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.
**FRZ** (Flight Restricted Zone)

Ref. SFAR 94 to Part 91

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

**Pilot/Aircraft Requirements**
- Not applicable

**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

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FRZ

(Flight Restricted Zone)
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

Question: If the controller asks you to enter the Class B airspace, but doesn’t actually tell you that you’re cleared into the Class B airspace, “or equivalent,” what should you do?

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.

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Class C Airspace

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

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 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

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 E Airspace, Transition Area (700 AGL)

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

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

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

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

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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 observing system (AWOS or ASOS).
TRSA (Terminal Radar Service Area)

Ref. AIM 3-5-6

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

Pilot/Aircraft Requirements
• Transponder to participate in expanded services

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

Answer: TRSAs are "leftovers" from the 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. Under the current (since 1993) airspace classification system, Class D airspace surrounds Class B airports with expanded ATC services.
**NSA (National Security Area)**

- 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

**Pilot/Aircraft Requirements**

- Not applicable

**Description**

- Established around areas requiring special security precautions
- Ret. AIM 3-5-7 (National Security Area)

**NOTICE**

*FOR REASONS OF NATIONAL SECURITY PILOTS ARE REQUESTED TO AVOID FLIGHT AT AND BELOW 2000' 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.
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

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.
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.

Pilot/Aircraft Requirements

- Not applicable

Question: Do I need to contact ATC prior to entering an Alert Area?

Answer: No ATC contact/clearance is required prior to entering an Alert Area.

Alert Area

Ref. AIM 3-4-6

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Prohibited Area

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

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.

Ref. AIM 3.42

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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

Question: May you legally fly through an active 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

Restricted Area
R-6407
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

Pilot/Aircraft Requirements
• As specified by SFAR

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.

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Description

- Some of the more common TFRs are charted.
- Example: Kennebunkport, ME (P-67).
- Most TFRs are not charted.

Pilot/Aircraft Requirements

- As specified by NOTAM.

Question:

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

Answer:

In many 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. AOPA members can use the Real-Time Flight Planner to plan routes around current and upcoming TFRs.
Contiguous US ADIZ

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

**Pilot/Aircraft Requirements**
- IFR or DVFR (Defense VFR)
- Discrete transponder code
- DVFR aircraft must make position reports prior to entering ADIZ

**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. The transmit only a DVFR (Defense VFR) flight plan under VFR.

**Pilot/Aircraft Requirements**
- DVFR aircraft must make position reports prior to entering ADIZ

**Contiguous ADIZ?**

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Description

• Surround many national parks, wildlife refuges, etc.
• Pilots requested to avoid flight below 2,000 agl

Pilot/Aircraft Requirements

• Not applicable

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.
**Warning Area**

**Ref. AIM 3.4.4**

**Description**
- Extend outward from 3 nm off the coast
- Warn pilots of potentially hazardous activities
- VFR flight through active Warning Areas is permitted, though not recommended.

**Pilot/Aircraft Requirements**
- Not applicable

**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 on prior to entry. Active Warning Areas can be dangerous places for general aviation aircraft.

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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 Class B airspace.
- Help to expedite VFR traffic in the vicinity of Class B airspace.

**Pilot/Aircraft Requirements**
- Mode C transponder.

**Question:** Will a VFR Flyway take you into Class B airspace?

**Answer:** No. VFR flyways route you around their own requirements (Class B airspace), for they may take you through other areas with Class B airspace. Remember, though, that other airspace entities may take you through those areas with Class B airspace.

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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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