

CLASS	TYPICAL LIMITS / SHAPE	VFR ENTRY	EQUIPMENT / STUDENT NOTE	BASIC VFR WEATHER
A	18,000 MSL through FL 600.	IFR only. ATC clearance required.	IFR equipped. Mode C transponder and ADS-B Out.	VFR not applicable.
B	Surface to generally 10,000 MSL. Individually tailored with shelves.	Hear: "Cleared into Class Bravo."	Two-way radio, Mode C transponder, ADS-B Out. Student solo requires specific training and a 90-day endorsement under 61.95; some airports prohibit student solo.	3 SM and clear of clouds.
C	Typical 5 NM radius surface core and a 10 NM radius shelf from 1,200 to 4,000 AAE.	Establish two-way radio communication before entry. ATC must acknowledge your call sign.	Two-way radio, Mode C transponder, ADS-B Out.	3 SM, 500 below, 1,000 above, 2,000 horizontal.
D	Surface to generally 2,500 AAE. Individually tailored; may be part-time.	Establish two-way radio communication before entry. ATC must acknowledge your call sign.	Two-way radio. No transponder or ADS-B rule solely because it is Class D; another rule may still require it.	3 SM, 500 below, 1,000 above, 2,000 horizontal.
E	Controlled airspace not A, B, C, or D. May begin at the surface, 700 AGL, 1,200 AGL, or another charted altitude.	No ATC clearance or contact solely to enter VFR. Towered-airport and other operating rules still apply.	No equipment solely because it is Class E. Transponder and ADS-B rules may apply by altitude or location.	Below 10,000 MSL: 3-152. At or above 10,000 MSL: 5-111.
G	From the surface to the base of overlying Class E.	No ATC clearance or contact solely to enter VFR.	No equipment solely because it is Class G. Other operating and equipment rules still apply.	Varies by altitude and day/night. See page 2.

AAE = above airport elevation | MSL = mean sea level | AGL = above ground level

Confirm actual boundaries on the current chart.

CORE MEMORY PATTERNS

SM = statute miles

B

CLASS B
3 SM

CLEAR OF CLOUDS

C

CLASS C / D / E BELOW 10,000 MSL
3 SM

500 BELOW | 1,000 ABOVE | 2,000 HORIZONTAL

E

CLASS E AT OR ABOVE 10,000 MSL
5 SM

1,000 BELOW | 1,000 ABOVE | 1 SM HORIZONTAL

CLASS G - AIRPLANES

G

1,200 AGL OR LESS - DAY
1 SM

CLEAR OF CLOUDS

G

1,200 AGL OR LESS - NIGHT
3 SM

500 BELOW | 1,000 ABOVE | 2,000 HORIZONTAL

G

MORE THAN 1,200 AGL, BELOW 10,000 MSL
DAY 1 SM | NIGHT 3 SM

500 BELOW | 1,000 ABOVE | 2,000 HORIZONTAL

G

MORE THAN 1,200 AGL, AT/ABOVE 10,000 MSL
5 SM

1,000 BELOW | 1,000 ABOVE | 1 SM HORIZONTAL

FAA PHAK QUICK REFERENCE

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

FAA-H-8083-25C, Figure 15-8.

SPECIAL VFR - 91.157

Below 10,000 MSL in surface-based controlled airspace: **ATC clearance, 1 SM, clear of clouds.** For airplanes at night, the pilot must be instrument rated and the aircraft equipped for IFR. Some Class B primary airports prohibit SVFR.

Night Class G exception for airplanes: 1 SM, clear of clouds, in the traffic pattern within 1/2 mile of the runway. See 91.155(b).

PHAK AIRSPACE VISUAL

FAA profile and quick-review cues

FAA PHAK VISUAL

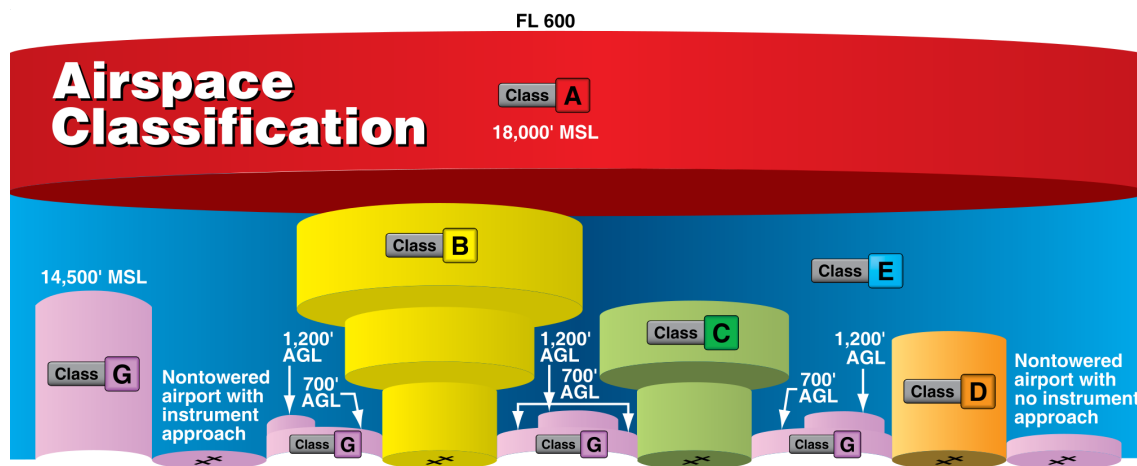


Figure 15-1. Airspace profile.

LOOK FOR FIVE THINGS

1. Floor and ceiling
2. Lateral boundary
3. Entry requirement
4. Required equipment
5. VFR weather minimums

FAST MEMORY LINE B = clearance | C and D = communication | E and G = no VFR entry call

CONTROLLED VS. UNCONTROLLED

Controlled: Classes A, B, C, D, and E. ATC services depend on the class and operation.

Uncontrolled: Class G. This does not mean unregulated.

ALTITUDE ANCHORS

18,000 MSL: Class A begins

FL600: included in Class A; Class E above

14,500 MSL: Class E generally begins

when not designated lower

700 / 1,200 AGL: common Class E floors

CALL SIGN RULE

For Class C or D, two-way communication is established when ATC responds using your aircraft call sign. If ATC says "Aircraft calling, standby," two-way radio communication has not been established and you may not enter.

CHECK BEFORE FLIGHT

Use the current sectional, NOTAMS, TFRs, frequencies, and weather. This sheet is a study aid, not a substitute for current FAA sources.