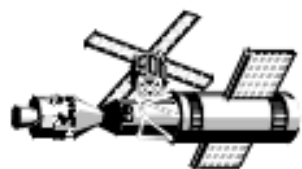


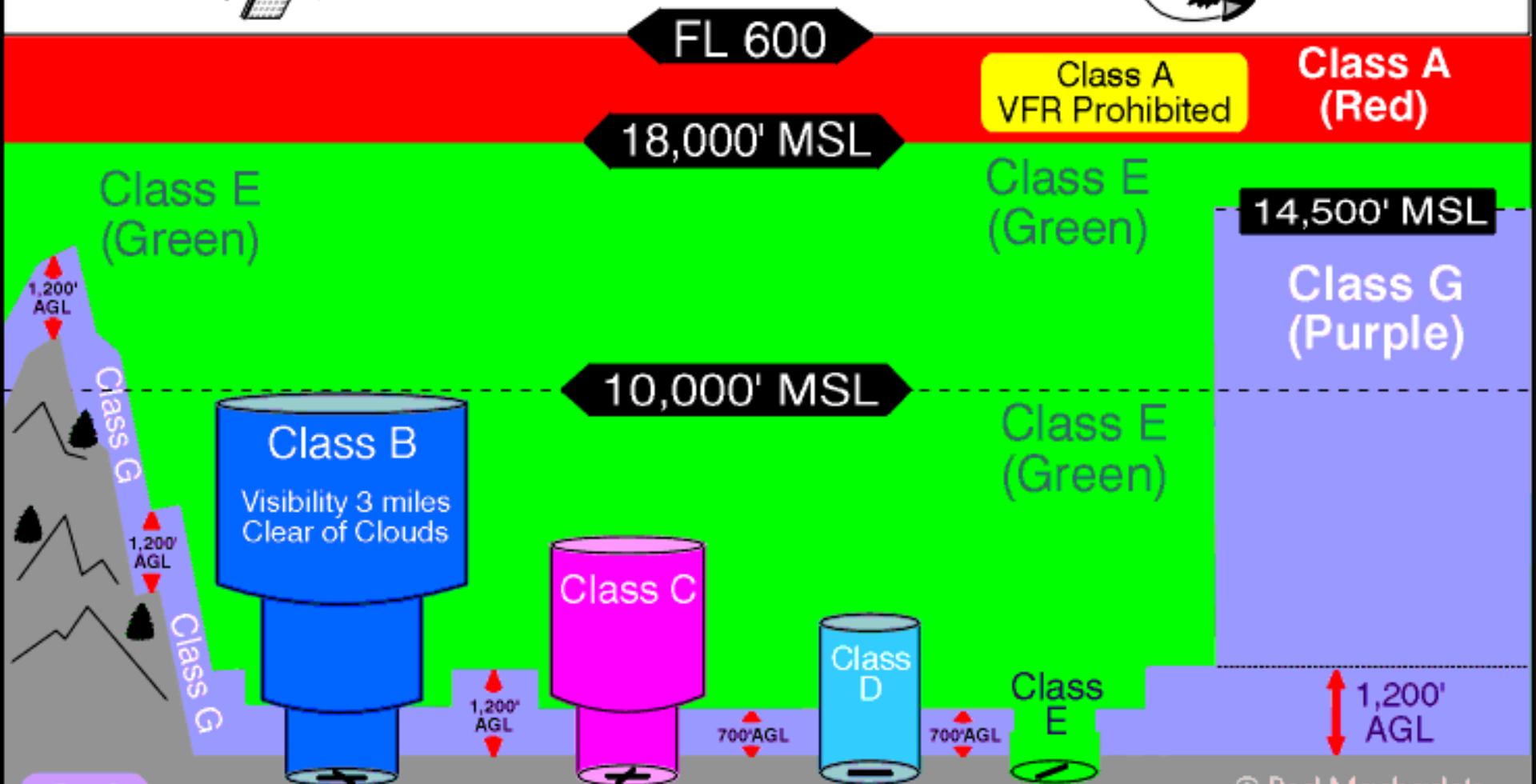
Airspace

# Classes of Airspace

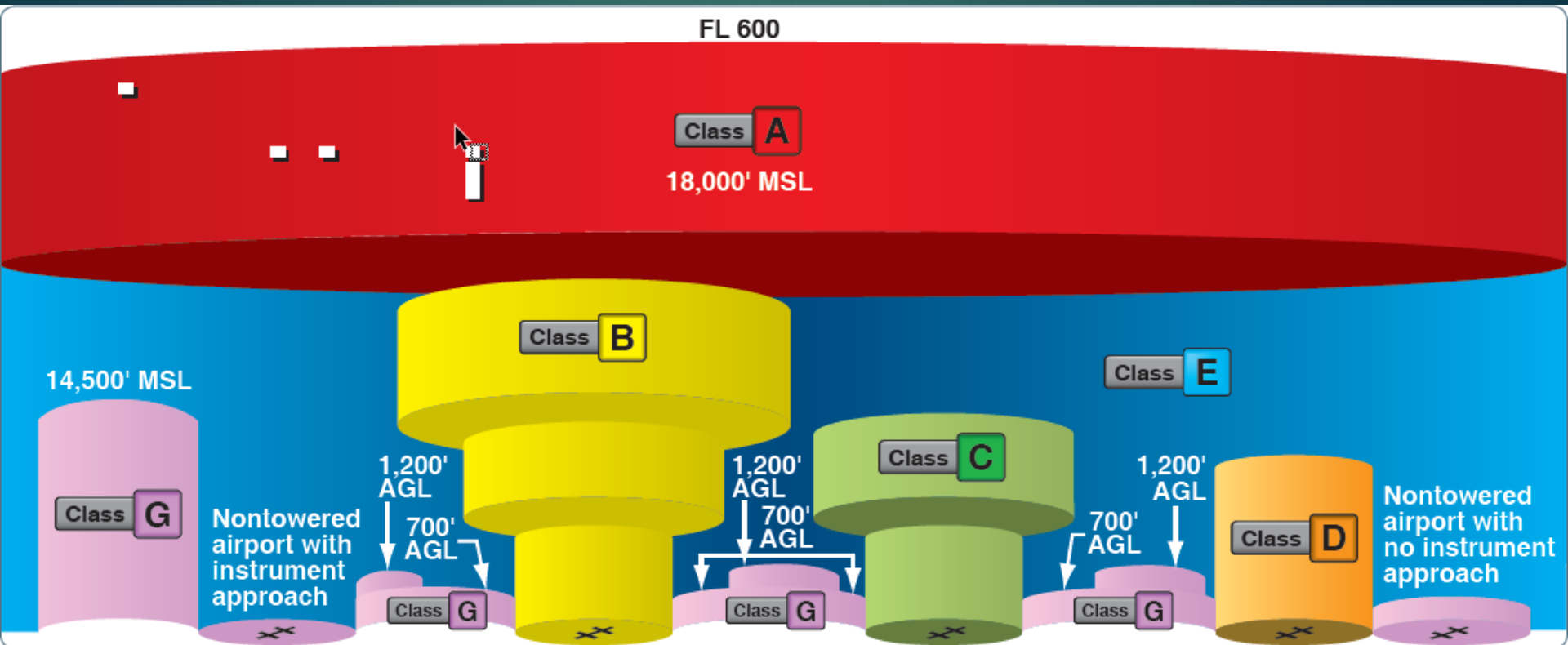


## The National Airspace System

Not Part Of ATC System



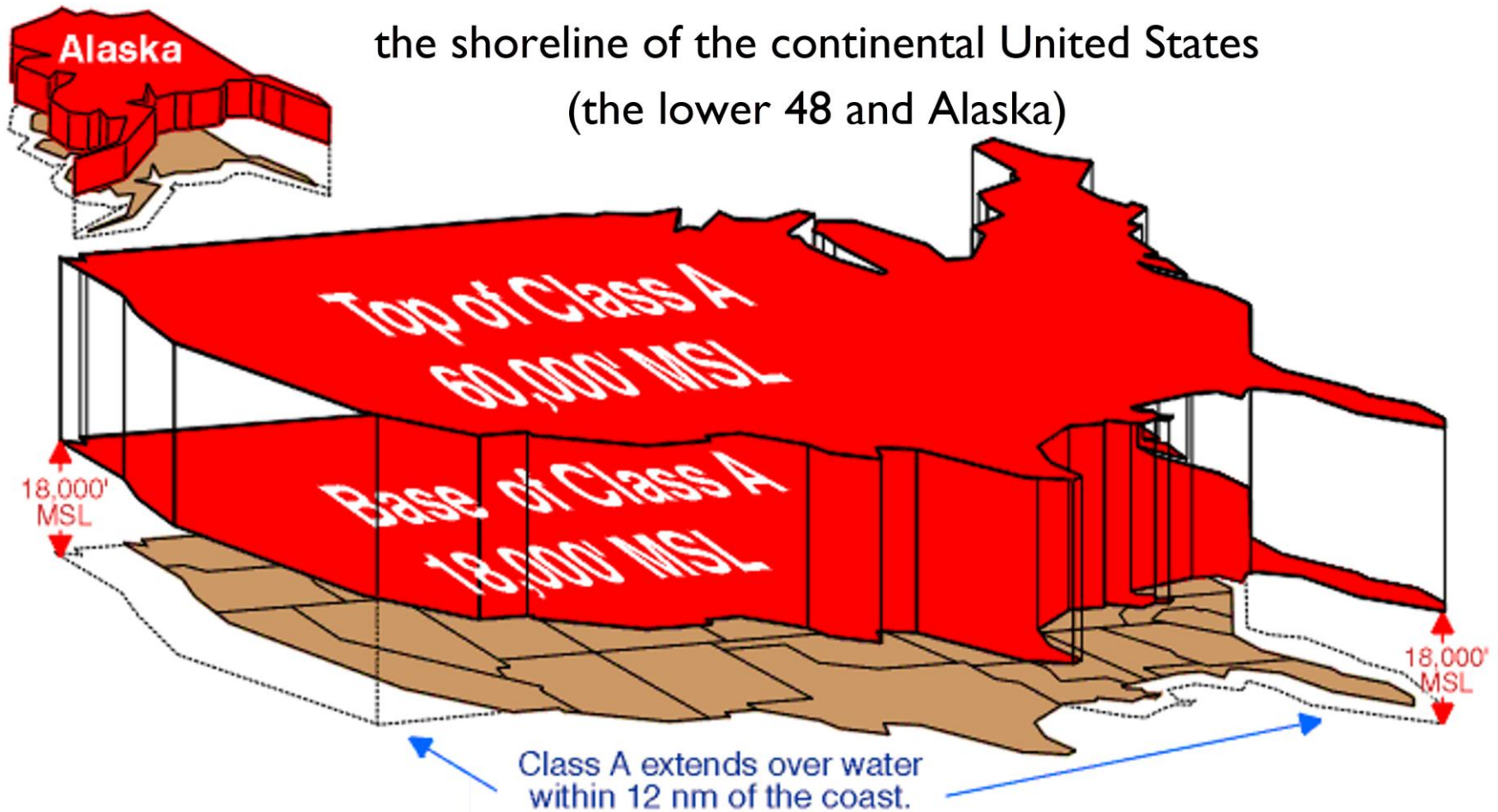
# Classes of Airspace



# Class A

Starts at Flight Level (FL) 180 and extends to FL600

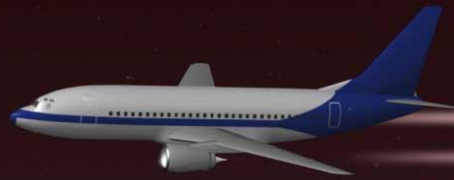
Extends offshore and overlies the waters within 12 nautical miles of the shoreline of the continental United States (the lower 48 and Alaska)



# Class A = ALTITUDE

**Class A**

**FL600**



**18,000' MSL**



**CLASS A AIRSPACE**  
Extends from 18,000' MSL to Flight Level 600

B, C, D, E = controlled G=uncontrolled



# The National Airspace System

Not Part Of ATC System



FL 600

Class A  
VFR Prohibited

Class A  
(Red)

18,000' MSL

Class E  
(Green)

Class E  
(Green)

14,500' MSL

Class G  
(Purple)

10,000' MSL

Class E  
(Green)

Class B  
Visibility 3 miles  
Clear of Clouds

Class C

Class D

Class E

1,200'  
AGL

1,200'  
AGL

Class G

1,200'  
AGL

Class G

1,200'  
AGL

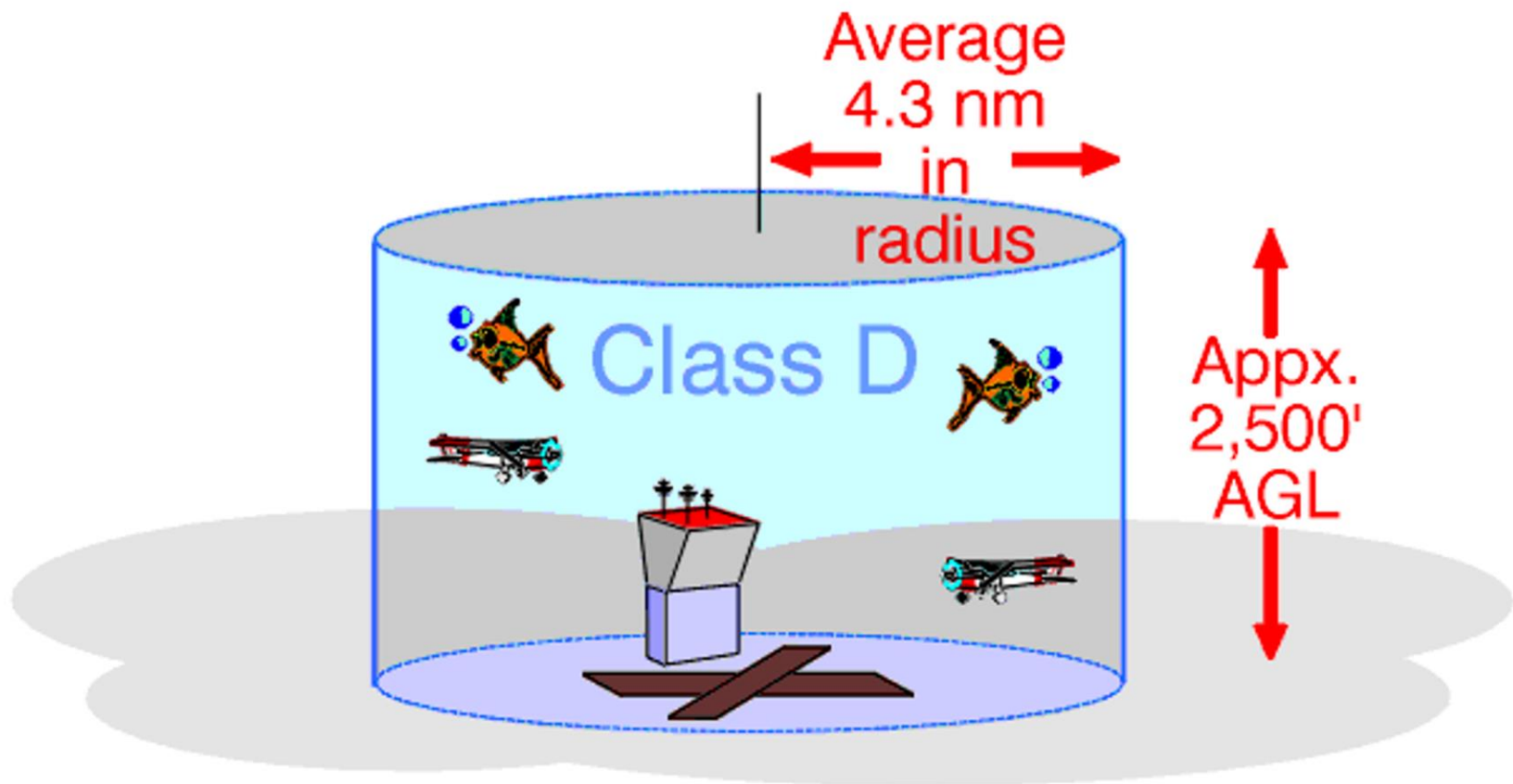
700'  
AGL

700'  
AGL

# Class D = DIALOGUE



# DIMENSIONS OF CLASS D AIRSPACE



Operating anywhere within the boundaries of Class D airspace requires that you establish and maintain communication with the Air Traffic Control tower prior to entering this airspace.



**EASTON/NEWNAM FLD** (ESN)(KESN) 2 N UTC-5(-4DT) N38°48.25' W76°04.14'

72 B TPA—See Remarks NOTAM FILE ESN

RWY 04-22: H5500X100 (ASPH-GRVD) S-40, D-60, 2D-100 HIRL

0.7% up NE

RWY 04: PAPI(P4L)—GA 3.0° TCH 43'.

RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 45'. Thld displcd 325'. Rgt tfc.

RWY 15-33: H4003X100 (ASPH) S-40, D-60, 2D-100 MIRL

0.5% up SE

RWY 15: REIL. PAPI(P2L)—GA 3.5° TCH 45'.

RWY 33: REIL. PAPI(P2L)—GA 3.5° TCH 45'. Trees. Rgt tfc.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 04: TORA-5175 TODA-5500 ASDA-4775 LDA-4775

RWY 22: TORA-5500 TODA-5500 ASDA-5500 LDA-5175

SERVICE: S4 FUEL 100LL, JET A OX 4 LGT When twr clsd actvt REILS

Rwy 15, 22, & 33; HIRL Rwy 04-22; MIRL 15-33—CTAF.

**NOISE:** Noise abatement for Rwy 22: continue straight out or make a right turn to avoid overflight of the town of Easton. Departures should avoid overflight of the town of Easton below 2000'. Aircraft should avoid overflight of the Town of Easton and residential areas near the airport to the extent possible. Noise abatement for Runway 04: if traffic permits, make a slight left turn after departure to avoid overflying retirement community.

**AIRPORT REMARKS:** Attended 1300-dusk. Deer, birds and other wildlife on and invof arpt. TPA for jet acft 1598(1526), all other acft 1098(1026). Rwy 15-33 distance markers every 1000 ft west side rwy. NOTE: See Special Notices—Easton, Maryland Noise Abatement Procedure.

**AIRPORT MANAGER:** 410-770-8055

**WEATHER DATA SOURCES:** AWOS-3PT 124.475 (410) 822-2817.

**COMMUNICATIONS:** CTAF 118.525 ATIS 124.475

WASHINGTON

H-10I, 12I, L-34F, 36I, A

IAP, AD



## CONTROL TOWER FREQUENCIES ON WASHINGTON SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
ALLEN C PERKINSON BLACKSTONE AAF	0800-1800 MON-FRI 0800-1600 FIRST FULL WKND EACH MONTH EXC FED HOL O/T BY NOTAM	134.7 292.7			
ATLANTIC CITY INTL	CONTINUOUS	120.3 239.0	121.9 284.6	125.725 316.15	ASR
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL	CONTINUOUS	119.4 257.8	121.9	115.1 127.8	
CAPITAL CITY	0700-2100	119.5 257.8	121.9	134.95	
CHARLOTTESVILLE-ALBEMARLE	0600-2300	124.5 338.275	121.9 338.275	118.425	
DAVISON AAF	0600-2130 MON-FRI EXC HOL	124.275 229.4	121.9 351.8	128.175	PAR
DOVER AFB	CONTINUOUS	126.35 279.625	118.875 225.4	127.825 273.5	
EASTERN WV RGNL/ SHEPHERD FLD	0700-2300 MON-FRI 0800-1600 SAT-SUN O/T BY NOTAM	124.3 233.7	121.8 257.65		
EASTON/NEWNAM FLD	0600-2200	118.525	119.075	124.475	
ELIZABETH CITY CG AIR STATION/RGNL	0700-2200	120.5 355.6	121.9		
FELKER AAF	0700-2300 MON-FRI EXC FED HOL	126.3 269.25	121.35 229.4		



PERSON



DEPARTMENT OF TRANSPORTATION (2A7)



(Pvt) DARBY DAN 928-159

34

BOLTON FLD (TZR)

CT - 128.1

D:GND-3400 925

904 L 55

Grove City

V19

C:2500-4800

D:GND-3000

UTN

1226



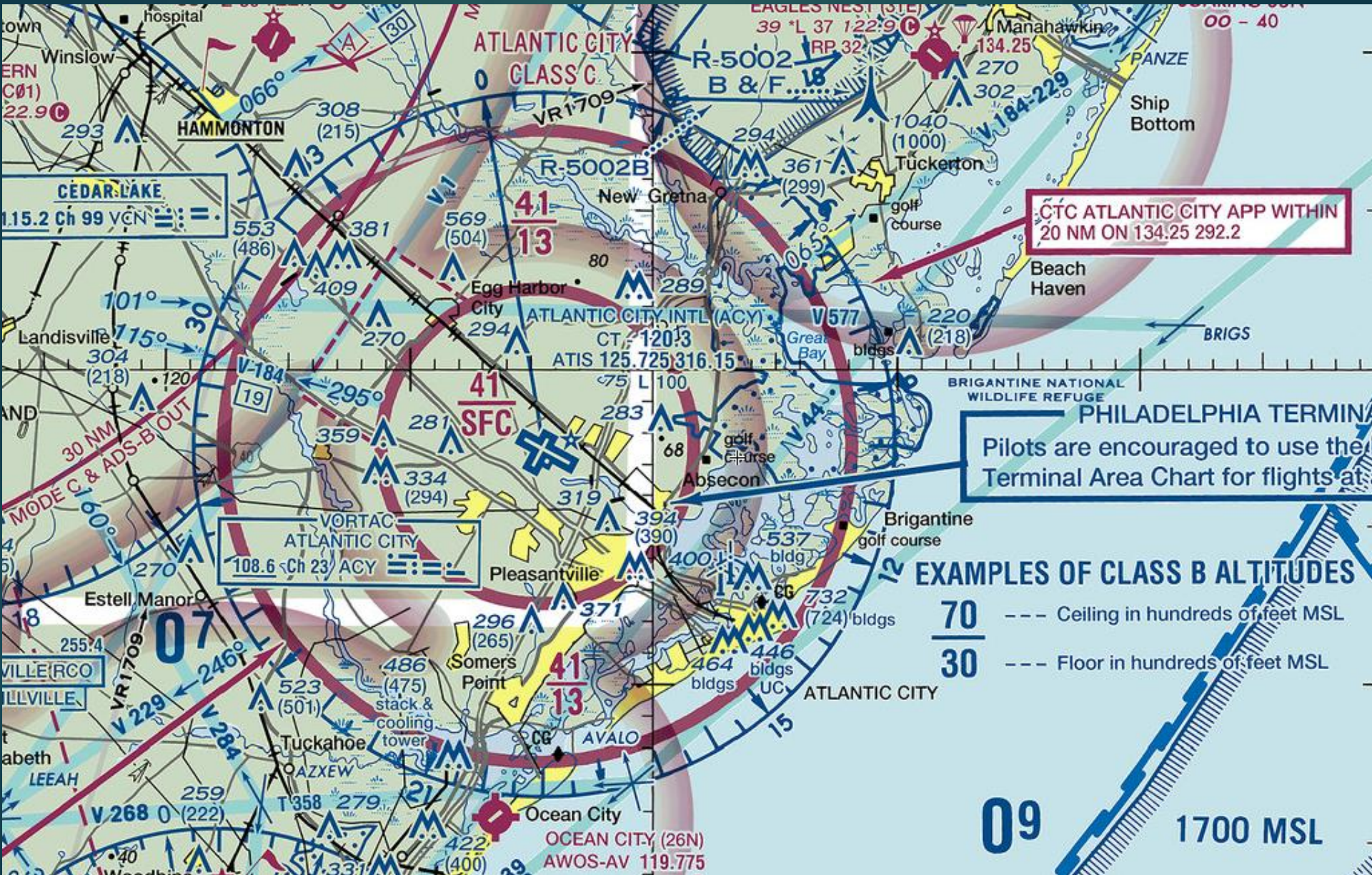
(Pvt) PORT-O-JOHN

Orient

1104 (320)

power plan

987

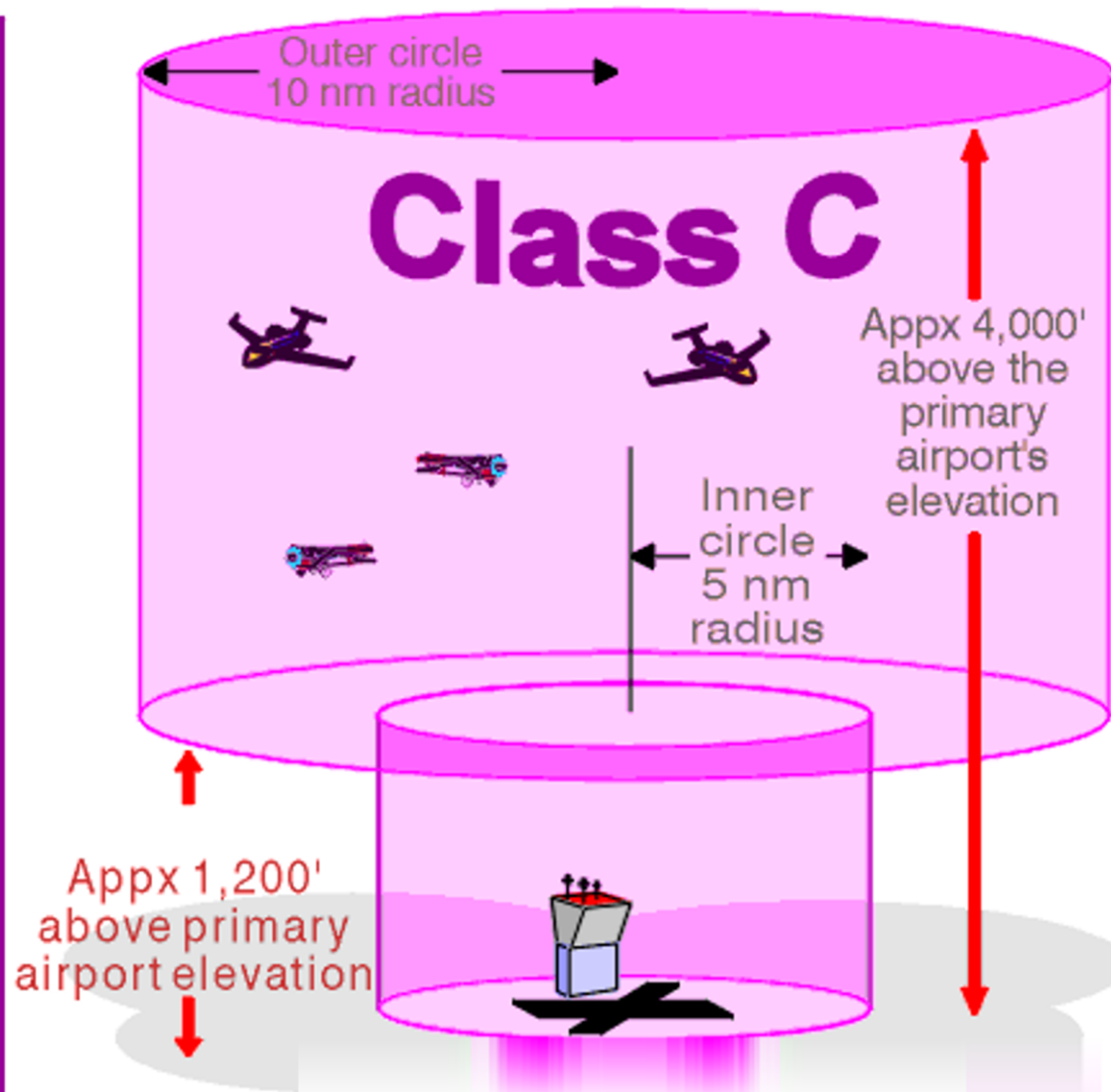


# Class C - Crowded

# DIMENSIONS OF CLASS C AIRSPACE

Operating anywhere within the boundaries of Class C airspace requires that you

- (1) establish and maintain communication with ATC
- (2) have and be operating an altitude encoding transponder capable of transmitting a discrete "squawk" code
- (3) have and be operating ADS-B "out"












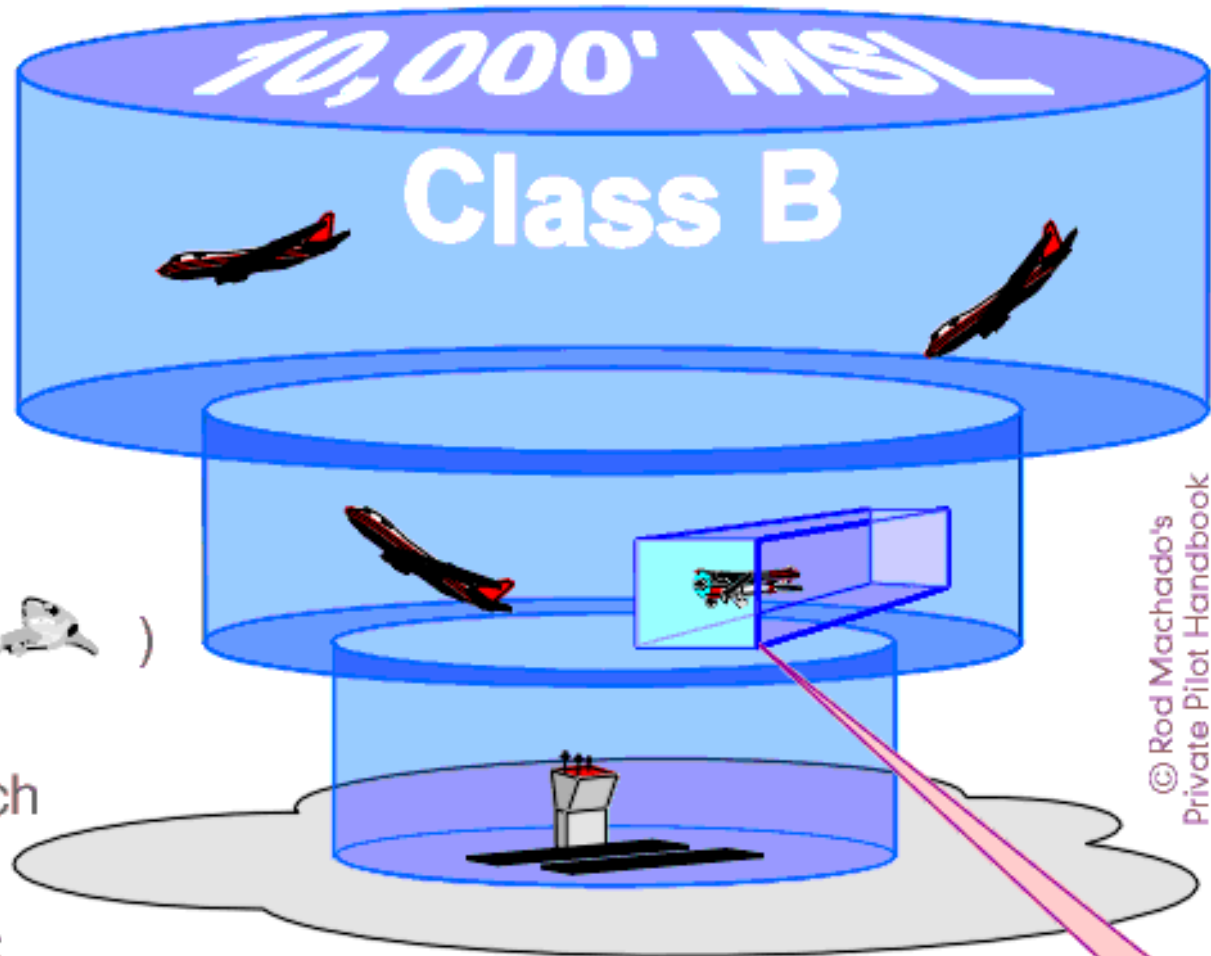
# Class B = BIG



# CLASS B AIRSPACE

Class B airspace may resemble an inverted wedding cake. Its multiple tier structure is designed to keep larger aircraft (   ) and small aircraft (  ) separated as they approach or overfly the primary airport. This is why an ATC clearance is required when operating anywhere within Class B airspace.

9-36



Some Class B airspace structures have a corridor allowing flight that's exempt from Class B airspace entry requirements.



# LOS ANGELES SPECIAL FLIGHT RULES AREA

**ALTITUDE**  
Southeasterly 3500 feet MSL  
Northwesterly 4500 feet MSL

**LATERAL LIMITS**  
North - Manchester Boulevard  
East - San Diego Freeway  
South - Imperial Highway  
West - Pacific Ocean Shoreline



The following rules shall be adhered to when utilizing the LOS ANGELES SPECIAL FLIGHT RULES AREA:

The flight must be conducted under VFR and only when operation may be conducted in compliance with Sec. 91.155.

The aircraft must be equipped as specified in Sec. 91.215 replying on code 1201 prior to entering and while operating in this area.

The pilot shall have a current Los Angeles Terminal Area Chart in the aircraft.

The pilot shall operate on the Santa Monica very high frequency omni-directional radio range (VOR) 132° radial.

Aircraft navigating in a southeasterly direction shall be in level flight at 3500 feet MSL.

Aircraft navigating in a northwesterly direction shall be in level flight at 4500 feet MSL.

Indicated airspeed shall not exceed 140 knots.

Anti-collision lights and aircraft position/navigation lights shall be on. Use of landing lights is recommended.

**TURBOJET AIRCRAFT ARE PROHIBITED FROM VFR OPERATIONS IN THIS AREA.**







Pilots are encouraged to use the Baltimore-Washington VFR Terminal Area Chart for flights at and below 10,000'

ATC Communication Required All Altitudes Prior to Entry

Washington DC Metropolitan Area Special Flight Rules Area (Flight Restricted Zone) (DC SFR & DC FRZ) (See description in Atlantic Ocean)

ATC Communication Required All Altitudes Prior to Entry

# Class G = GO FOR IT

## Class G



Class A

18,000 MSL (FL 180)

Class E controlled airspace

10,000 MSL sport pilot limit

Class G above 1,200 feet AGL in some areas

Class E controlled airspace

1,200' AGL everywhere

not marked on sectional

Class G uncontrolled airspace

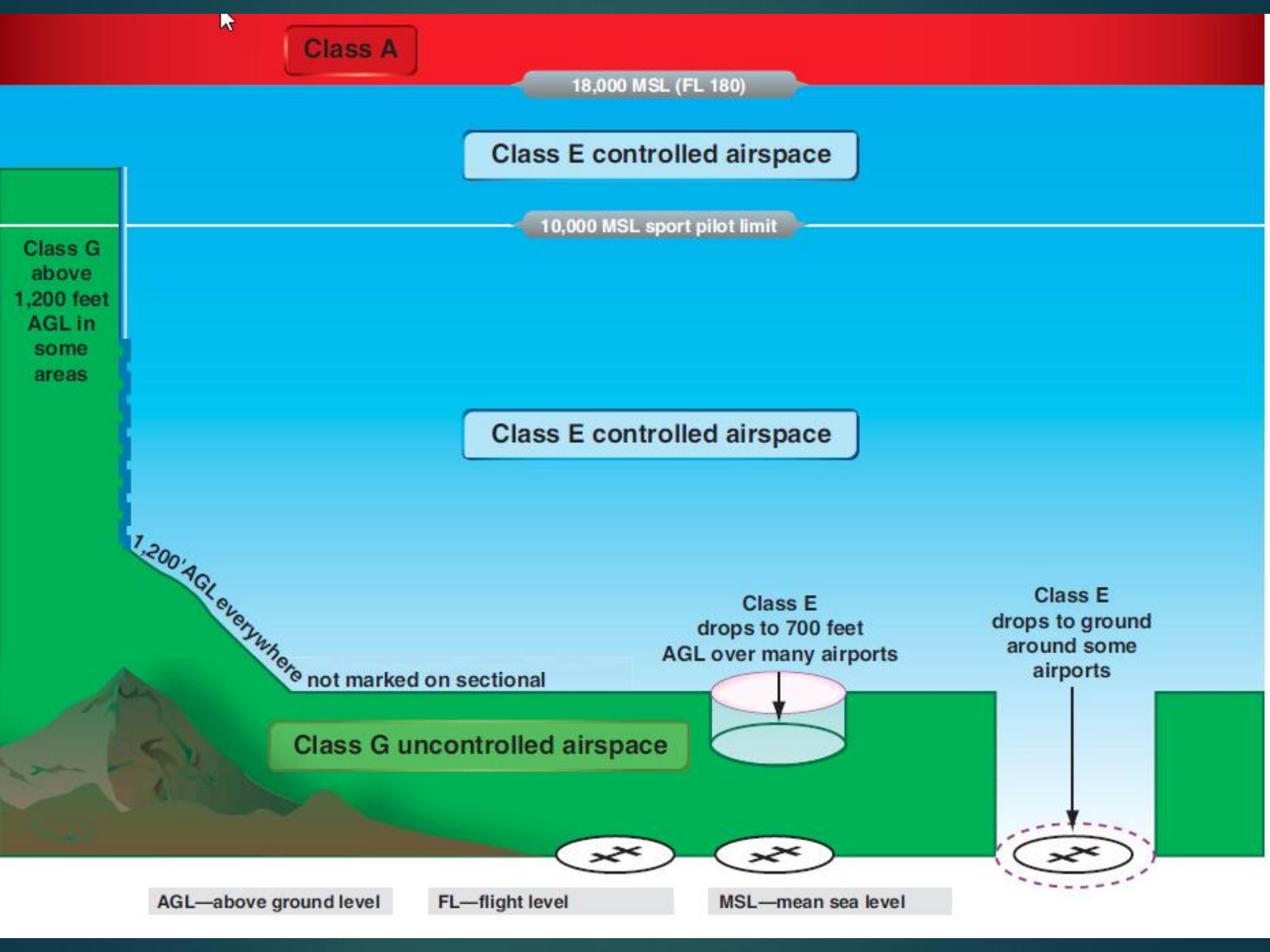
Class E drops to 700 feet AGL over many airports

Class E drops to ground around some airports

AGL—above ground level

FL—flight level

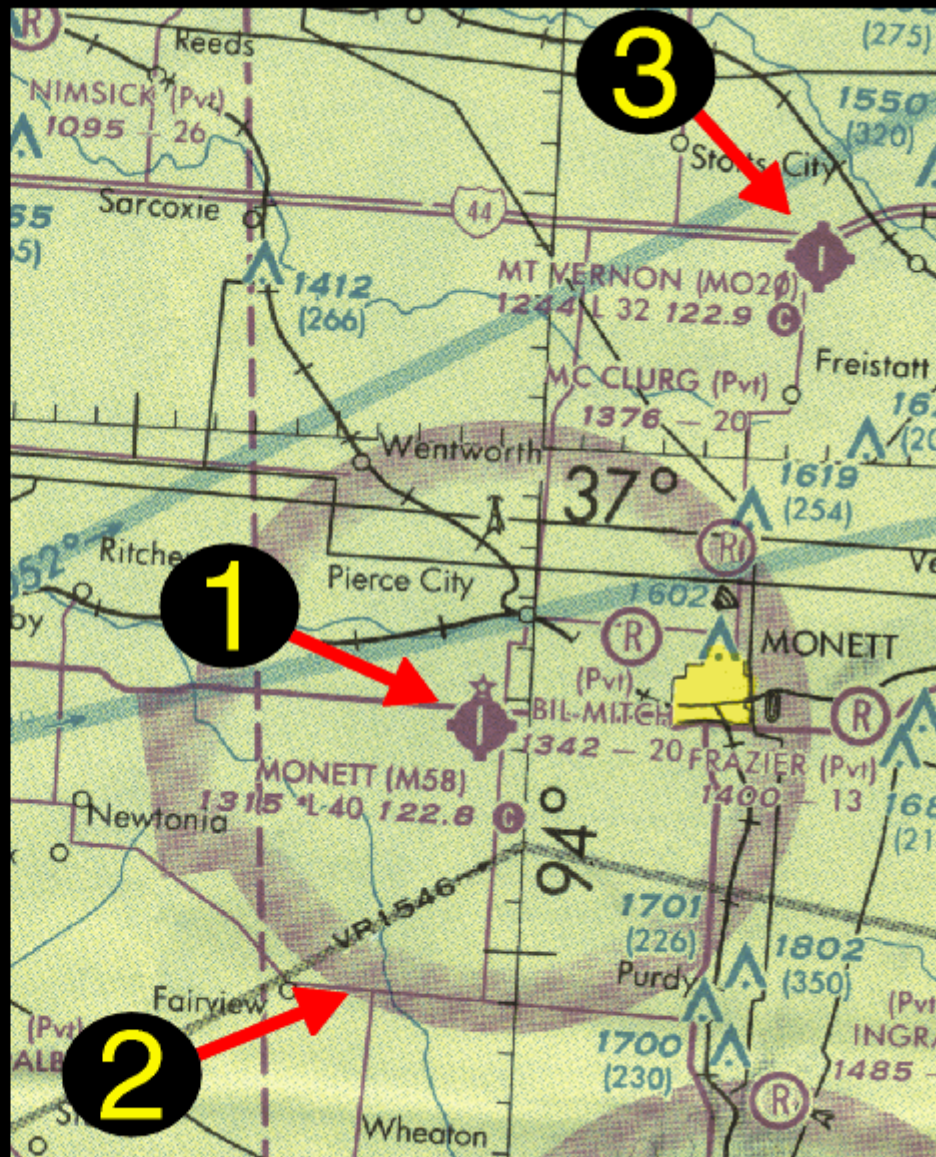
MSL—mean sea level



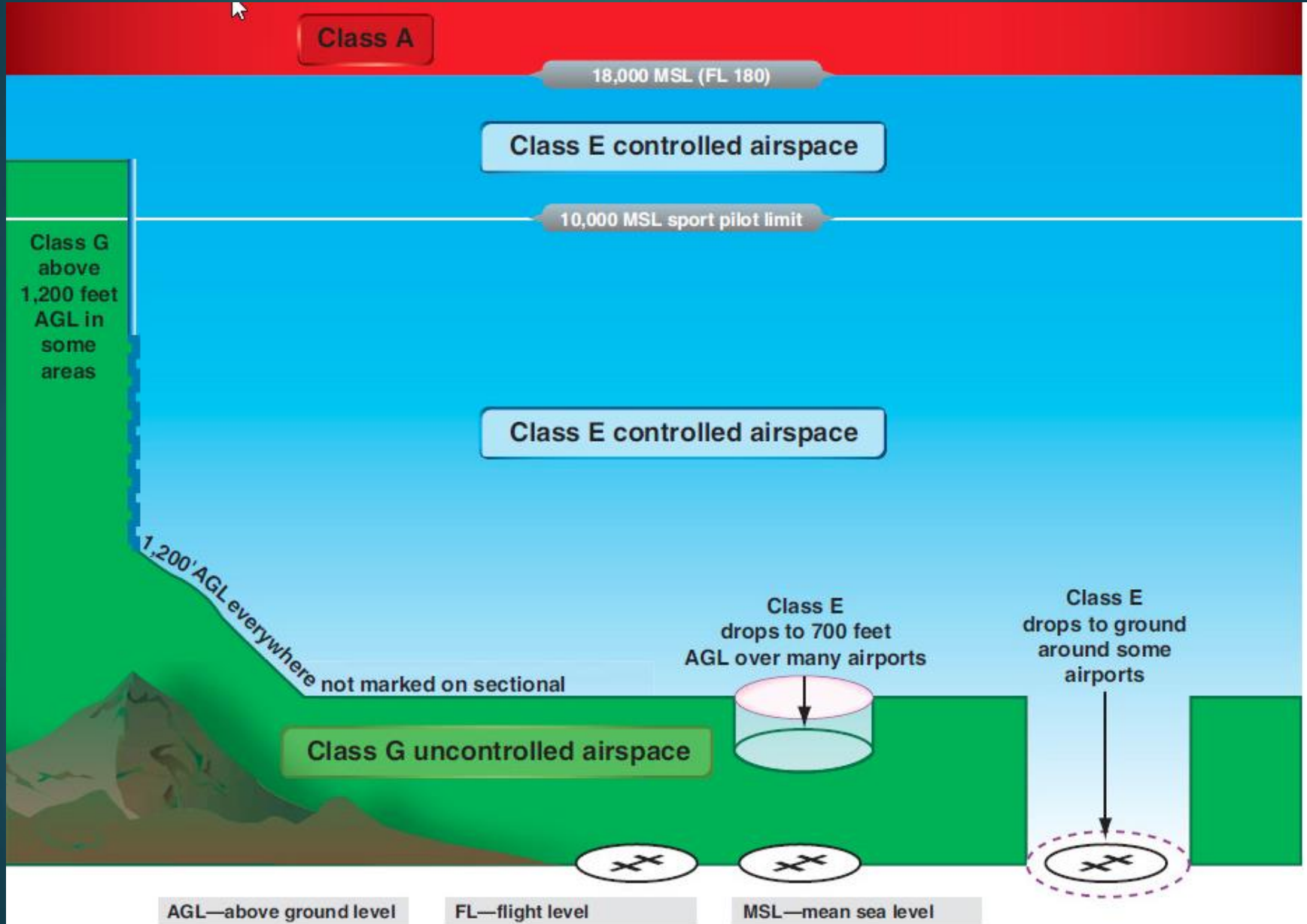
Monet airport lies in Class G (uncontrolled) airspace. Class E (controlled) starts at 700 feet AGL.

9-18

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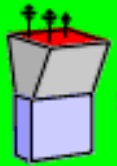
# Class E = Everything Else



# Controlled <> Control Tower

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9-23

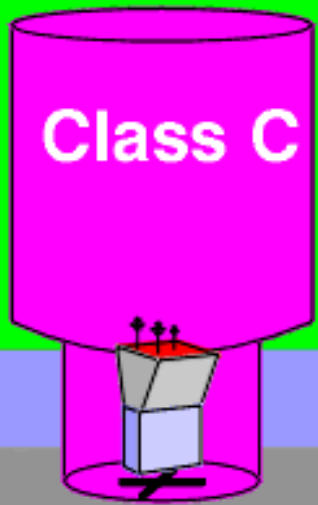
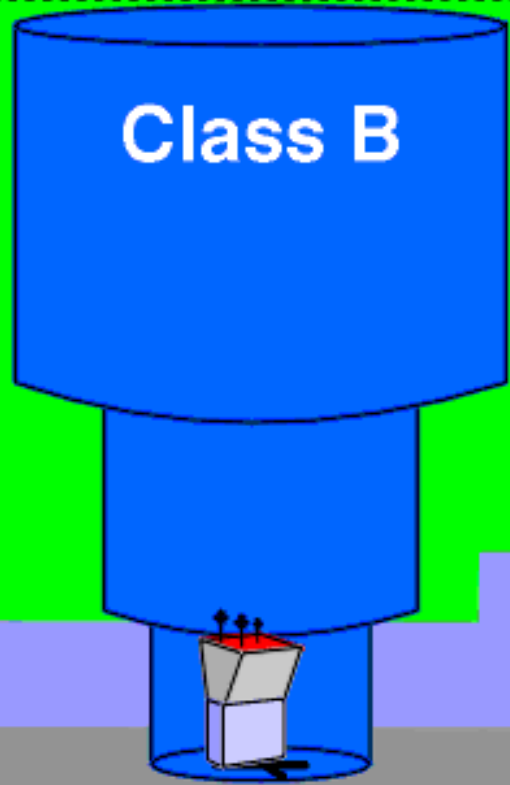


= Air Traffic Control  
Tower

## Class E

10,000' MSL

Class B, C, D all surround an airport  
with an operating control tower,  
Class E airspace does not\*.



# CLASS E AIRSPACE

Class E airspace starts at 1,200 feet AGL (sometimes higher or lower) and extends up to but not including 18,000' MSL — the base of Class A airspace.



Class A extends over water within 12 nautical miles of the coast. Class E also extends to within 12 miles from the coast (not shown doing so in this graphic).

9-4



# CLASS E AIRSPACE

*The limits of Class E airspace shall be shown by narrow vignettes or by the dashed magenta symbol. Individual units of designated airspace are not necessarily shown; instead, the aggregate lateral and vertical limits shall be defined by the following:*

*Airspace beginning at the surface (sfc) designated around airports ...*



See NOTAMs/Directory for Class D/E (sfc) eff hrs



See NOTAMs/Directory for Class E (sfc) eff hrs

*Airspace beginning at 700 feet AGL ...*

See NOTAMs/Directory for 700' Class E eff hrs



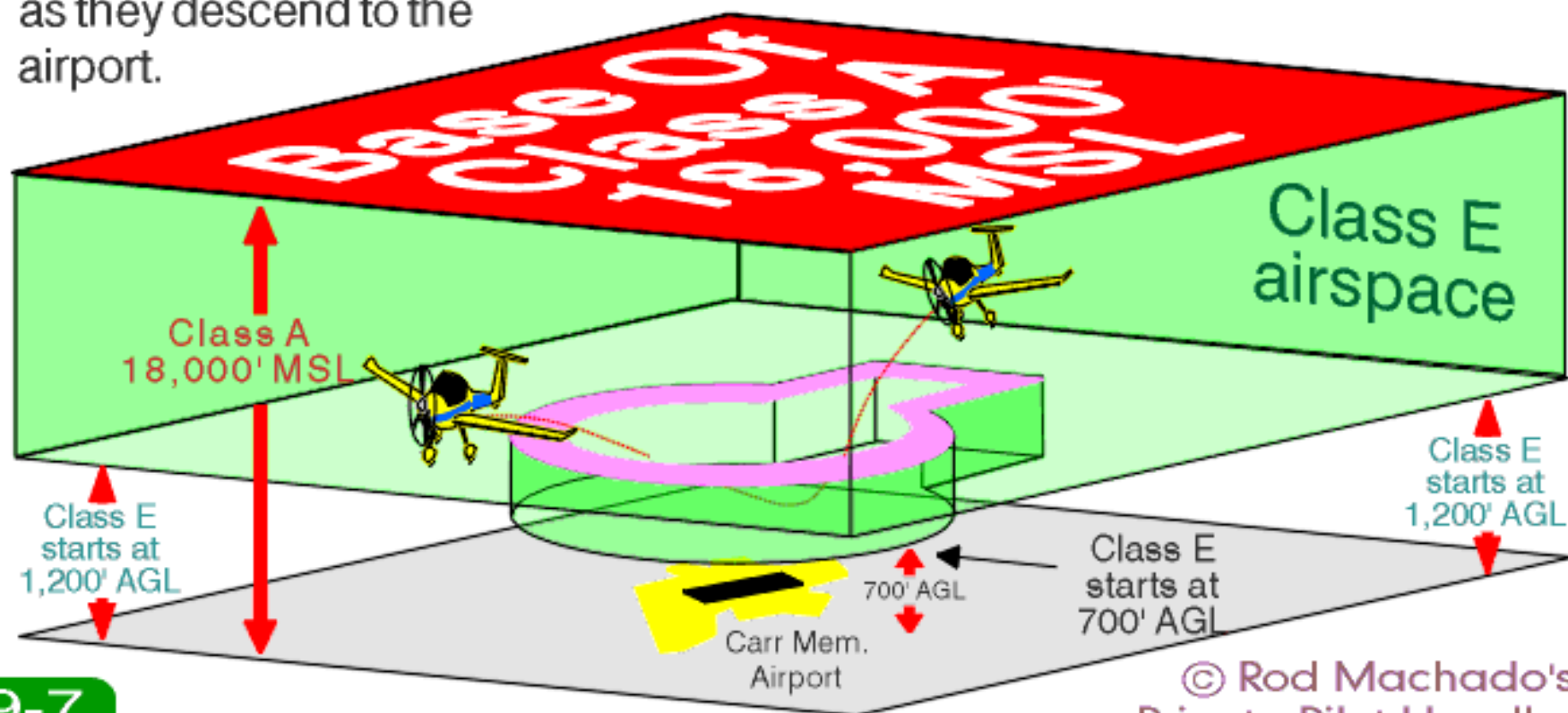
*Airspace beginning at 1200 feet AGL or greater that abuts uncontrolled airspace (Class G) ...*



# Class E Airspace

# CLASS E AIRSPACE AT 700' AGL

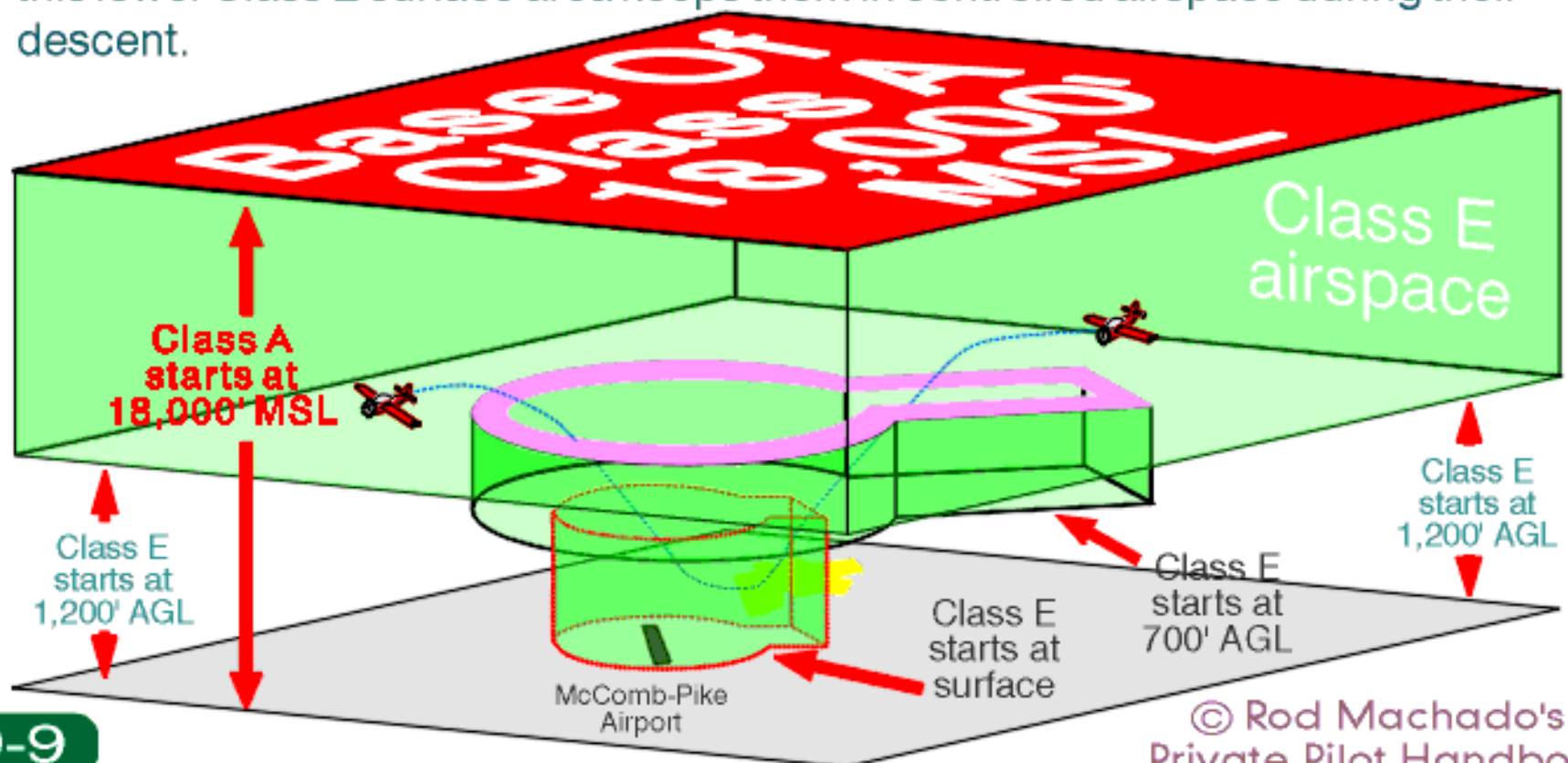
Within the borders of the magenta faded area surrounding an airport, Class E (controlled) airspace starts at 700 feet above ground level (AGL) instead of the normal 1,200 feet AGL. The lower base of Class E airspace (i.e., 700' AGL), keeps airplanes, flying instrument approaches, in controlled airspace as they descend to the airport.





# CLASS E AIRSPACE AT THE SURFACE

Within the borders of the magenta (red) dashed line, Class E airspace descends all the way to the surface surrounding McComb-Pike airport. Since some instrument approaches bring pilots real close to the surface of an airport, this lower Class E surface area keeps them in controlled airspace during their descent.





**FERNI**  
**413 MC**

See NOTAMS/Supplement  
for Class E (sfc) eff hrs

**MC COMB/PIKE COUNTY/**  
**JOHN E LEWIS FLD (MCB)**  
**ASOS 119.025**  
**413 \*L 50/123.05**

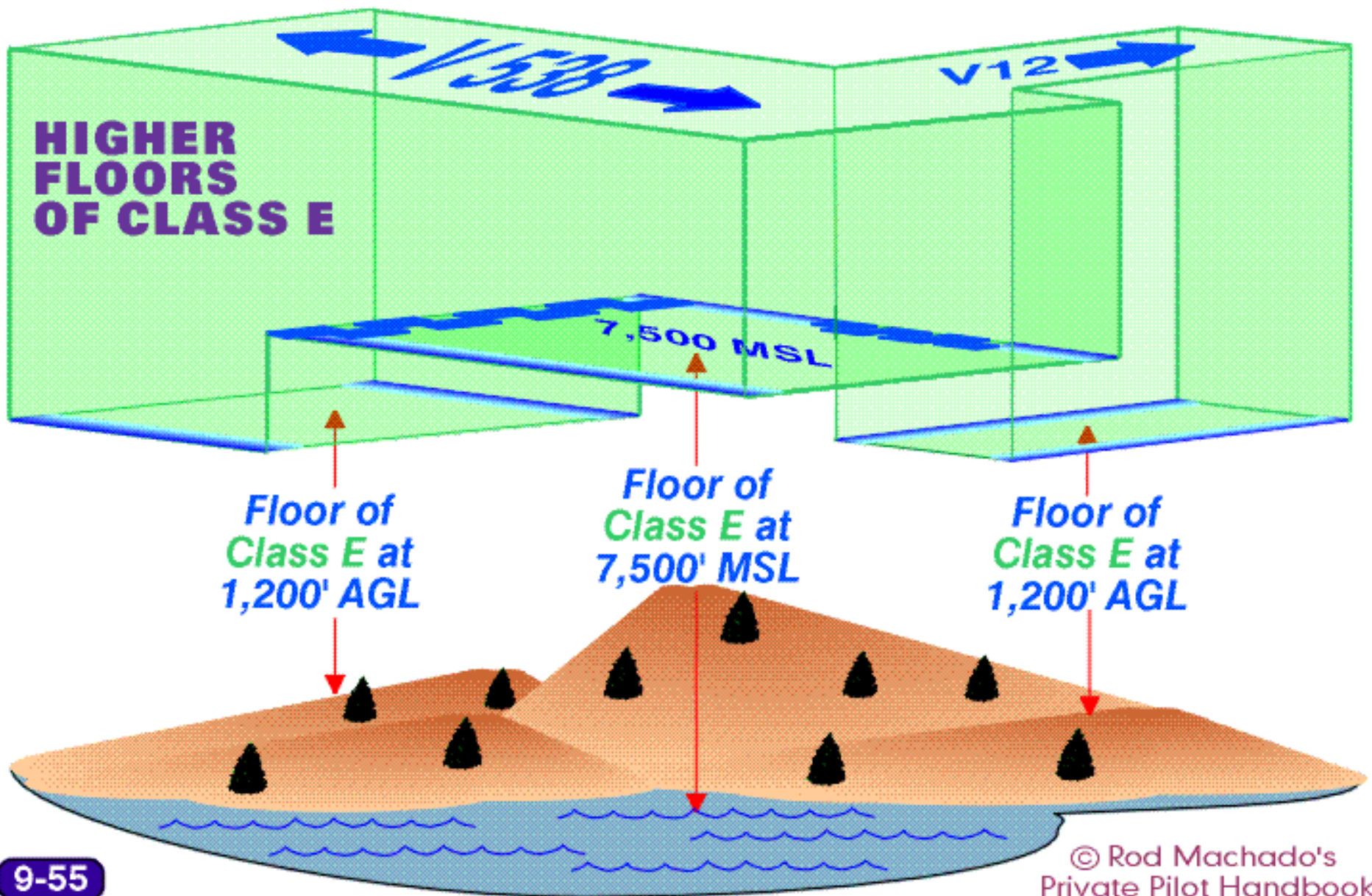
**MC COMB RCO**  
**GREENWOOD**



# Which Way Does the Magenta or Blue Fade?

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Private Pilot Handbook





Airspace		Flight Visibility	Distance from Clouds	
Class <b>A</b>		Not applicable	Not applicable	
Class <b>B</b>		3 statute miles	Clear of clouds	
Class <b>C</b>		3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal	
Class <b>D</b>		3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal	
Class <b>E</b>	At or above 10,000 feet MSL	5 statute miles	1,000 feet above 1,000 feet below 1 statute mile horizontal	
	Less than 10,000 feet MSL	3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal	
Class <b>G</b>	1,200 feet or less above the surface (regardless of MSL altitude).	Day, except as provided in section 91.155(b)	1 statute mile	Clear of clouds
		Night, except as provided in section 91.155(b)	3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal
	More than 1,200 feet above the surface but less than 10,000 feet MSL.	Day	1 statute mile	1,000 feet above 500 feet below 2,000 feet horizontal
		Night	3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal
More than 1,200 feet above the surface and at or above 10,000 feet MSL.		5 statute miles	1,000 feet above 1,000 feet below 1 statute mile horizontal	

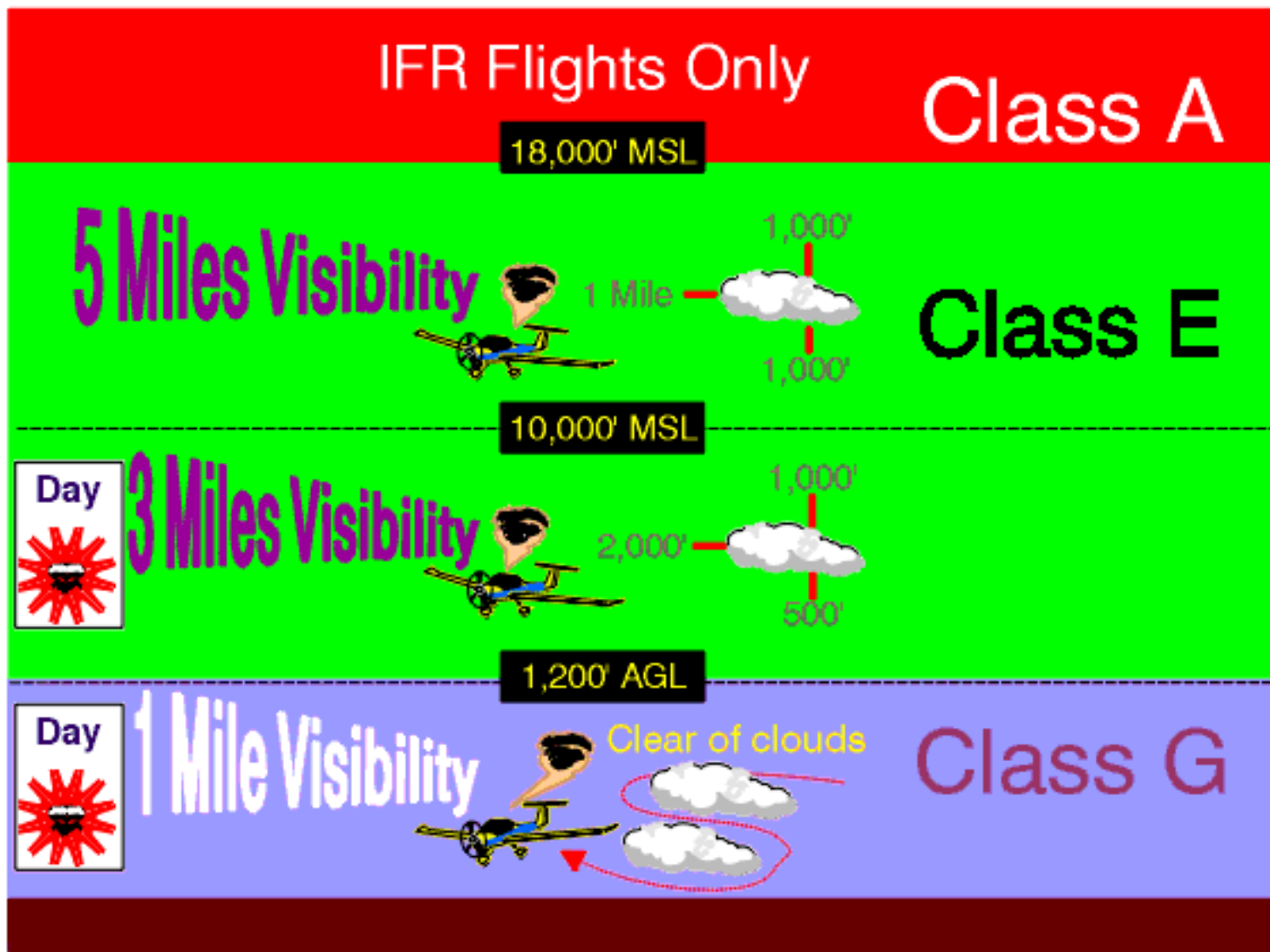


# GENERALIZATION OF LOWERING VFR MINIMUMS

As a general rule, the basic VFR weather minimums decrease as you get closer to the surface. At night, the VFR requirements all become the same below 10,000' MSL: 3 miles, 1000'/2000'/500'

**9-22**

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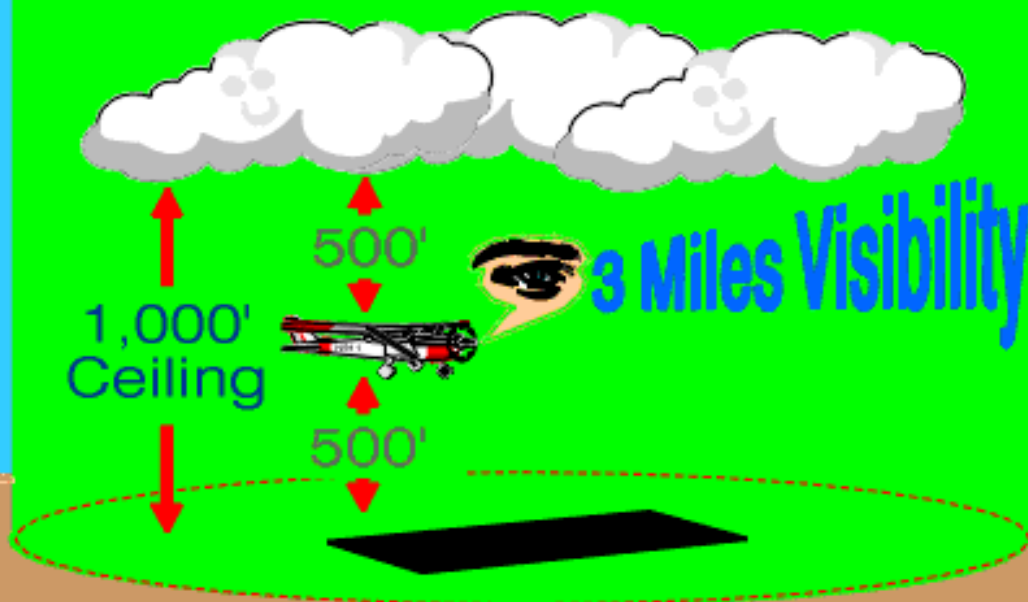


Airspace		Flight Visibility	Distance from Clouds
Class <b>A</b>		Not applicable	Not applicable
Class <b>B</b>		3 statute miles	Clear of clouds
Class <b>C</b>		3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal
Class <b>D</b>		3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal
Class <b>E</b>	At or above 10,000 feet MSL	5 statute miles	1,000 feet above 1,000 feet below 1 statute mile horizontal
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Class <b>G</b>	1,200 feet or less above the surface (regardless of MSL altitude).	Day, except as provided in section 91.155(b)	1 statute mile Clear of clouds
		Night, except as provided in section 91.155(b)	3 statute miles 1,000 feet above 500 feet below 2,000 feet horizontal
	More than 1,200 feet above the surface but less than 10,000 feet MSL.	Day	1 statute mile 1,000 feet above 500 feet below 2,000 feet horizontal
		Night	3 statute miles 1,000 feet above 500 feet below 2,000 feet horizontal
More than 1,200 feet above the surface and at or above 10,000 feet MSL.		5 statute miles 1,000 feet above 1,000 feet below 1 statute mile horizontal	

Three Cessna 152's

# WHY 1,000' WAS CHOSEN AS THE MINIMUM CEILING

*1,000' Ceiling & 3 Miles Visibility  
are the basic VFR minimums  
in Class E surface-based  
airspace*

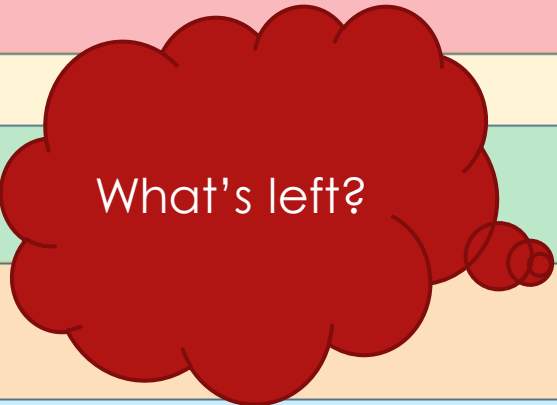


**9-11**



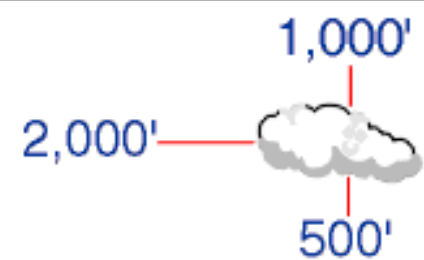



Airspace		Flight Visibility	Distance from Clouds	
Class <b>A</b>		Not applicable	Not applicable	
Class <b>B</b>		3 statute miles	Clear of clouds	
Class <b>C</b>		3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal	
Class <b>D</b>		3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal	
Class <b>E</b>	At or above 10,000 feet MSL	5 statute miles	1,000 feet above 1,000 feet below 1 statute mile horizontal	
	Less than 10,000 feet MSL	3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal	
Class <b>G</b>	1,200 feet or less above the surface (regardless of MSL altitude).	Day, except as provided in section 91.155(b)	1 statute mile	Clear of clouds
		Night, except as provided in section 91.155(b)	3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal
	More than 1,200 feet above the surface but less than 10,000 feet MSL.	Day	1 statute mile	1,000 feet above 500 feet below 2,000 feet horizontal
		Night	3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal
	More than 1,200 feet above the surface and at or above 10,000 feet MSL.	5 statute miles	1,000 feet above 1,000 feet below 1 statute mile horizontal	



Airspace		Flight Visibility	Distance from Clouds
Class <b>A</b>		Not applicable	Not applicable
Class <b>B</b>		3 statute miles	Clear of clouds
Class <b>C</b>		3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal
Class <b>D</b>		3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal
Class <b>E</b>	At or above 10,000 feet MSL	5 statute miles	1,000 feet above 1,000 feet below 1 statute mile horizontal
	Less than 10,000 feet MSL	3 statute miles	1,000 feet above 500 feet below 2,000 feet horizontal
Class <b>G</b>	1,200 feet or less above the surface (regardless of MSL altitude).	Day, except as provided in section 91.155(b)	1 statute mile Clear of clouds
		Night, except as provided in section 91.155(b)	3 statute miles 1,000 feet above 500 feet below 2,000 feet horizontal
	More than 1,200 feet above the surface but less than 10,000 feet MSL.	Day	1 statute mile 1,000 feet above 500 feet below 2,000 feet horizontal
		Night	3 statute miles 1,000 feet above 500 feet below 2,000 feet horizontal
More than 1,200 feet above the surface and at or above 10,000 feet MSL.		5 statute miles 1,000 feet above 1,000 feet below 1 statute mile horizontal	

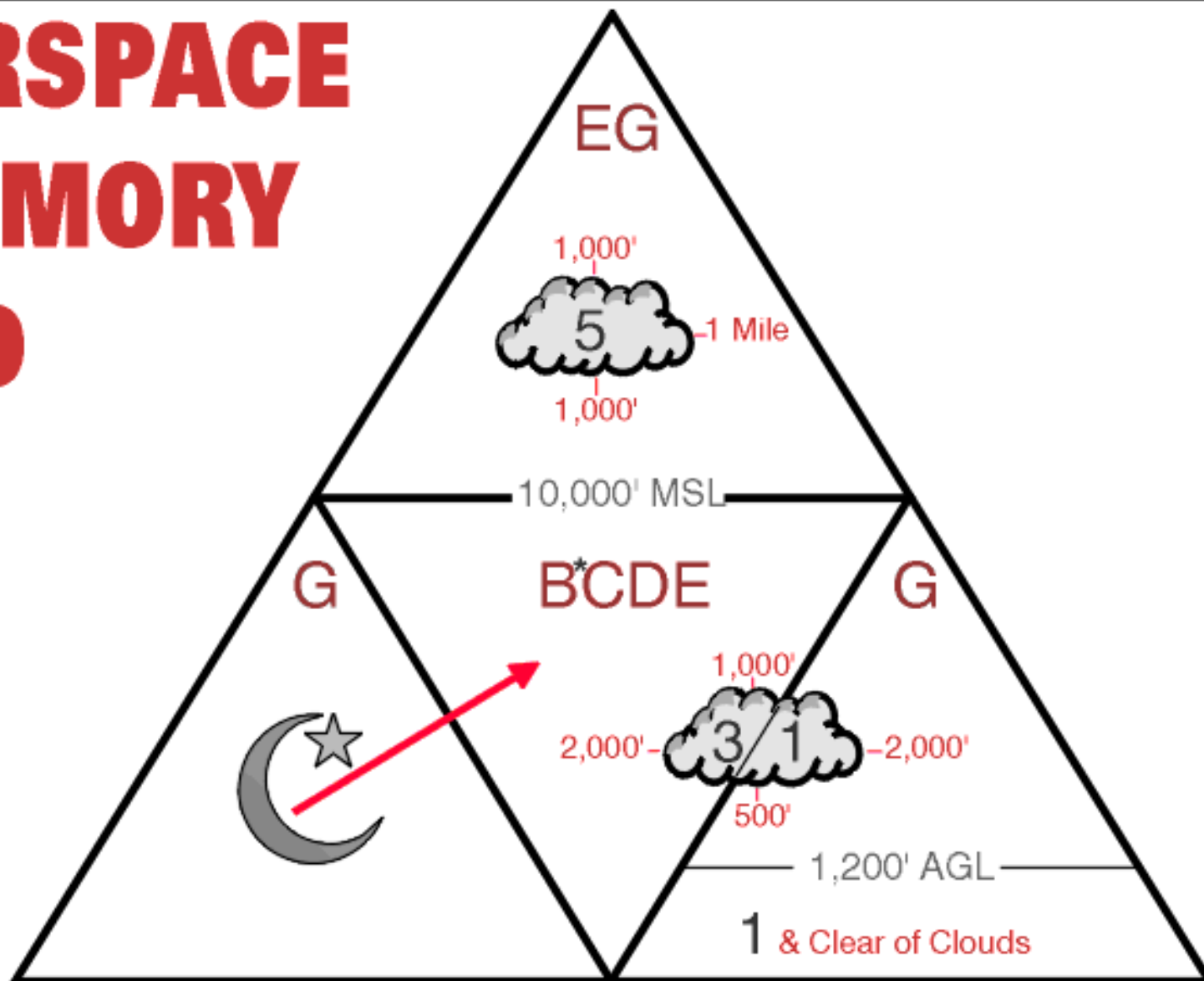


# CLASS G MINIMUMS

<i>Airspace/Altitude</i>		<i>Visibility</i>	<i>Cloud Clearance</i>
Class G airspace 1,200 feet or less AGL regardless of MSL altitude	<b>Night</b> 	<b>3 Miles Visibility</b> 	 1,000' 2,000' 500'
	<b>Day</b> 	<b>1 Mile Visibility</b> 	 Clear Of Clouds

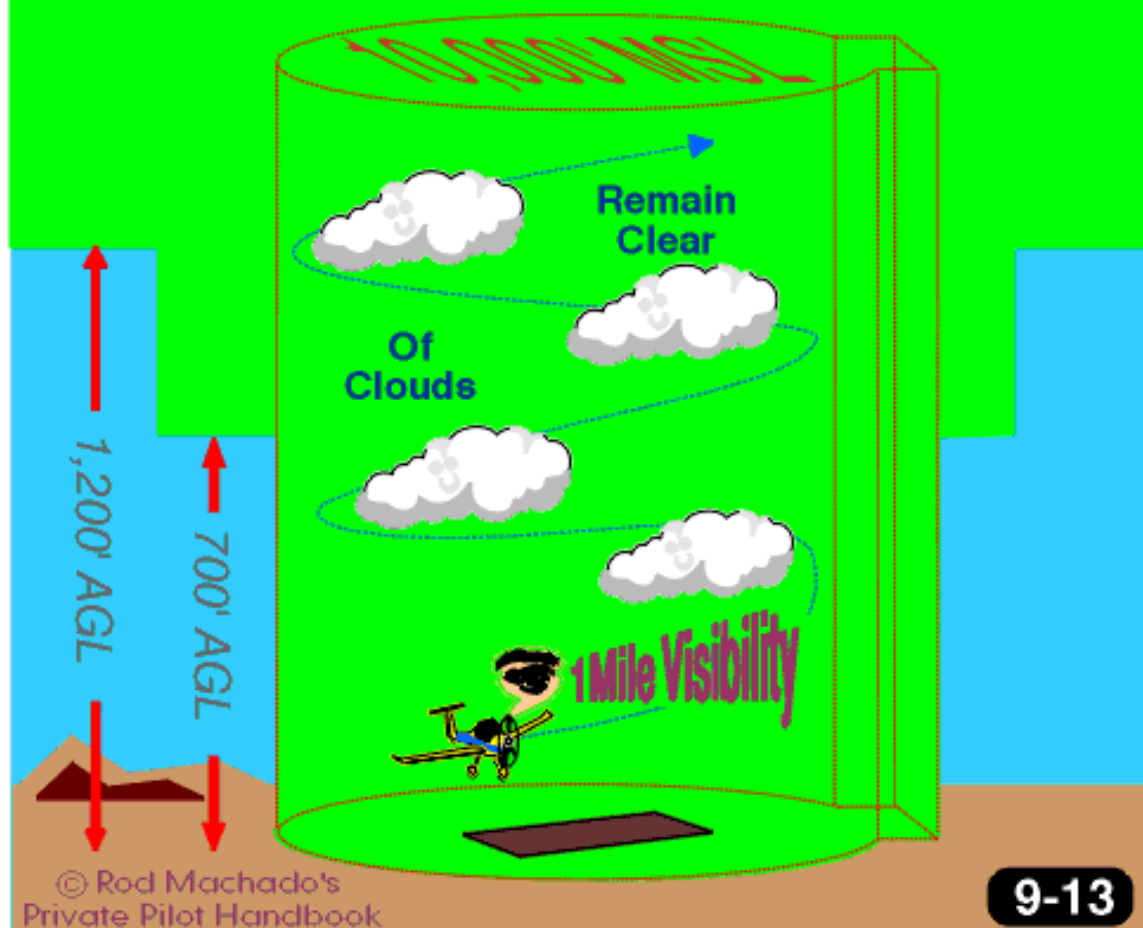
# Remember the Minima

## AIRSPACE MEMORY AID



\*Class B airspace requires you to remain clear of clouds

## Special VFR - 1 Mile Visibility & Remain Clear Of Clouds



## SPECIAL VFR

A special VFR clearance applies only within the lateral limits of the Class E surface area (B, C & D also) below 10,000 feet MSL. It allows you to fly with 1 mile visibility while remaining clear of clouds. The purpose of SVFR is to allow you to depart toward VFR weather or to land when the weather is less than basic VFR.