 33°15'00"N., long. 109°34'02"W.;;
to lat. 33°15'00"N., long. 108°24'32"W.;;
to lat. 32°28'15"N., long. 109°19'02"W.;;
to lat. 32°30'00"N., long. 109°44'02"W.;;
to lat. 32°54'30"N., long. 109°34'02"W.;;
to the point of beginning, excluding a 5 NM radius of Safford, AZ,
Municipal Airport from 1,500 feet AGL to and including 5,000 feet
AGL.

Altitudes. 1,500 feet AGL to but not including FL 180.

Times of Use. 0600-2200, Monday-Friday; other times by NOTAM (*Expected use 260
days/year, 16 hours/day*).

Controlling Agency. FAA, Albuquerque ARTCC.

Using Agency. U.S. Air Force, Arizona Air National Guard, 162nd Wing, Tucson, AZ.

Reserve MOA, NM – Amended

Boundaries. Beginning at lat. 34°00'00"N., long. 109°34'02"W.;;
to lat. 34°00'00"N., long. 108°48'00"W.;;
to lat. 33°54'00"N., long. 108°48'00"W.;;
to lat. 33°29'40"N., long. 108°07'20"W.;;
to lat. 33°15'00"N., long. 108°24'32"W.;;

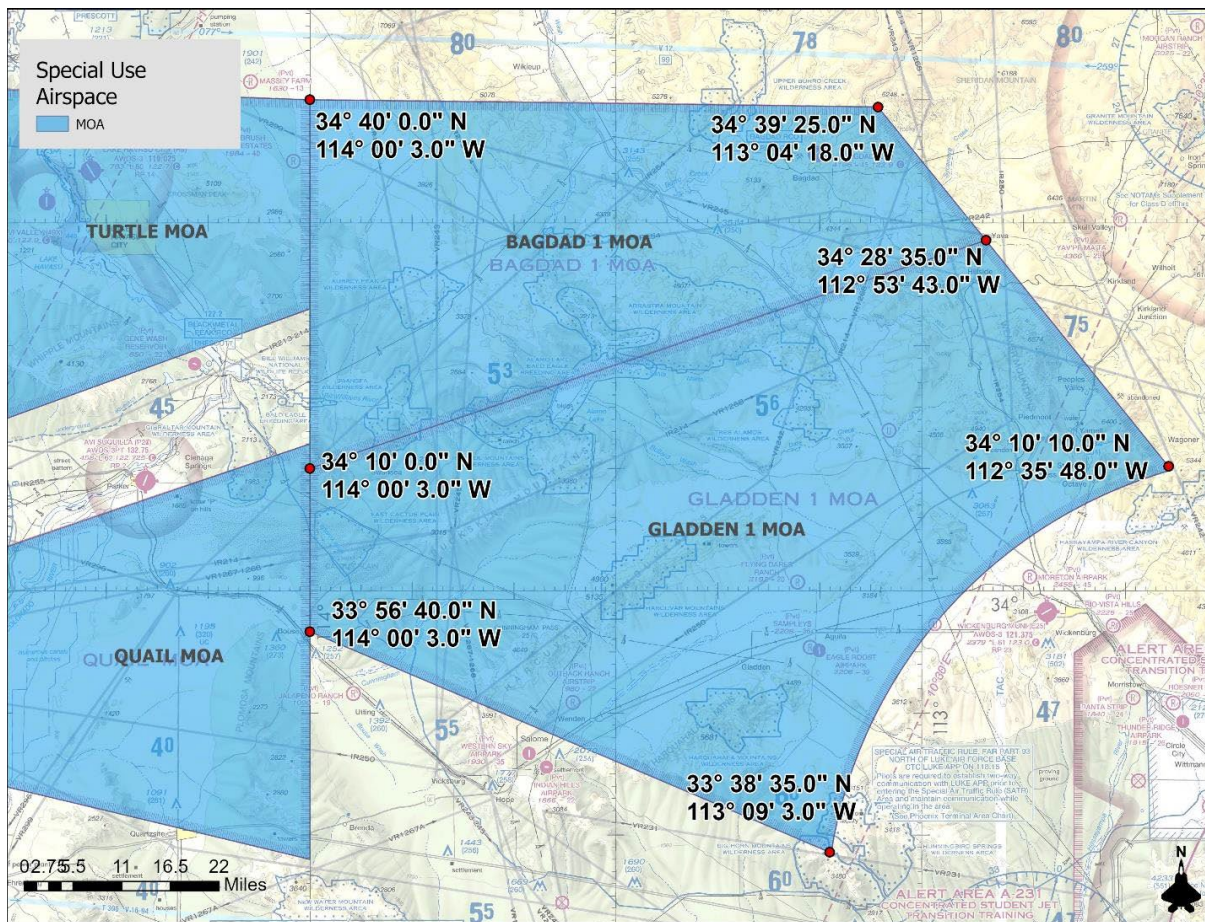
to lat. 33°15'00"N., long. 109°34'00"W.;
to the point of beginning

Altitudes. 5000 feet AGL to but not including FL 180.

Times of Use. 0600-2200. Monday-Friday; other times by NOTAM (Expected use 260 days/year, 16 hours/day).

Controlling Agency. FAA, Albuquerque ARTCC.

Using Agency. U.S. Air Force, Arizona Air National Guard, 162nd Wing, Tucson, AZ.



Bagdad 1 MOA, AZ - Amended

Boundaries. Beginning at lat. 34°40'00"N., long. 114°00'03"W.;
to lat. 34°39'25"N., long. 113°04'18"W.;
to lat. 34°28'35"N., long. 112°53'43"W.;
to lat. 34°10'00"N., long. 114°00'03"W.;
to the point of beginning, excluding the airspace 1,500 feet
AGL and below within 3 nautical miles of Bagdad Airport.

Altitudes. 500 feet AGL to but not including FL 180.

Times of Use. 0600-0000, Monday-Friday; other times by NOTAM (*Expected use 260 days/year, 18 hours/day*).

Controlling Agency. FAA, Albuquerque ARTCC.

Using Agency. U.S. Air Force, 56th Fighter Wing, Luke AFB, AZ.

Gladden 1 MOA, AZ - Amended

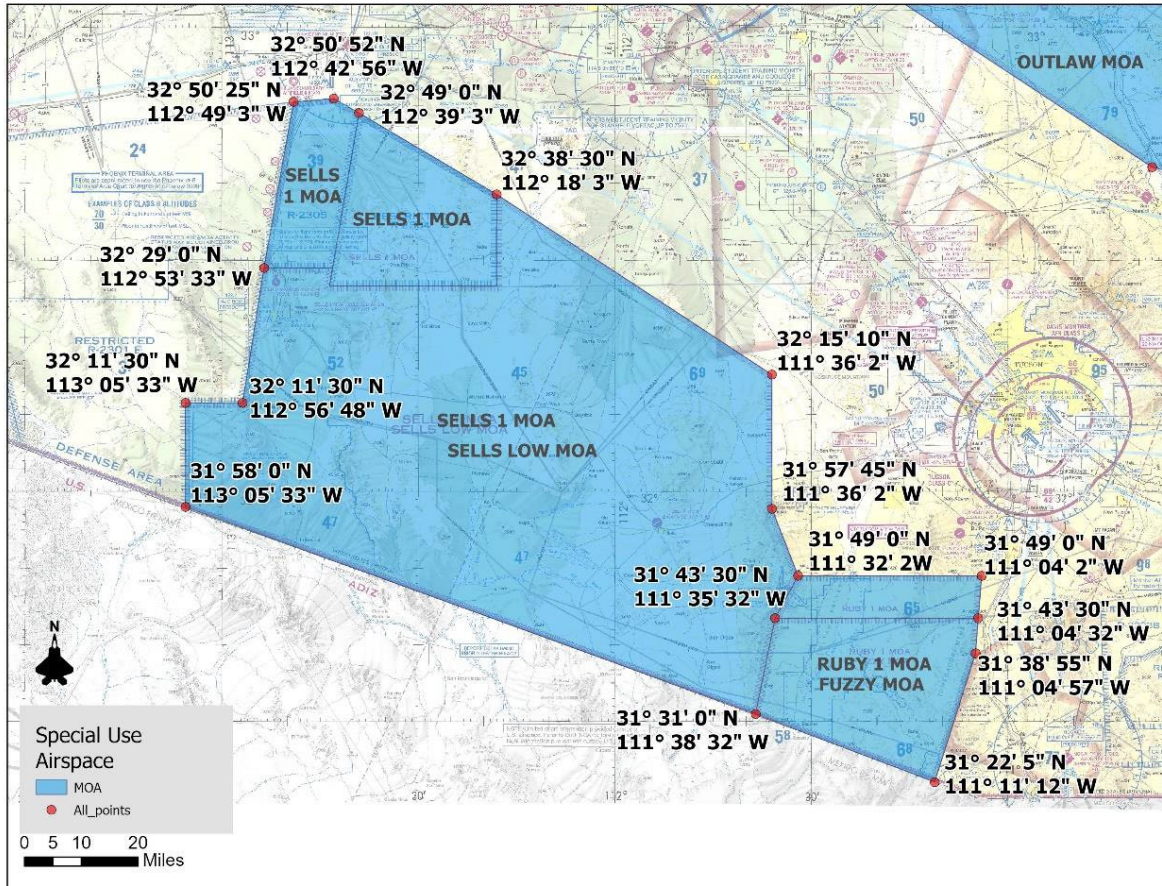
Boundaries. Beginning at lat. 34°28'35"N., long. 112°53'43"W.;
to lat. 34°10'10"N., long. 112°35'48"W.;
thence via the 39 NM DME arc of the Luke TACAN
to lat. 33°38'35"N., long. 113°09'03"W.;
to lat. 33°56'40"N., long. 114°00'03"W.;
to lat. 34°10'00"N., long. 114°00'03"W.;
to the point of beginning.

Altitudes. 500 feet AGL to but not including FL 180.

Times of Use. 0600-0000, Monday-Friday; other times by NOTAM (*Expected use 260 days/year, 18 hours/day*).

Controlling Agency. FAA, Albuquerque ARTCC.

Using Agency. U.S. Air Force, 56th Fighter Wing, Luke AFB, AZ.



Sells 1 MOA, AZ – Amended

Boundaries. Beginning at lat. 31°58'00"N., long. 113°05'33"W.;
to lat. 32°11'30"N., long. 113°05'33"W.;
to lat. 32°11'30"N., long. 112°56'48"W.;
to lat. 32°29'00"N., long. 112°53'33"W.;
to lat. 32°50'25"N., long. 112°49'03"W.;
to lat. 32°50'52"N., long. 112°42'56"W.;
to lat. 32°49'00"N., long. 112°39'03"W.;
to lat. 32°38'30"N., long. 112°18'03"W.;
to lat. 32°15'10"N., long. 111°36'02"W.;
to lat. 31°57'45"N., long. 111°36'02"W.;
to lat. 31°49'00"N., long. 111°32'02"W.;
to lat. 31°43'30"N., long. 111°35'32"W.;
to lat. 31°31'00"N., long. 111°38'32"W.;
thence along the United States/Mexico border to the point of
beginning, excluding Restricted Areas R-2304 and R-2305 when
active.

Altitudes. 10,000 feet MSL to but not including FL 180.

Times of Use. 0600-0000, Monday-Friday; other times by NOTAM (*Expected use 260 days/year, 18 hours/day*).

Controlling Agency. FAA, Albuquerque ARTCC.

Using Agency. U.S. Air Force, 56th Fighter Wing, Luke AFB, AZ.

Ruby 1 MOA, AZ – Amended

Boundaries. Beginning at lat. 31°31'00"N., long. 111°38'32"W.;
to lat. 31°43'30"N., long. 111°35'32"W.;
to lat. 31°49'00"N., long. 111°32'02"W.;
to lat. 31°49'00"N., long. 111°04'02"W.;
to lat. 31°38'55"N., long. 111°04'57"W.;
to lat. 31°22'05"N., long. 111°11'12"W.;
thence along the United States/Mexico border to the point of
beginning.

Altitudes. 10,000 feet MSL to but not including FL 180.

Times of Use. 0600-0000, Monday-Friday; other times by NOTAM (*Expected use 260 days/year, 18 hours/day*).

Controlling Agency. FAA, Albuquerque ARTCC.

Using Agency. U.S. Air Force, Arizona Air National Guard, 162nd Wing, Tucson, AZ.

Fuzzy MOA, AZ - Amended

Boundaries. Beginning at lat. 31°31'00"N., long. 111°38'32"W.;
to lat. 31°43'30"N., long. 111°35'32"W.;
to lat. 31°43'30"N., long. 111°04'32"W.;
to lat. 31°38'55"N., long. 111°04'57"W.;
to lat. 31°22'05"N., long. 111°11'12"W.;
thence along the United States/Mexico border to the point of
beginning.

Altitudes. 100 feet AGL to but not including 10,000 feet MSL.

Times of Use. 0600-0000, Monday-Friday; other times by NOTAM (*Expected use 260 days/year, 18 hours/day*).

Controlling Agency. FAA, Albuquerque ARTCC.

Using Agency. U.S. Air Force, Arizona Air National Guard, 162nd Wing, Tucson, AZ.