

### 3-4-8. National Security Areas

NSAs consist of airspace of defined vertical and lateral dimensions established at locations where there is a requirement for increased security and safety of ground facilities. Pilots are requested to voluntarily avoid flying through the depicted NSA. When it is necessary to provide a greater level of security and safety, flight in NSAs may be temporarily prohibited by regulation under the provisions of 14 CFR Section 99.7. Regulatory prohibitions will be issued by System Operations Security and disseminated via NOTAM. Inquiries about NSAs should be directed to System Operations Security.

**REFERENCE-**

*AIM, Para 5-6-1, National Security*

### 3-4-9. Obtaining Special Use Airspace Status

- a. Pilots can request the status of SUA by contacting the using or controlling agency. The frequency for the controlling agency is tabulated in the margins of the applicable IFR and VFR charts.
- b. An airspace NOTAM will be issued for SUA when the SUA airspace (permanent and/or temporary) requires a NOTAM for activation. Pilots should check ARTCC NOTAMs for airspace activation.
- c. **Special Use Airspace Information Service (SUAIS) (Alaska Only).** The SUAIS is a 24-hour service operated by the military that provides civilian pilots, flying VFR, with information regarding military flight operations in certain MOAs and restricted airspace within central Alaska. The service provides “near real time” information on military flight activity in the interior Alaska MOA and Restricted Area complex. SUAIS also provides information on artillery firing, known helicopter operations, and unmanned aerial vehicle operations. Pilots flying VFR are encouraged to use SUAIS. See the Alaska Chart Supplement for hours of operation, phone numbers, and radio frequencies.
- d. Special use airspace scheduling data for preflight planning is available via the FAA SUA website.