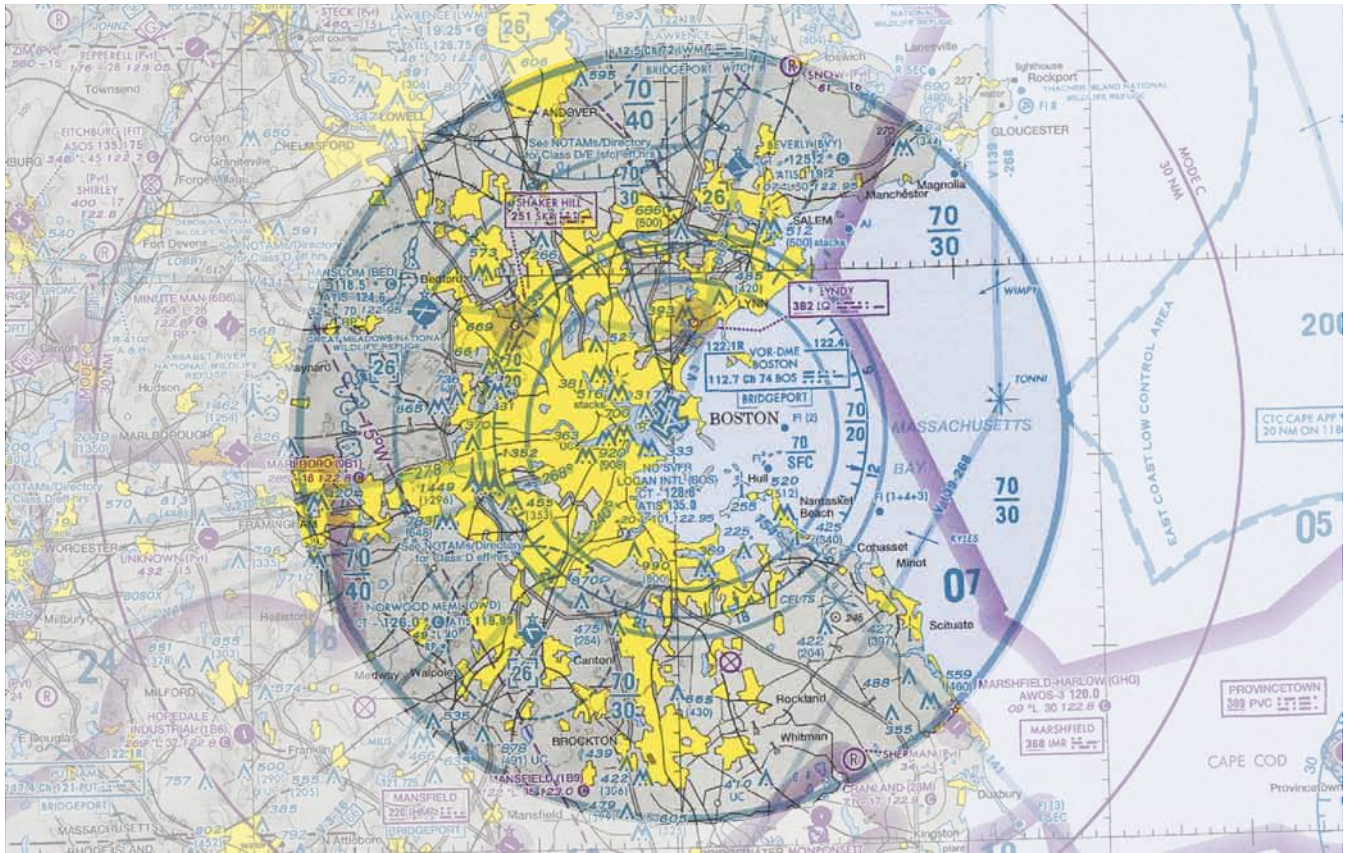




AIRSPACE **FLASHCARDS**

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Class B Airspace

Description:

- Surrounds certain large airports
- Multiple segments with different ceiling/floor altitudes.
- Example: 70/30 = ceiling 7,000 msl, floor 3,000 msl

Requirements/Limitations:

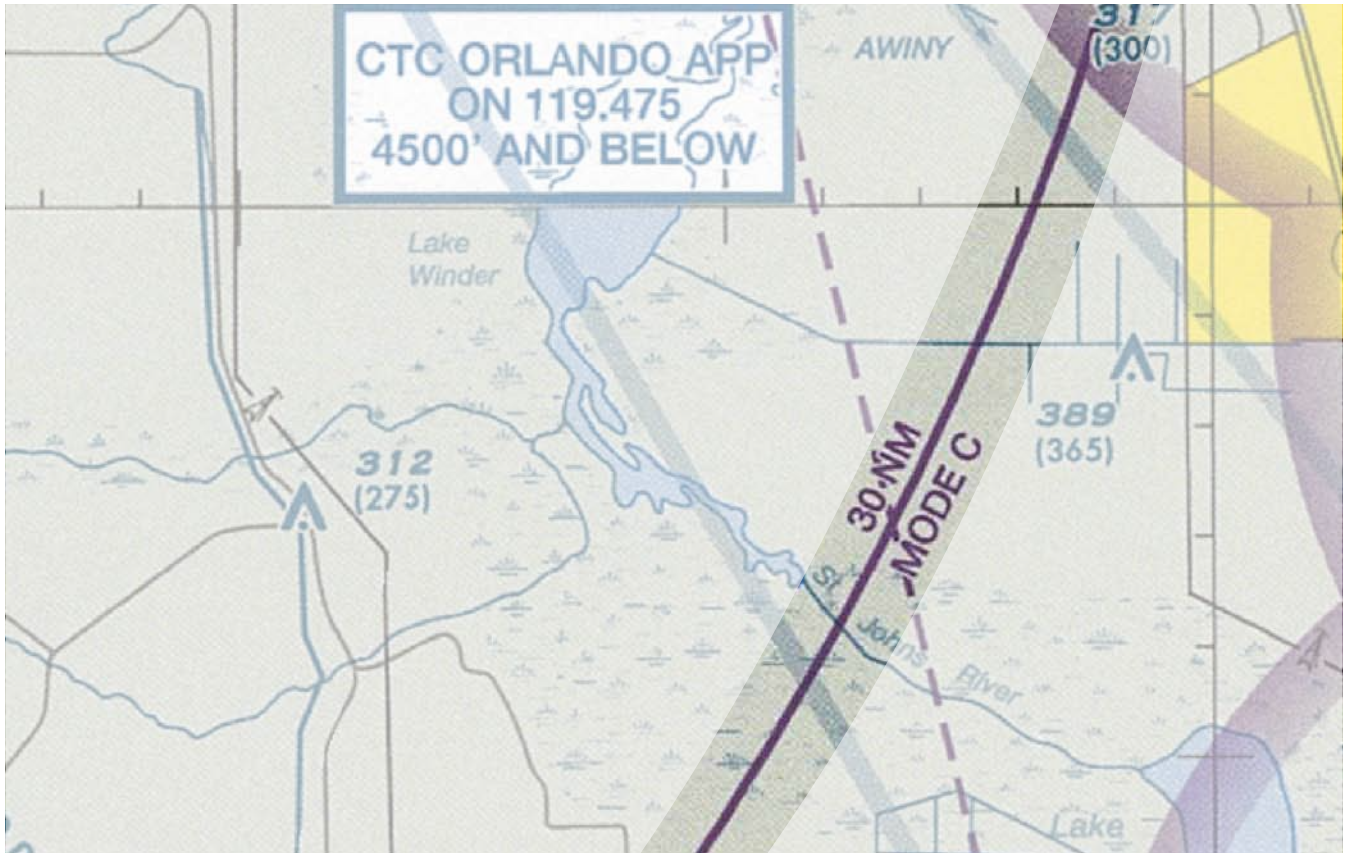
- ATC clearance and establish two-way communication prior to entering
- Maintain two-way communication within Class B airspace
- Mode C transponder (inside the Mode C veil)
- Visibility: Three statute miles
- Cloud clearance: Clear of clouds
- Student, recreational, and sport pilot operations restricted

Question: What if the controller puts me on a heading that will take me into the airspace, but doesn't actually tell me that I'm cleared into the airspace?

Answer: You need to hear the words "cleared into the Class B airspace," or equivalent. If you don't, be sure to ask the controller before you enter the airspace.

Ref. FAR 91.131 and AIM 3-2-3





Mode C Veil

Description:

- Mode C veils exist within 30 nm of most Class B airports (a list of these airports is available in FAR 91, Appendix D, Section 1)
- In some cases, Class B airspace (e.g. Los Angeles Class B) extends beyond the Mode C veil

Requirements/Limitations:

- Mode C transponder
- Certain exemptions apply. Refer to FAR 91.215

Question: If I'm based within a Mode C veil, and my transponder fails while I'm outside the veil, can I get back in?

Answer: Yes, provided you telephone the ATC facility with jurisdiction over the airspace and request permission to make the flight. Upon agreeing to conditions (including direction of flight and altitude), you will be given a code number that you can mention to the controller upon initial radio contact.

Ref: AIM 3-2-3





VFR Transition Routes

Description:

- Used by ATC to route VFR traffic through Class B airspace
- Depicted on terminal area charts

Requirements/Limitations:

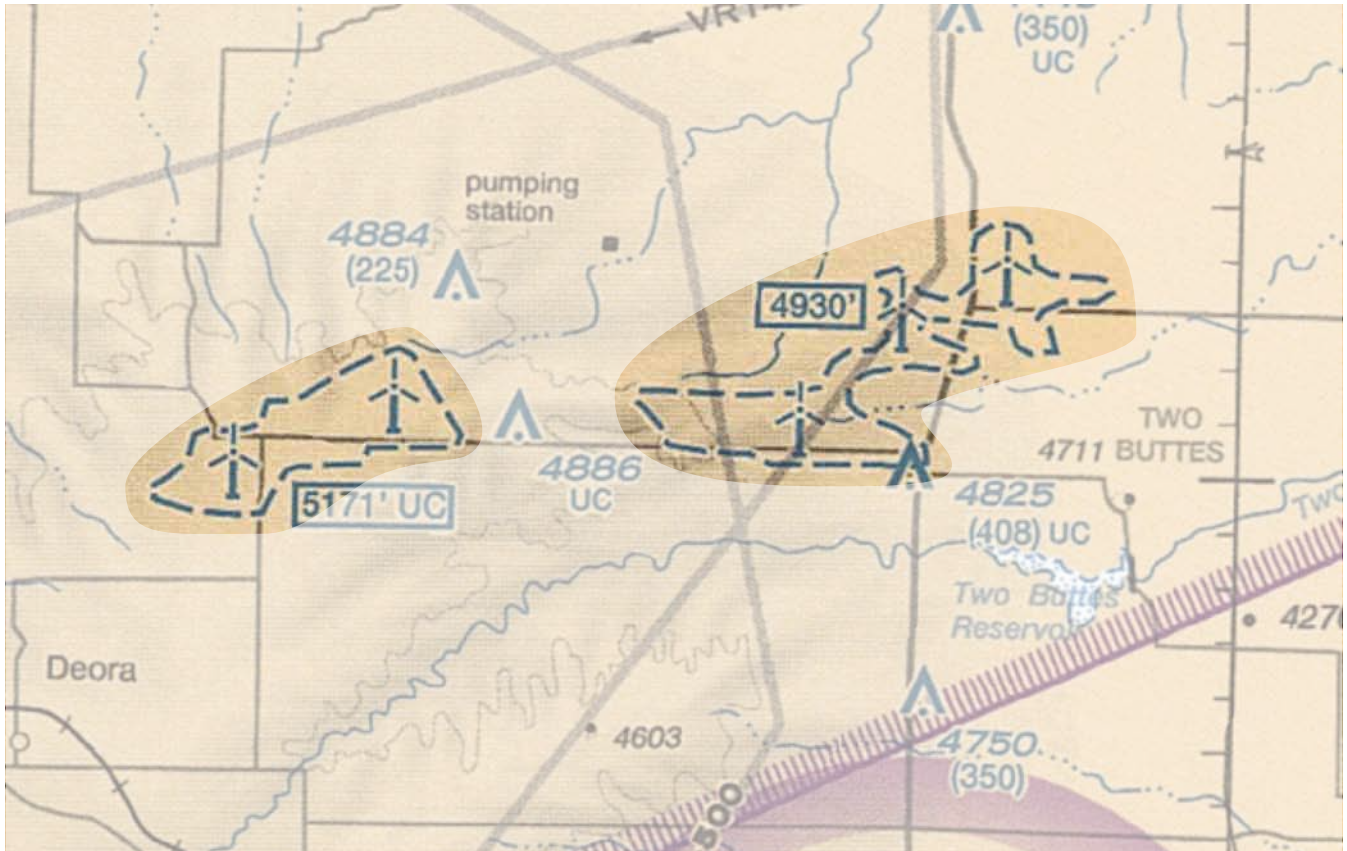
- ATC clearance
- Mode C transponder
- Adherence to published route and ATC instructions

Question: How do I ask ATC permission to use a VFR transition route?

Answer: On initial contact, notify ATC of your position, altitude, desired route name, and direction of flight.

Ref. AIM 3-5-5





Windmill/Wind Turbine Farms

Description:

- As of March 2013, standard obstruction symbols on sectional and TAC charts have been replaced with ICAO symbology that more accurately depicts wind turbines, as shown in this example
- Altitude shown in the blue box is the msl altitude of the highest wind turbine in the group
- UC means Under Construction or reported as position and elevation unverified
- Caution: Guy wires may extend outward from these structures

Requirements/Limitations:

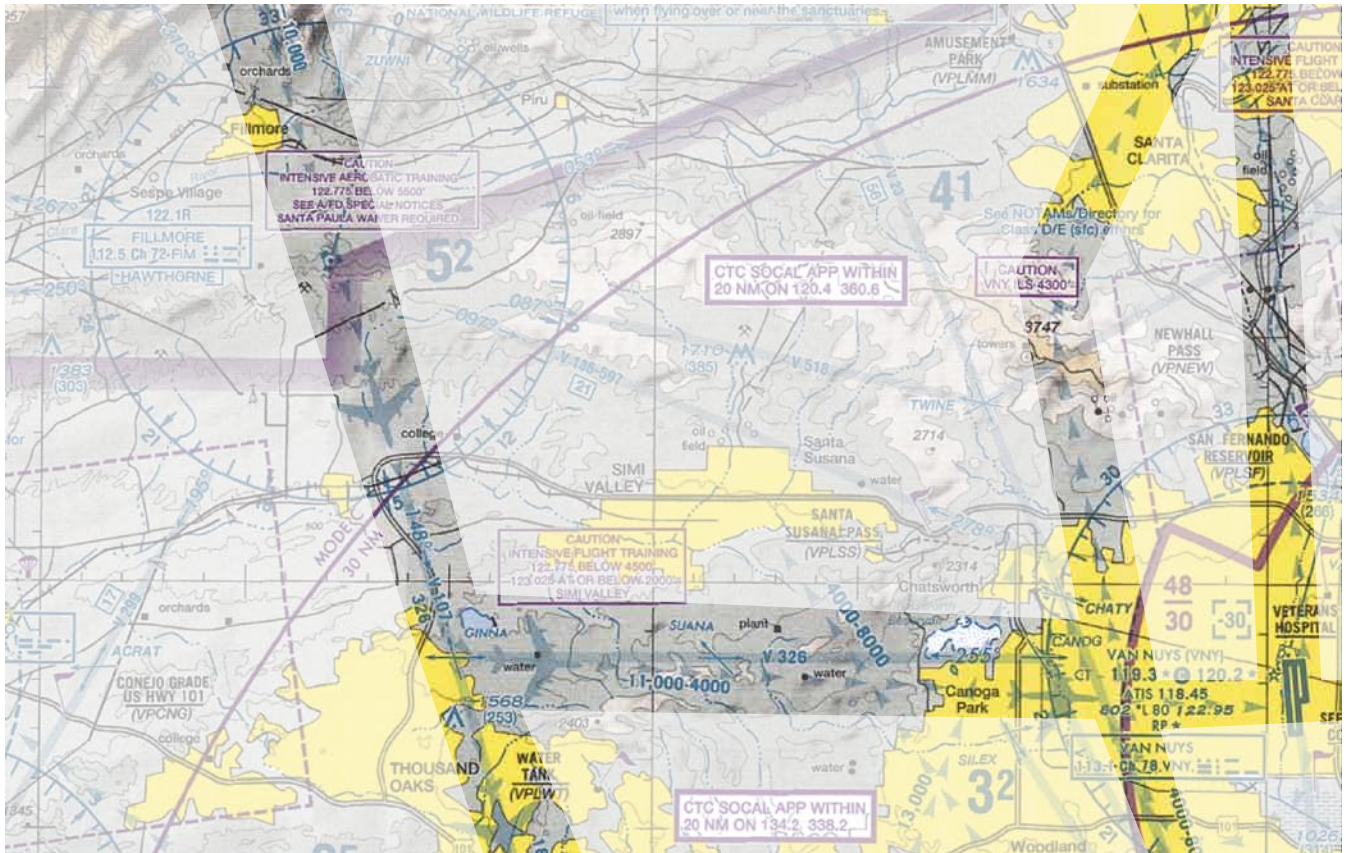
- Minimum Safe Altitudes per FAR 91.119

Question: Are windmills lighted at night?

Answer: Some windmills are equipped with high-intensity lights that may operate part-time or by proximity activation. Always check current charts to determine whether windmills along your route of flight are equipped with lights.

Ref. FAA Aeronautical Chart User's Guide





IFR Routes

Description:

- Depicted on VFR terminal area charts only
- Shows arrival routes (airplane symbol and arrows), departure routes (arrows only), and altitudes of IFR traffic into and out of the terminal area of Class B airspace

Requirements/Limitations:

Not applicable

Question: If I'm a VFR-only pilot, why do I need to know about IFR routes?

Answer: The IFR routes depicted on the VFR terminal area charts should alert VFR pilots operating in terminal areas of arriving or departing IFR traffic. Maintain extra vigilance when flying through or near these routes.

Ref: FAA Aeronautical Chart User's Guide





Class C Airspace

Description:

- Surrounds certain medium-sized airports
- Typically 10 nm radius
- Generally includes two segments:
 - 5 nm radius core from surface to 4,000 agl
 - 10 nm radius shelf from 1,200 to 4,000 agl

Requirements/Limitations:

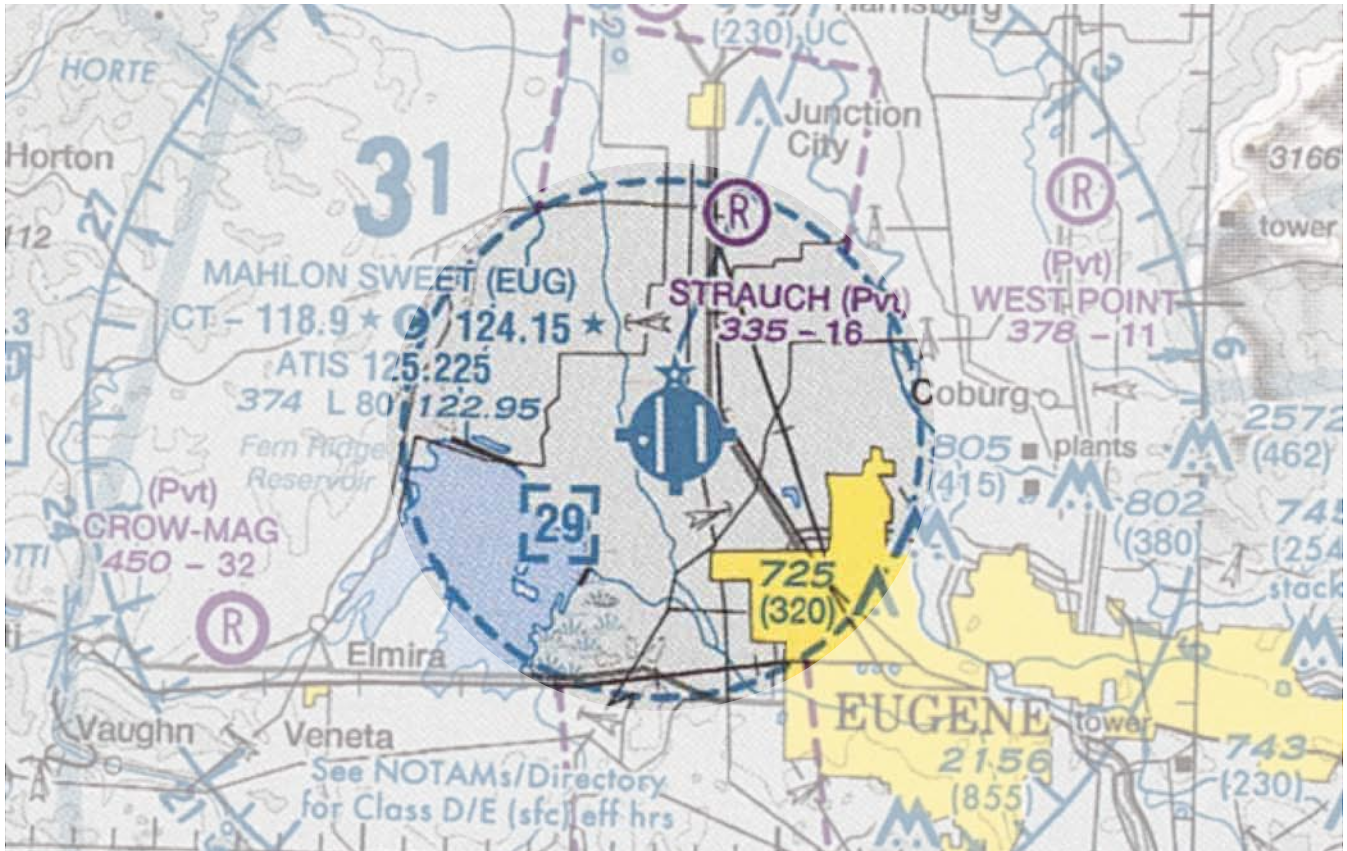
- Establish and maintain two-way communication prior to entering
- Mode C transponder
- Visibility: Three statute miles
- Cloud clearance:
 - 500 feet below
 - 1,000 feet above
 - 2,000 feet horizontal
- Operations are restricted for recreational, sport pilot, and students seeking either certificate

Question: I'm departing from a small nontowered field three miles from the primary airport in Class C airspace. Am I required to contact ATC prior to takeoff?

Answer: Generally, you are only required to contact ATC as soon as practical after departure. However, you should follow any procedures specified in the Airport/Facility Directory: In many cases, you may be able to contact ATC from the ground.

Ref. FAR 91.130 and AIM 3-2-4





Class D Airspace

Description:

- Surrounds smaller towered airports
- Typically 4 nm radius
- Generally, from the surface to 2,500 agl
- Usually reverts to a Class E surface area when the tower is closed
- May include Class E surface area extensions

Requirements/Limitations:

- Establish and maintain two-way communication
- Visibility: Three statute miles
- Cloud clearance:
 - 500 feet below
 - 1,000 feet above
 - 2,000 feet horizontal
- Operations are restricted for recreational, sport pilot, and students seeking either certificate

Question: Is there a speed limit within Class D airspace?

Answer: Yes. Below 2,500 agl and within four nautical miles of the primary airport, aircraft are limited to 200 knots indicated airspeed.

Ref. FAR 91.129 and AIM 3-2-5





Terminal Radar Service Area (TRSA)

Description:

- Surrounds Class D airports with expanded ATC radar services

Requirements/Limitations:

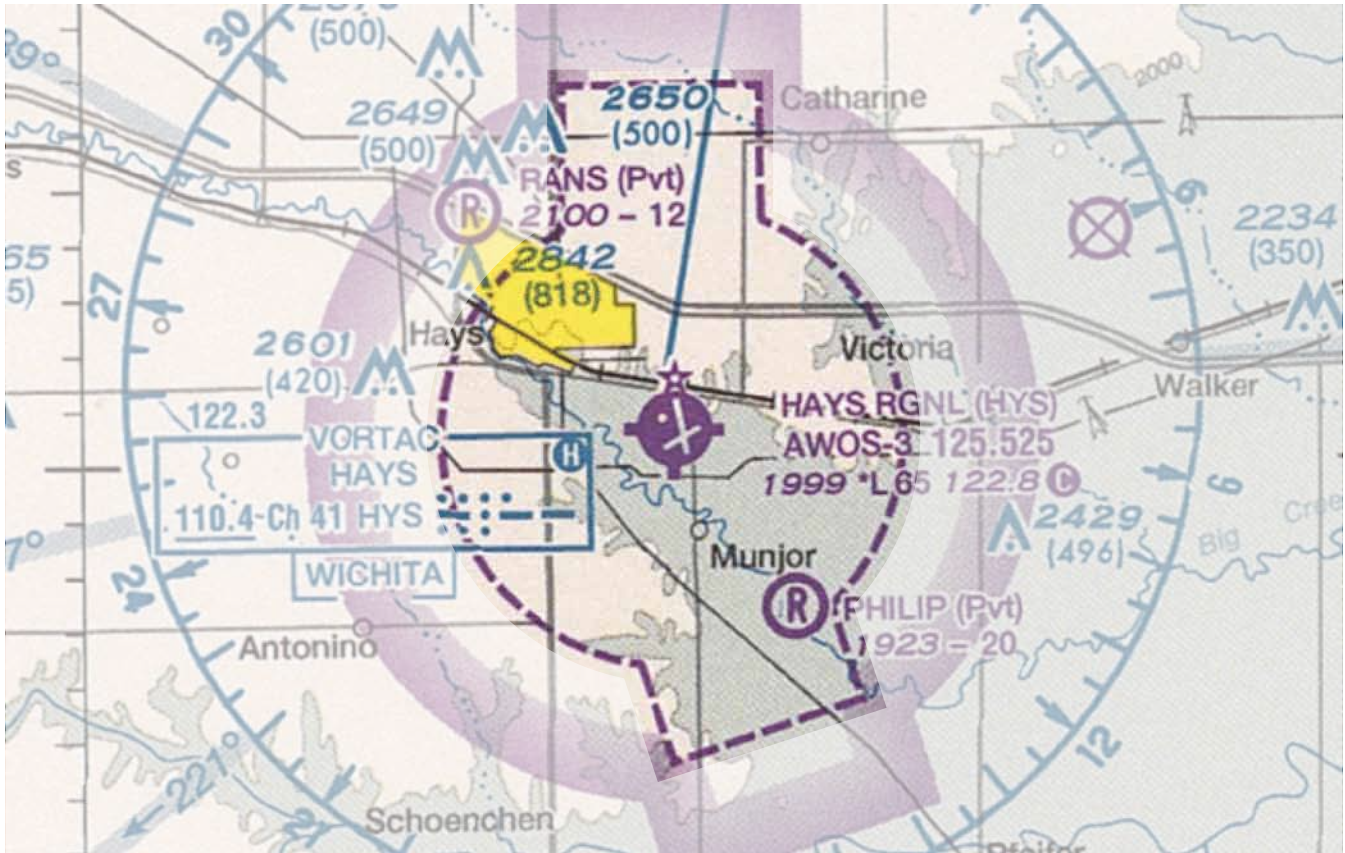
- Pilots are not required to participate
- Transponder and two-way communication for participating aircraft
- Rules for Class D airspace within apply regardless of pilot participation with TRSA radar services

Question: Where do TRSAs fit in the national airspace classification system?

Answer: TRSAs are “leftovers” from the previous (pre-1993) airspace classification system. As a general rule, they exist at airports where traffic load requires enhanced radar service, but that aren’t busy enough to justify Class C airspace.

Ref: AIM 3-2-3





Class E Airspace, Surface Area

Description:

- Around some airports, Class E airspace begins at the surface, rather than the normal 700 or 1,200 agl
- Class D airports with part-time towers usually become Class E surface areas when the tower is not in operation

Requirements/Limitations:

Below 10,000 msl:

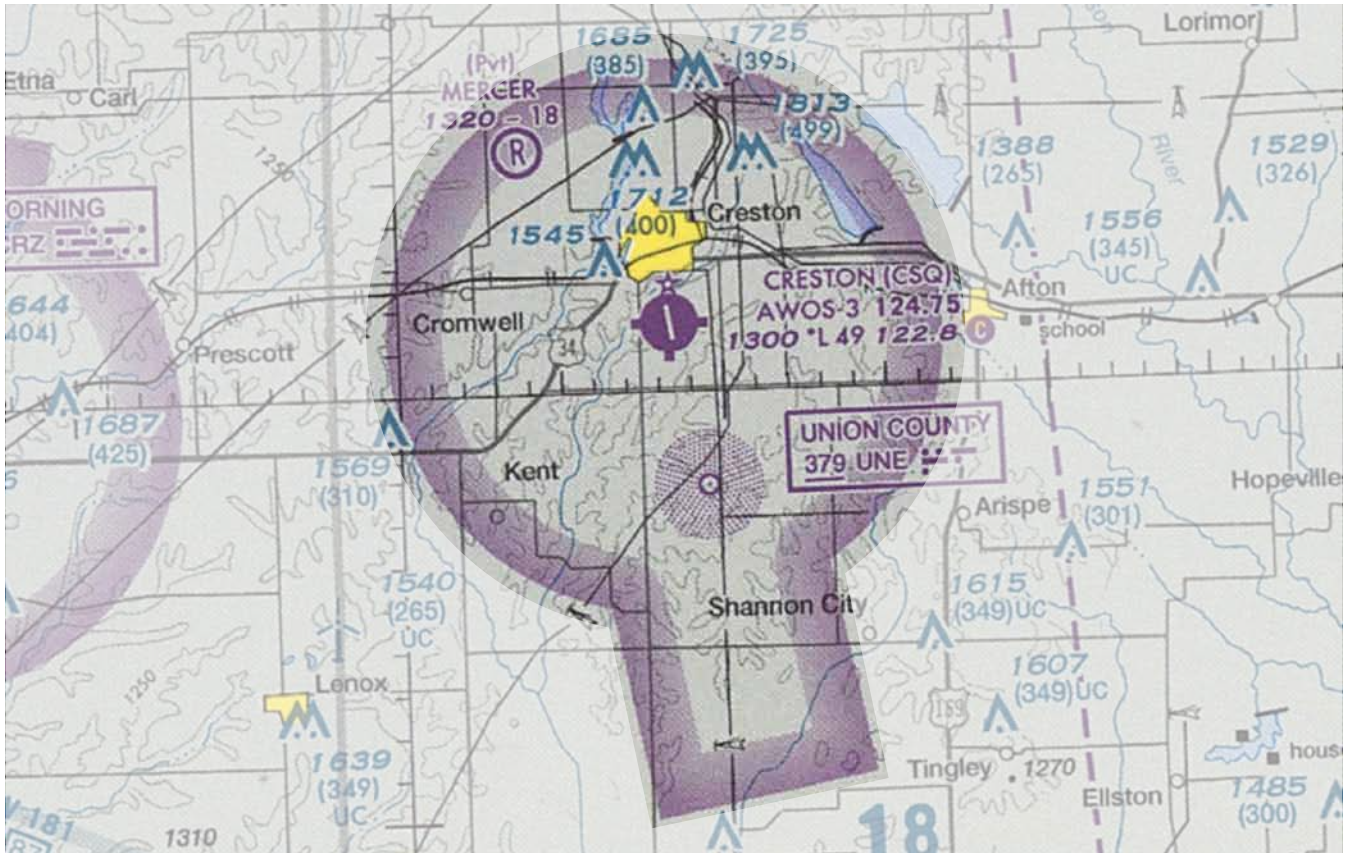
- Visibility: Three statute miles
- Cloud clearance:
 - 500 feet below
 - 1,000 feet above
 - 2,000 feet horizontal

Question: Are Class E surface areas always depicted with a dashed magenta line?

Answer: No. When the tower at a Class D airport is closed, the airspace—which is depicted with a dashed **blue** line—may revert to a Class E surface area.

Ref. FAR 91.127 and AIM 3-2-6(e)(1)





Class E Airspace, Transition Area (700 agl)

Description:

- Surrounds many nontowered airports
- Extends the floor of Class E airspace down to 700 agl to accommodate IFR procedures

Requirements/Limitations:

Below 10,000 msl:

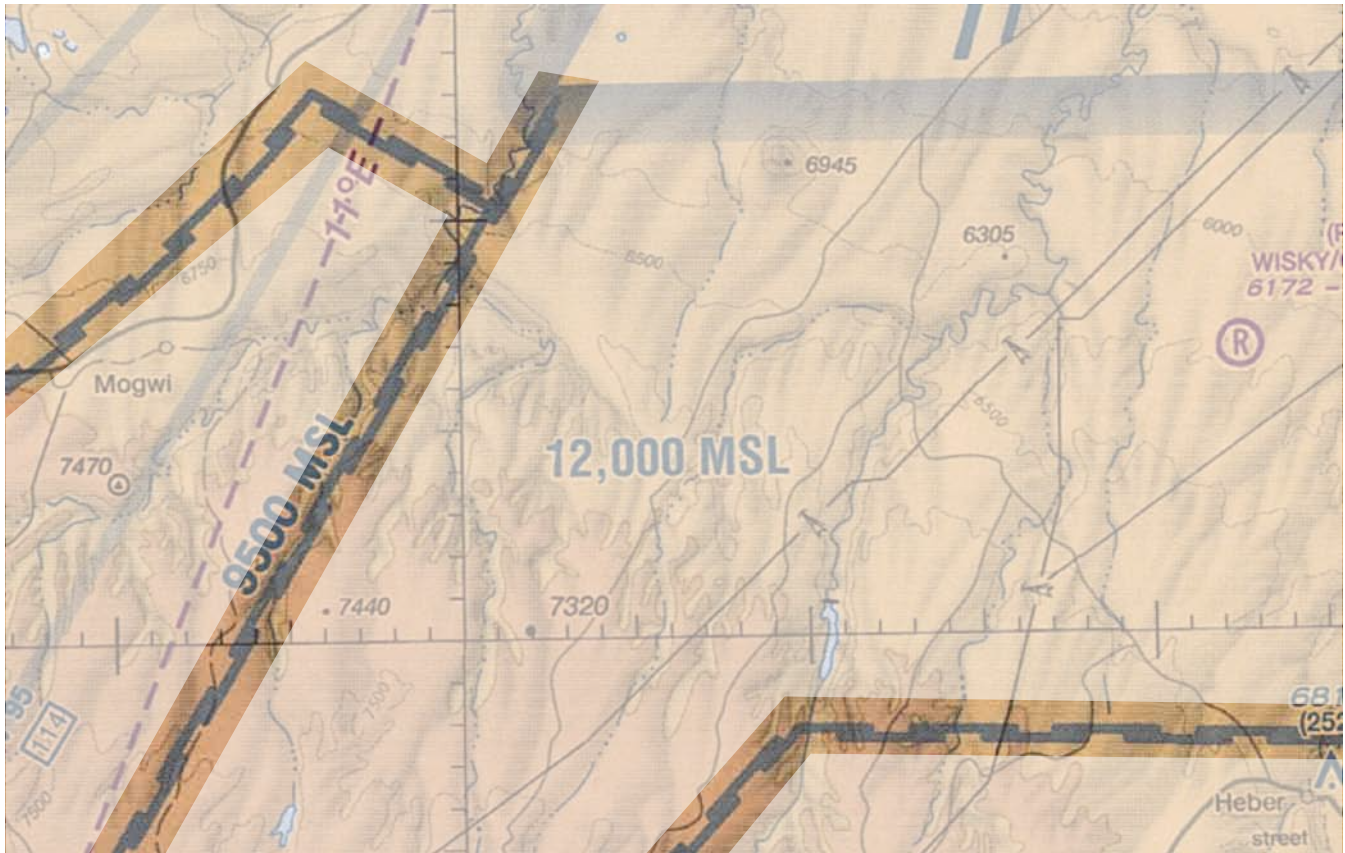
- Visibility: Three statute miles
- Cloud clearance:
 - 500 feet below
 - 1,000 feet above
 - 2,000 feet horizontal

Question: What purpose do Class E transition areas serve?

Answer: Class E transition areas exist to help IFR traffic transition to or from the terminal or en route environment.

Ref. FAR 91.127 and AIM 3-2-6(e)(3)





Different Floors of Class E Airspace

Description:

- Identifies different floor levels of airspace greater than 700 feet agl
- When the ceiling is less than 18,000 msl, the value, prefixed by the word "ceiling," will be shown along the limits of the airspace boundaries

Requirements/Limitations:

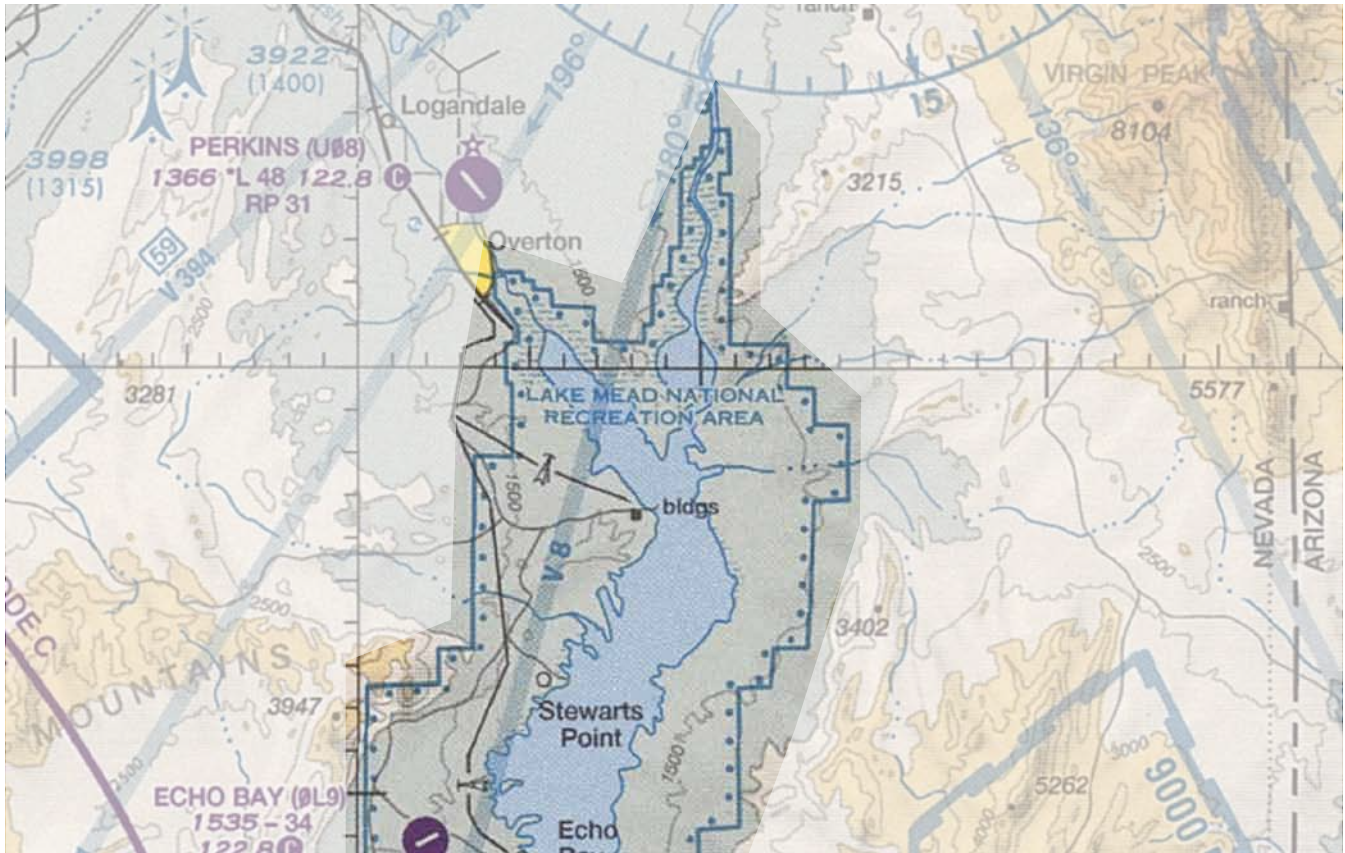
Not Applicable

Question: Where am I likely to encounter differences in Class E airspace depicted by this symbol?

Answer: Typically in areas of high terrain (the Grand Canyon, for example), and off the east and west coasts of the United States.

Ref: FAA Aeronautical Chart User's Guide





Special Conservation Area

Description:

- Surrounds many national parks, wildlife refuges, etc.

Requirements/Limitations:

- Pilots are requested to avoid flight below 2,000 agl in these areas

Question: Can I legally operate below 2,000 agl within a special conservation area?

Answer: Yes, but you are requested to maintain a minimum altitude of 2,000 agl whenever possible. This can also help you avoid bird strikes at low altitudes.

Ref. AIM 7-4-6





Overflight Prohibition Zone

Description:

- Protected zones within several national marine sanctuaries
- Enforced by the National Oceanic & Atmospheric Administration (NOAA)

Requirements/Limitations:

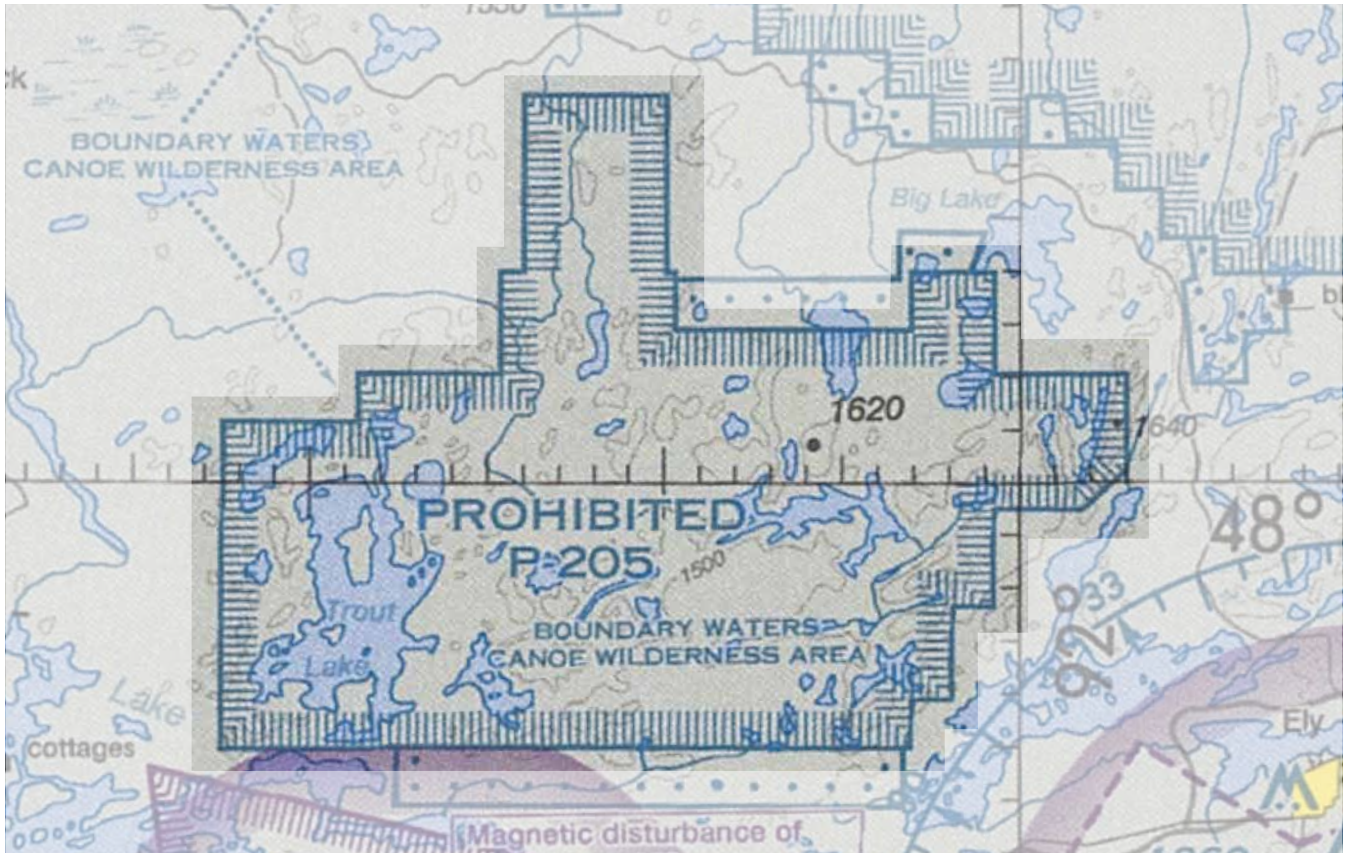
- Pilots are prohibited from flying below 1,000 (or 2,000, depending on zone's specifics) agl within these areas in order to protect special wildlife habitats from aerial disturbance
- Refer to NOAA's website at <http://sanctuaries.noaa.gov/flight/welcome.html> for more information

Question: Is this a new type of federally-protected airspace?

Answer: Not exactly. While the regulation has been in place for a number of years, the zones have just recently been placed on aeronautical charts. It is not an FAA airspace restriction, although flying below the required altitude in any sanctuary overflight prohibition zone violates NOAA regulations, not FAA regulations.

Ref. 15 CFR Part 922.72, .82, .132, & .152





Prohibited Area

Description:

- Established for security reasons or other reasons associated with national welfare

Requirements/Limitations:

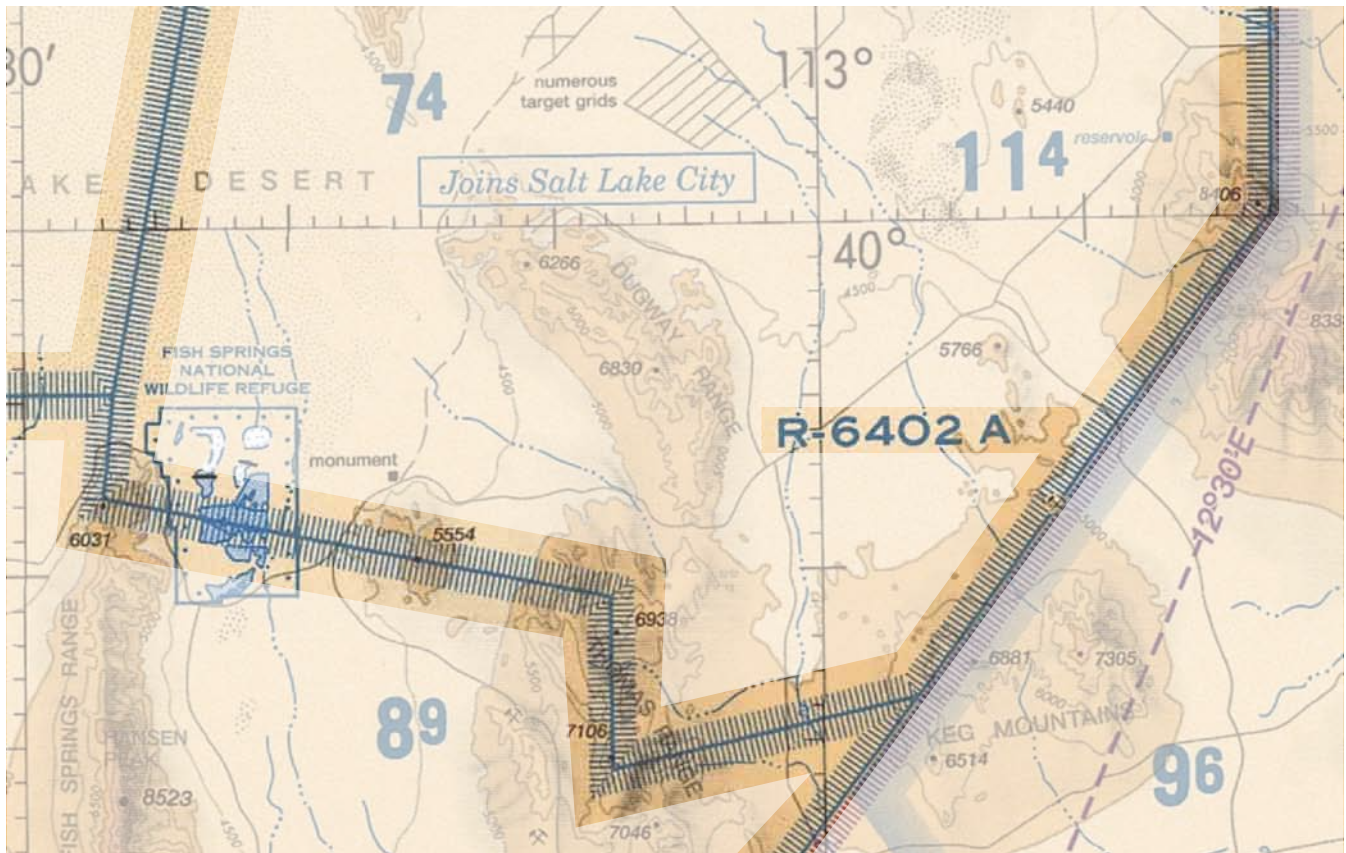
- Flight within a prohibited area is not permitted

Question: How much distance should I maintain from prohibited areas?

Answer: You should steer well clear of prohibited areas. Allow at least a few miles to account for navigation error and variances between GPS and ATC radar positions.

Ref. AIM 3-4-2





Restricted Area

Description:

- Separates civilian traffic from potentially hazardous military activities

Requirements/Limitations:

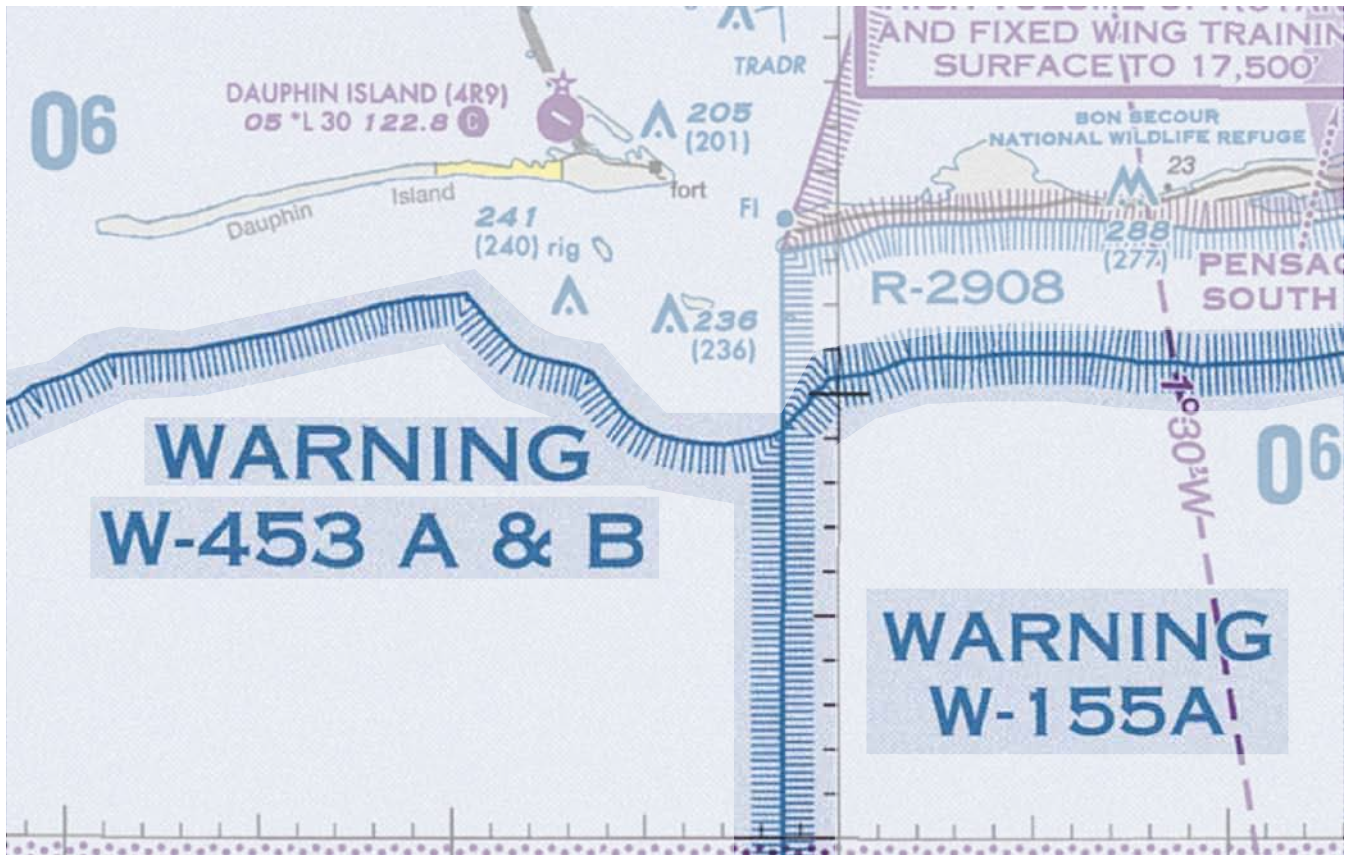
- VFR flight through an active restricted area is not permitted without prior permission
- Check with the controlling ATC facility (noted on sectional charts) for current status prior to entering

Question: May I legally fly through an inactive restricted area?

Answer: Yes, but you should be certain to contact the controlling ATC facility for current status before entering the airspace.

Ref. AIM 3-4-3





Warning Area

Description:

- Extends outward from 3 nm off the coast
- Warns pilots of potentially hazardous activities
- Only the airspace effective below 10,000 msl is shown

Requirements/Limitations:

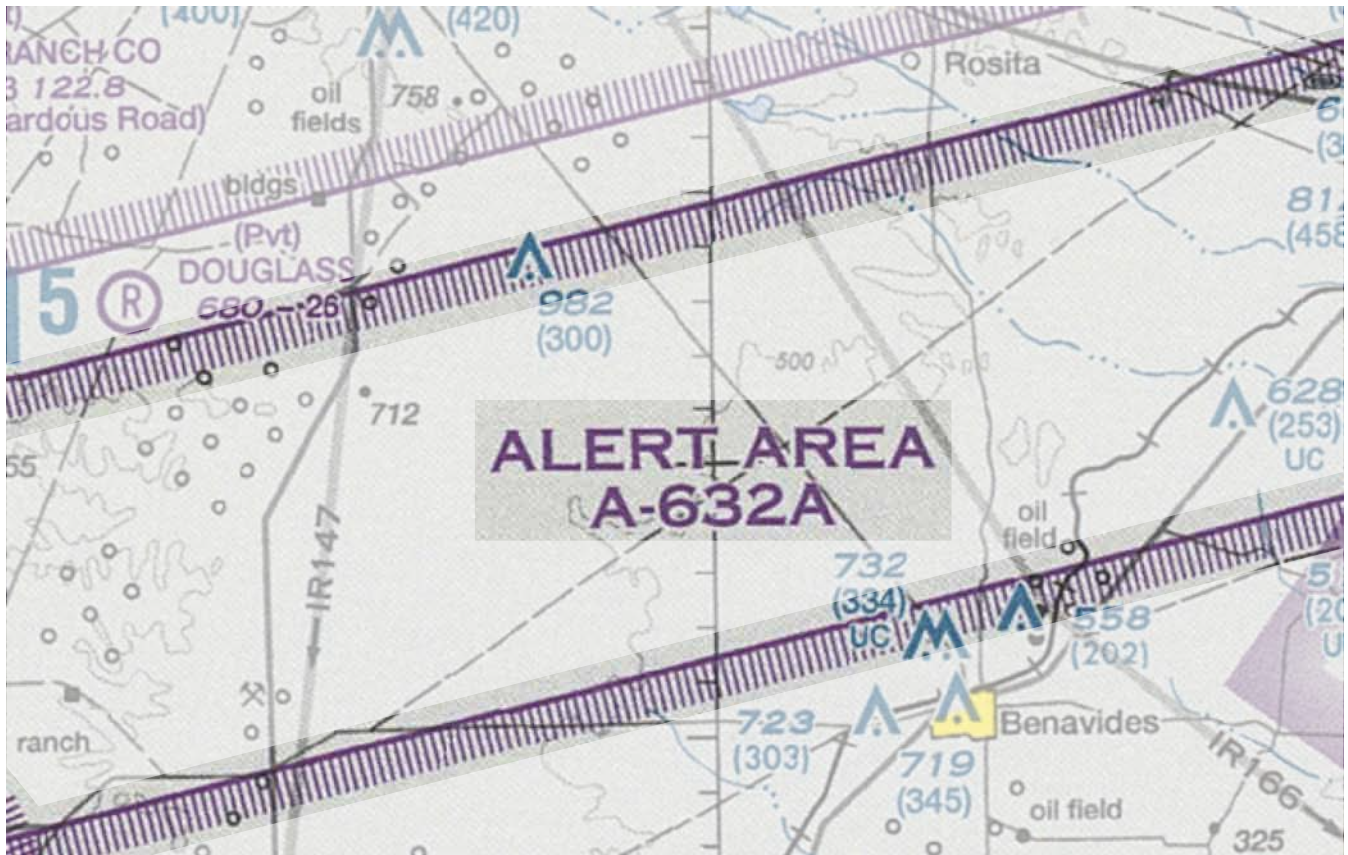
- VFR flight through active warning areas is permitted, though not recommended

Question: Am I required to contact ATC before entering a warning area?

Answer: No, but you should contact the controlling ATC facility for status information prior to entry. Active warning areas can be dangerous to general aviation aircraft.

Ref. AIM 3-4-4





Alert Area

Description:

- Established in areas with a high volume of pilot training or unusual type of aerial activity

Requirements/Limitations:

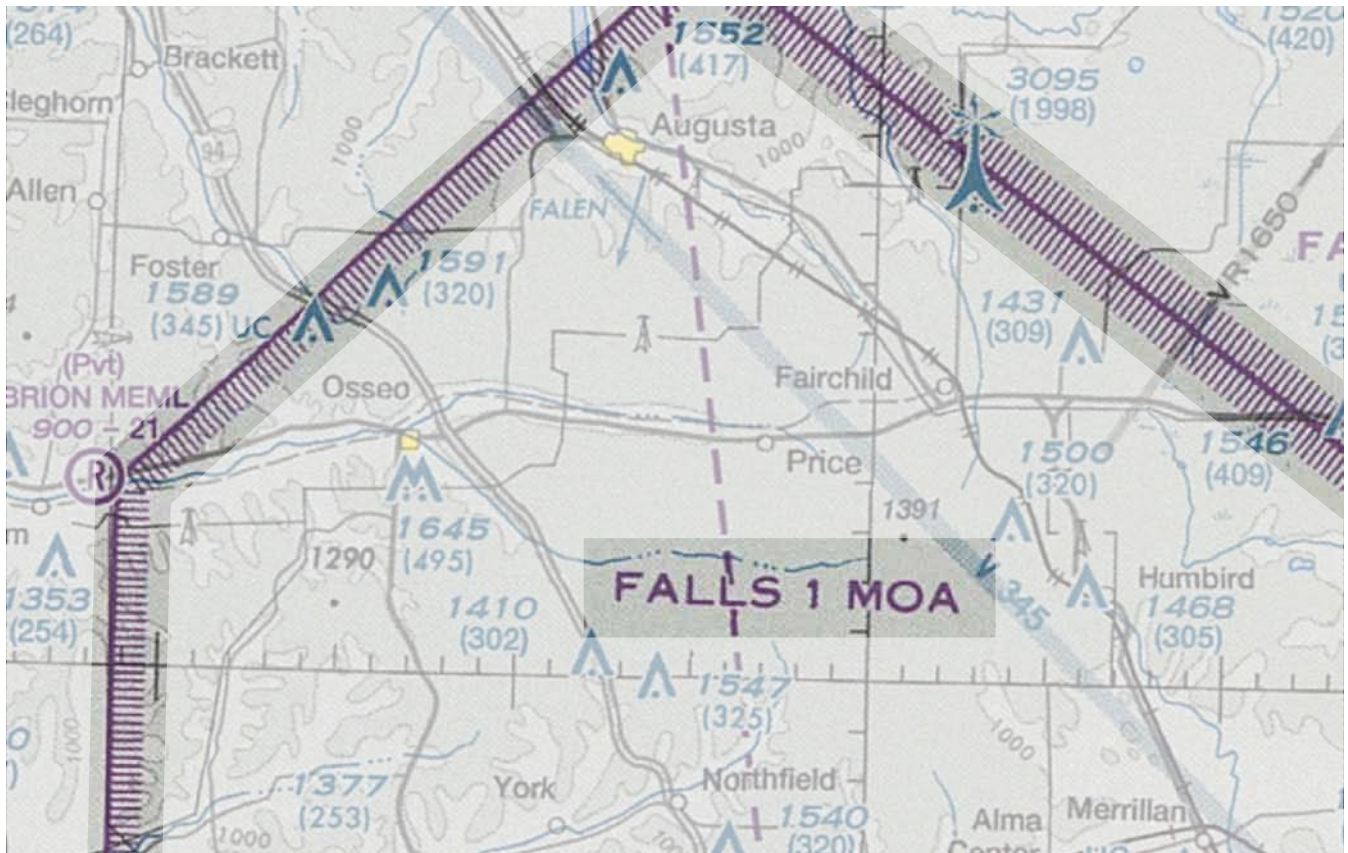
- Pilots are advised to be particularly vigilant in scanning for traffic

Question: Do I need to contact ATC prior to entering an alert area?

Answer: No. ATC contact/clearance is not required to enter an alert area.

Ref. AIM 3-4-6





Military Operations Area (MOA)

Description:

- Established to allow military training activities

Requirements/Limitations:

- VFR pilots may fly through active MOAs, but are advised to exercise extreme caution
- Pilots should check with the controlling ATC facility (noted on sectional charts) for MOA status prior to entering an MOA

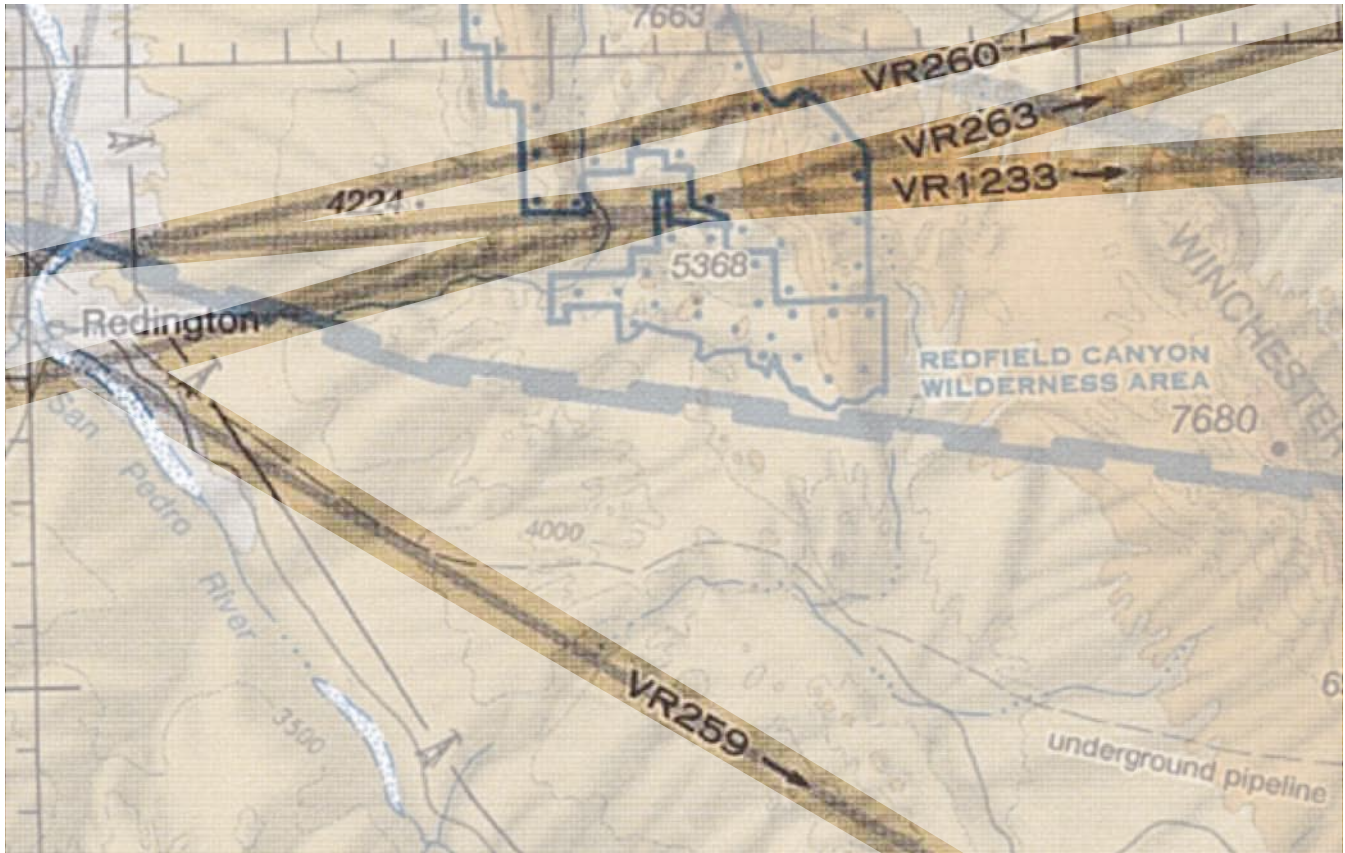
Question: What kinds of military flight operations take place within MOAs?

Answer: High-speed flight, aerobatic maneuvers, and low-level flight can all be expected. In certain MOAs, "lights out" night training is also permitted.

For more information, ASI's Lights-Out safety advisor is available at aopa.org/asf/publications/sa21.pdf

Ref. AIM 3-4-5





Military Training Routes (MTRs)

Description:

- MTRs prefixed with the letters 'IR' are for IFR flights
- MTRs prefixed with the letters 'VR' are for VFR flights
- MTRs with a letter suffix (i.e., A, B, etc.) denote an alternate route
- MTRs with four numbers denote routes flown at 1,500 agl and below
- MTRs with three numbers denote routes with at least one segment above 1,500 agl

Requirements/Limitations:

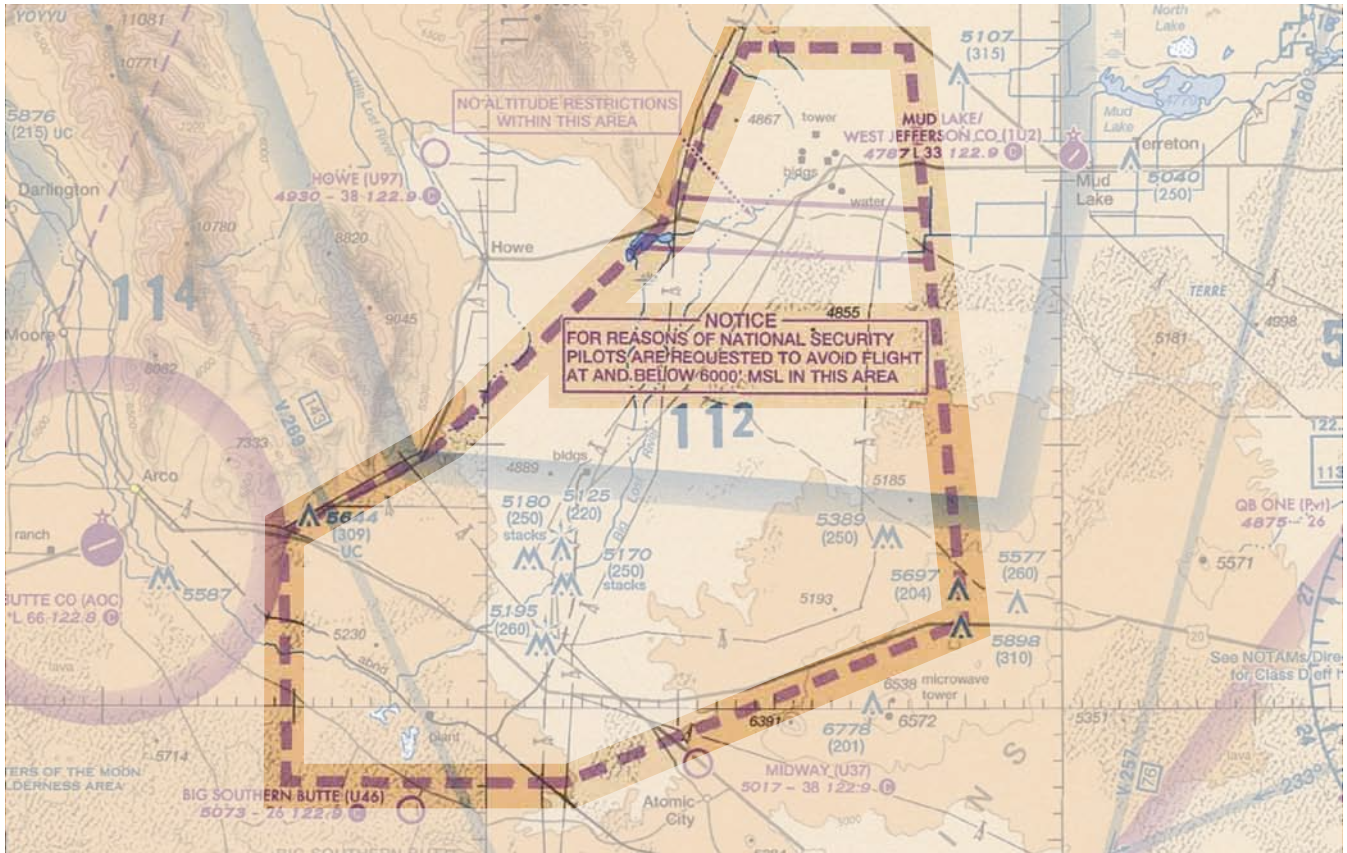
- Not Applicable, extreme vigilance recommended

Question: What is a military training route?

Answer: A military training route, or MTR, is used by the military for conducting low-altitude, high-speed flight training. Typically the routes above 1,500 agl are flown under IFR, and the routes below 1,500 are flown under VFR. Contact Flight Service for MTR activity that might affect your route of flight.

Ref: AIM 3-5-2





National Security Area (NSA)

Description:

- Established around areas requiring special security precautions

Requirements/Limitations:

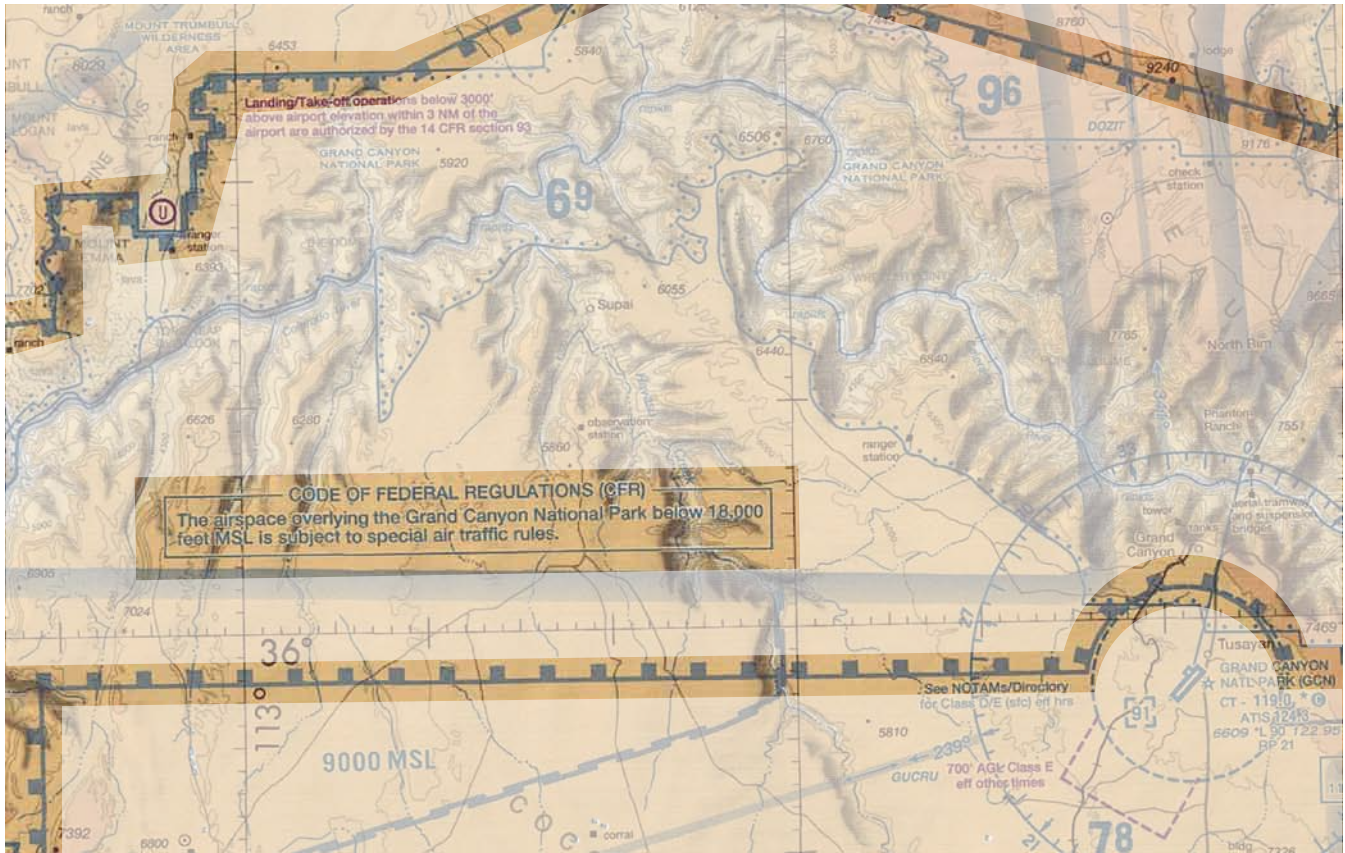
- Pilots are requested to avoid flight below a specified altitude within the NSA
- Flight may be temporarily restricted or prohibited by notam

Question: Where might I expect to find an NSA?

Answer: NSAs can be established anywhere a need for greater security exists, but are most often seen around government/military installations.

Ref. AIM 3-5-7





Special Flight Rules Area

Description:

- Depicts airspace subject to special regulation
- Examples: Grand Canyon, Washington, D.C. area

Requirements/Limitations:

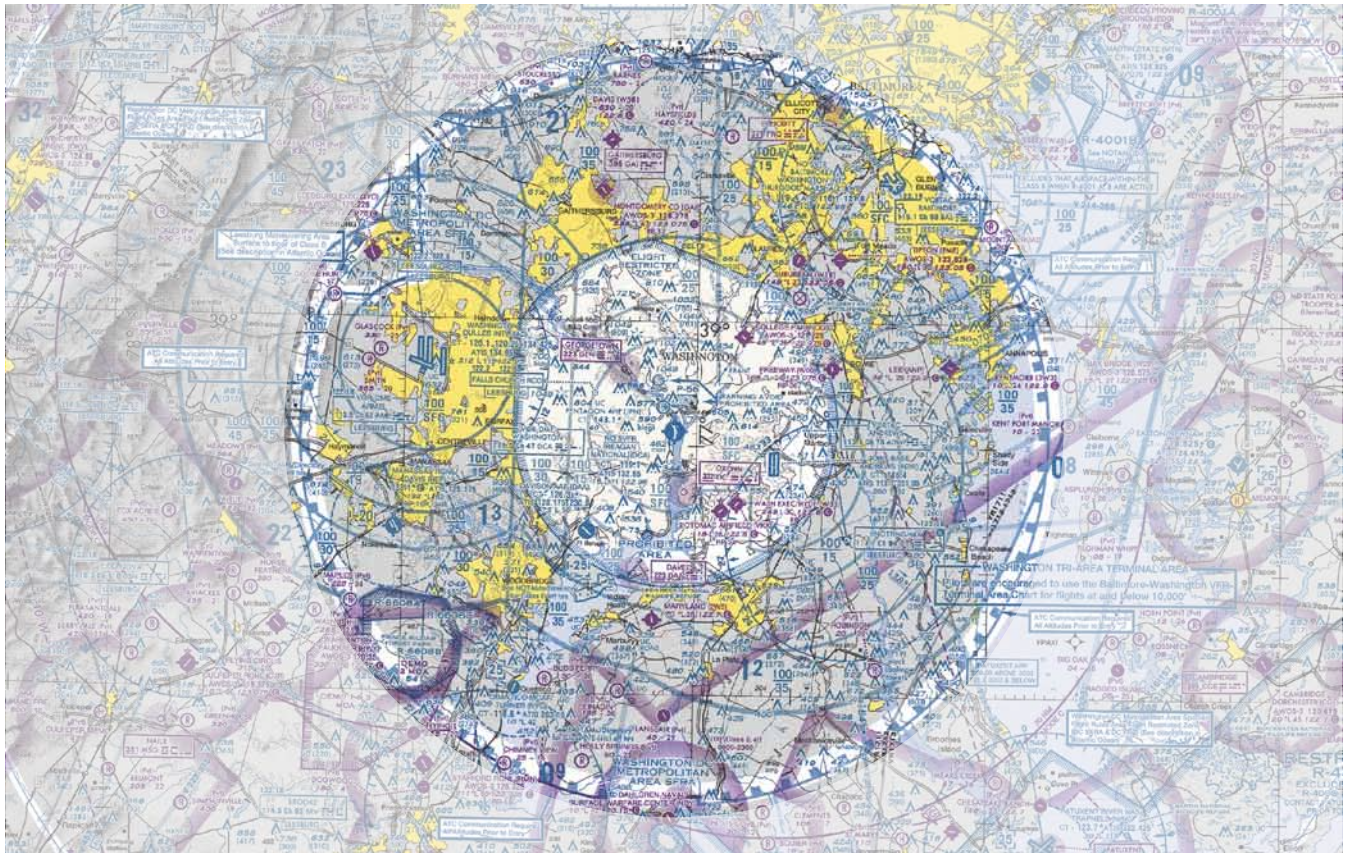
- As specified by SFRA
- For operating rules, refer to the chart legend or the SFAR section at the beginning of FAR Part 91

Question: What kinds of procedures exist for flying within SFAR areas?

Answer: Procedures vary. In the Grand Canyon, for example, special transition routes and altitude rules apply.

Ref. Part 91 Special Federal Aviation Regulations (SFARs)





Washington, D.C. SFRA (Special Flight Rules Area)

Description:

- 30 nm radius of the DCA VOR/DME
- Speed restriction ring 30 to 60 nm radius of the DCA VOR/DME
- Surface up to but not including FL180

Requirements/Limitations:

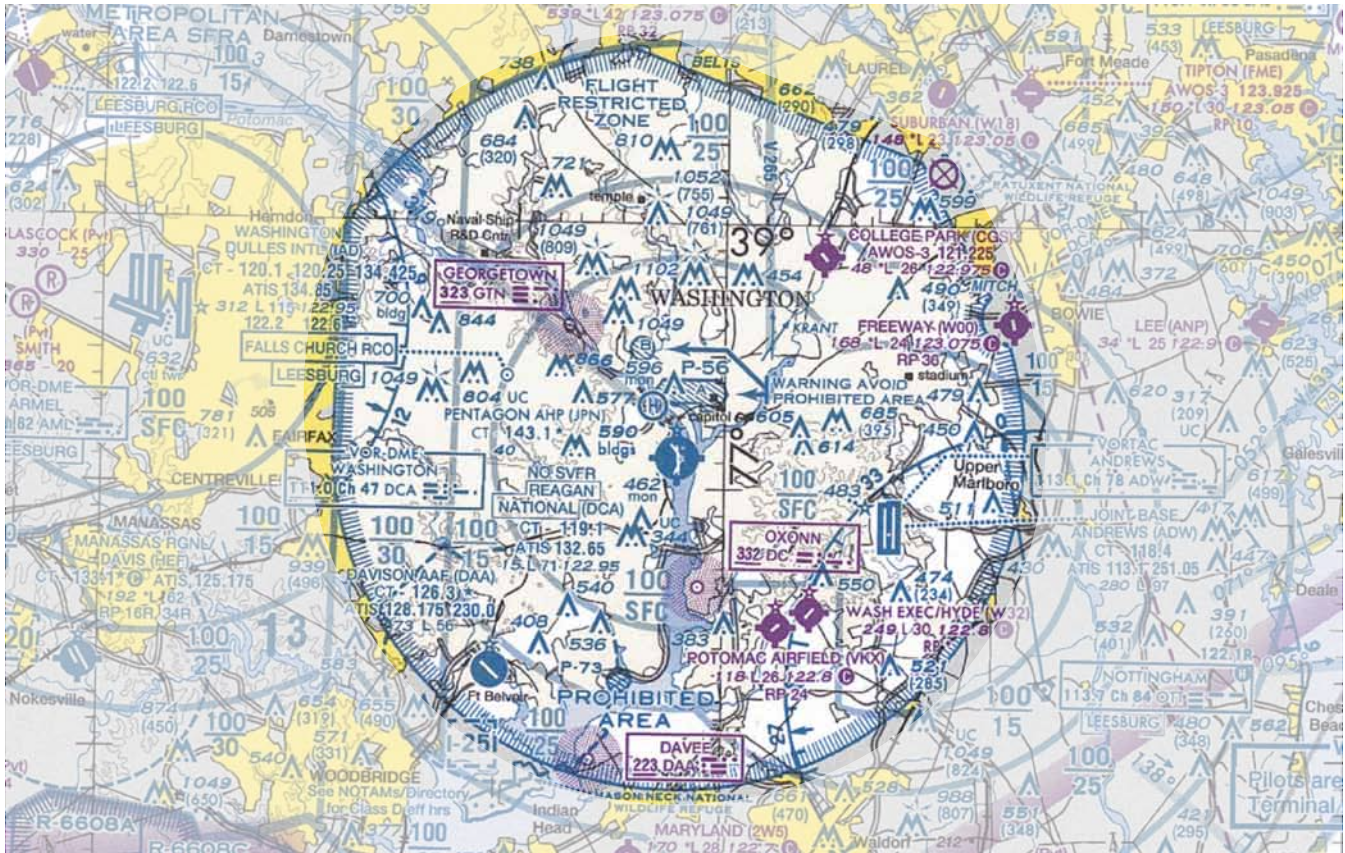
- Active IFR or D.C. SFRA flight plan
- Two-way radio communication
- Discrete transponder code (Mode C)
- Enter and exit via specific "gates"
- 180 KIAS or less in the D.C. SFRA, if able
- 230 KIAS or less in the 30 to 60 nm speed restriction ring, if able
- Before operating within 60 nm of the D.C. SFRA, pilots must complete FAA's online training course at faasafety.gov

Question: If I'm given permission to enter the Washington, D.C. SFRA, do I also have permission to enter the Class B airspace within?

Answer: No. You need a specific clearance to enter the Class B airspace.

FAR Part 93, Subpart V, & NOTAM O/8326





Flight Restricted Zone (D.C. FRZ)

Description:

- 13 -15 nm radius of DCA VOR/DME
- Surface up to 17,999 msl

Requirements/Limitations:

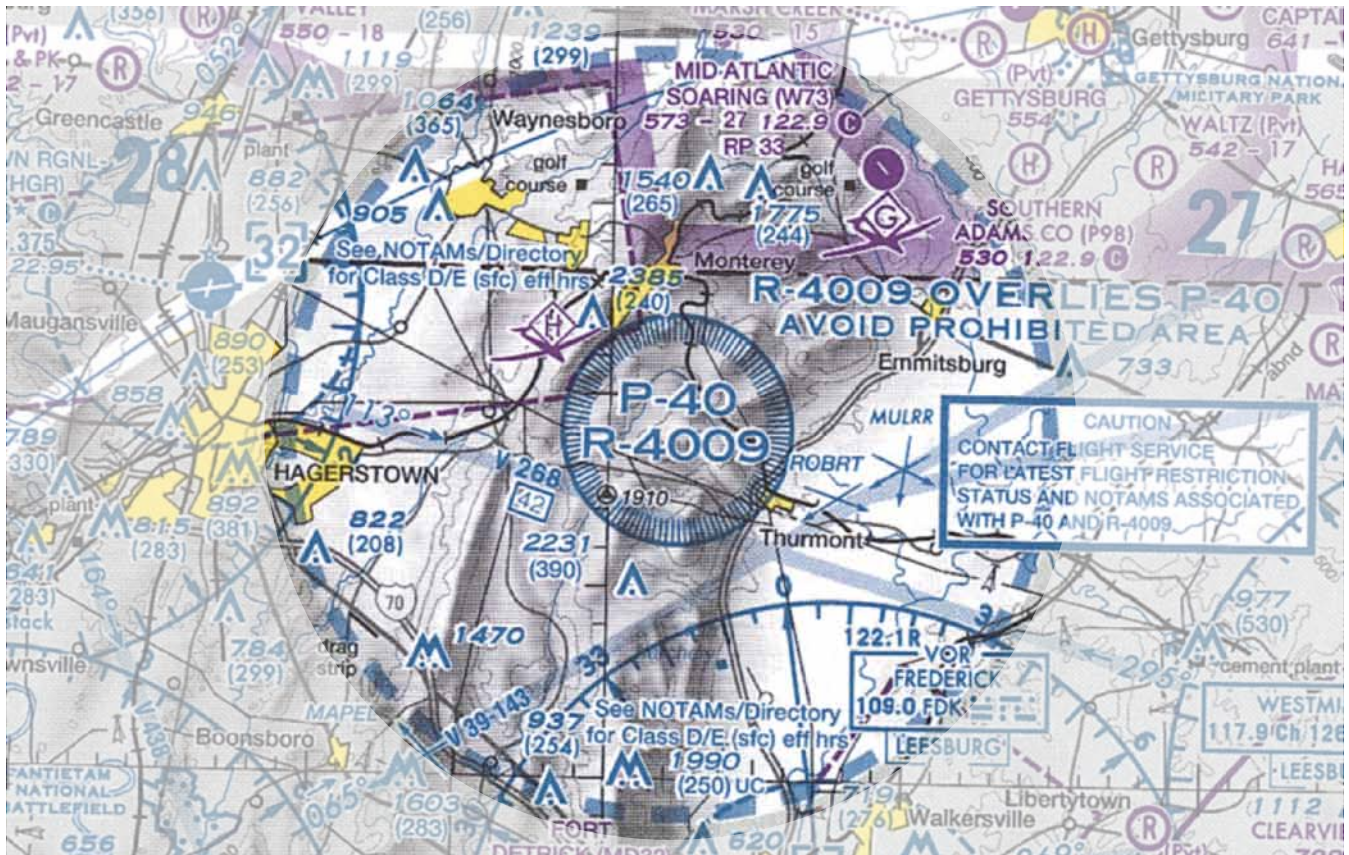
- General aviation flights are prohibited with limited exceptions

Question: Is there any way I can legally fly into the FRZ?

Answer: Yes. Before flying into the FRZ, you must undergo a background check and follow special procedures.

Ref. FAR Part 93 & NOTAM O/8326





Temporary Flight Restriction (TFR)

Description:

- Most TFRs are not charted, although some longer-term TFRs are
- Refer to the FAA's list of TFRs at <http://tfr.faa.gov/tfr2/list.html>

Requirements/Limitations:

- As specified by notam

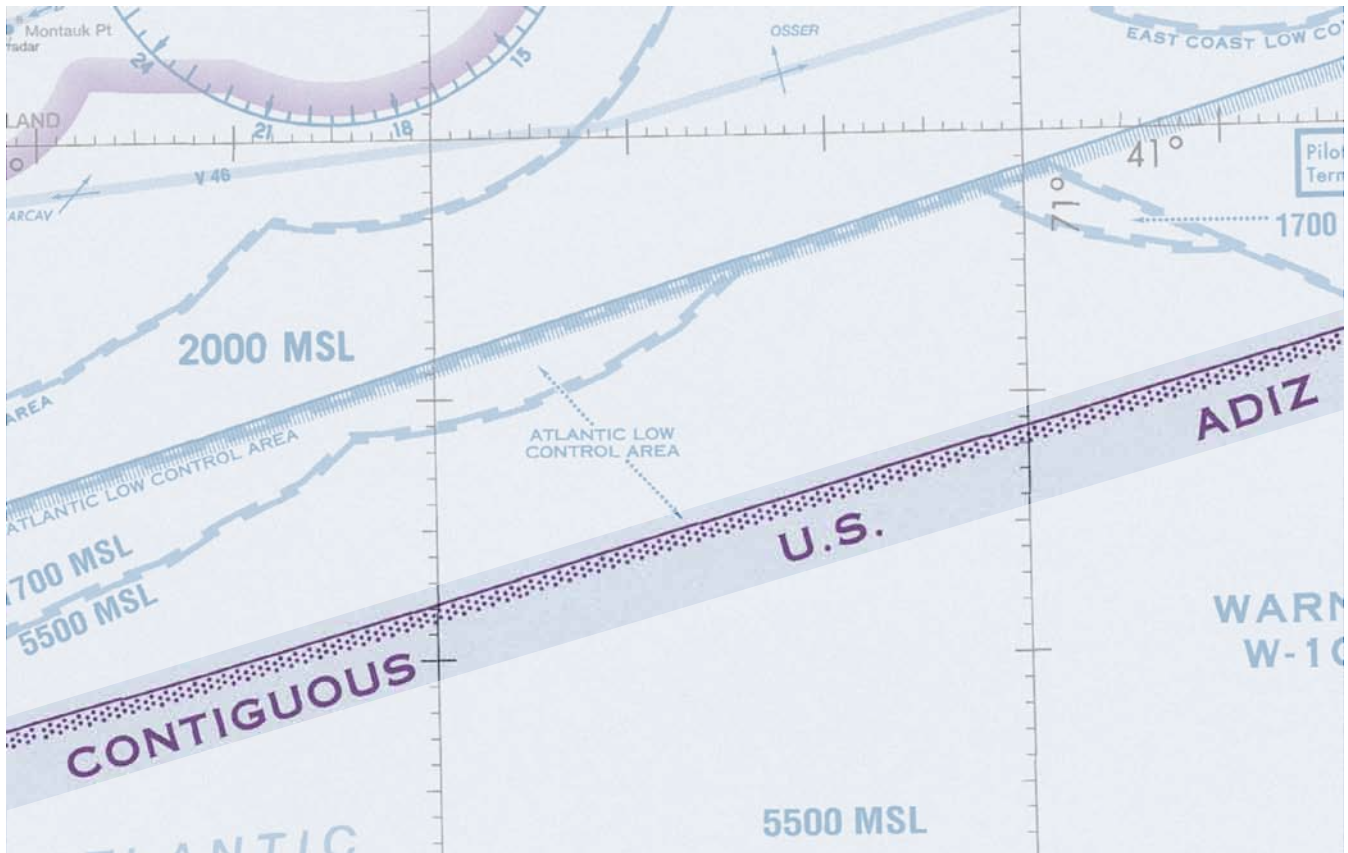
Question: How much notice is given prior to the establishment of a TFR?

Answer: In some cases, TFRs are established with little or no notice. Get a thorough Flight Service or DUATS briefing just prior to flight and call for updates when airborne.

Visit aopa.org for flight planning tools.

Ref. AIM 3-5-3





Contiguous U.S. ADIZ (Air Defense Identification Zone)

Description:

- Surrounds the nation's eastern, southern, and western borders

Requirements/Limitations:

- IFR or DVFR (Defense VFR) flight plan
- Discrete transponder code (Mode C)
- DVFR aircraft must make position reports prior to entering
- Two-way radio communication
- 12" N-numbers

Question: What is a DVFR flight plan, and why is one required for VFR aircraft that enter the contiguous U.S. ADIZ?

Answer: A normal VFR flight plan is not transmitted to ATC: It exists for search-and-rescue purposes only. A DVFR (Defense VFR) flight plan is transmitted to ATC, letting controllers know that the aircraft will be approaching an ADIZ under VFR.

Ref. AIM 5-6-1

