



Class E

FL 600



Class A

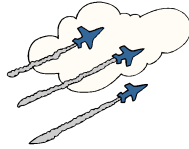
No VFR

DME required at and above FL 240 [91.205(e)]



18,000 MSL (FL 180) — Altimeter 29.92

Class E



Class E

Class E

CLASS G

.....14,500 MSL

10,000 MSL — Transponder Mode C (91.215)
Speed Limit — 250 Knots below 10,000 MSL

Speed Limit
200 kts below
2,500 AGL
within 4 NM
of an airport
in Class C or
D airspace.
(does not apply to
Class B)

Class E



Class B

Class E



Class E

2,500 AGL

Class C

4,000 AGL

700 AGL

Class G

Class D

Class G

Class G

Class E

1,200 AGL

Class G

Class G — When 700' **MAGENTA** on sectionals.

Class D
No radar.

Class D with radar
is called a TRSA.

Class E can go down to
700' AGL to accommodate
instrument approaches.

Class B — Individually
tailored. 250 kts below
10,000 (200 kts below the
floor or in VFR corridor).

Class E to the surface
must have weather
reporting and radio
communications with
ATC to the ground.

Class G — When
1,200' **BLUE** on
sectionals.

Class G — Uncontrolled.
Surface to 14,500 MSL.
Shaded on enroute charts
(mostly western US).

Class C — Radar. Individually
tailored but usually 5 NM Core
from surface to 4,000' AGL, 10
NM Shelf from 1,200 to 4,000
AGL, Outer Area 20 NM radius.

CLASS A Airspace: (71.1, 71.31, 71.33, 71.75, 71.133, 91.135, 91.155, AIM 3-2-1, 3-2-2)

1. **All** airspace from **18,000** feet up to and including **FL 600** within the 48 contiguous States (including the District of Columbia) and most of Alaska plus the airspace within 12 NM offshore.
There is no Class A airspace over Hawaii and the Victor airways have no upper limit in Hawaii.
2. **All** aircraft **MUST** be **IFR** unless otherwise authorized. No VFR (unless for purposes of lost communications).
3. No minimum flight visibility or distance from clouds is specified.
4. Altimeter setting for all aircraft — **29.92** (in US controlled airspace).

CLASS B Airspace: (71.41, 91.117, 91.126, 91.127, 91.129, 91.130, 91.131, 91.155, 91.215, AIM 3-2-1, 3-2-3)

1. **Surface to 7,000** feet or **up to 12,500** feet surrounding the nation's busiest airports.
2. Individually tailored upside-down wedding cakes — contain all instrument approaches.
3. **Clearance into Class B required.** (91.131, Letter of Interpretation from Office of Chief Counsel dated Jan 10, 2010)
4. VFR operations — **3 miles** — **Clear of Clouds** and at least a **1,000 ft ceiling** (or Special VFR).
5. IFR operations — An operable **VOR** or TACAN receiver is required. (91.131)
6. Unless otherwise authorized by ATC, a **LARGE TURBINE-POWERED** airplane operating to or from a primary airport in Class B airspace **MUST operate AT or ABOVE** the **FLOORS** of the **Class B** airspace while within the lateral limits of that area **even when** operating on a **visual approach**.
7. A **LARGE** (12,500 lbs or more) **or TURBINE-POWERED** airplane shall, unless otherwise required by distance from cloud criteria, enter the **TRAFFIC PATTERN** at an altitude of at least **1,500 feet AGL** and maintain 1,500 AGL **until further descent is required** for a safe **landing**. [Noise abatement]
8. A **large** or **turbine-powered** airplane approaching to land on a runway served by an **ILS** shall fly **at or above** the **GLIDE SLOPE** **between** the **outer marker** and the **middle marker**.
9. **Any airplane** approaching to land on a runway served by a **VASI** shall maintain **at or above** the **glide slope** (aka glide path) **until** a **lower altitude** is **necessary** for a safe **landing**.
10. **Mode C veil** — All aircraft operating within **30 NM** of a Class B airport, from the surface to 10,000 feet must have Mode C (unless the aircraft was originally certified without an electrical system and still does not have one).
11. **SPEED LIMIT** — **250 KIAS** below **10,000** feet (**200 KIAS** below the **floor** or in VFR corridor).
 - a. **250 KIAS MUST NOT BE EXCEEDED** even if you are told to **"MAINTAIN BEST FORWARD SPEED."**
 - b. **"Maintain best** (or maximum) **forward speed"** — means — "maximum or best forward ***LEGAL*** speed." ATC does not have the authority to lift the 250 below 10,000 ft speed restriction [91.117(a)]. **You cannot be cleared to violate a regulation**, and you cannot accept such a clearance.
 - c. If a controller assigns you 300 kts or greater inbound (10,000 ft or above), and he later descends you to 8,000 ft, it is **UNDERSTOOD** that you must **slow to 250 KIAS BEFORE descending below 10,000**.

"At or above the **glide slope**" does not prohibit **normal bracketing maneuvers above or below** the **glide slope** for the purpose of remaining on the glide slope.

"Normal bracketing maneuvers" are maneuvers which remain within the **limits** of the **higher** and **lower glide slope signals**.

OpSpec C077 requires **commercial operators to remain within Class B, C, or D** airspace — or within **Class E** airspace when within **35 miles** of the **destination**.

Do you have to hear the words "Cleared into Class B" when VFR?

1. The short answer is **yes**. You must hear the word **"cleared"** at least *somewhere* in the instructions given to you by the approach controller. Radar identification and instructions to maintain a specific altitude and heading that will put you in their airspace can no longer be considered an implicit, implied, or understood clearance into Class B (although it happens *all* the time). A Letter of Interpretation addressed to my friend Bridgette Doremire from the Office of Chief Counsel dated January 10, 2010 serves to rescind previous policy.
2. So... if you can get a word in edgewise, **always** ask for confirmation, just to get it on the tape.
3. That being said... **if** you've been **radar identified** by the **approach control** having jurisdiction (e.g.; Charlotte **Approach**; "flight following" from "center" will *not* clear you anywhere); the terms "cleared as requested" or even "proceed as requested" or a clearance to a specific point inside the Class B will also suffice. Example: "Citation 5CM radar contact, cleared direct Charlotte, climb and maintain four thousand, expect 36R."
4. 91.131 [Operations in Class B airspace] (a)(1) — "The operator **must receive** an **ATC clearance** from the ATC facility having jurisdiction for that area **before operating** an aircraft **in that area**." It **does NOT say** — "The operator **must** specifically **hear** the **magic words 'Cleared into Class B'**..." If the frequency is totally saturated and you're truly paranoid about the magic words, then turn around and run away. Now **that** will get their attention!:)

CLASS E Airspace:

(71.71, 91.127, 91.155, 135.205, AIM 3-1-4, 3-2-1, 3-2-5, 3-2-6, 4-1-18, 4-3-26, 4-4-12, 5-5-6, FAA-H-8083-15A, FAA-H-8083-25A)

1. **CONTROLLED** airspace that is not Class A, B, C, or D within the 48 contiguous States and Alaska.
2. Generally the **upward limit** is **18,000 feet**. NOTE: **Class E** airspace **begins again** above **FL 600**.
3. Types of Class E:
 - a. A **SURFACE AREA** designated for an **AIRPORT** designed to contain all instrument approaches. The primary requirements for a Class E airport are approved **weather reporting** (FSS or ASOS/AWOS) and a means of **communications with ATC** all the way to the ground.
 - b. **EXTENSIONS** to a **SURFACE AREA** of **Class B, C, or D** airspace to contain instrument approaches.
 - c. **TRANSITION AREAS** **beginning at** either **700 or 1,200 ft AGL**, used to/from the en route environment.
 - d. **EN ROUTE AREAS** that provide **controlled airspace** for **IFR** but are **NOT Federal airways**.
 - e. **Federal AIRWAYS** from **1,200 AGL upward to but not including 18,000 MSL**.
 - f. Unless designated at lower altitude—**Class E begins at 14,500 MSL** up to, but not including, **18,000 MSL**.

OpSpec C077 requires **commercial operators** to **remain within Class B, C, or D** airspace — or within **Class E** airspace when within **35 miles** of the **destination**.

VFR in CLASS E (controlled) Airspace:

(91.155, 91.157, AIM 3-1-4, 3-2-6, 5-4-22, FAA-H-8083-15A, FAA-H-8083-25A, OpSpec C077)

1. **Less than 10,000** feet MSL — **3 SM** visibility — Cloud separation: 500 below, 1,000 above, 2,000 horizontally.
2. **At or above 10,000** feet MSL — **5 SM** visibility — Cloud separation: 1,000 below, 1,000 above, 1 mile horizontally.
3. **No person may operate** an aircraft **beneath** the **ceiling** under VFR within the limits of controlled airspace designated to the surface for an airport **when** the **ceiling** is **less than 1,000 feet** (except “Special VFR” — 91.157).
4. NOTE #1: **Do NOT cancel in the air** while on approach to an airport with a **Class E** surface area **unless** the weather meets the basic **VFR weather** and **cloud separation** requirements of 91.155 (see 1. above) unless you have received a “Special VFR” clearance (91.157).
5. NOTE #2: A “**Special VFR**” clearance is **treated almost** the **same as an IFR** clearance as far as separation is concerned. It is **not likely to save you or the guy behind you any time**. So, if the weather is **below 3 miles visibility** and/or the **ceiling** is **below 1,000 ft** or there’s a chance that **cloud separation** could be a problem, **just wait till you’re on the ground to cancel**. You never know who might be lurking in the weeds just waiting for a chance to make your life miserable.
6. NOTE #3: To conduct a **VISUAL APPROACH** in Class B, C, D, or E airspace under **Part 91** you need only maintain “**clear of clouds**” (AIM 5-4-22). **Part 135** (turbojets) and **Part 121** are restricted by OpSpec C077 and **must maintain** the **cloud separation required by 91.155** (see 1. above).

SURFACE-BASED CLASS E: (AC 90-66A, FAA-H-8083-3, FAA-H-8083-15A, FAA-H-8083-25A)

1. **Brings** Class E, **controlled airspace, to the surface** in order to raise the weather minimums and **restrict VFR traffic** during poor weather. Especially important for **ILS approaches**.
2. Must have approved **weather reporting** and **communications** with **ATC to the surface**.
3. The airport manager must also request and receive Class E approval from the FAA.
4. Most airports with weather reporting and communications with ATC never request Class E status because it would make VFR traffic illegal when the visibility drops below 3 SM and/or ceiling below 1,000 feet. Not good for business, especially if there’s a flight school on the field.
5. When **weather reporting** is **unavailable**, Class E **reverts to Class G** with a Class E transition area.
6. Represented by **dashed lines** on sectionals and enroute charts.
7. Surface-based Class E was **formerly** known as a **control zone**.
8. “**RECOMMENDED**” traffic pattern **SPEED LIMIT** is **200 kts**.

