



## MetroAir Virtual Airlines

ATC GUIDE: AIRSPACE V 1.0

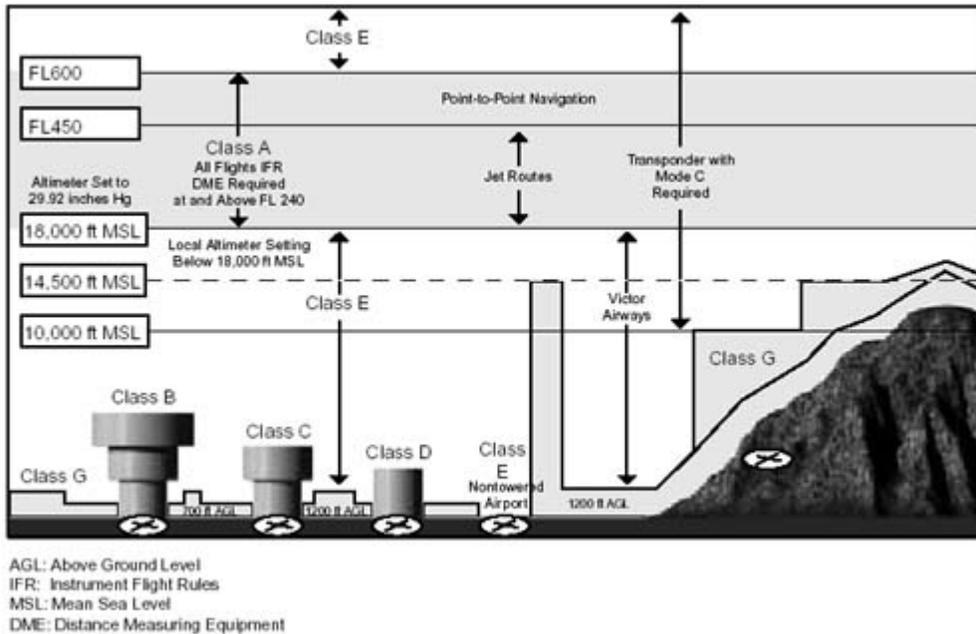


Photo by Mike Adamo

**NOT FOR REAL WORLD AVIATION**

**GETTING STARTED**

The ICAO (International Civil Aviation Organization) defines 7 different classifications of airspaces, class A through class G. These airspaces are meant to provide a standard for classifying rules on where you are allowed to fly, all around the world. However, some countries choose not to observe all the airspace classifications or choose to modify the definition of the airspaces. For the purposes of this document, we will focus on how the United States observes the airspaces.



**CLASS A**

Class A airspace is controlled airspace across the entire United States starting at 18,000 MSL ranging to FL600. To fly in Class A airspace you must file an IFR flight plan.

**CLASS B**

Class B airspace is the airspace around the busiest airports. To fly in Class B airspace you must be given clearance to enter the airspace. The airspace is controlled by Departure and Approach Controllers.

The bounds of Class B airspace are shown on a sectional chart by concentric solid blue circular lines. The top and bottom of the airspace is defined by what looks like a fraction, e.g. 80/30. So in Figure 1, the innermost circle surrounding the airport starts at the ground surface and extends to 8,000 ft MSL. The next ring begins at 2,400 ft MSL and extends to 8,000 ft. Can you figure out what the next ring's vertical boundaries are?



Figure 1. Class B Airspace

## CLASS C

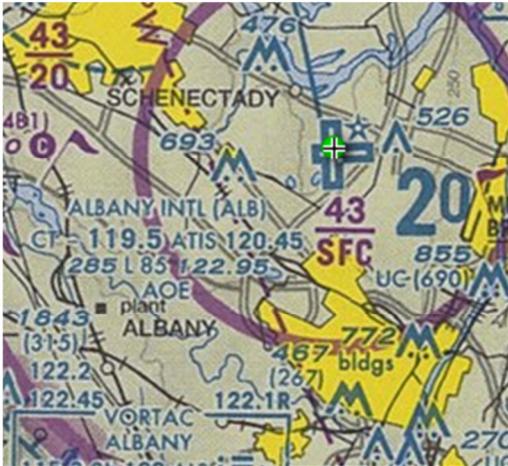


Figure 2. Class C Airspace

Class C airspace is similar to Class B but smaller. Class C airspace is around moderately busy airports. All aircraft entering Class C must establish radio communication with ATC prior to entry but a specific clearance is not required.

The bounds of Class C airspace are shown on a sectional chart by concentric solid purple circular lines. The top and bottom of the airspace is defined the same as in Class B airspace.

## CLASS D

**Class D** airspace surrounds airports with an operational tower that are not Class B or Class C. Class D airspace extends from the surface to 2,500 ft above the airport elevation around the airport. Class D airspace is depicted with blue segmented lines.



Figure 3. Class D Airspace

## CLASS E

Class E airspace is controlled airspace that is specifically not Class A, Class B, Class C or Class D. Class E airspace is indicated on sectional charts in a few different ways depending on the floor of the airspace. It is best to view the sectional chart legend to identify Class E airspace. All airspace above FL600 also falls into Class E airspace.

## CLASS G

Class G airspace is uncontrolled airspace from the ground up to 1200 ft above ground. Class G airspace isn't shown on a sectional chart, but is instead implied. There are exceptions where the airspace below 1200 ft AGL does not fall into Class G airspace. The first is around controlled airports where another class of airspace extends to the ground. The second is around uncontrolled airports with published instrument approaches. In this case, the Class E airspace extends down to 700 ft AGL, so the Class G airspace covers from the ground up to 700 ft AGL.