

- A general aviation pilot can politely assert the right to be in the national airspace system, even in an active MOA. (**Steve**)
- Call on the phone before departure. If they say it's fine, you can go without flight following. But disregarding a suggestion to remain outside of it is obnoxious. (**Dave**)
- There may be reason to disregard ATC's suggestion to go around an MOA, such as bad weather on the other routes. (**Bret**)
- Flight following in MOAs can give a false sense of security. ATC can tell you what altitudes the military activity is happening, so avoid those. But they can't reliably provide traffic advisories between you and those aircraft. (**Kevin**)
- I trained in an MOA and consider it a shared airspace. ATC would tell the F-18s about me, but wouldn't tell me about them. I'm a rock in the stream to them; the water is going right around me. (**Colleen**)
- Your aircraft could cause high-cost training to pause, or even end prematurely because they don't have time to finish after waiting for you. Those are tax dollars wasted for your convenience. (**Dave** and **Kevin**)

"Can you go through a hot MOA without being a jerk? Yeah, you can." — Kevin

- You can often cross cold restricted airspace by calling before you go with an ETA for crossing the airspace. ATC should be able to coordinate so you can go through without interruption. (**Colleen** and **Kevin**)
- If this 94-hour pilot gets denied and then goes through the MOA anyway, what will the son think? I would tell a student to go around any active MOAs. (**Bret**)
- MOA activity can be much more than just military airplanes. In Ohio, it's usually Unmanned Aerial Systems (UAS). (**Bret**)
- If a military aircraft targets you, they'll make sure you see them one way or another. (**Steve**)
- If ATC doesn't have responsibility for separation, the controller is unlikely to vector VFR aircraft for convenience. (**Kevin**)
- Military aircraft can show up at wildly unexpected altitudes and speeds inside an MOA. (**Dave**)
- Have a "what to do" intercept card on hand or downloaded because you'll be completely flustered if it happens to you. (**Steve**)

EXPERT CHOICES

- Steve, Catherine, Colleen
- Kevin, Bret
- Dave

<p>1</p> <p>42 nm 22 mins</p> <p>Don't talk to anyone. Simply go direct.</p>	<p>2</p> <p>42 nm 22 mins</p> <p>Try to go direct with flight following from Minneapolis Center. Cancel flight following and go direct if they suggest otherwise.</p>	<p>3</p> <p>66 nm 36 mins</p> <p>Try direct with flight following from Minneapolis Center. Accept going the long way if they don't want you going through—but take the shortcut by Volk Field regardless.</p>	<p>4</p> <p>42-102 nm 22-62 mins</p> <p>Try going direct with flight following from Minneapolis Center, and accept going all the way around if they don't want you going through.</p>	<p>5</p> <p>102 nm 62 mins</p> <p>Simply go all the way around (with or without flight following) and don't bother to request direct.</p>
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