

## Airspace Flash Cards

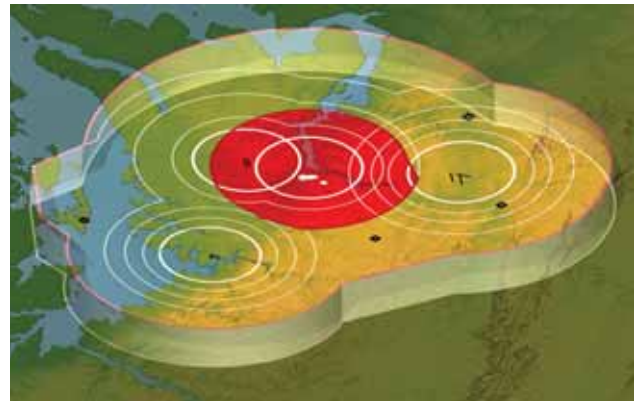
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- Land-Based ADIZ**  
(Air Defense Identification Zone)
- Description**
- Includes the entire Washington, D.C./Baltimore Class B airspace, plus an extension to the south, from the surface to 18,000 msl
  - Others may be established by notam
- Pilot/Aircraft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



**Pilot/Aircraft Requirements**

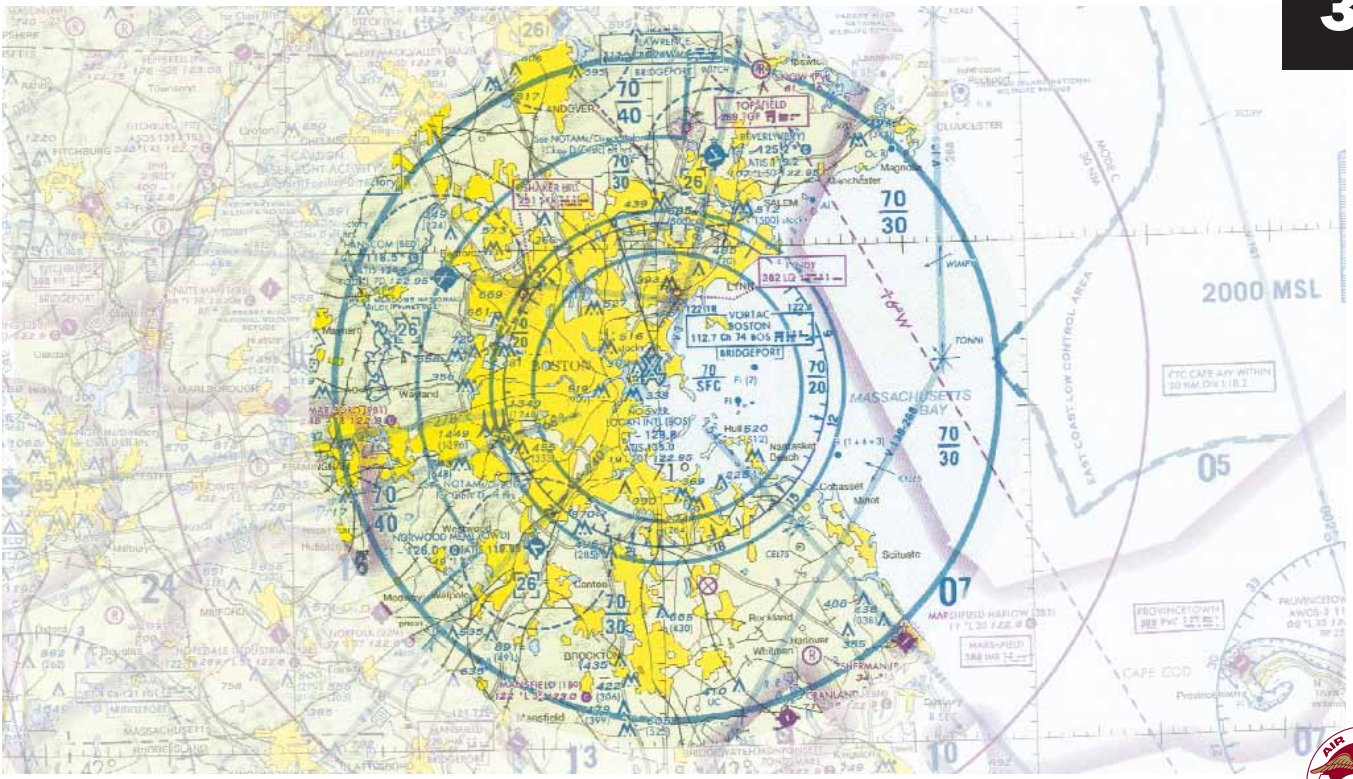
- 15 nm radius of Washington, DC
- Surface to 18,000 msl
- General aviation flight prohibited with limited exceptions
- Not applicable

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

**FRZ**

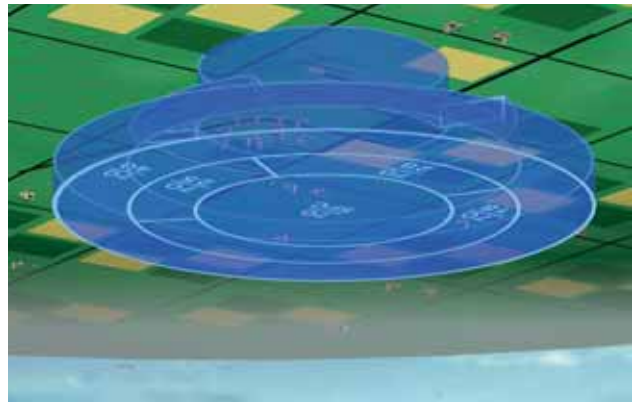






**Question:** What if the controller puts you on a heading that will take you into the airspace, but doesn't actually tell you that you're cleared into the airspace?

**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

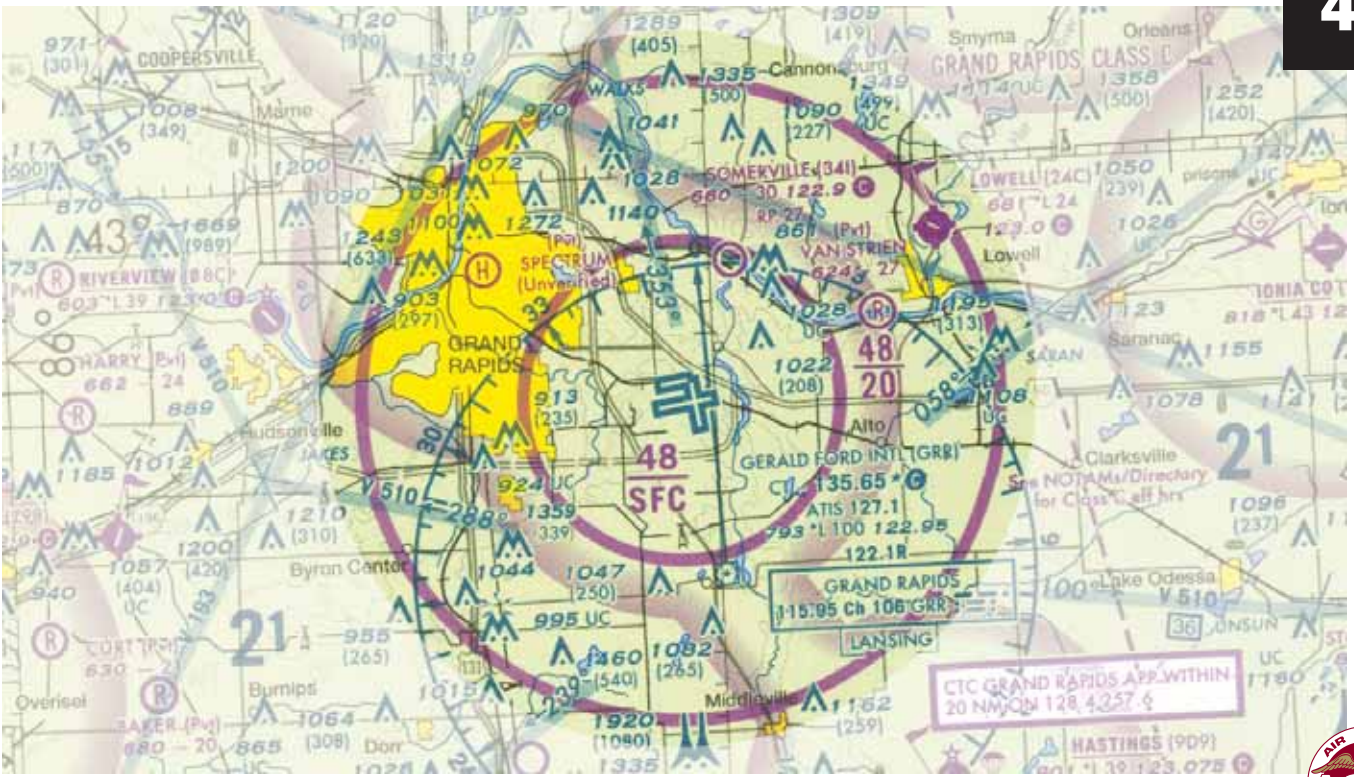
- ATC clearance
- Establish and maintain two-way communication prior to entering Mode C transponder (within 30 nm, up to 10,000 msl)
- Visibility: Three statute miles
- Cloud clearance: Clear of clouds

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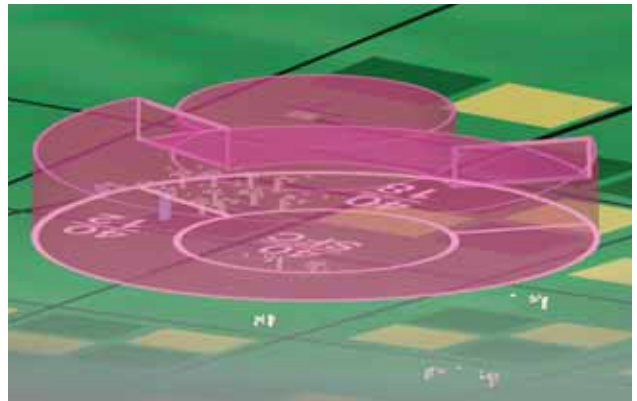
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**Question:** You're departing from a small non-towered field three miles from the primary airport in Class C airspace. Are you required to contact ATC prior to takeoff?

**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

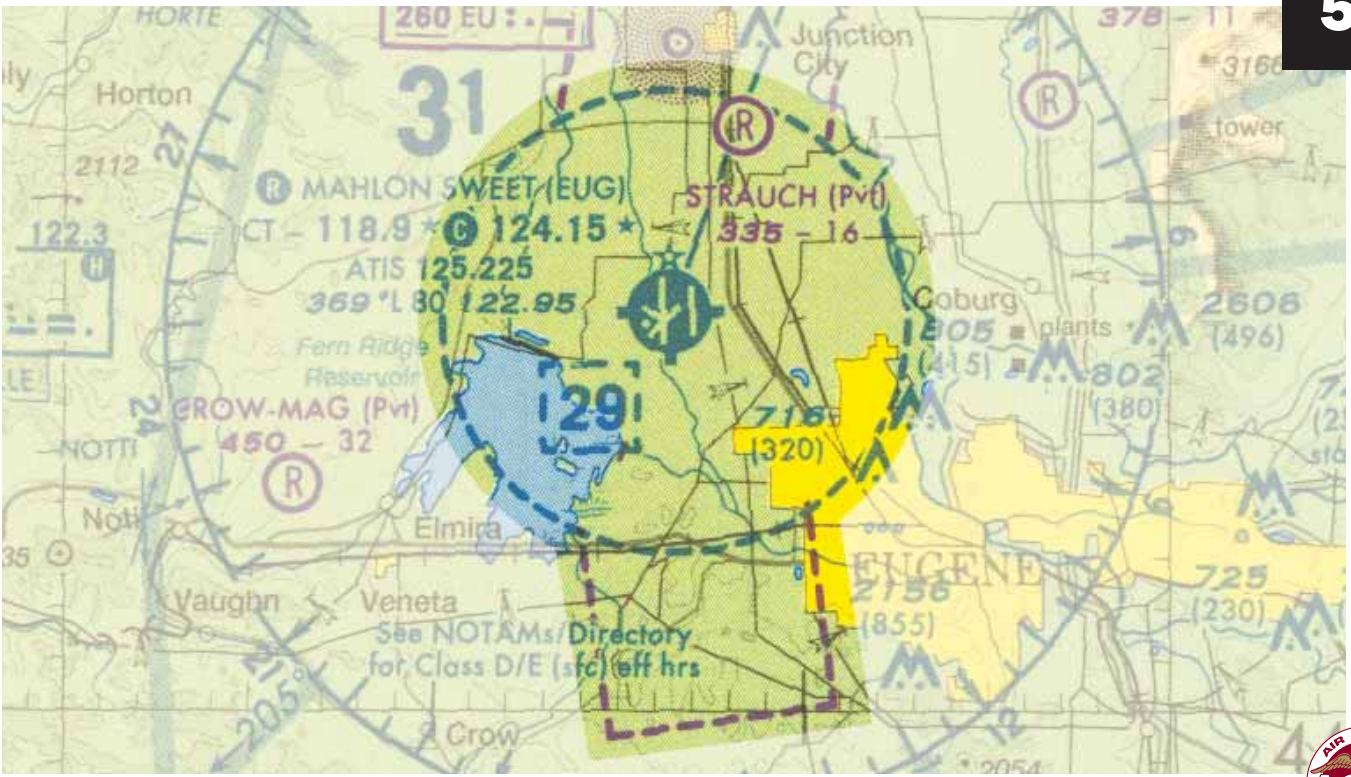
- Establish and maintain two-way communication prior to entering
- Mode C transponder
- Visibility: Three statute miles
- Cloud clearance:
- 500 feet below
- 1,000 feet above
- 2,000 feet horizontal



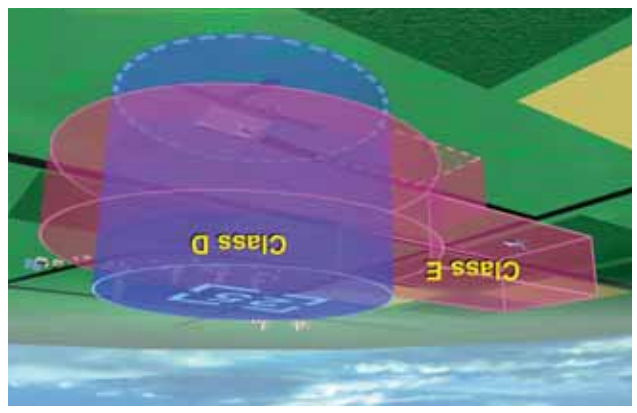
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**Question:** Is there a speed limit within Class D airspace?  
**Answer:** Yes. Below 2,500 agl and within four nautical miles of the primary airport, aircraft are limited to 200 knots indicated airspeed.



## Class D Airspace

Ref. AIM 3-2-5

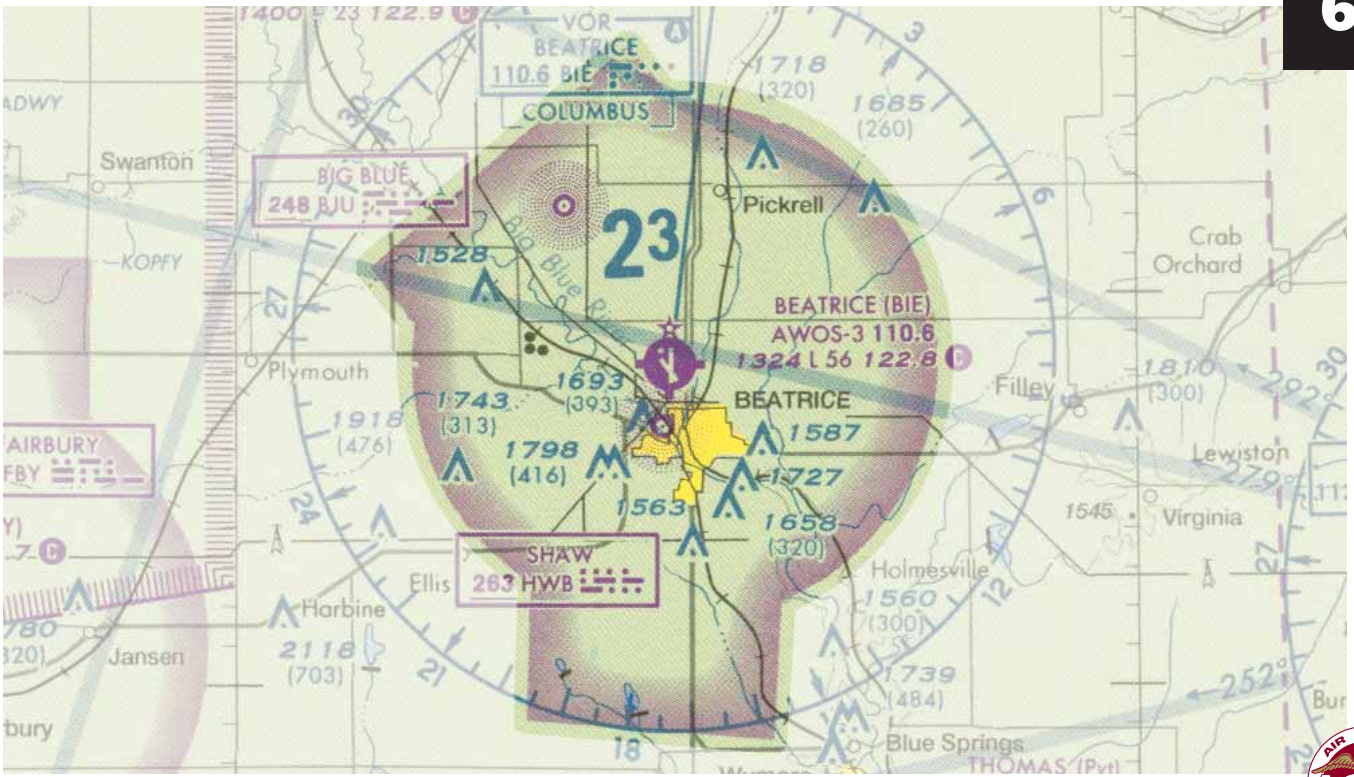
### Description

- 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)

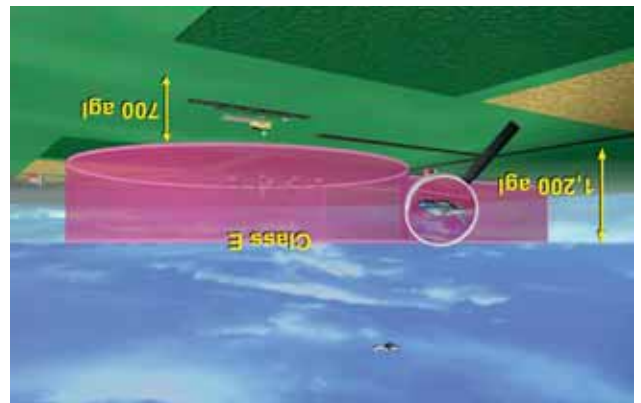
- Description**
- Surrounds many non-towered airports
  - Extends Class E airspace downward to accommodate IFR arrivals

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

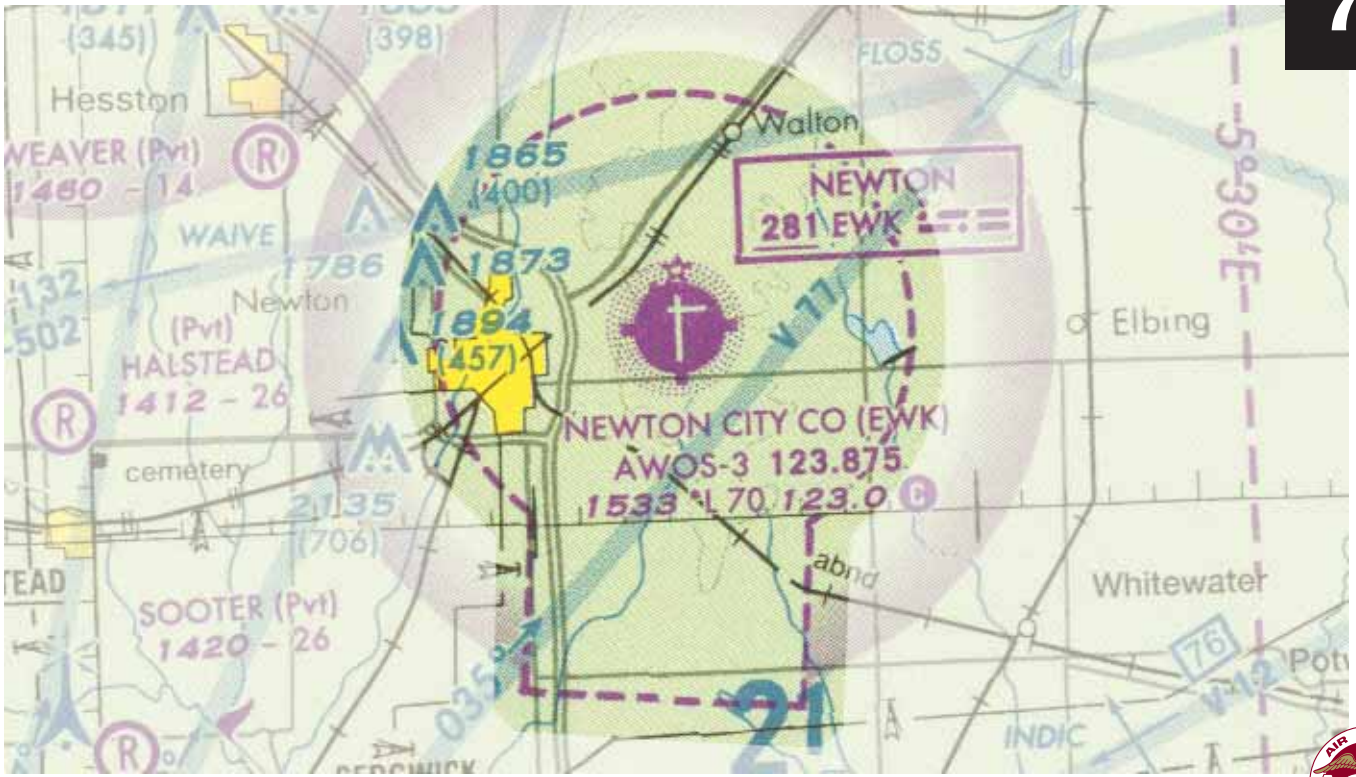
## Class E Airspace, Transition Area (700 AGL)

**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

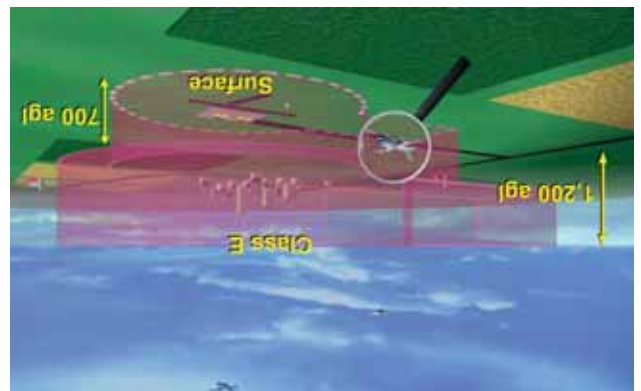
(\* Below 10,000 msl)

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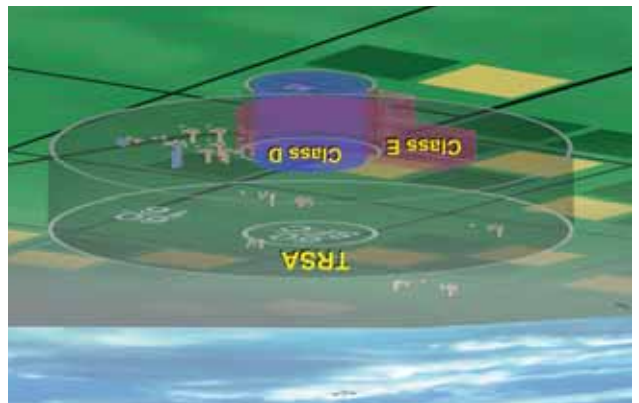
**Question:** What determines whether the airspace around an airport may be designated a Class E surface area?

**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.



## 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

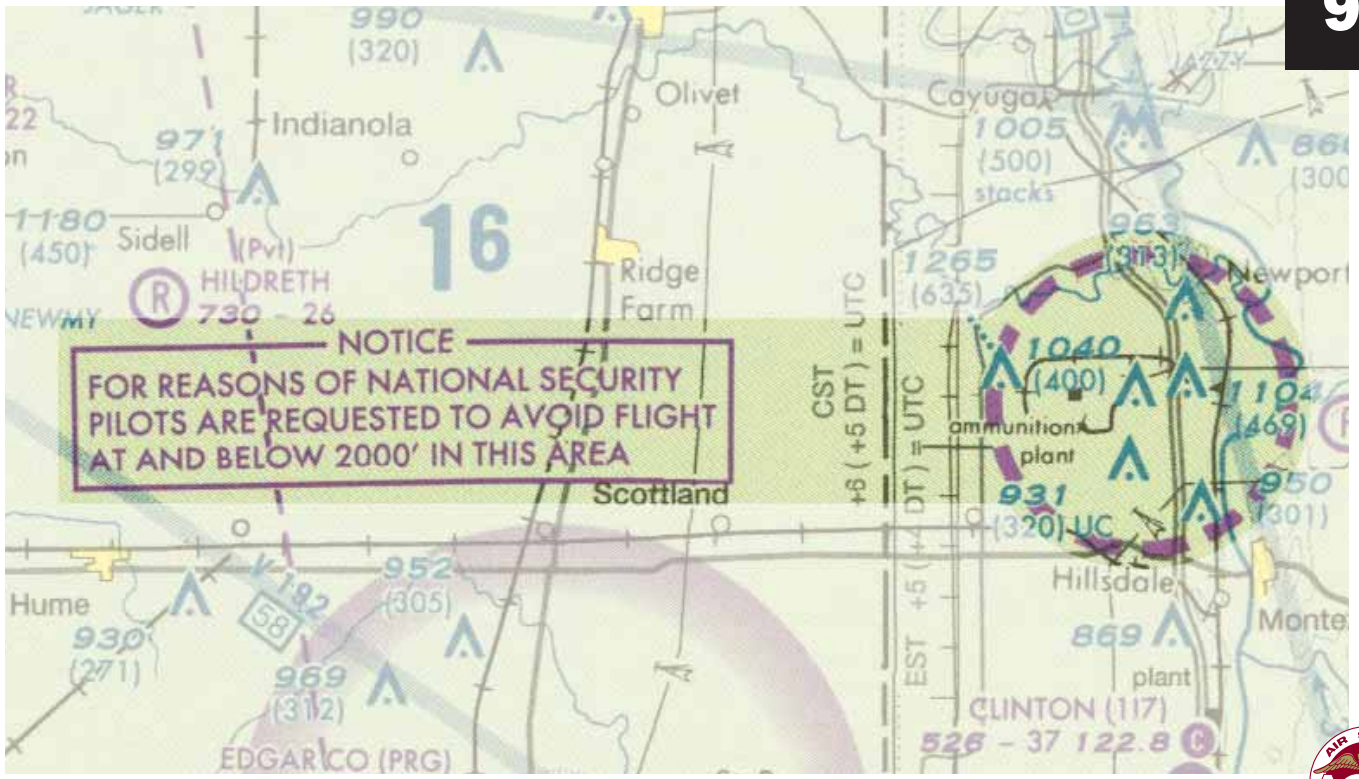
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FOR REASONS OF NATIONAL SECURITY  
PILOTS ARE REQUESTED TO AVOID FLIGHT  
BELOW 1200' MSL IN THIS AREA

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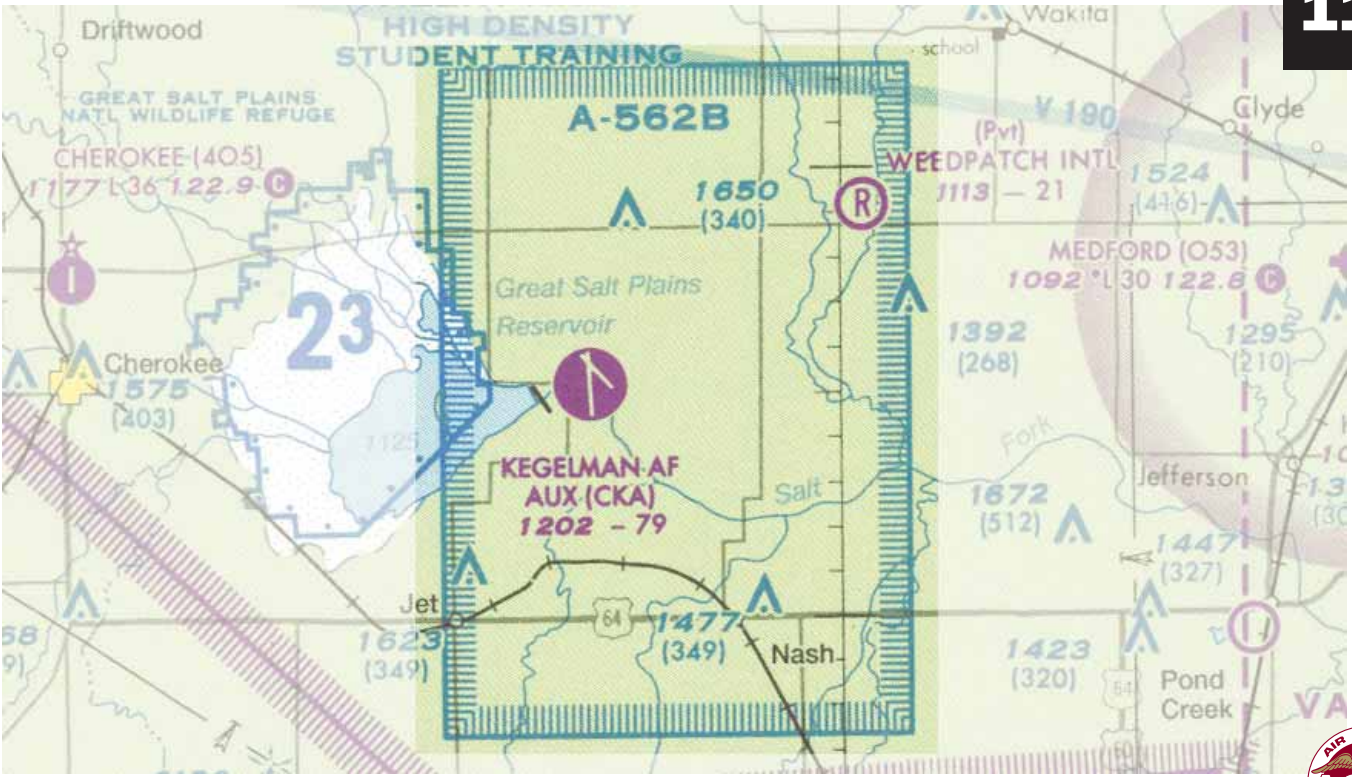
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**Question:** What kinds of military flight operations take place within MOAs?

**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

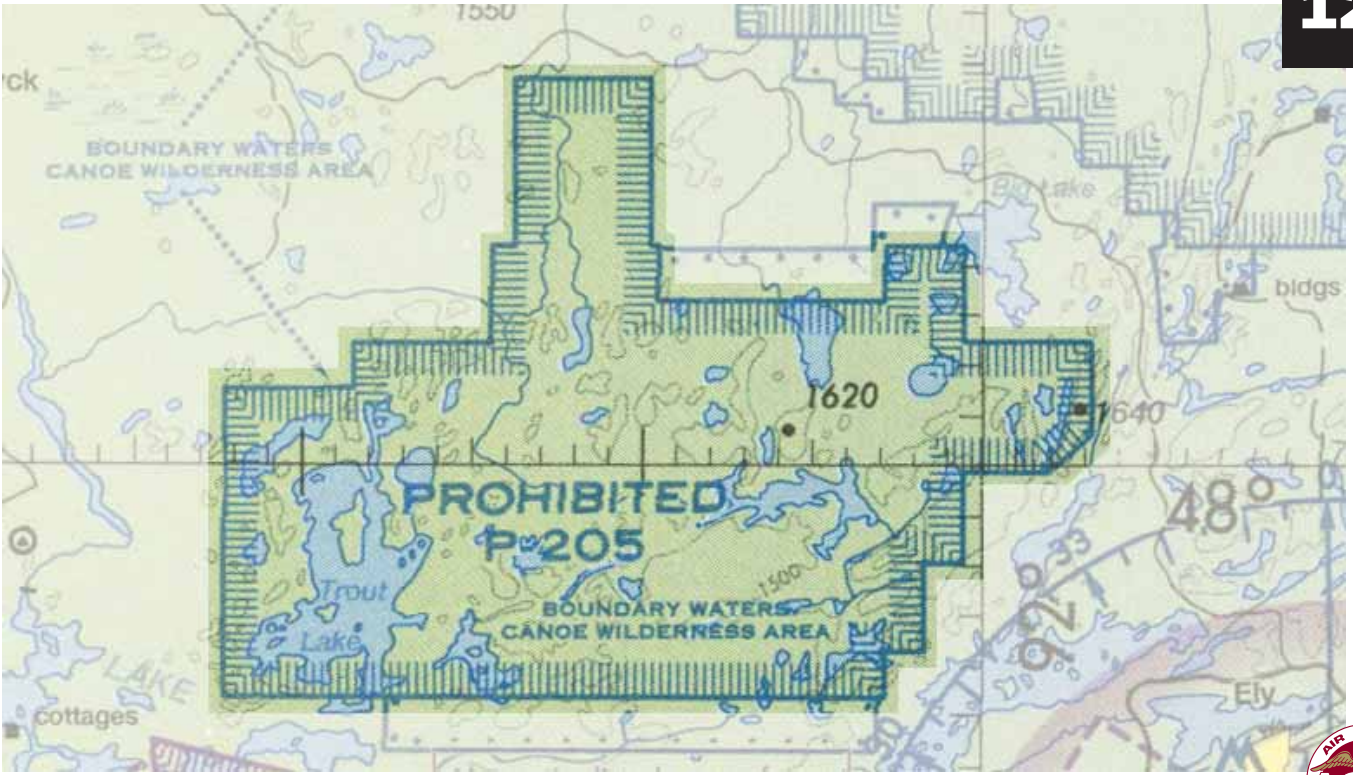
### Description

- 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

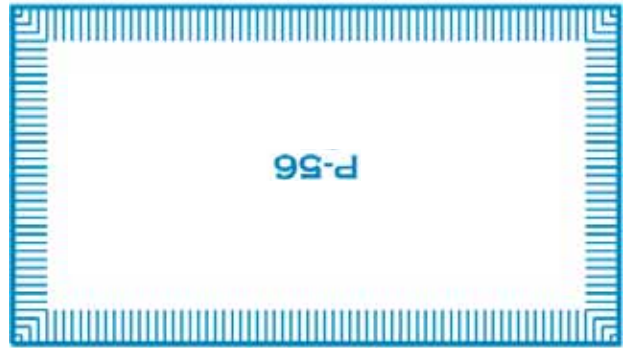
### Pilot/Aircraft Requirements

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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

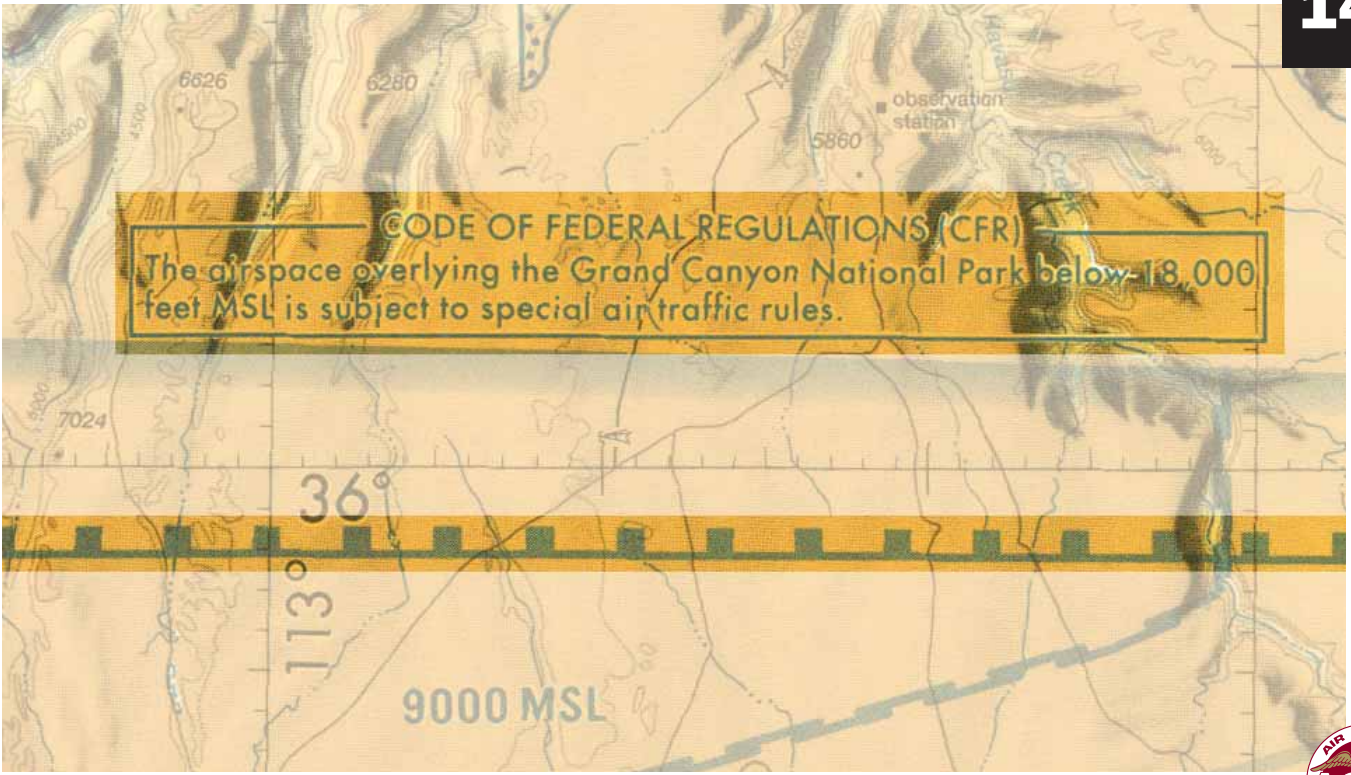
- Not applicable

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**CODE OF FEDERAL REGULATIONS (CFR)**  
 The airspace overlying the Grand Canyon National Park below 18,000 feet MSL is subject to special air traffic rules.



**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.



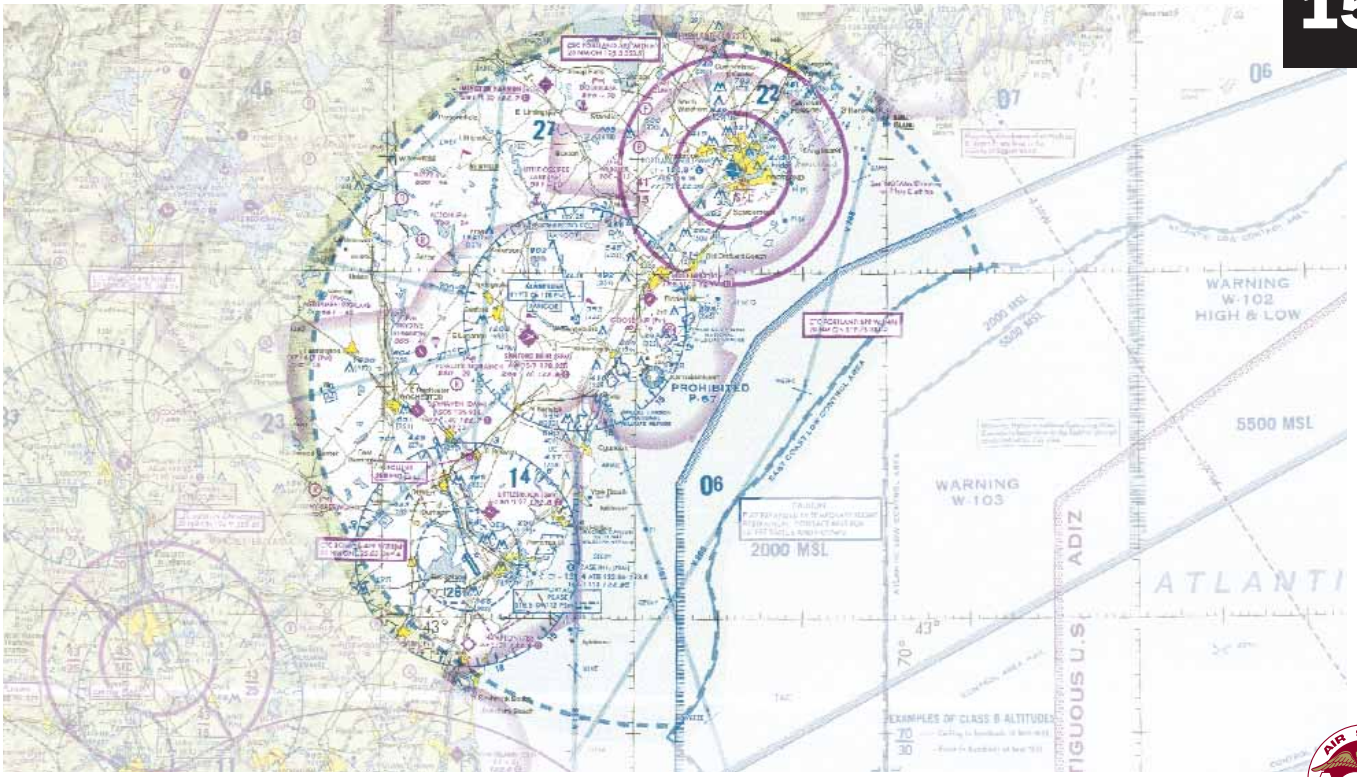
**SFAR Area**  
 (Special Federal Aviation Regulations)

- 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:** 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.

**5/0860 (#2) MD.** FLIGHT RESTRICTION ST. MICHAELS, MARYLAND, SECTION 91.141 OF THE CODE OF FEDERAL REGULATIONS, 14 CFR, PART 91.141 (1000 LOCAL 11/23/05) UNTIL FURTHER NOTICE. WIE UNTIL UFN

**AOPA has compiled plain-language guidance and a list of all Requirements for flight in the TFR:**

**Size and location:**  
 Centered on 384547N 0761418W  
 1-nm-radius TFR up to 1,499 ft AGL  
**Effective time:**  
 1000 local, November 23 until further notice  
 Aircraft operations are not allowed

**TFR**

*(Temporary Flight Restriction)*  
 Ref. AIM 3-5-3

**Description**

- Some of the more common TFRs are now chartered
- Example: Kennedunkport, ME (P-67)
- Most TFRs are not chartered

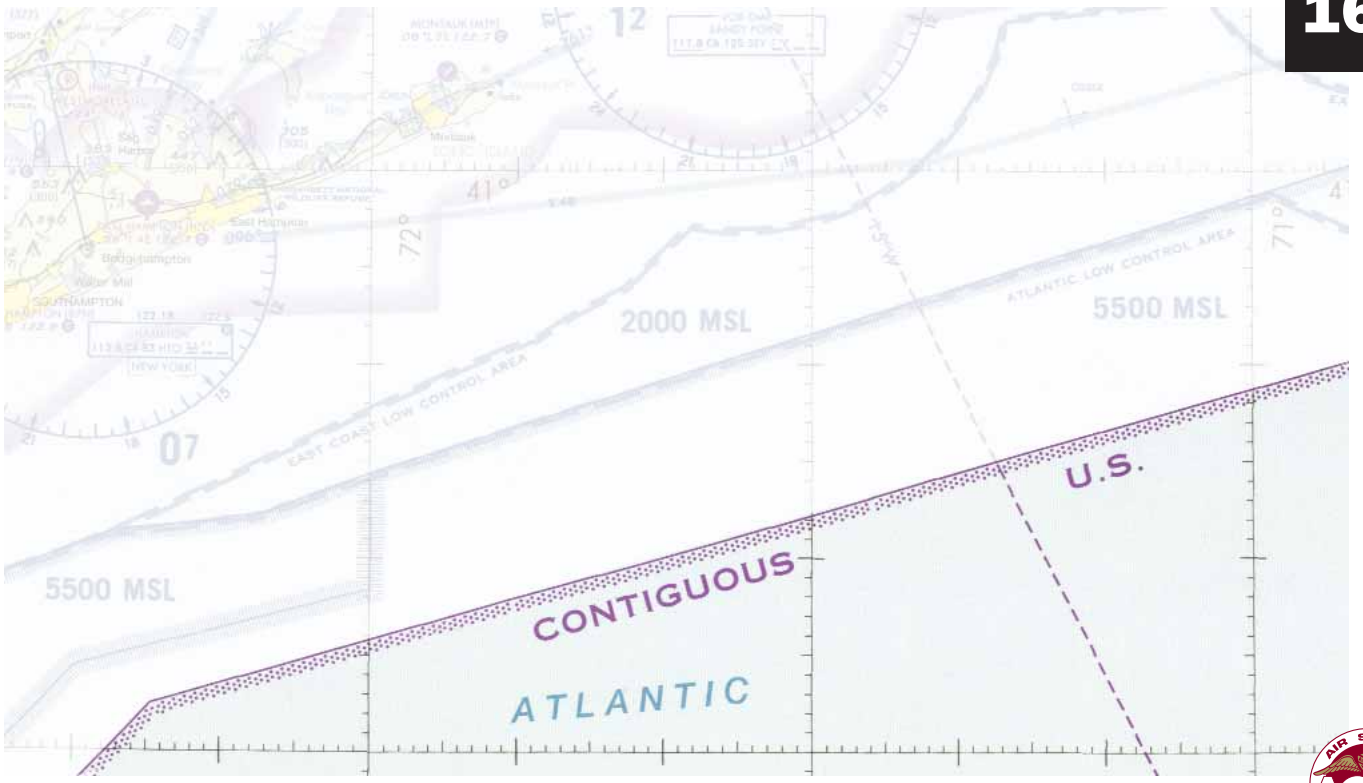
**Pilot/Aircraft Requirements**

- As specified by notam

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

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



## Special Conservation Area

Ref. AIM 7-4-6

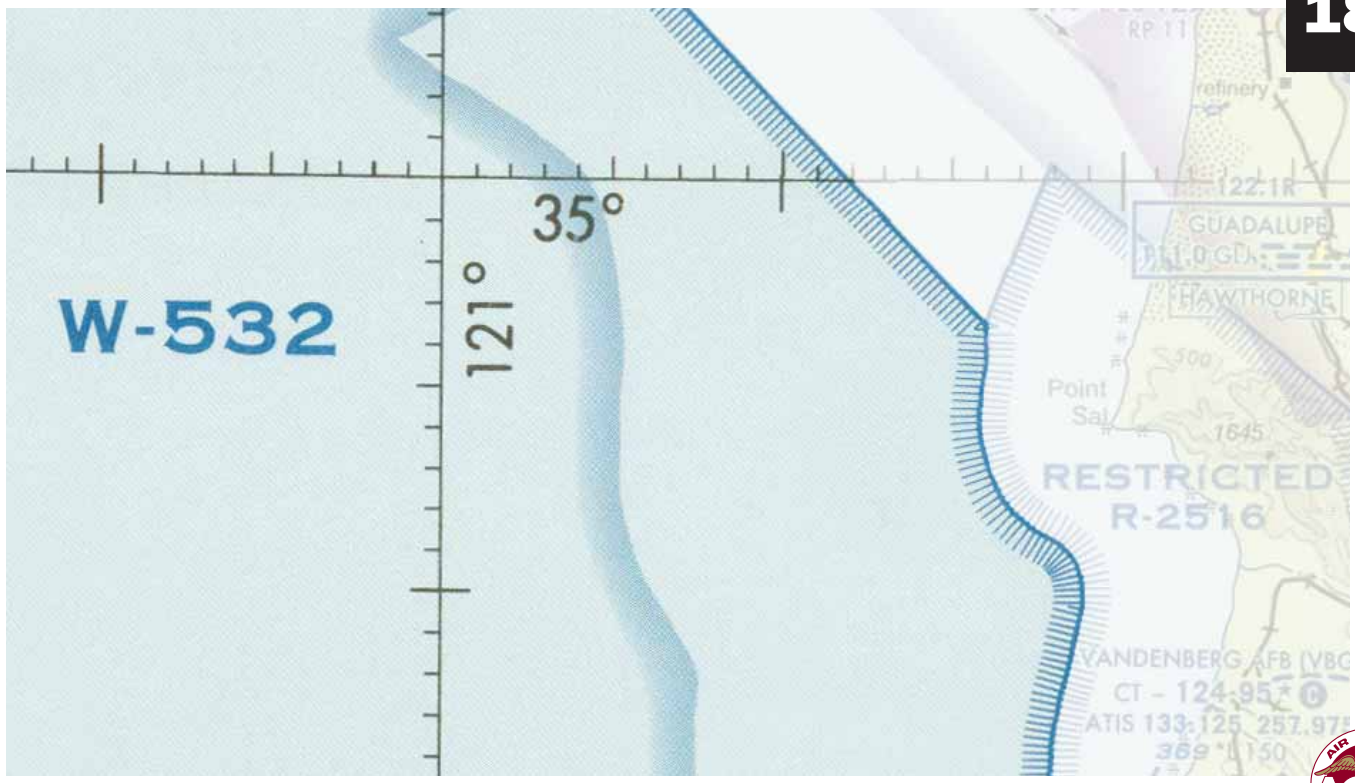
### Description

- 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

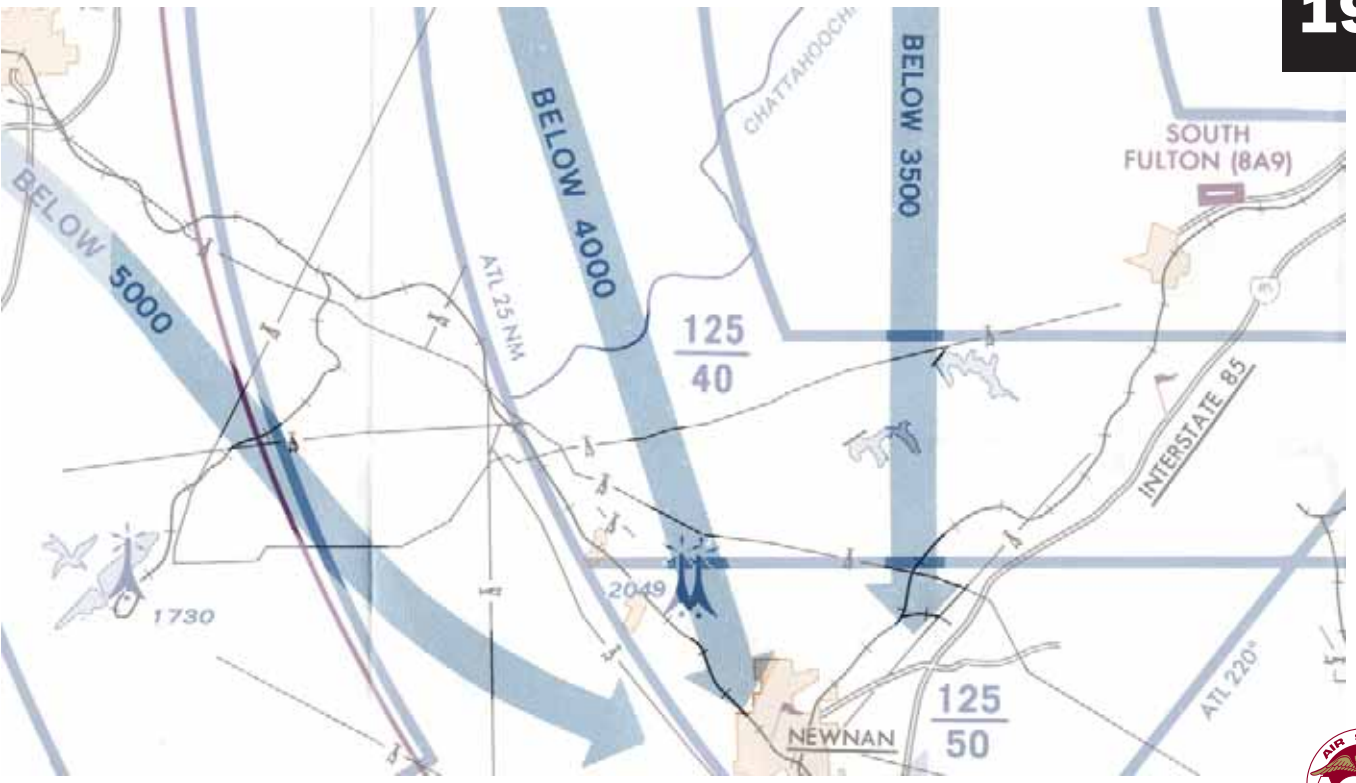
- Warn pilots of potentially hazardous activities
- VFR flight through active Warning Areas is permitted, though not recommended.
- Extend outward from 3 nm off the coast
- Pilot/Aircraft Requirements
- Not applicable

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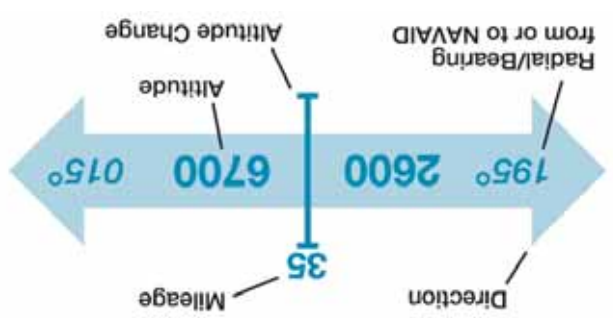


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**Question:** Will a VFR Flyway take you into Class B airspace?  
**Answer:** No. VFR flyways route you around Class B airspace. Remember, though, that they may take you through other areas with their own requirements (Class D airspace, for example).



**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

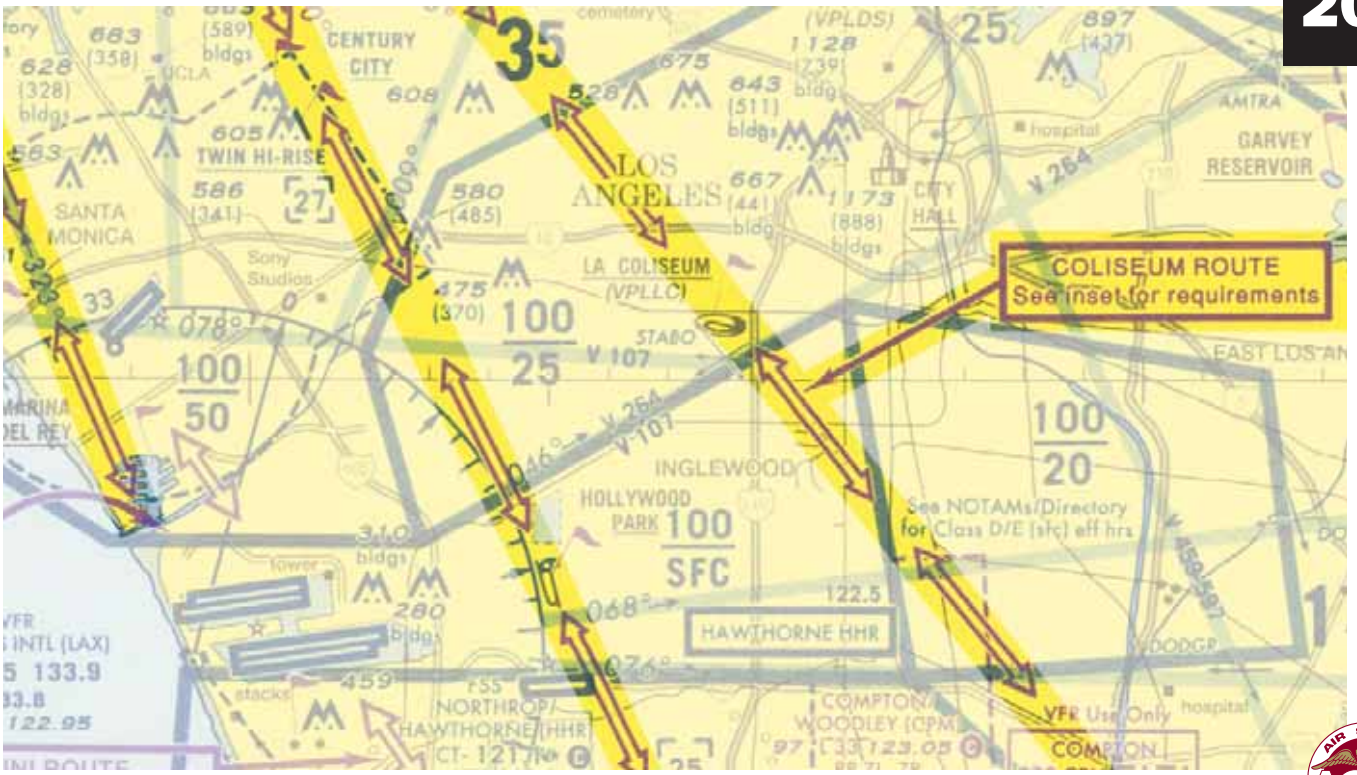
**Pilot/Aircraft Requirements**

- 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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