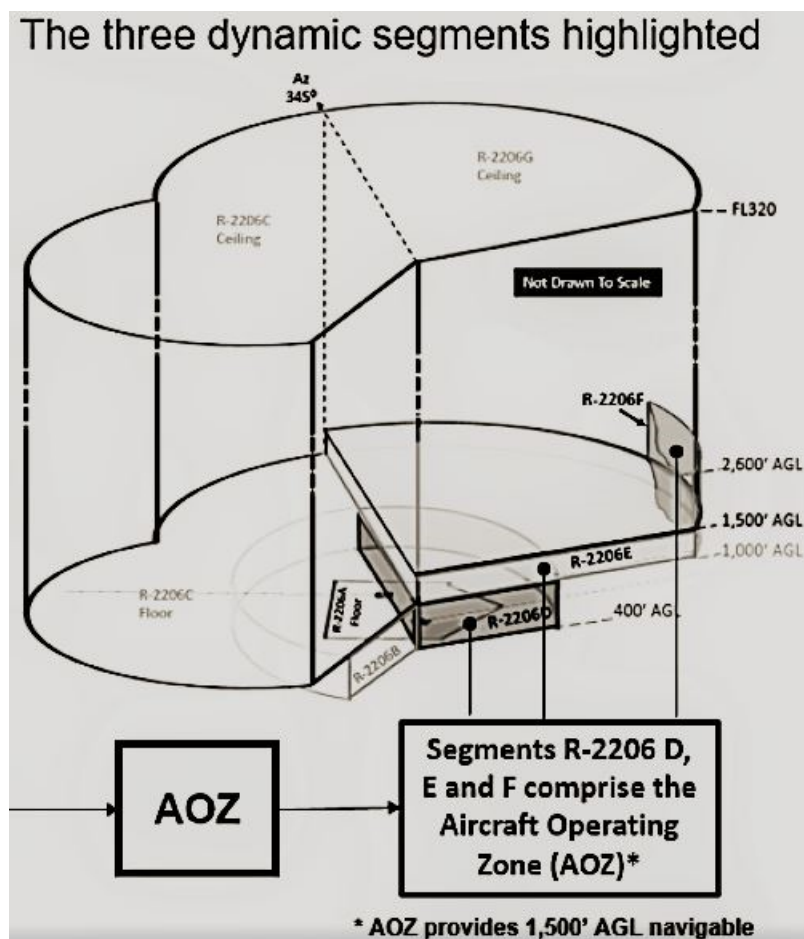


## R2206 LTA

The National Defense Authorization Act directed the Missile Defense Agency (MDA) to deploy a tracking and discrimination sensor to support national security against emerging threats. Clear Space Force Station (CSFS) was selected as the preferred site for the Long Range Discrimination Radar (LRDR) and the United States Air Force was designated as the lead service.

After reviewing the original R2206 Restricted area, it was determined a larger area would be needed to protect aircraft and personnel from encountering excessive interference from LRDR transmissions. MDA, in cooperation with the Federal Aviation Administration (FAA) and Department of Defense (DoD), developed and submitted the proposal to expand the existing R-2206 and to minimize the impact to Clear Airport by establishing an Aircraft Operating Zone (AOZ) (See Figure 1 below).

Figure 1.



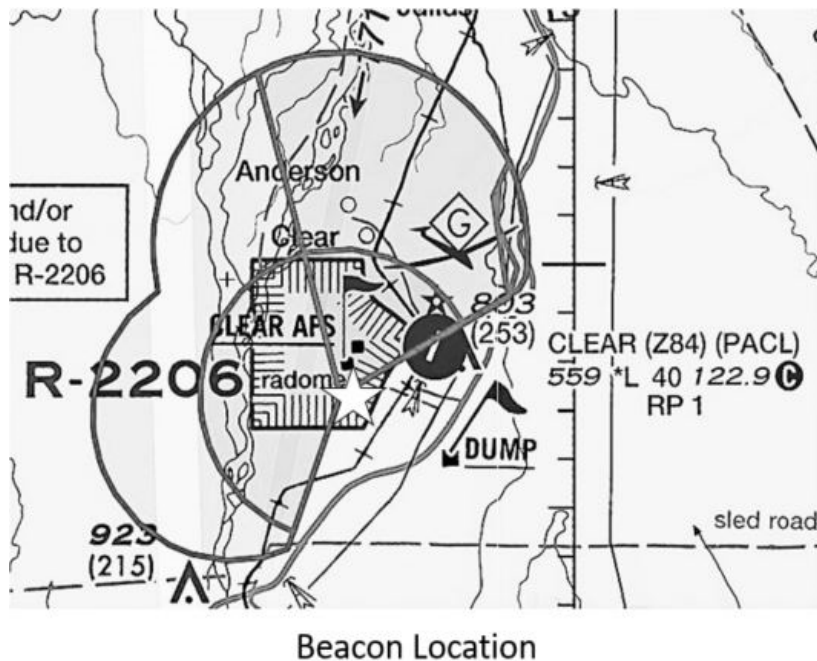
The AOA allows aircraft to operate in and out of Clear Airport except as follows:

1. When the LRDR is activated for a real-world threat.
2. On a recurring basis Tuesdays, Thursdays, and Saturdays between 0200-0400L.

### 3. Other times as NOTAM'd.

Whenever all segments of R2206 are activated, the Transition Warning System (TWS) will be activated. The TWS will provide visual (flashing white during daytime, flashing white/red alternating at night) warnings when the AOZ airspace is unsafe for aircraft operations. The beacon is located 2.45 NM southwest of Clear airport (64° 17' 13"N/149° 11' 16"W), mounted on a building rooftop (location depicted below). The light beacon is baffled and only visible on radials 345CW200 from its location, or is visible, day and night, while flying southbound from PANN airport between 1,000 feet and 2,600 feet AGL and along the Parks Highway. The light beacon is not visible from Clear Airport ramps or other surfaces; monitor frequency 133.25 MHz for current status. Severe weather will affect the visibility of the beacon; use extreme caution during periods of low visibility. (See Figure 2 below)

Figure 2.



R-2206 Restrict Area is composed of seven (7) segments. Four (4) segments are permanently active, while three (3) are dynamic and may be enabled or disabled in accordance with LRDR defensive posture (related to threat condition). (See figure 3 below)

**NOTE: Activation of all segments may occur without notice for a real-world threat.**

Whenever all segments of R2206 are activated, the TWS warning light will be activated and the audio message on frequency 133.25 will be updated to inform pilots.

For questions or comments contact Anchorage ARTCC 907-269-2730, [AJE-EW-ZAN-Airspace-Staff@faa.gov](mailto:AJE-EW-ZAN-Airspace-Staff@faa.gov)

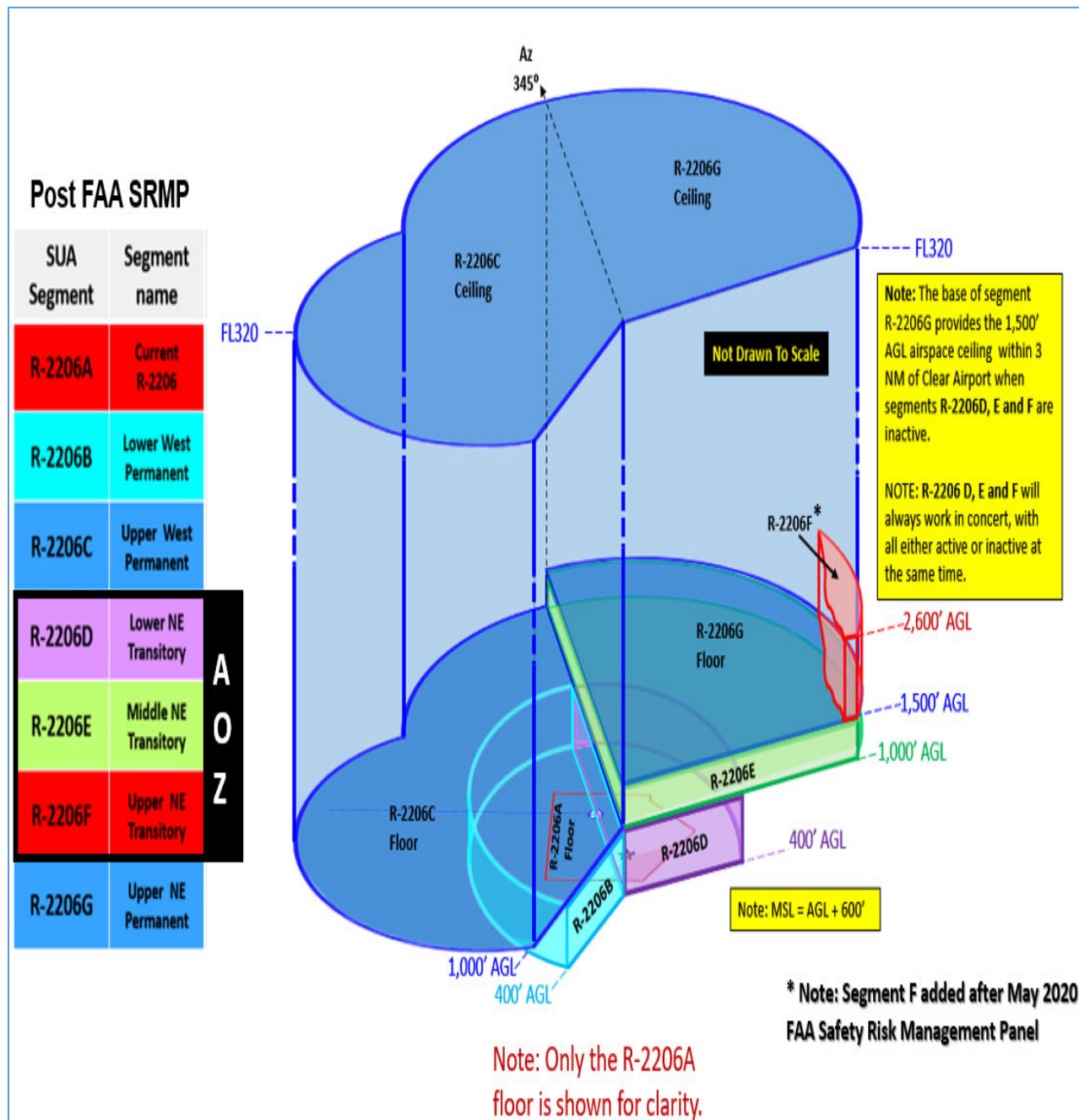


Figure 3.