

Airspace Flash Cards

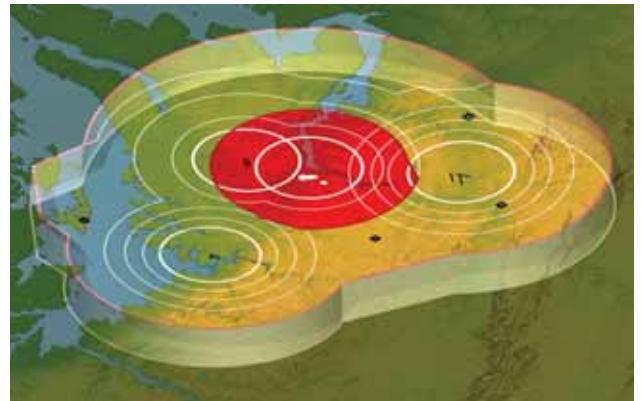
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- Land-Based ADIZ**
(Air Defense Identification Zone)
- Description**
- Includes the entire Washington, D.C./Baltimore Class B airspace, plus an extension to the south, from the surface to 18,000 msl
 - Others may be established by notam
- Pilot/Aircraft Requirements**
- Flight plan
 - ATC communication
 - Discrete transponder code
- **Special procedures apply: Refer to AOPA's online course: www.aopa.org/adiz**

Question: If you're cleared to enter the ADIZ, do you also have permission to enter the Class B airspace within?

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





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

Answer: Yes. Before flying into the FRZ, GA pilots must undergo a background check and follow special procedures. For more information, refer to AOPA's issue brief: www.aopa.org/whatsnew/air_traffic/frz.html



Pilot/Aircraft Requirements

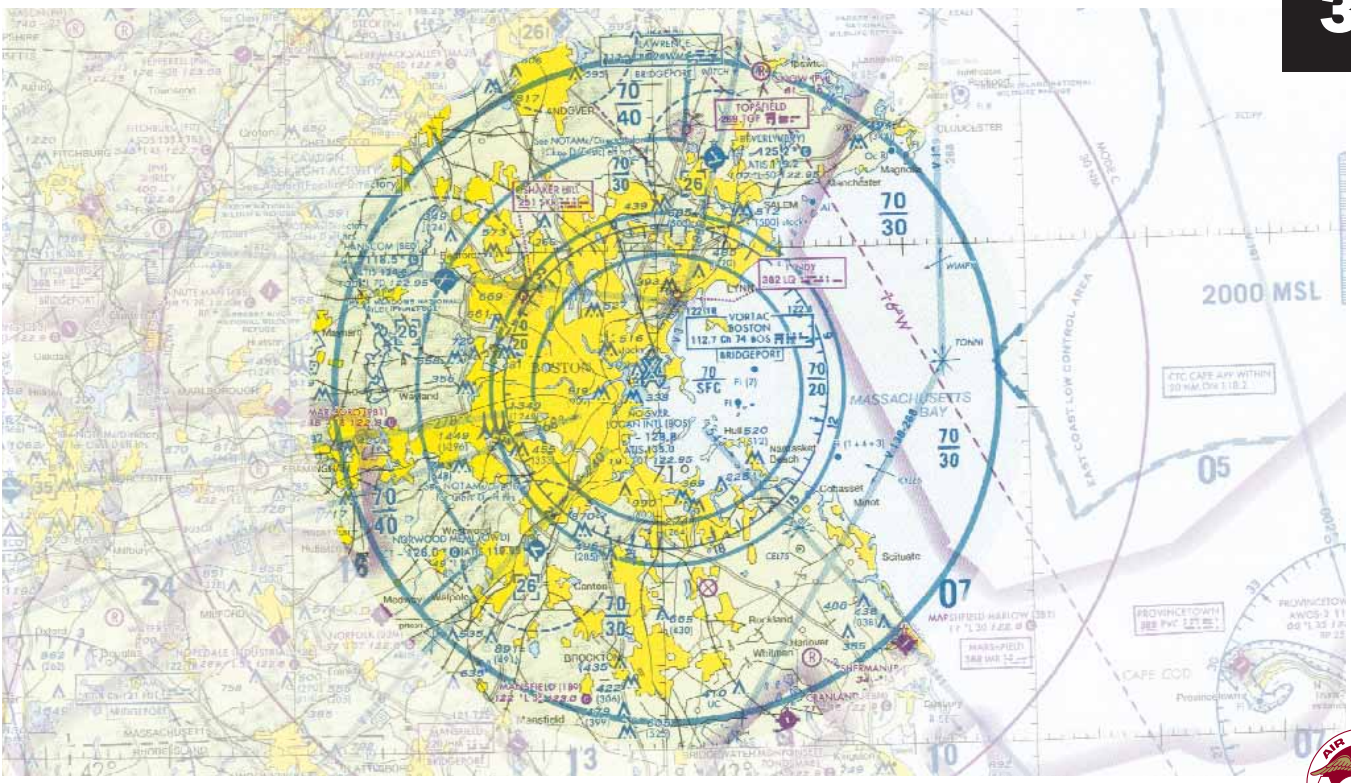
- 15 nm radius of Washington, DC
- Surface to 18,000 msl
- General aviation flight prohibited with limited exceptions

Description

Ref. SFAR 94 to Part 91
(Flight Restricted Zone)

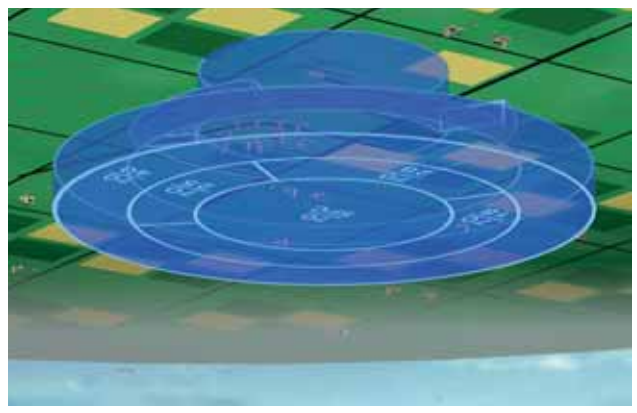
FRZ





Question: What if the controller puts you on a heading that will take you into the airspace, but doesn't actually tell you that you're 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.



Class B Airspace

Ref. AIM 3-2.3

Description

- Surrounds certain large airports
- Within each Class B airspace area, there are multiple segments with different ceiling/floor altitudes.
- Example: 70/30 = ceiling 7,000 msl, floor 3,000 msl
- Student pilot operations restricted

Pilot/Aircraft Requirements

- ATC clearance
- Establish and maintain two-way communication prior to entering Mode C transponder (within 30 nm, up to 10,000 msl)
- Visibility: Three statute miles
- Cloud clearance: Clear of clouds

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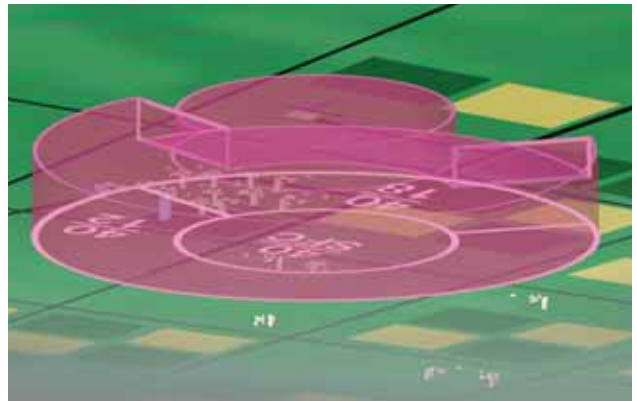
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Question: You're departing from a small non-towered field three miles from the primary airport in Class C airspace. Are you required to contact ATC prior to takeoff?

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



Class C Airspace

Ref. AIM 3-2-4

Description

- Surrounds certain medium-sized airports
- Typically 20nm in diameter
- Generally includes two segments with different floor/ceiling altitudes
- Usually extends to 4,000 agl

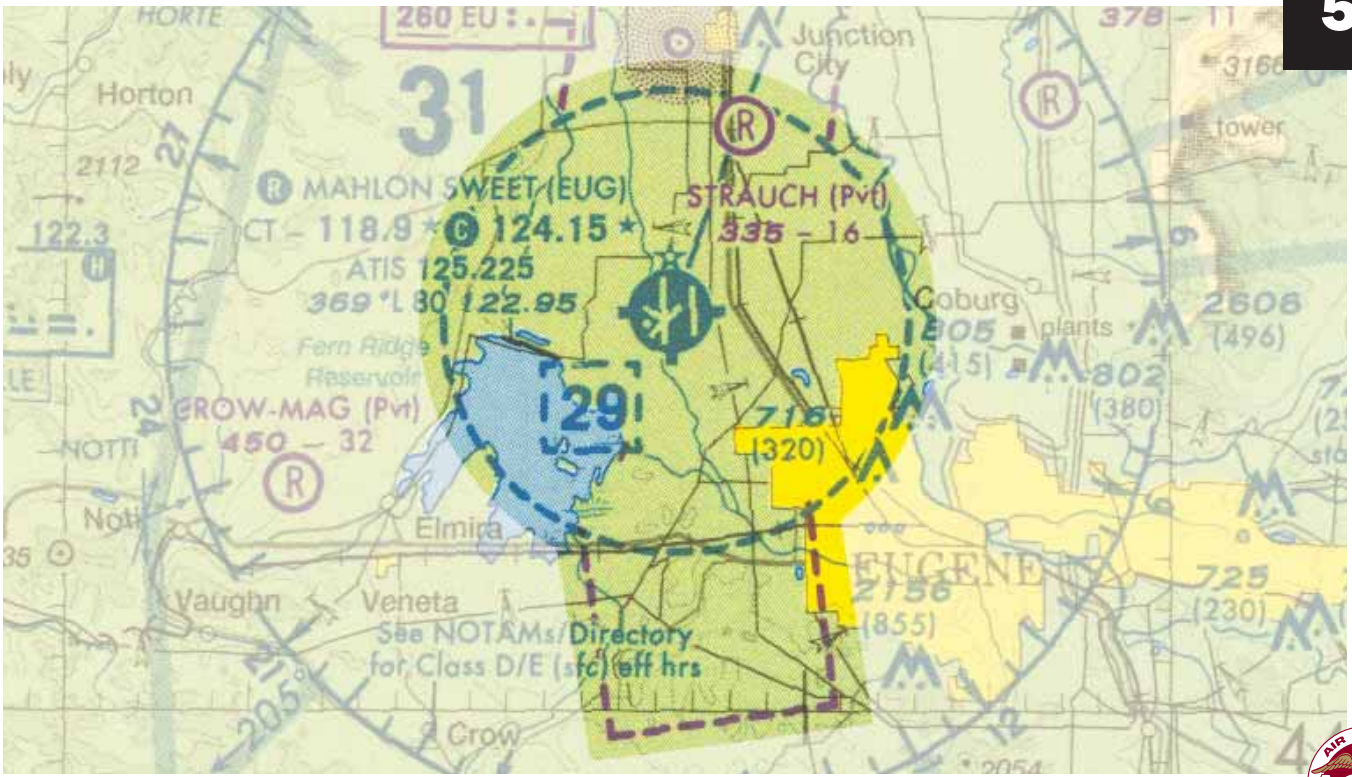
Pilot/Aircraft Requirements

- 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

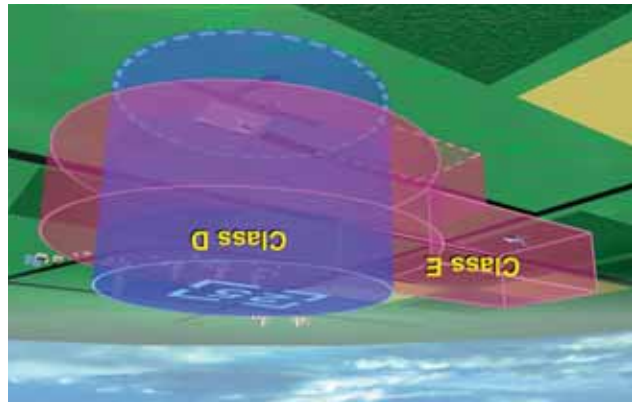


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Question: Is there a speed limit within Class D airspace?
Answer: Yes. Below 2,500 agl and within four nautical miles of the primary airport, aircraft are limited to 200 knots indicated airspeed.



Class D Airspace

Ref. AIM 3-2-5

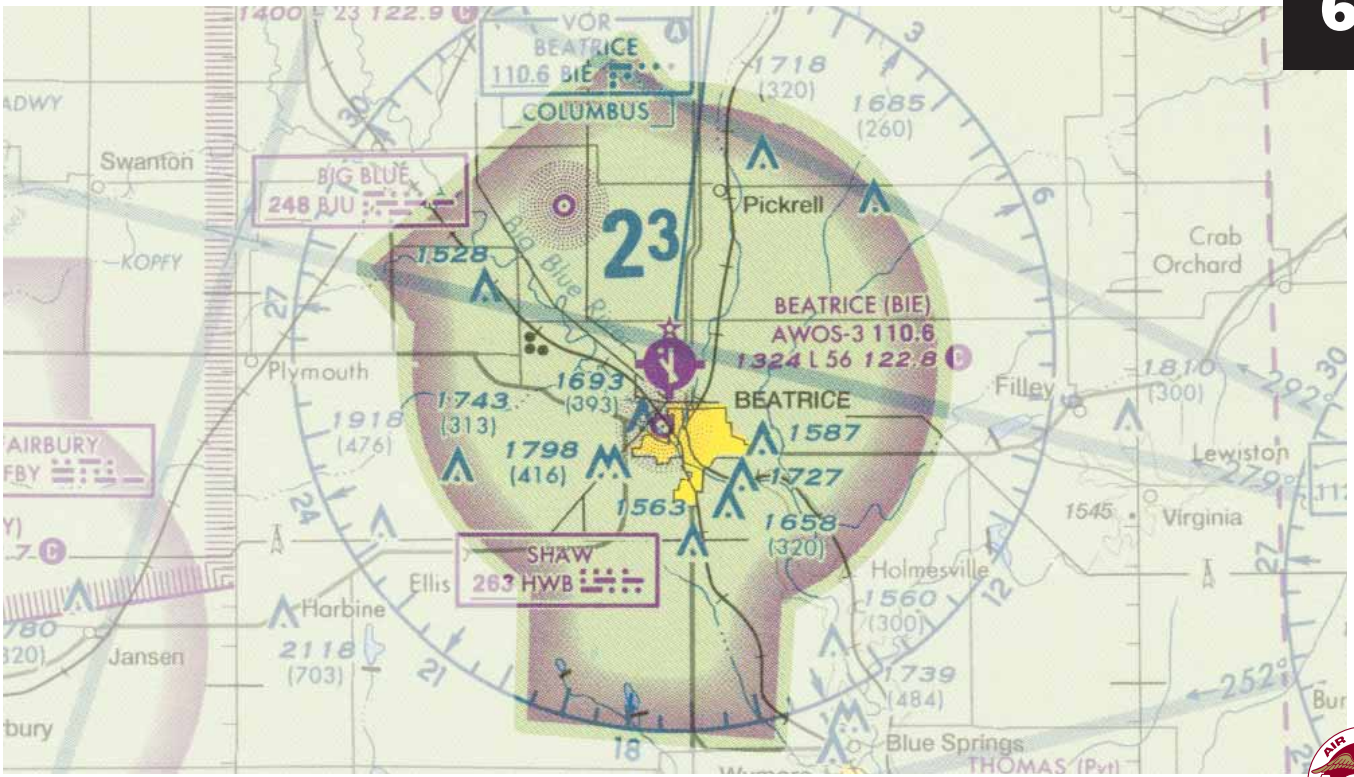
Description

- Surrounds smaller towered airports
 - Typically 10 nm in diameter
 - Ceiling generally 2,500 agl
 - Usually reverts to a Class E surface area when the tower is closed
 - May include Class E surface area extensions.
- Pilot/Aircraft Requirements**
- Establish and maintain two-way communications
 - Visibility: Three statute miles
 - Cloud clearance:
 - 500 feet below
 - 1,000 feet above
 - 2,000 feet horizontal



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- Pilot/Aircraft Requirements**
- Visibility: Three statute miles*
 - Cloud clearance:
 - 500 feet below
 - 1,000 feet above
 - 2,000 feet horizontal
- (*Below 10,000 msl)

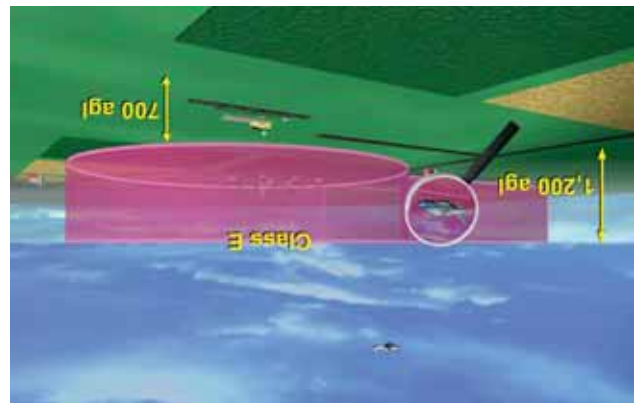
- Description**
- Surrounds many non-towered airports
 - Extends Class E airspace downward to accommodate IFR arrivals

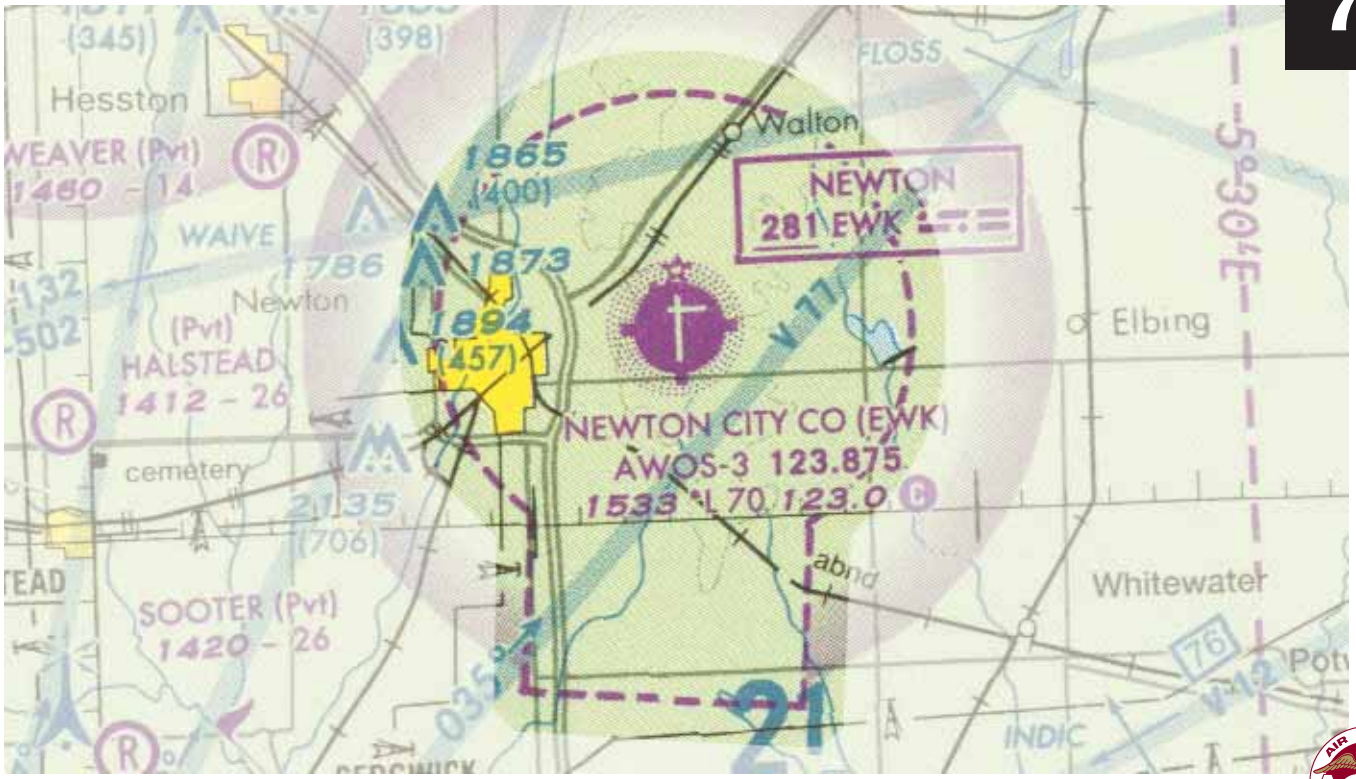
Ref. AIM 3-2-6(e)(3)

Class E Airspace, Transition Area (700 AGL)

Answer: Class E transition areas exist to help separate IFR and VFR traffic in the vicinity of nontowered airports with instrument approaches.

Question: What is the purpose of a Class E transition area?





Class E Airspace, Surface Area

Ref. AIM 3-2-6(e)(1)

Description

- Around some airports, Class E airspace extends downward to 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

Pilot/Aircraft Requirements

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

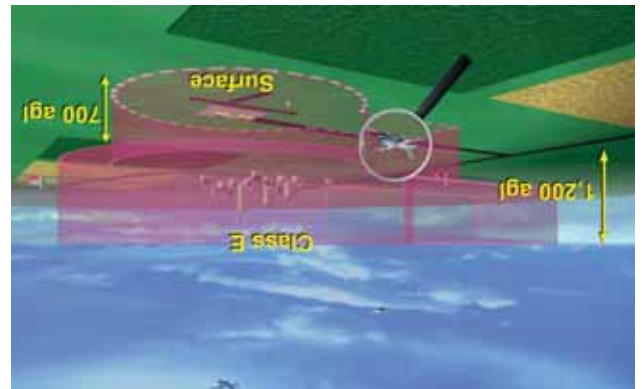
(* Below 10,000 msl)

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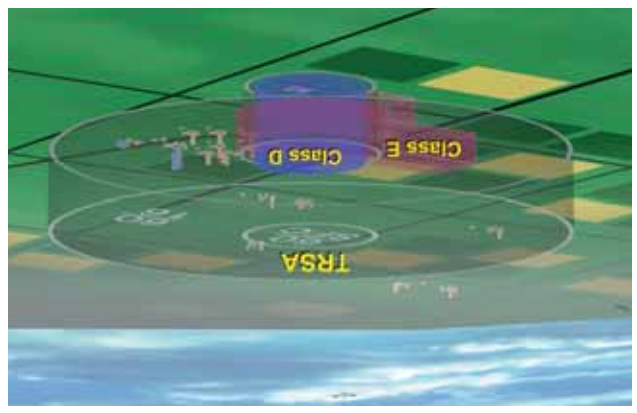
Question: What determines whether the airspace around an airport may be designated a Class E surface area?

Answer: The airport must have either a weather observer or a functional automated weather observing system (AWOS or ASOS).



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

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

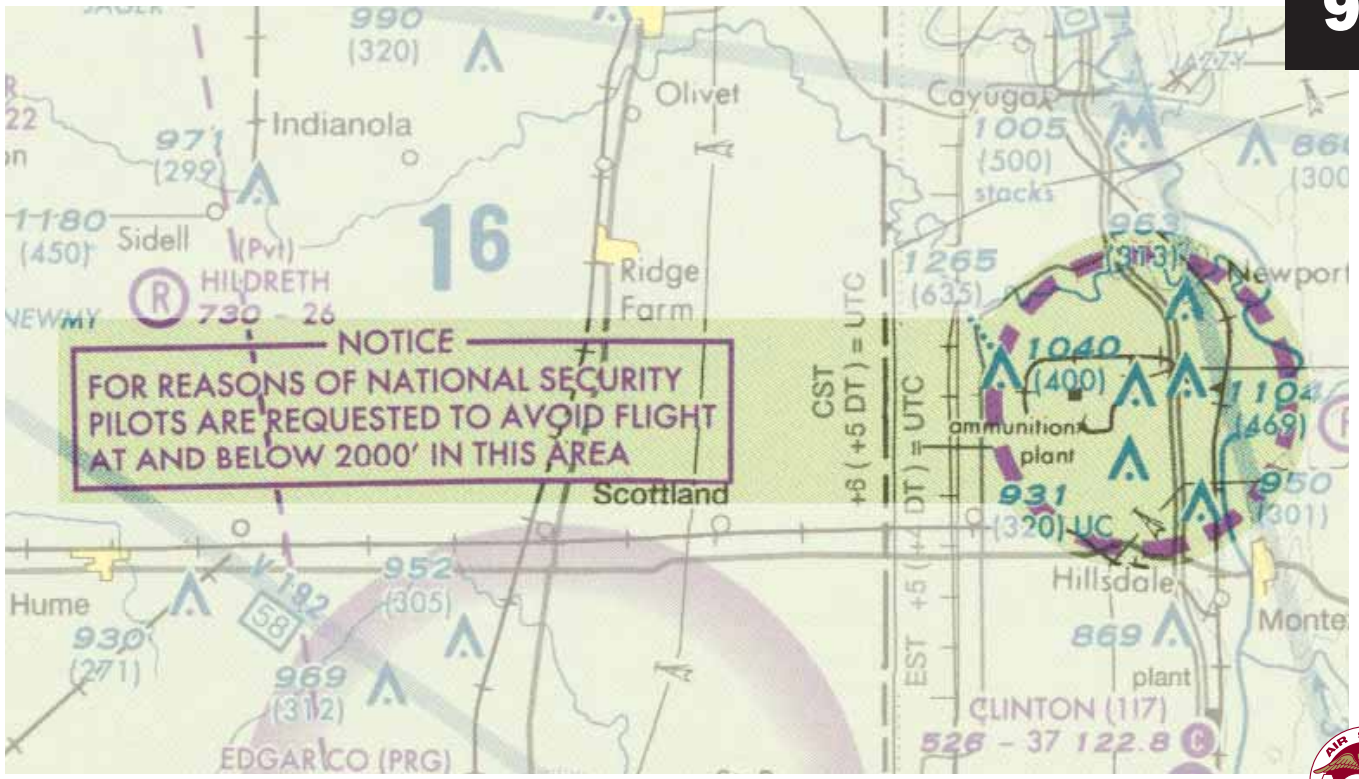


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- Description**
- Surrounds Class D airports with expanded ATC radar services
 - Pilots not required to participate
 - Rules for Class D airspace within apply regardless of pilot participation
 - Transponder to participate in expanded services

TRSA
(Terminal Radar Service Area)
Ref. AIM 3-5-6



FOR REASONS OF NATIONAL SECURITY
PILOTS ARE REQUESTED TO AVOID FLIGHT
BELOW 1200' MSL IN THIS AREA

Question: Where might you 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, power plants and factories.

NSA

(National Security Area)
 Ref. AIM 3-5-7

Description

- Established around areas requiring special security precautions
- Pilots requested to avoid flight below a specified altitude
- Flight may be temporarily restricted or prohibited by notam
- Not applicable

Pilot/Aircraft Requirements

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MOA

(Military Operations Area)

Ref. AIM 3-4-5

Description

- Established to allow military training activities
- VFR pilots may fly through active MOAs, but are advised to exercise extreme caution
- Check with controlling ATC facility (noted on sectional charts) prior to entering

Pilot/Aircraft Requirements

- Not applicable

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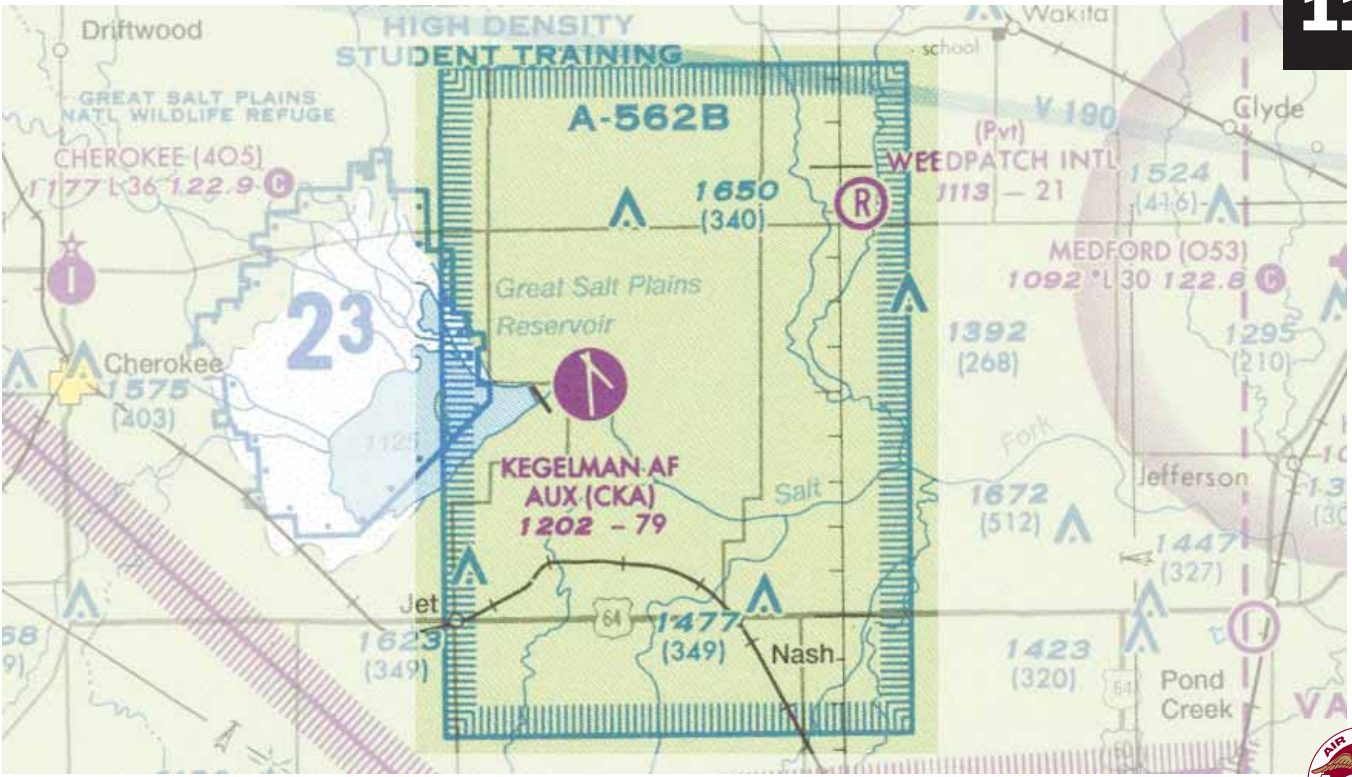
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Question: What kinds of military flight operations take place within MOAs?

Answer: High-speed flight, aerobatic maneuvers and low-level flight can all be expected. In certain MOAs, "lights out" training is also permitted. For more information, view ASF's *Mission: Possible* online course.



Question: Do I need to contact ATC prior to entering an Alert Area?
Answer: No ATC contact/clearance is required to enter an Alert Area.



Alert Area

Ref. AIM 3-4-6

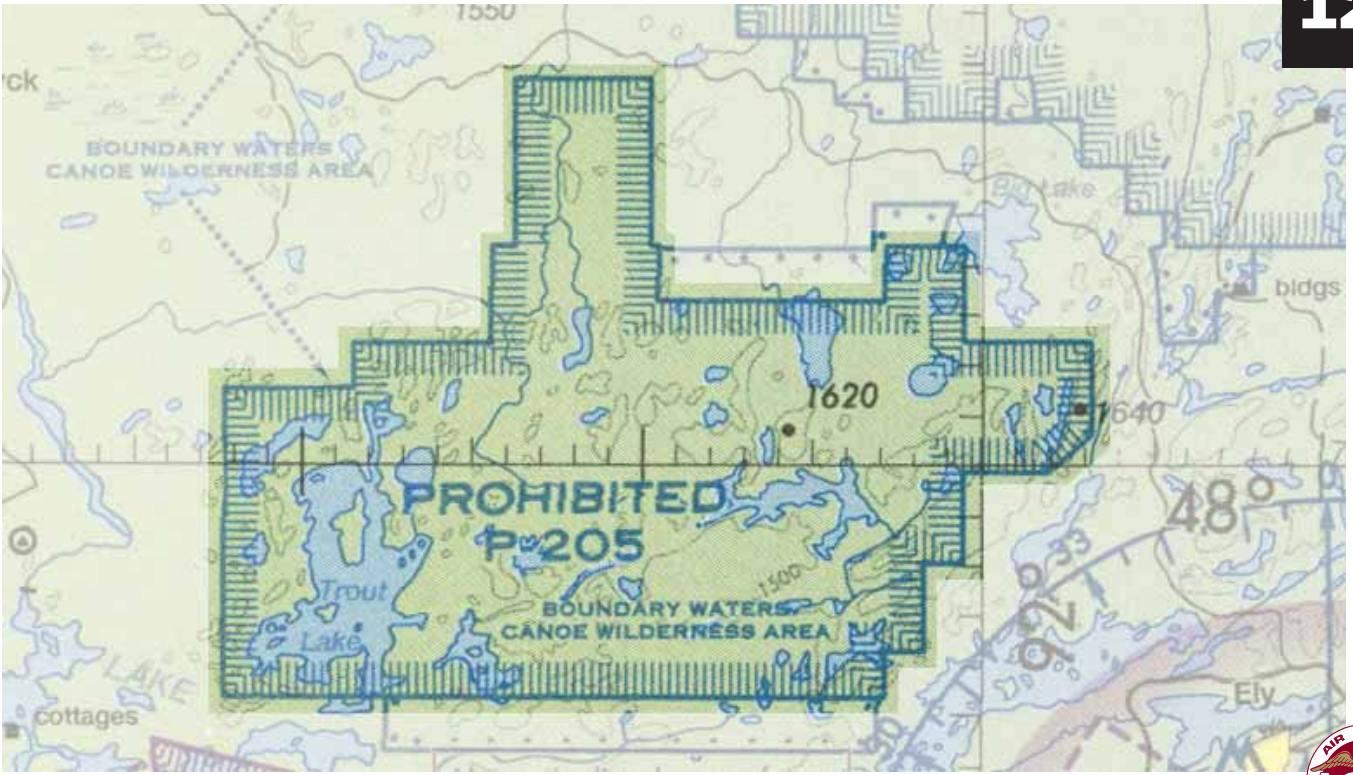
Description

- Established in areas with a high volume of pilot training or other activities.
- Pilots advised to be particularly vigilant in scanning for traffic
- Not applicable

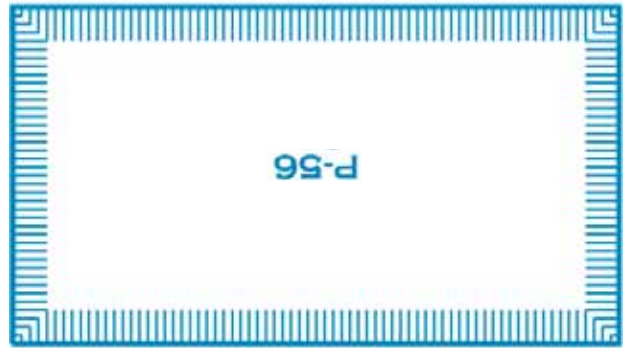
Pilot/Aircraft Requirements

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Question: How much distance should I maintain from Prohibited Areas?
Answer: It's a good idea to steer well clear of Prohibited Areas. Allow at least a couple of miles to account for navigation error and variances between GPS and ATC radar positions.



Prohibited Area

Ref. AIM 3-4-2

Description

- Established over highly sensitive locations
- Examples: Camp David (P-40), Crawford, TX (P-49)
- Flight within a prohibited area is not permitted
- Pilot/Aircraft Requirements
- Not applicable



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Question: May you 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.



Restricted Area

Ref. AIM 3-4-3

Description

- Separates civilian traffic from potentially hazardous military activities
- Flight through an active restricted area is not permitted
- Check with controlling ATC facility (noted on sectional charts) for current status prior to entering

Pilot/Aircraft Requirements

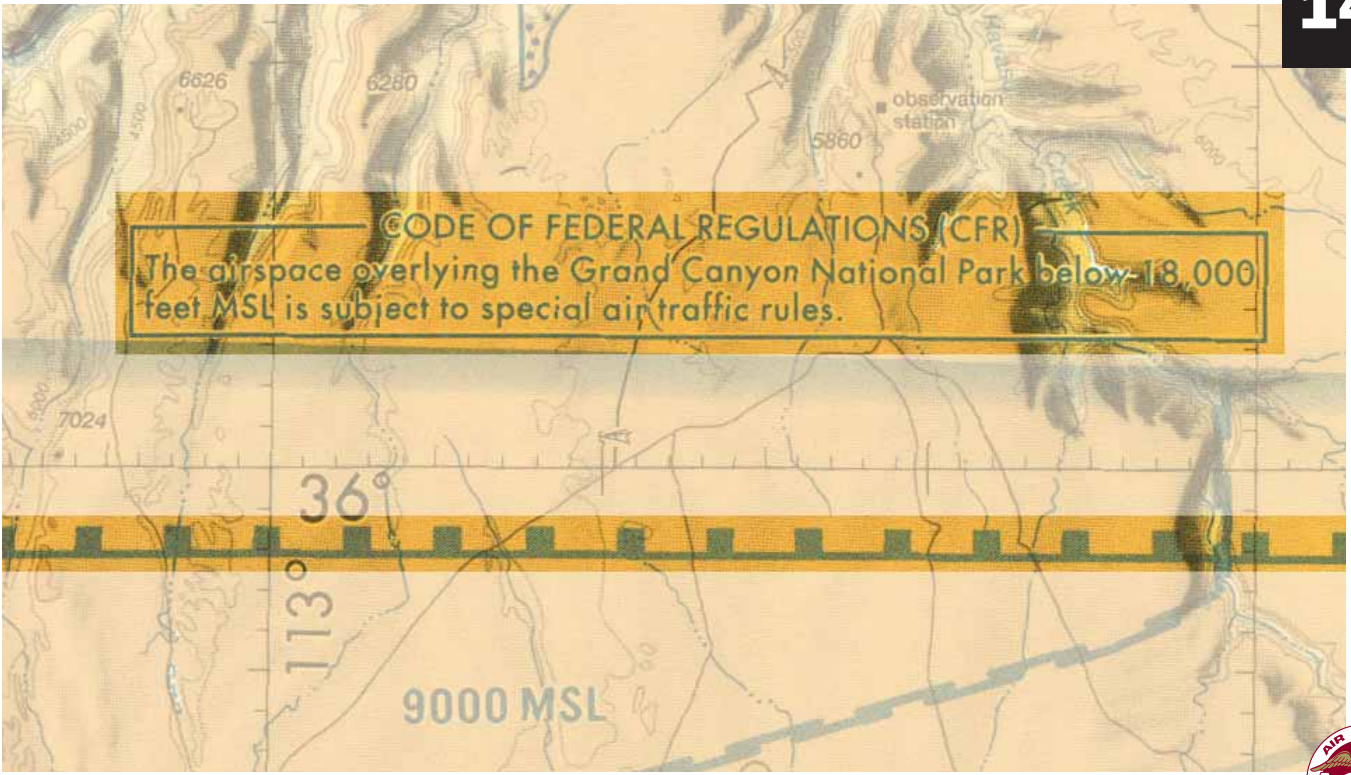
- Not applicable

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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.

SPECIAL FEDERAL AVIATION REGULATIONS (SFAR) - 14 CFR Part 93, Subpart U and SFAR 50.2 - GRAND CANYON NATIONAL PARK SPECIAL FLIGHT RULES AREA. Special regulations apply to all aircraft operations below 18,000 feet MSL.

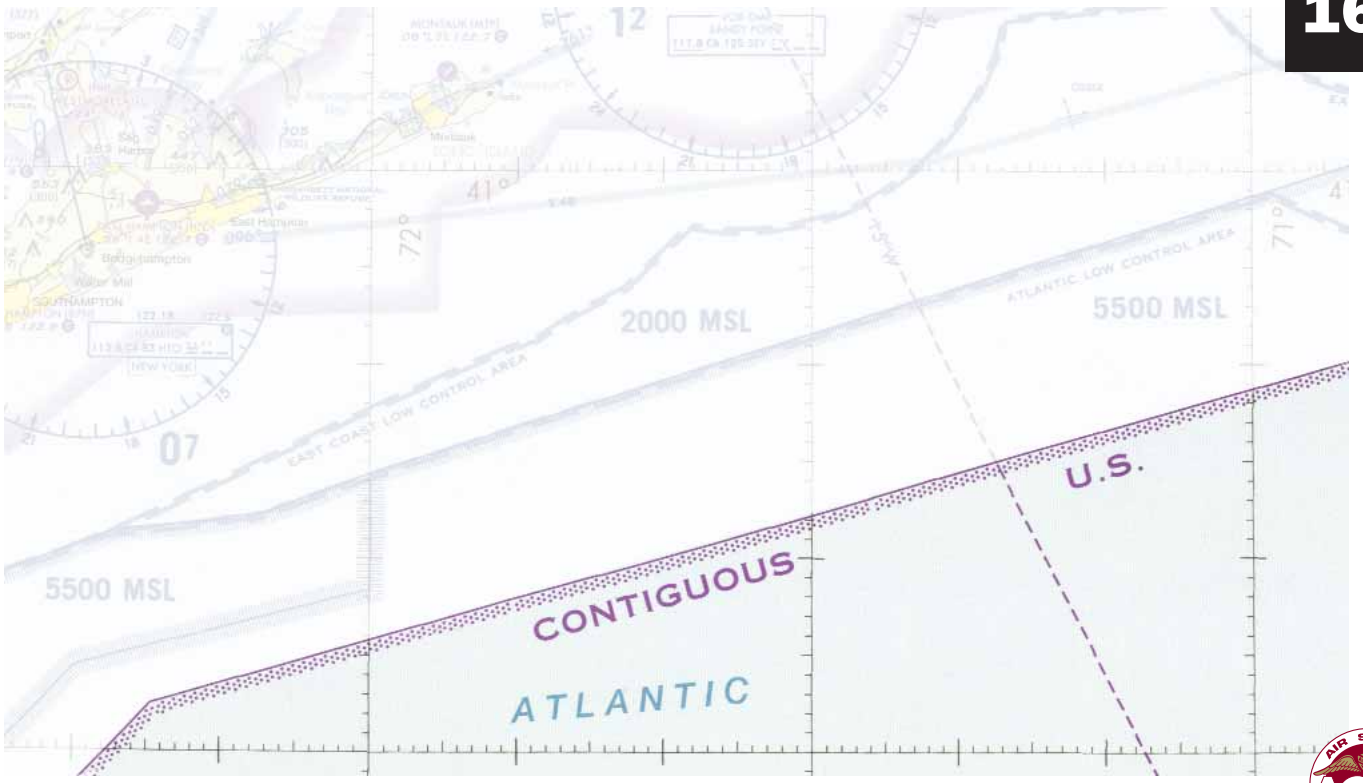


SFAR Area
 (Special Federal Aviation Regulations)

- Description**
- Depicts airspace subject to special regulation
 - Examples: Grand Canyon; Washington, D.C. FRZ
 - For operating rules refer to the chart legend, or the SFAR section at the beginning of FAR Part 91
 - As specified by SFAR
- Pilot/Aircraft Requirements**

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Question: What is a DVFR flight plan, and why is one required for VFR aircraft that enter the Contiguous 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 the ADIZ under VFR.



Contiguous US ADIZ

(Air Defense Identification Zone)
Ref. AIM 5-6-1

Description

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

Pilot/Aircraft Requirements

- IFR or DVFR (Defense VFR) flight plan
- Discrete transponder code
- DVFR aircraft must make position reports prior to entering

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Question: Is it legal to operate below 2,000 agl within a Special Conservation Area?

Answer: Yes. The minimum altitude is voluntary, though we urge pilots to be "good neighbors" and comply with the request.



Special Conservation Area

Ref. AIM 7-4-6

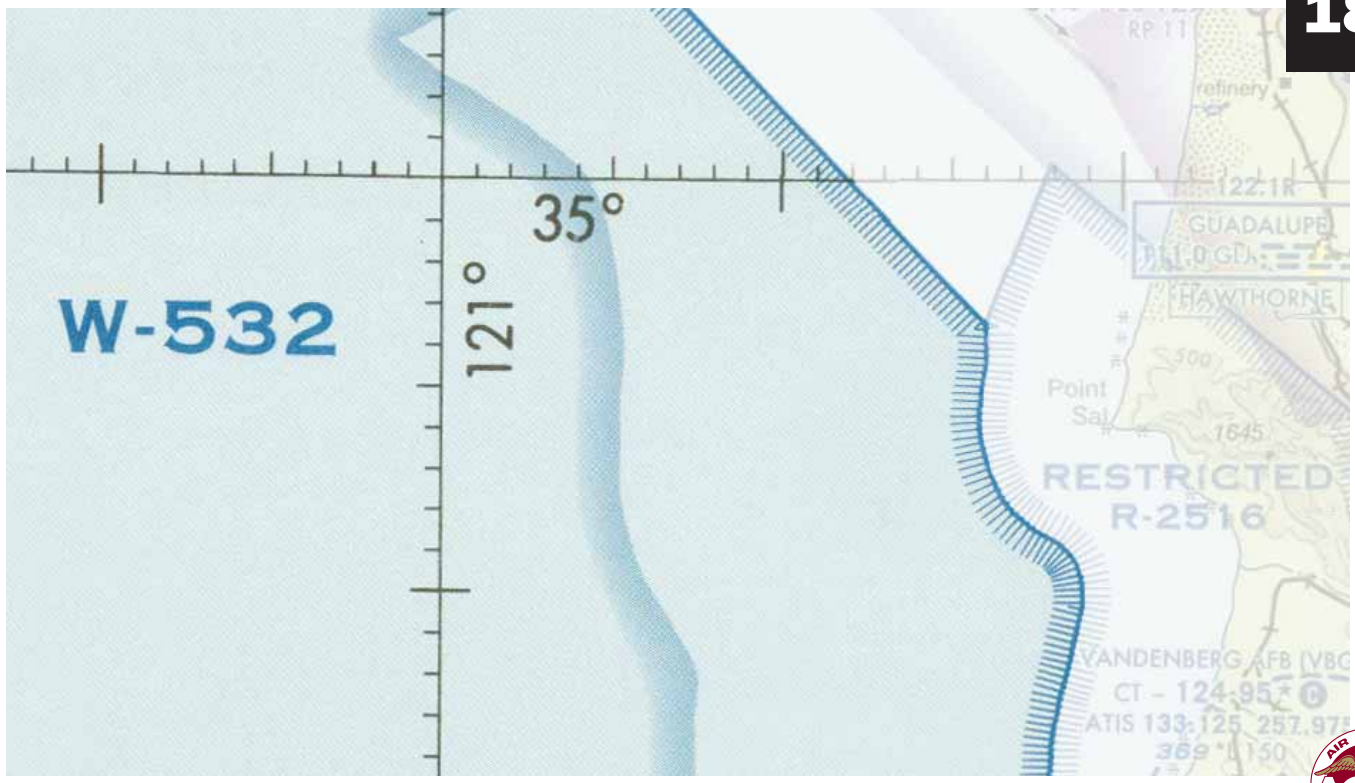
Description

- Surround many national parks, wildlife refuges, etc.
- Pilots requested to avoid flight below 2,000 agl
- Pilot/Aircraft Requirements
- Not applicable

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Question: Are you required to contact ATC before entering a Warning Area?

Answer: No, but it is a good idea to contact the controlling ATC facility for status information prior to entry. Active Warning Areas can be dangerous places for general aviation aircraft.



Warning Area

Ref. AIM 3-4-4

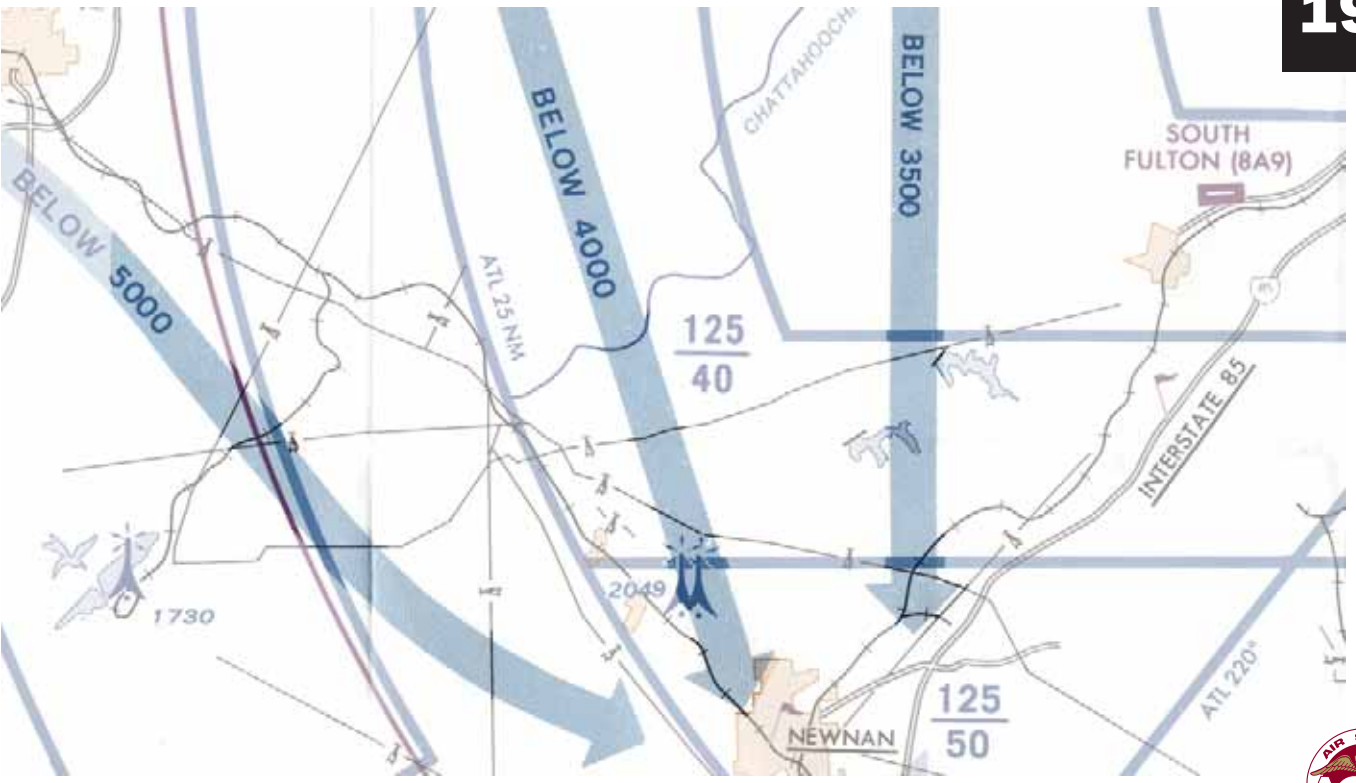
Description

- Warn pilots of potentially hazardous activities
- VFR flight through active Warning Areas is permitted, though not recommended.
- Extend outward from 3 nm off the coast
- Pilot/Aircraft Requirements
- Not applicable

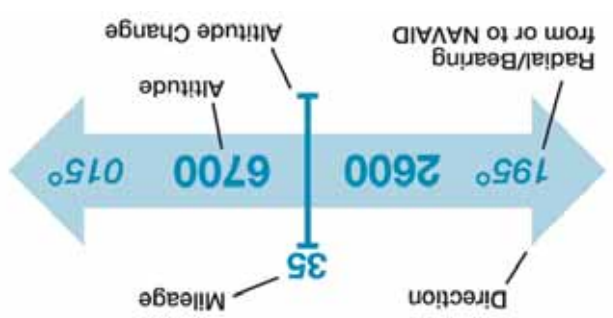
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Question: Will a VFR Flyway take you into Class B airspace?
Answer: No. VFR flyways route you around Class B airspace. Remember, though, that they may take you through other areas with their own requirements (Class D airspace, for example).



VFR Flyways

Ref. AIm 3-5-5

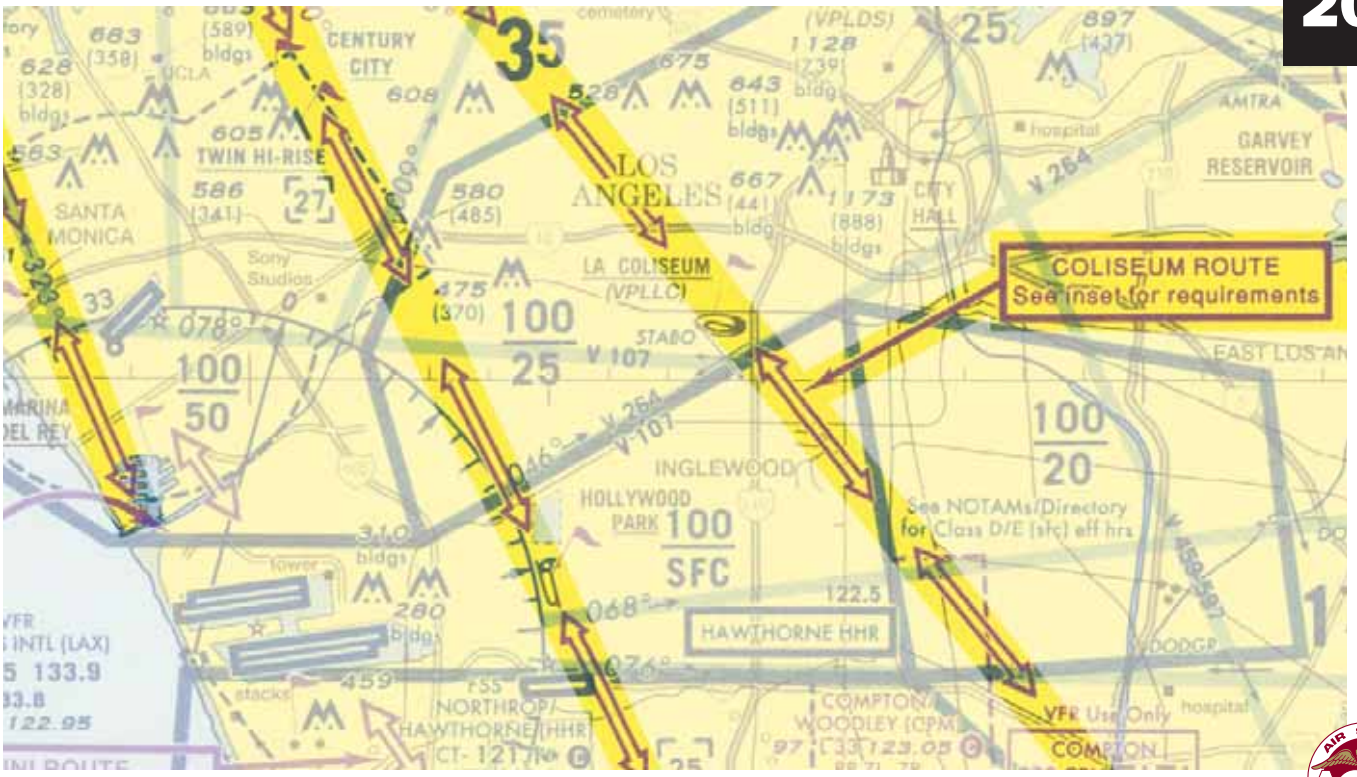
Description

- Help to expedite VFR traffic in the vicinity of Class B airspace
 - Do not require a Class B clearance
 - Pilot must still comply with requirements for other airspace entered
 - Depicted on the rear of Terminal Area Charts
- Pilot/Aircraft Requirements**
- Mode C transponder



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VFR Transition Routes

Ref. Aim 3-5-5

Description

- Used to route VFR traffic through Class B airspace in an orderly manner
 - Require an ATC clearance
 - Depicted on Terminal Area Charts
- ## Pilot/Aircraft Requirements
- ATC Clearance
 - Mode C transponder
 - Adherence to published route and ATC instructions

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