



# RESTRICTED AIRSPACE FAQ

## What is the restricted airspace proposal?

Wallops currently manages an area of restricted airspace (R-6604 A and B) that encompasses the launch facilities on Wallops Island from the surface to unlimited. This airspace is activated to help ensure safety during Wallops' launch operations. The proposed expanded airspace (R-6604 C, D and E) would cover parcels over the Wallops airfield (surface to 3,500 feet), a northern parcel (100 to 3,500 feet), and then a southern parcel (700 to 3,500 feet); this airspace would be activated infrequently and for short periods of time to support the facility's flight test operations. NASA manned aircraft are highly modified and often used in non-standard ways, which requires a carefully managed flight test program to assess the aircraft's airworthiness. Exclusive use of the airspace is needed to mitigate many of the risks associated with these tests.

## Will the restricted airspace effect local business aviation?

The proposed restricted airspace was designed to be minimally impactful to general and business aviation. Use of the expanded controlled airspace would be infrequent and for short periods of time only as needed (and only the amount needed) for safety during flight operations. When not in use, the airspace would be returned to local controlling agencies and opened to all air traffic. Wallops would work with local pilots on procedures to ensure local operations, such as crop dusting and mosquito spraying, could continue during times when the airspace is activated.

[www.nasa.gov](http://www.nasa.gov)

## Will the tower be staffed when the R-6604CDE airspace is active?

The expanded airspace would be in use for active flight operations, typically during the business week and during business hours when the tower is already staffed by Wallops' air traffic controllers. In unusual cases where scheduling could dictate a need for weekend flight testing, the tower would be staffed.

## Will this effect aerial mosquito spraying on Chincoteague Island or other areas of the community, such as Captains Cove?

No. During the short periods when the airspace is in use, Wallops would work with local aviators to ensure needs of the community are met.

## Will there be low-flying aircraft over Chincoteague Island?

No. Air traffic at Wallops would largely remain unchanged with the proposed action. The expanded airspace would help ensure the safety of the general aviation community during the infrequent periods of flight test operations at Wallops.

## Does the proposal prevent the use of unmanned aerial systems (UAS) for commercial use?

Commercial use of UAS is currently approved up to 400 feet. During the majority of time when the airspace is inactive, there would be no impact on these operations.

In the proposed southern restricted airspace parcel, there would be no impact as the area is limited to between 700 and 3,500 feet. In the northern parcel, which spans 100 to 3,500 feet, even when the airspace is active, UAS pilots can call the Wallops tower to coordinate and continue with flight operations.

## Does this proposal double Wallops' existing restricted airspace?

While the size of the airspace covers areas both north and south of the facility, it's important to consider the vertical dimension. In the southern parcel, the proposal covers 700 to 3,500 feet. In the northern parcel, the proposal covers 100 to 3,500 feet, noting that part of this parcel covers the national seashore, with existing flight restrictions from the surface to 2,000 feet. The parcel over the airfield would cover from the surface to 3,500, which is an additional 1,000 feet above that which currently exists as part of Wallops' Class-D airspace.

## Does this proposal mean jets are coming to Wallops for Field Carrier Landing Practice (FCLP)?

No. This proposed action has been in work for nearly a decade and is not related to FCLP. Wallops does not support bringing in jets as part of FCLP; logistically (maintenance, fuel consumption, etc.), it would be impractical for the Navy to conduct FCLP jet operations at Wallops.

**July 1, 2015**

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R-6604C

R-6604D

R-6604E

R-6604A: SFC - UNLTD  
R-6604B: SFC - UNLTD

R-6604C: SFC - 3,500' MSL  
R-6604D: 100' AGL - 3,500' MSL  
R-6604E: 700' AGL - 3,500' MSL

Sectional Aeronautical Chart  
Scale 1:500,000