

AirVenture 2007

FAA Airspace Training for Sport Pilots or “What is ABCDE Airspace?”

Jack Vandeventer, MCFI, Gold Seal

July 2007



Which is true regarding flight operations to a satellite airport with an operating control tower within Class B, C and D airspace?

A) Prior to entering that airspace, a Sport Pilot must contact the FSS.

B) Prior to entering that airspace, a Sport Pilot must contact the airport tower and get squawk code.

C) Prior to entering that airspace, a Sport Pilot must receive the appropriate logbook endorsement.

http://www.rodmachado.com/Sport_Pilot_Supplementary_Info.htm



Which is true regarding flight operations to a satellite airport with an operating control tower within Class B, C and D airspace?

A) Prior to entering that airspace, a Sport Pilot must contact the FSS.

B) Prior to entering that airspace, a Sport Pilot must contact the primary airport tower and get a squawk code.

C) Prior to entering that airspace, a Sport Pilot must receive the appropriate logbook endorsement.



Sport Pilot TRAINING ENDORSEMENTS (TO ACT AS PIC)

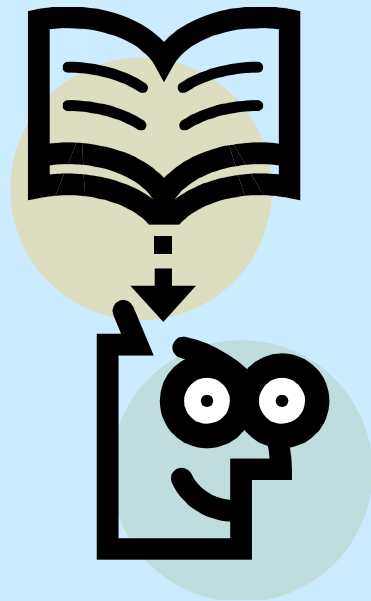
- Tail wheel Airplanes 61.31(i),(j)

- Over 87 KIAS

- *To operate in* **B, C, & D** *airspace*

- Logbook Training Endorsements for “Ground Tow”, “Aero Tow” and “Self Launch” Replace Limitations Shown on Certificates





Sec. 61.315 (C) (7)

What are the privileges and limits of my sport pilot certificate?

In Class B, C, and D airspace, at an airport located in Class B, C, or D airspace, and to, from, through, or at an airport having an operational control tower unless you have met the requirements specified in §61.325.

http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgFAR.nsf/0/4D1D44301B046AFB86256EE100717C41?OpenDocument

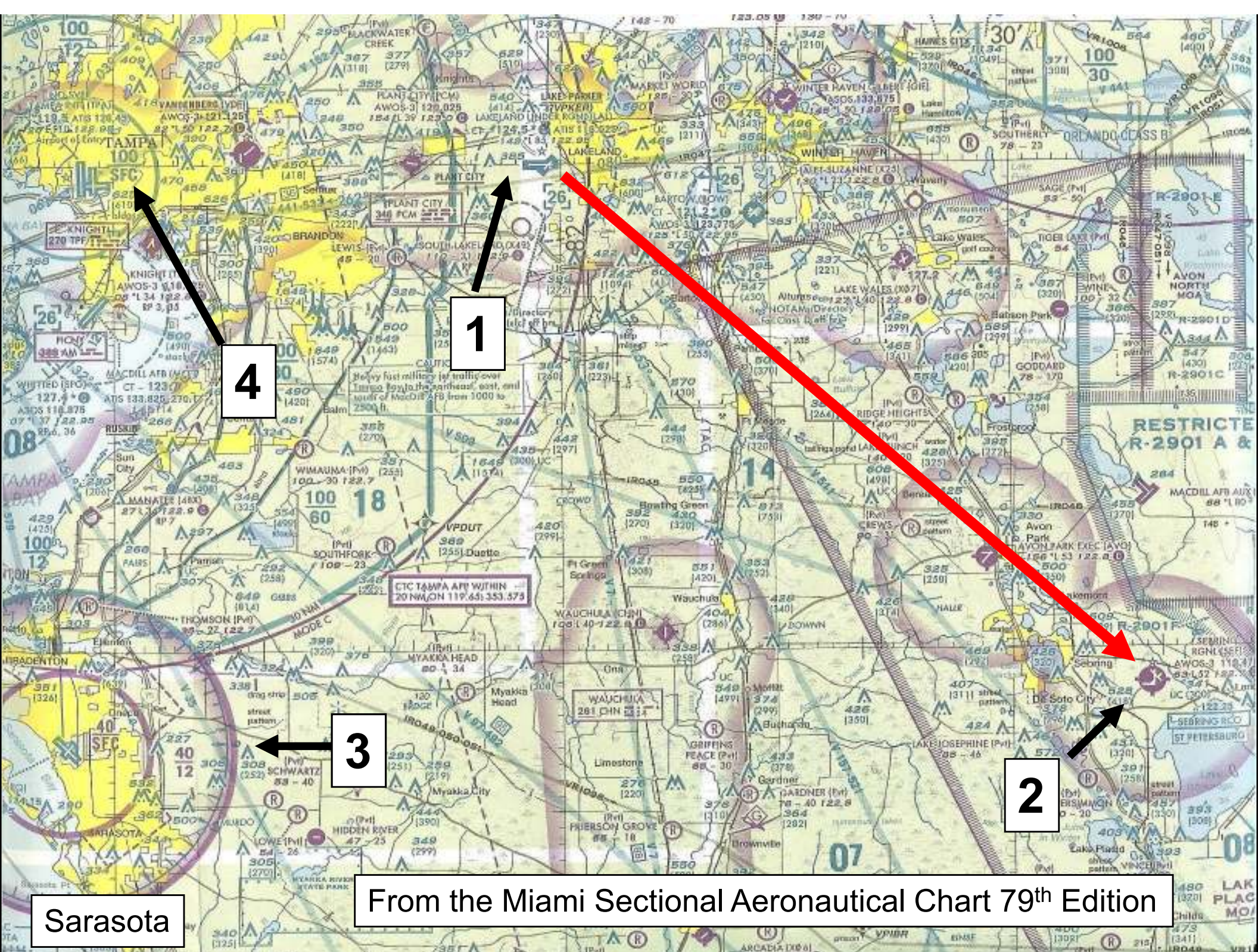


Sec 61.325

How do I obtain privileges to operate a light-sport aircraft at an airport within, or in airspace within, Class B, C, and D airspace, or in other airspace with an airport having an operational control tower?

If you hold a sport pilot certificate and seek privileges to operate a light-sport aircraft in Class B, C, or D airspace, at an airport located in Class B, C, or D airspace, or to, from, through, or at an airport having an operational control tower, you must receive and log ground and flight training. The authorized instructor who provides this training must provide a logbook endorsement that certifies you are proficient in the following aeronautical knowledge areas and areas of operation:

- (a) The use of radios, communications, navigation system/facilities, and radar services.
- (b) Operations at airports with an operating control tower to include three takeoffs and landings to a full stop, with each landing involving a flight in the traffic pattern, at an airport with an operating control tower.
- (c) Applicable flight rules of part [91](#) of this chapter for operations in Class B, C, and D airspace and air traffic control clearances.



4

1

3

2

From the Miami Sectional Aeronautical Chart 79th Edition

Sarasota



Sectional Legend

Each Sectional contains legend information that shows you what all the colors, numbers, and symbols.

- Solid lines are C and B
- Look at the “dashed line” indicating Class D airspace

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.

- Class B Airspace
- Class C Airspace (Mode C See F.A.R. 91.215/AIM.)
- Class D Airspace
- Ceiling of Class D Airspace in hundreds of feet. (A minus ceiling value indicates surface up to but not including that value.)
- Class E (sfc) Airspace
- Class E Airspace with floor 700 ft. above surface.
- Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace.
- 2400 MSL** Differentiates floors of Class E Airspace greater than 700 ft. above surface
- 4500 MSL**
- Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.
- Class E Airspace low altitude Federal Airways are indicated by center line.
- Intersection - Arrows are directed towards facilities which establish intersection.
- 132°** → **V 69** ←
- Total mileage between NAVAIDS on direct Airways. **169**
- Prohibited, Restricted, Warning and Alert Areas Canadian Advisory and Restricted Areas
- MOA - Military Operations Area
- Special Airport Traffic Areas (See F.A.R. Part 93 for details)
- ADIZ - Air Defense Identification Zone

OBSTRUCTIONS

- 1000 ft. and higher AGL
- below 1000 ft. AGL
- Group Obstruction
- Obstruction with high-intensity lights May operate part-time
- 2049** ← Elevation of the top above mean sea level
- (1149)** ← Height above ground
- UC** ← Under construction or reported; position and elevation unverified
- NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

- 1° E** Isogonic Line (2000 VALUE)
- Ultralight Activity
- Flashing Light**
- Hang Glider Activity
- Marine Light**
- Glider Operations
- Parachute Jumping Area (See Airport/ Facility Directory.)
- VPXYZ** VFR Waypoints (See Airport/Facility Directory)
- NAME (VPXYZ)**



Sebring (SEF)
AWOS ?
C ?
Runways?
Winds?
Active?
Where to get info?

48 mile Flight to
Sebring
Planned

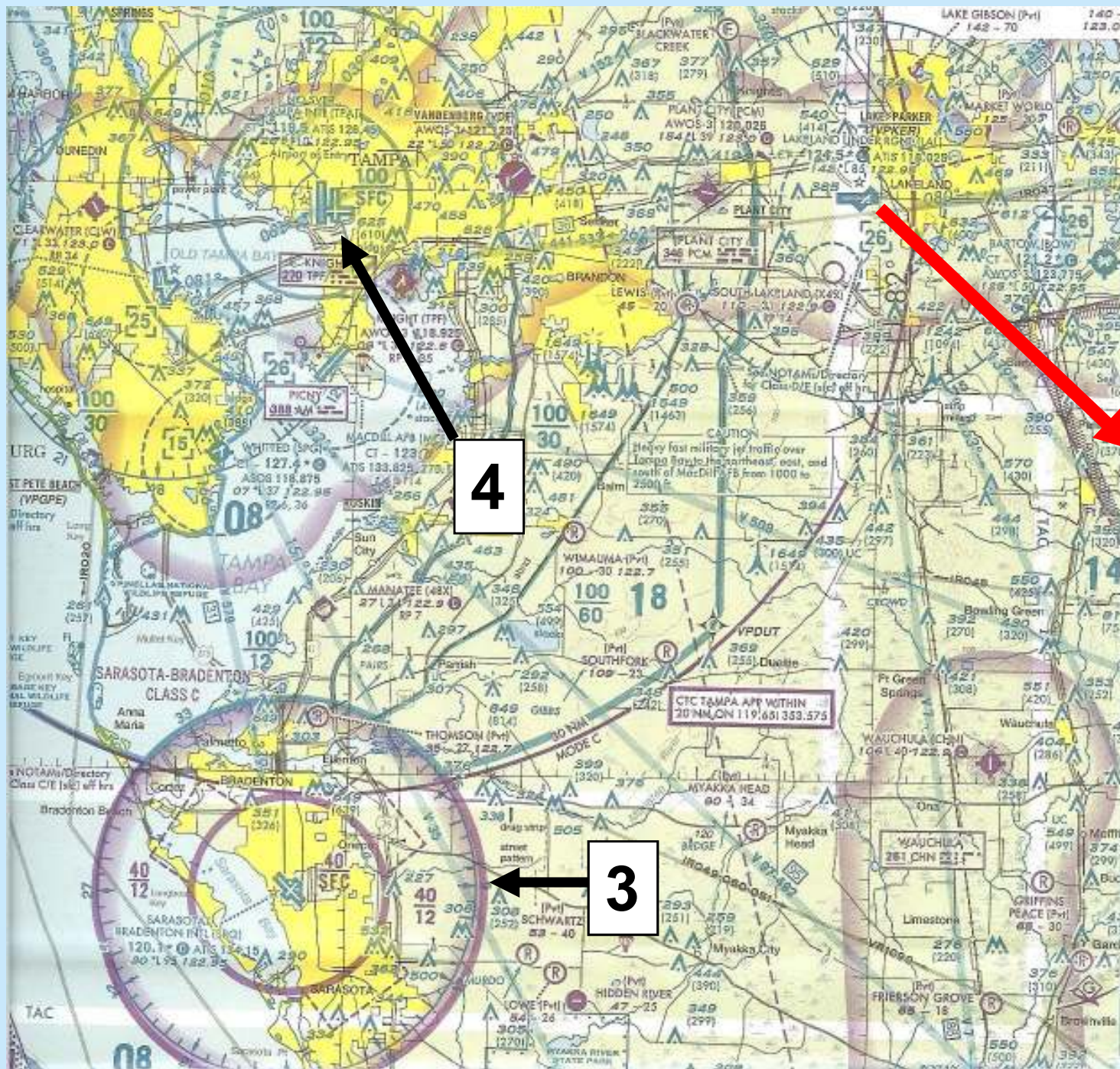
What type of
Airspace is SEF?

From the Miami Sectional Aeronautical Chart 79th Edition

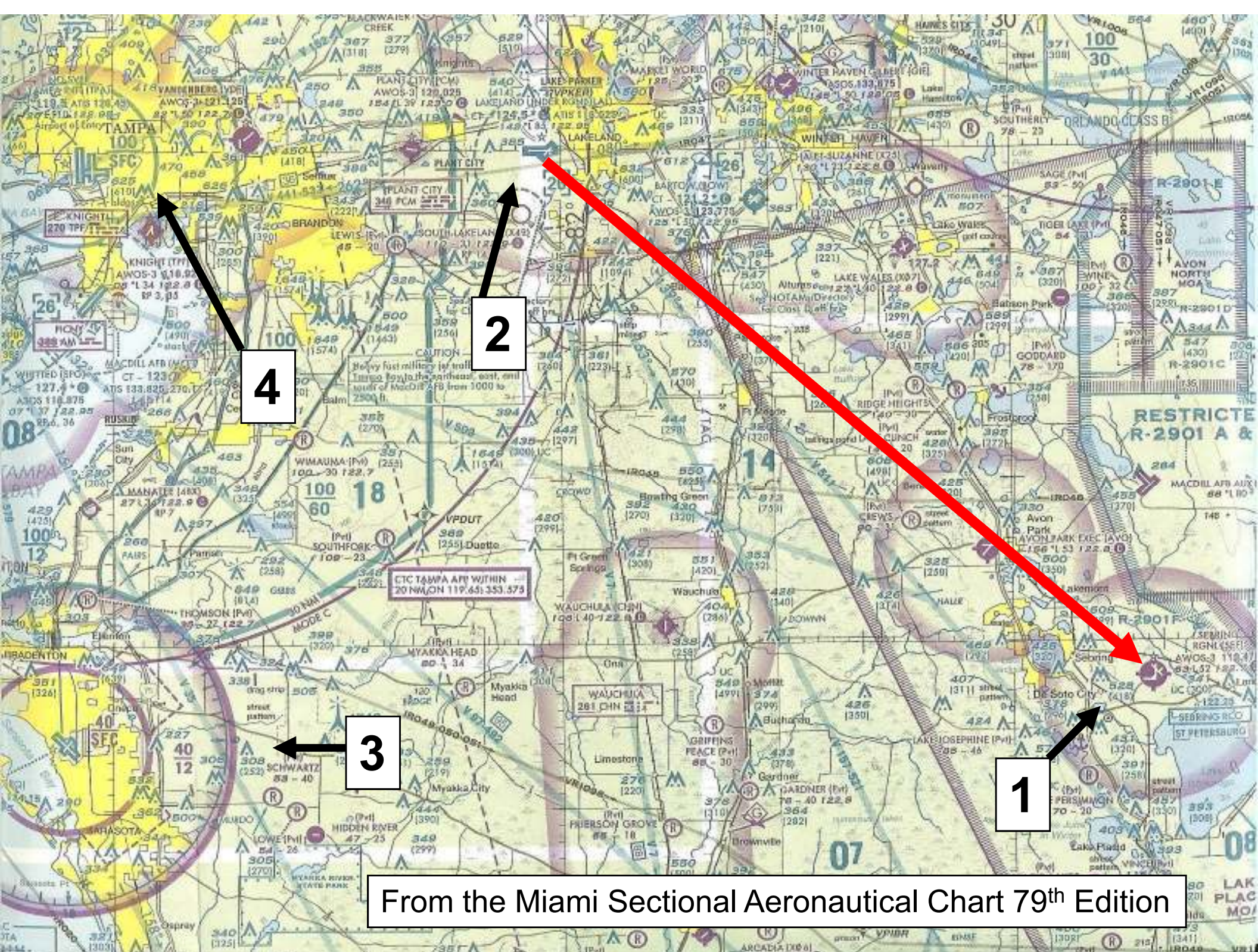


Be aware of other Class D areas: See any?
Be aware of the Tampa (4) Class B ring and altitude.
See the ring?
See the altitude?
See the contact frequency box?

Look at Sarasota and the Class C “Wedding cake” (3)



From the Miami Sectional Aeronautical Chart 79th Edition



4

2

3

1

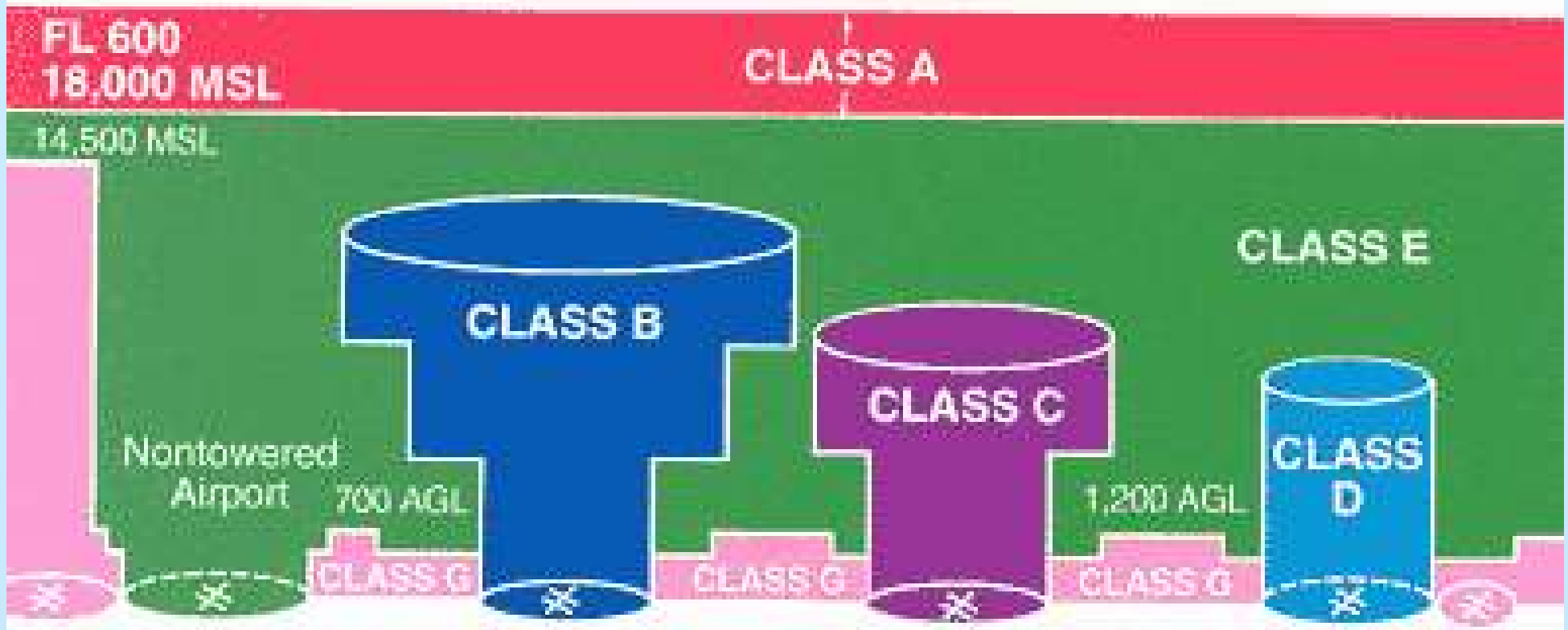
From the Miami Sectional Aeronautical Chart 79th Edition



What 61.325 areas can we train on today?

- (a) The use of radios, communications, navigation system/facilities, and radar services.
- ~~(b) Operations at airports with an operating control tower to include three takeoffs and landings to a full stop, with each landing involving a flight in the traffic pattern, at an airport with an operating control tower.~~
- (c) Applicable flight rules of part [91](#) of this chapter for operations in Class B, C, and D airspace and air traffic control clearances.

U.S. Airspace Classes at a Glance



AGL - above ground level
 FL - flight level
 MSL - mean sea level



Airspace Classes	Communications	Entry Requirements	Separation	Special VFR in Surface Area
A	Required	ATC clearance	All	N/A
B	Required	ATC clearance	All	Yes
C	Required	Two-way communications prior to entry	VFR/IFR	Yes
D	Required	Two-way communication prior to entry	Runway operations	Yes
E	Not required for VFR	None for VFR	None for VFR	Yes
G	Not required	None	None	N/A





Your plan must include:

- Current charts
- Runway information
 - Lengths
 - Headings (2/20, 9/27, 15/33, ...)
- Weather and Tower frequency
- Airport diagram with taxiway info
- Airport services location (big places and many services)
- Event or site web/published information



Where to get information?

- Local event publications and NOTAMs
- Use your DoT FAA sectional chart-Please only current charts (www.naco.faa.gov) and it's the law (current official charts only)
- Airport Facility Directory (the green book) as it is current, published every _____ days
- Get runways and length (5-23 4000' x 75' or 14-32 1900' x 30')
- Suggestion: Use AOPA thick book as a starting reference because its published only 1 x per year and frequencies change



Navigation and Airport Services



NOTAM

Special Flight Procedures effective 6 AM CDT July 20 to 11:59 PM CDT July 29, 2007

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www.airventure.org/ATC



Use of Radios in Class B, C, D Weather planning

- Check chart to see if weather reporting is available (common at these facilities)
 - Look for ATIS or AWOS frequency such as 118.025 near the tower frequency
 - If ATIS: weather is given a Code such as HOTEL or LIMA (this changes alphabetically as the weather changes) so if you leave soon, listen again and get the Current weather and designation.
 - Listen to the weather and for landing information such as winds (320 at 10 Gusting to 16) to help with runway planning



Radio: Getting the weather and Contacting the Tower

1. Get the frequencies (weather and tower 118.5) from the chart
2. Listen to the weather by 30 miles out and write it down (completed before 20 miles out, 5-8 minutes)
3. Call the tower:
 - First call: Oshkosh Tower .. Cub N51129
4. They answer you: Cub N51129... Oshkosh Tower
 - You say: “Oshkosh Tower Cub N51129 is 20 (or distance for you) southwest inbound for landing”
 - If there is an ATIS: add...”with Hotel”
 - If AWOS: add...”with the weather” – you know the wind, ceiling, visibility, and other recorded info
 - Now we practice



Radio: Contacting the Tower

1. Listen to the weather- Oshkosh ATIS 118.75 and make note of winds and active runway or choose runway
2. Get the Tower frequency -118.5 from the NOTAM
3. Call the tower:
 - First call: Oshkosh Tower .. Cub N51129
4. They answer you: Cub N51129... Oshkosh Tower
 - You say: “Oshkosh Tower Cub N51129 is 20 (or distance for you) southwest inbound for landing”
 - If there is an ATIS: add...”with Hotel” or the letter code
 - If AWOS: add...”with the weather” – you know the wind, ceiling, visibility, and other recorded info
 - Now we practice



What should you do prior to Engine start?

- Fold your charts
- Get the radios tuned
- Listen to the AWOS or ATIS and write down the information (so you don't forget)
- Make sure that you have enough gas
- Preflight complete
- Call Ground for your clearance-Get frequency from AFD (not always 121.9)



Departing: What to say?

- You already have the weather? ATIS 118.75
- You say “Oshkosh Tower: Cub N51129”
- Wait until they get back to you if they are busy
- They say “Cub N51129 Oshkosh Tower
- You say: “Oshkosh Tower Cub N51129 at North Forty departing to southwest, ready to taxi with Zulu”
- They say “Cub N51129 taxi to runway 27, wind 290 at 8”
- Now we practice



What do you know so far?

- Plan to arrive- charts, distances, frequencies
- Where to go
- What to avoid
- How to leave- planning information



Training Purpose

- Sport Pilot requires training and endorsement prior to entering B, C, D
- Some towers such as Oshkosh are temporary towers
- Other towers such as Lakeland for Sun n' Fun is not a Temporary Tower so you must practice and be endorsed





What is the Airspace Alphabet?

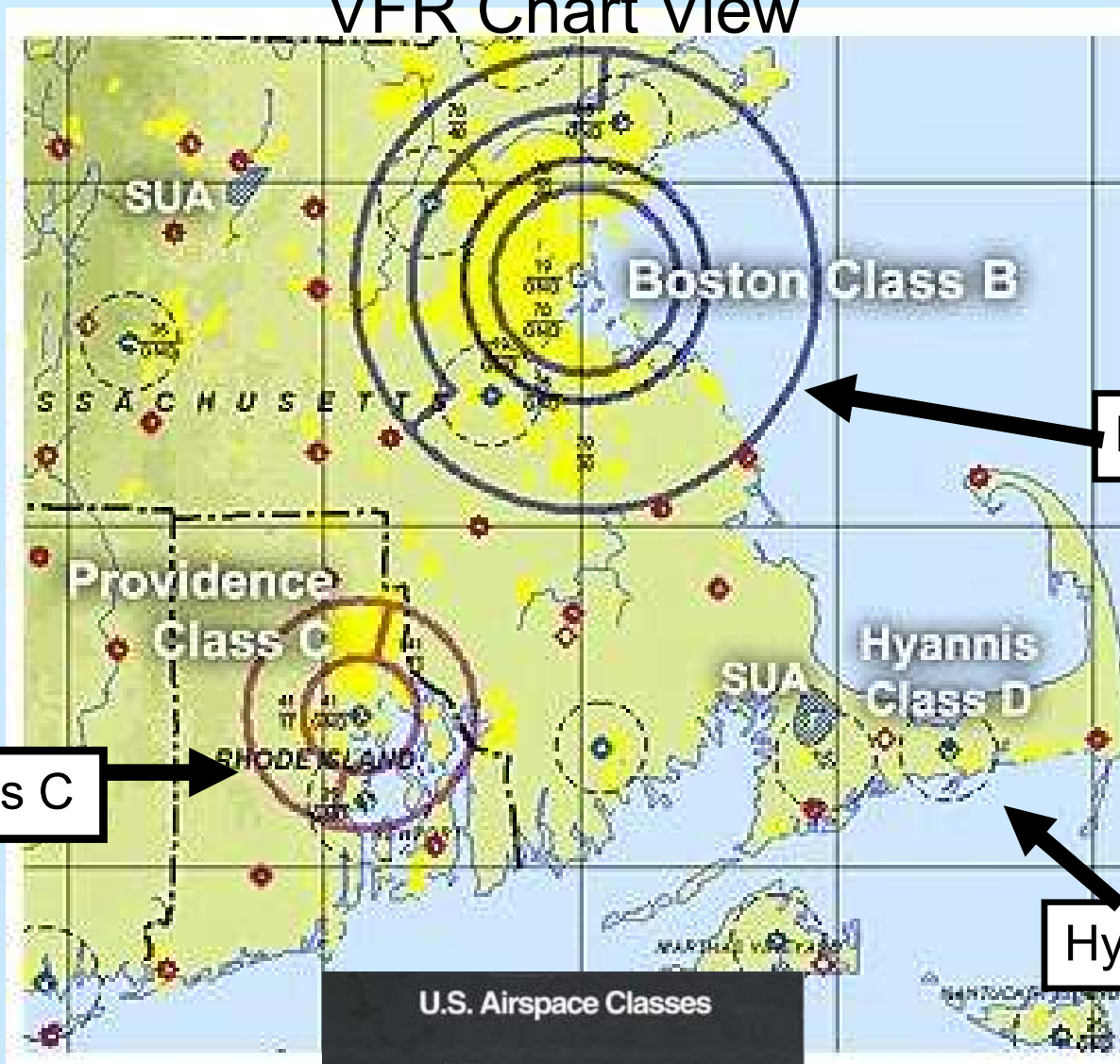
- Airspace Designations
 - Class A (18,000' and above)
 - Class B (think Big: Chicago at least 30 m out)
 - Class C (Indianapolis must communicate and have Mode C and call 20 miles out)
 - Class D (Must communicate at least 10 m out)
 - Class E/G (every where else, G in the mountains)

Definitions are from the
Pilot/Controller Glossary
(7110.65H)



Airspace on the map

VFR Chart View



Boston = Class B

Providence = Class C

Hyannis = Class D





The “Endorsement”

- Endorsement language from AC 61-65E:

AC 61-65E

11/29/05

Appendix 1

28. Class B, C, or D airspace, at an airport located in Class B, C, or D airspace, or to, from, through, or on an airport having an operational control tower: section 61.325.

I certify that (*First name, MI, Last name*) has received the required training of section 61.325. I have determined he/she is proficient to conduct operations in Class B, C, or D airspace, at an airport located in Class B, C, or D airspace, or to, from, through, or on an airport having an operational control tower.

/s/ [date] J. J. Jones 987654321CFI Exp. 12-31-05





Ground training log book

_____ has received the ground training required of section 61.325 for Lakeland Linder Regional (LAL). Preflight planning, gathering weather information, runways, planning for tower communications for operation into this Class D airport.
J. W. Vandeventer, CFI2710971, exp 4/08 _____

Get with your flight instructor and go practice the real flight for the complete endorsement below that allows your to fly into the class D airspace

AC 61-65E

11/29/05

Appendix 1

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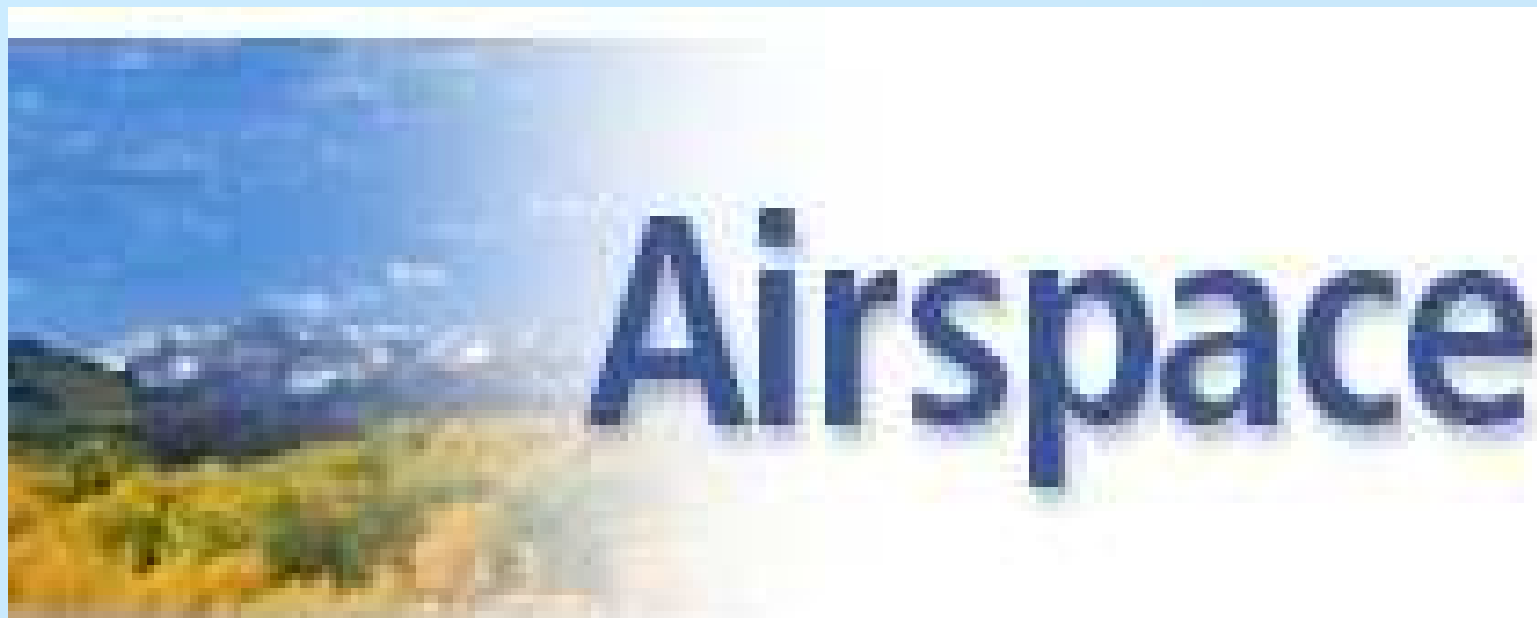
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References

- Miami Sectional 79th edition
- Jacksonville Sectional 78th edition
- http://www.rodmachado.com/Sport_Pilot_Supplementary_Info.htm
- FAA Airspace reference card
- AIM/FAR 2007
- Pilot/Controller Glossary (7110.65H)
- FAA Airport Facility Directory



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