AMERICAN FLYERS

FIRC Stage 4

Chapter 1

Overview

In 2004, the FAA approved a new pilot certificate and aircraft category program to allow individuals to join the aviation community by reducing training requirements that affect the overall cost of learning to fly. The Sport Pilot Certificate was created for pilots flying light-weight, simple aircraft and offers limited privileges. The Light Sport Aircraft (LSA) category includes land and sea airplanes, gyroplanes, airships, balloons, weight-shift control (land and sea), gliders and powered parachutes.

Gyroplane

What is a Light Sport Aircraft?

Many aircraft already meet the light sport aircraft criteria and many manufacturers are now producing modern light sport aircraft. Flight instructors will be asked to provide information and possibly training for this new certificate. Instructors should be made aware of the requirements, privileges and limitations of the Sport Pilot certificate. Medical requirements for this rating are of particular interest. Instructors must be aware of the new endorsement requirements for the Sport Pilot. Since light sport aircraft must meet certain criteria, a well-informed flight instructor would be expected to be aware of the basic requirements. The new Sport Pilot and Light Sport Aircraft rules address the certification of:

- Light sport aircraft.
- Sport pilot and flight instructor with a sport rating.
- Repairmen.
- Inspection and maintenance of the new experimental and special light sport aircraft.

This rule will impact a large population of pilots that are involved in operating FAA-registered and certificated aircraft that meet the definition of light sport aircraft. This rule will also provide for better access to: insurance, financing, airports and an increased acceptance by the general aviation community.

By definition, light sport aircraft are small, simple-to-operate, low-performance aircraft and can include fixed-wing, gliders, powered parachutes, lighter-than-air, weight-shift-control (trikes), and gyroplane-type aircraft.

In order for an aircraft to fall in the LSA category, it must meet the following criteria:

- Maximum gross takeoff weight of 1,320 pounds, or 1,430 pounds for aircraft intended for water operations.
- One or two occupants only.
- Single reciprocating engine.
- Maximum stall speed of 45 knots (no-lift enhancing devices).

- Maximum airspeed of 120 knots level-flight with maximum continuous power (Vh).
- Fixed landing gear (repositionable-land on water/retractable-gliders).
- Fixed-pitch or ground-adjustable propeller.

Light-Sport Aircraft are not:

- Part 103 Ultralights (powered/unpowered).
- Hang gliders.
- Paragliders.
- All single-seat categories of LSA.
- Multiengine aircraft.
- Powered-lift aircraft.
- Helicopters.
- Complex aircraft (retractable landing gear, movable flaps and a controllable pitch propeller).

Part 103 Exemptions:

- Training exemptions for two-place training vehicles expired on January 31, 2008.
- Towing exemptions (ultralight vehicles) expired on August 31, 2007.
- Tandem ultralight training and operations in hang gliders, paragliders (powered/unpowered) will continued to be exemptions under Part 103.

Sport Pilot/Instructor Privileges and Limitations

Sport Pilot Privileges and Limitations (Basic Level) are:

- Daytime only.
- Three miles visibility or greater.
- Class G and E airspace only.
- LSA less than 87 knots Vh.
- No compensation or hire operations.
- Below 10,000 feet MSL.
- May not tow any object.
- Operate in U.S. only, except with agreement from foreign country.

Additional Training and Endorsements are required when:

- Operating in Class B, C, and D airspace.
- Additional category and class privilege.
- Additional make and model aircraft.
- LSA greater than 87 knots Vh.

Sport pilot certificate or flight instructor certificate with a sport pilot:

- Will have no category or class ratings.
- Category or class privileges are endorsed in the pilot's logbook.
- New FAA form 8710-11 will be available for processing certificate.
- Experience can be credited towards higher certificates.

Sport Pilot/CFI certificate requirements:

- Age and language requirements parallel existing regulations.
- Must comply with all applicable part 61, 91, and NTSB 830 regulations to include, flight reviews, currency, and aircraft equipment.
- A Medical or U.S. Driver's License is required (other than for balloon or glider) for student pilots seeking sport pilot privileges, and pilots exercising the privileges of a sport pilot certificate or flight instructors acting as PIC of a light sport aircraft.

When a person is using a current and valid U.S. Driver's License in lieu of a medical certificate, that person must:

- Comply with each restriction and limitation imposed on that driver's license.
- Comply with any judicial or administrative order applying to the operation of a motor vehicle.
- Not have been denied their most recent application for a medical certificate (if they have applied for a medical certificate).
- Not had their most recent authorization for a special issuance of a medical certificate withdrawn (Note: a special issuance is not a denial).
- Not know or have reason to know of any medical condition that would make them unable to operate a light sport aircraft in a safe manner.

How to become a Sport Pilot
To earn a Sport Pilot Certificate, you must:

- Be at least 17 years old (16 for glider or balloon).
- Hold a current FAA third-class medical certificate or state driver's license.
- Successfully pass an FAA sport pilot knowledge test.
- Successfully pass an FAA sport pilot practical test.

The minimum required training time for aircraft categories are:

- Airplane--20 hours.
- Powered parachute--12 hours.
- Weight-shift-controlled (trikes)--20 hours.
- Glider--10 hours.
- Rotorcraft (gyroplane only)--20 hours.
- Lighter-than-air--20 hours (airship) or 7 hours (balloon).

Weight-Shift Control Aircraft (Trike)

The Sport Pilot Instructor Certificate

The new Sport Pilot Instructor certificate:

- Offers sport pilots new flight and ground instructor certificates.
- Allows instructors to use FAA ultralight training exemption experience.
- Allows conversion to sport pilot instructor status for ultralight instructors who are properly registered on or before September 1, 2004.
- Allows current Flight Instructors to train sport pilots.

If you are a registered ultralight pilot after September 01, 2004, and wish to become a Sport Pilot, you must:

- Meet medical and eligibility.
- On or before January 31, 2007 - Credit for Aeronautical knowledge, proficiency, and experience requirements.
- Provide a certified copy of records from an FAA-recognized ultralight organization, or training from a CFI (List specific category and class seeking).
- Pass an FAA Sport Pilot knowledge test.
- Pass an FAA Sport Pilot practical test.
- Sport Pilot certificate issued (All category and class privileges endorsed in logbook).

If you are a registered Ultralight Instructor after September 1, 2004 and wish to become a Sport Pilot Instructor, you must:

- Hold at least a Sport Pilot certificate.
- Meet all aeronautical knowledge, proficiency, and experience requirements.
- Provide a certified copy of records from an FAA-recognized ultralight organization or training from a CFI (list specific category and class seeking).
- Pass the FAA FOI and Sport Pilot CFI knowledge test.
- Pass an FAA Sport Pilot CFI practical test (specific category and class privileges endorsed in logbook).
- CFI certificate with Sport Pilot rating issued.

If you are an FAA certificated pilot and want to exercise Sport Pilot privileges:

- Hold at least a Recreational Pilot certificate (receive X-C training if a Recreational pilot 61.101(c)).
- Hold category and class ratings for the LSA flying (Additional category and class privileges endorsed in logbook).
- U.S. Driver's License or FAA medical.
- Current Flight Review.
- Three takeoffs and landings within 90 days (if carrying a passenger).
- Operate only FAA certificated LSA.
- Comply with all Sport Pilot privileges and limitations.

If you are an FAA CFI and you want to train Sport Pilots and SP CFIs:

- Hold a current and valid CFI (valid pilot certificate, meet currency, hold appropriate endorsements).
- Appropriate category and class ratings in LSA (5 hours PIC make and model within a "set" of aircraft additional category and class privileges endorsed in logbook).
- U.S. Driver's License or FAA medical (if acting as PIC).
- Provide training in only FAA certificated LSA.
- Comply with all Sport Pilot CFI privileges and limits.

Powered Parachute

Chapter 2

Overview

The Integrated Airman Certification and Rating Application, or IACRA, is a web-based certification/rating application that guides the user through the FAA's airman application process. IACRA helps ensure applicants meet regulatory and policy requirements through the use of extensive data validation. It uses digital signatures to protect the information's integrity, eliminates paper forms and prints temporary certificates.

ACRA vs. IACRA

ACRA was a computer software application previously used by the FAA that allowed authorized certification representatives to generate the paperwork necessary for an Airman Application as well as a Temporary Airman Certificate.

However, ACRA was not built on a computer technology that would allow for the broad expansion of the program and would have become very costly for the FAA to maintain if the user base grew to a very large group. Because of this, the IACRA program was developed and deployed; the FAA no longer supports ACRA. However, after review, the FAA has decided to continue allowing users to use ACRA with the following provisions:

- There will be no further updates to the last released version of ACRA. If you are currently using the software, you may continue using it as long as the airmen certification paths in ACRA are valid.
- All Temporary Certificates, Student Certificates, and Notices of Disapproval produced by the ACRA program must be printed on the official ACRA watermarked paper. The FAA has discontinued production of this paper, and once supplies are gone they will not be replaced. Users of the program may obtain approval from AFS-800 to produce their own paper by calling 202-267-8212 for details on submission requirements. All user-produced ACRA paper must be of the same grade, type, and design as the paper produced by the FAA. Additionally, it must be reviewed and approved prior to use

History of IACRA

IACRA is the Internet-based replacement for the 8710 form providing a fully electronic method of applying for an airman certificate or rating. It's been around in progressively improving form since October of 2003. The IACRA program has come a long way since its inception. At the time of its initial rollout, it could only process the private pilot certificate application (referred to as a certificate/rating "path"). Today, there are over 100 paths programmed providing for over 80 percent of all possible application permutations. The number of paths is constantly growing as the IACRA program team continues to develop the program's capabilities. Already the program can process virtually all pilot applications from sport pilot through ATP type ratings, certified flight instructors, mechanics, repairmen, 14 CFR part 141 flight schools, and part 142 flight training centers. Eventually, IACRA will be able to process any airman application. The current list of active certificate/rating paths can be found on the IACRA Web site under the selection "Available Certifications/Ratings."

Around the turn of the millennium the FAA started taking a hard look at how to improve the airman application process. The FAA had additionally been wrestling with the Paperwork Reduction Act of 1995 for nearly five years and saw this as a logical opportunity to comply with the requirements of that act--that is to reduce paperwork. In January 2003, development of the IACRA program commenced.

Today it is a fully functional program that allows the applicant to apply for an airman certificate and/or rating without ever having to touch a piece of paper. The program is tied directly into the airman databases

located at the Civil Aviation Registry in Oklahoma City which allows for instantaneous data verification during the application process and instantaneously updates the databases upon airman certification.

Related Links:
IACRA website: http://bit.ly/hkfdRg

Applicant's Actions

For most applications, three people are involved in its completion and processing: the applicant, the recommending instructor, and the certifying official (most often a Designated Pilot Examiner, although others may play that role, such as an FAA Aviation Safety Inspector). All three parties must have access to the Internet and to the IACRA Web site.

Let's look at a typical process. We'll use an initial private pilot application as an example. Let's say you, the reader, are the applicant. The first thing that you will do is register with the IACRA site. This will require the standard name, address, student pilot certificate number (if you have one already), and some other basic information. When you finish the basic registration process, you will be assigned an FAA Tracking Number (FTN) that you will keep forever. Keep the FTN secure, but available. You'll need it throughout your flying career. Keep in mind that even if you're not currently applying for a new certificate or rating, you can register on IACRA at any time.

After you've registered, you can then log in as a user with your FTN and begin the process. There will be six tabbed pages of requested information. Much of the initial information for page one will be automatically completed from the Oklahoma databases when you enter your FTN. Complete each of the steps as required. When you complete each page of data, the tab for that page will show a green check mark to indicate that you've completed that stage of information. However, in order for the program to confirm that you've properly completed a page (and give you the green check mark) you'll have to click on the next page tab first. If that first page was not completed, or completed incorrectly, the little check box on the first tab will display a red "X" and you will have to go back to correct whatever is missing or incorrect.

Be aware that sometimes the pattern of expected responses change from page to page and certain responses may trigger new questions, so be sure to carefully read each line of each page, top to bottom, so that you won't miss an important instruction. Also note that some data input fields may be at the bottom of the page below the screen edge and you'll have to scroll down to find them. Just in case of a problem, each page will have context-sensitive help available so you'll never get lost. If a problem does arise however, you can call the Help Desk at 1-866-285-4942.

Once you've completed the first five tabbed pages of information, you will be asked on the sixth page to review the application then submit it. With the exception of a signature later on, you're done with IACRA. The rest is up to the recommending instructor and certifying official. If you have prepared by having all of your information laid out before you log in, the total time to input all the required data is less than ten minutes. From this point your instructor takes over.

Recommending Instructor (RI) IACRA actions:
Your RI will log onto IACRA and call up your application based on your FTN. He or she will review the application for accuracy and then electronically sign it (E-sign). If need be, the application can be partially reset to correct any errors before final signature. Unfortunately, if the RI has already signed the application, it's too late and you'll have to start over if you need to make any changes. The rationale behind this is that the RI is attesting to the veracity of the information that is on the application at the time that he/she signs it. If any changes were to be made after the signature, the signature would become invalid. Be sure that the application is correct before you submit it.

Certifying Official (CO) IACRA actions:
The final step is for you to take your practical test. Using your FTN, your examiner will call up your application and review it for accuracy. Once you successfully complete the practical test you will be

required to log on to E-sign the IACRA form in the presence of the examiner (or appropriate CO). The examiner will then log back in, E-sign the form, and print your temporary certificate on the spot.

There will be variations on the theme depending on the type of certificate you are applying for, but the process will be as straightforward as the private pilot application described above.

Tips:

Here are a few tips to help you out in your IACRA process:

- Start by downloading and reading the document: "Getting Started: Desktop Instructions", available as a .pdf file on the IACRA Web site. This small booklet will provide you with some of the basic information you'll need to get started including definitions, help sources, and tips.
- Next, make sure that you have all of your information in front of you before you log in. This means having all of your certificates handy. If you are applying for a pilot certificate, total your flight times for day, night, dual, solo, cross county, and any others that might be appropriate for the certificate or rating that you're applying for.
- The program has a 30 minute inactivity logout: if you don't touch any keys for 30 minutes, it will log you out. If you run out of time, or realize that you didn't get a piece of information prepared, you can always save the application and log yourself out. You don't have to complete the entire application at one time. You'll be able to go back in and retrieve it later.
- If you are an applicant for the private pilot certificate and you hold a student pilot certificate, when the question comes up asking you if you currently hold a certificate the answer will be "yes," since your student pilot certificate counts.
- Note that some of the program's reactions to your inputs may take a few moments. For example, when selecting a make and model of airplane you might click on CE-172S, and apparently nothing will happen. Just wait a few moments for the program to process your selection.
- Finally, you'll want to be sure to use a high-speed Internet connection. Dial-up will work but it will be very slow.

Further individual training can be found at the FAASTeam website.

Related Links:
IACRA website: http://bit.ly/foPyNC

Chapter 3

Overview

The FAA designates airspace areas in which one or more of the following may apply: special aircraft equipment and/or pilot experience requirements, specific Air Traffic Control requirements, specific weather minimums or other flight rules. In broad terms, airspace is defined as controlled or uncontrolled, depending on the availability of ATC service. Controlled airspace within the U.S. is classified as Class A, Class B, Class C, Class D, or Class E. Uncontrolled airspace is designated Class G.

The figure below illustrates the hierarchical nature of U.S. airspace classification. Class A airspace takes precedence over all others; Class B over C, D, E, and G; Class C over D, E, and G; Class D over E and G; Class E over G. Generally, an airspace classification ends at the established lateral limit of the adjacent airspace or at the base of the overlying airspace.
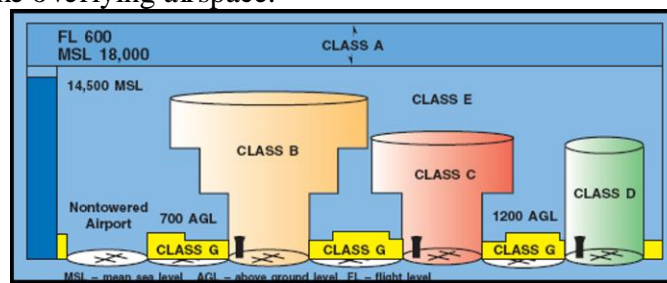
National Airspace System

Class A

Class A airspace consists of the airspace from 18,000 feet MSL up to and including FL 600 overlying the 48 contiguous States, Alaska, and the waters within twelve miles of the respective coastlines.

All flight within Class A airspace must be conducted in an aircraft equipped for instrument flight and operated by a pilot qualified for instrument flight. An IFR flight plan must be filed and flight must be conducted in accordance with an IFR clearance. VFR flight is prohibited within Class A airspace. There is no chart symbol to identify Class A airspace.

Class B

Class B airspace is generally designated from the surface to 10,000 feet MSL around the nation's busiest airports. The configuration of each Class B airspace area is individually tailored to suit traffic density, flow patterns, and ATC requirements. Generally, each Class B area consists of a surface area and two or more layers of expanded lateral limit, each layer with a floor at a specified height above the surface. Class B areas are configured to allow aircraft operating on published instrument procedures serving the primary airport to remain within Class B airspace at all times after entering the area.

Aircraft operating within Class B airspace must have a two-way communications radio and a transponder with altitude reporting (Mode C) capability. A transponder with Mode C is also required for flight outside of Class B airspace when within a 30 nautical mile radius of the primary airport of a Class B area. Pilots may request to operate an aircraft with an inoperative transponder or inoperative Mode C at any time. Requests to operate an aircraft without an installed transponder must be made at least one hour in advance to the ATC facility having jurisdiction over the Class B area.

A pilot operating an aircraft within a Class B area must hold at least a private pilot certificate. However, except within specifically designated areas, a student pilot may operate within a Class B area provided the student has received the required instruction and instructor endorsements. Student pilot solo operations are prohibited in the Class B airspaces identified in Appendix D of 14 CFR part 91.

All operations within Class B airspace must be in accordance with an ATC clearance. Class B ATC radar service includes basic radar service, approved separation of all aircraft, sequencing of VFR traffic, and sequencing of VFR arrivals to the primary airport.

Flights conducted under VFR are permitted within Class B airspace provided the visibility is at least three miles and the aircraft remains clear of clouds at all times. An aircraft may not be operated under VFR beneath a ceiling within the surface area of Class B airspace unless the ceiling is at least 1,000 feet AGL. Unless the charted airport information indicates "No SVFR," special VFR flight is permitted within the surface area of Class B airspace.

All operations under special VFR require a specific ATC clearance. SVFR flights require at least one mile visibility and must remain clear of clouds. For night operations under SVFR, the airplane must be equipped for instrument flight and the pilot must be instrument rated. Pilots operating in an established VFR corridor through a Class B airspace area are urged to use frequency 122.750 for the exchange of aircraft position information. Special VFR in Class B operations are prohibited at airports listed in Appendix D of 14 CFR part 91.

The lateral limits of Class B airspace are indicated on charts by a solid blue outline. The vertical limits of each area are indicated by the abbreviation SFC (for surface) and/or digits representing the floor and ceiling in hundreds of feet MSL.
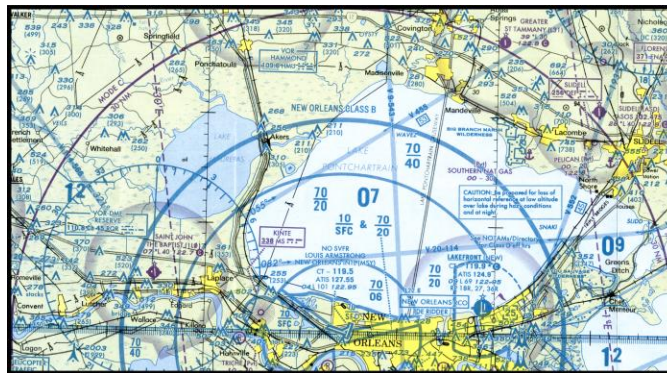
Class B Airspace

Class C

Class C airspace is established from the surface to 4,000 feet AGL around airports that have an operating control tower, are serviced by a radar approach control facility, and meet FAA traffic count criteria. Although tailored to suit local requirements, a Class C area generally consists of a surface area, or inner circle, with a five nautical mile radius, and an outer circle with a ten nautical mile radius. The outer circle extends from 1,200 feet AGL to 4,000 feet AGL.

Aircraft operating within a Class C area must have a two-way communications radio and a transponder with Mode C. All aircraft, except those certificated without an electrical system, must have a transponder with Mode C when operated within the lateral boundaries of and above the upper limit of Class C airspace. Pilots may request to operate an aircraft with an inoperative transponder or inoperative Mode C at any time. Requests to operate an aircraft without an installed transponder must be made at least one hour in advance to the ATC facility having jurisdiction over the Class C area.

Although an ATC clearance is not required for flight within Class C airspace, two-way radio communication must be established with the ATC facility having jurisdiction over the Class C area before entering, and maintained continuously while within, Class C airspace. Pilots departing from satellite airports must establish two-way radio communication with ATC as soon as possible after takeoff. Class C ATC radar service provides basic radar service, approved separation between IFR aircraft and other IFR or VFR aircraft, conflict resolution between VFR aircraft, and sequencing of VFR arrivals to the primary airport.

VFR flight within Class C airspace is permitted when the visibility is at least three miles and the pilot can maintain a minimum of 500 feet below, 1,000 feet above, and 2,000 feet horizontal distance from clouds.

An aircraft may not be operated under VFR beneath a ceiling within the surface area of Class C airspace unless the ceiling is at least 1,000 feet AGL. Special VFR flight is permitted within the surface area of Class C airspace.

All operations under special VFR require a specific ATC clearance. SVFR flights require at least one mile visibility and must remain clear of clouds. For night operations under SVFR, the airplane must be equipped for instrument flight and the pilot must be instrument rated.

The lateral limits of Class C airspace are indicated on charts by a solid magenta outline. The vertical limits of each area are indicated by the abbreviation SFC (for surface) and/or digits representing the floor and ceiling in hundreds of feet MSL.
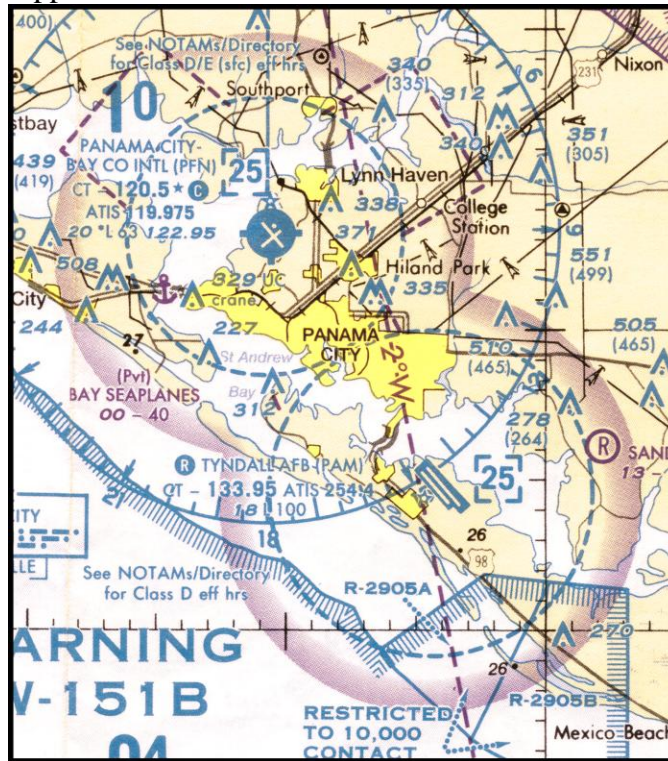

Class C Airspace

Class D

Class D airspace extends from the surface to 2,500 feet AGL within a designated area around an airport with an operating control tower. The configuration of each Class D area is tailored to local traffic and ATC requirements. At airports with instrument approach procedures, Class D airspace may include extensions to contain the procedures within the surface area.

Aircraft operated within Class D airspace must be equipped with a two-way communication radio. Radio communication must be established with the ATC tower having jurisdiction over the area before entering Class D airspace. Two-way radio communications must also be maintained while within Class D airspace.

ATC does not provide any separation service to VFR aircraft within Class D airspace.

VFR flight within Class D airspace is permitted when the visibility is at least three miles and the pilot can maintain a minimum of 500 feet below, 1,000 feet above, or 2,000 feet horizontal distance from clouds.

An aircraft may not be operated under VFR beneath a ceiling within Class D airspace unless the ceiling is at least 1,000 feet AGL. Special VFR flight is permitted within Class D airspace. All operations under special VFR require a specific ATC clearance. SVFR flights require at least one mile visibility and must remain clear of clouds. For night operations under SVFR, the airplane must be equipped for instrument flight and the pilot must be instrument rated.

The lateral limits of Class D airspace are indicated on charts by a dashed blue outline. The vertical limit is indicated by digits representing hundreds of feet MSL. This charted value is enclosed in square brackets.

Class D airspace is considered to be a Class E or Class G surface area during the hours that a part-time ATC tower is not in operation. Consult the current version of the Airport Facility Directory to determine which surface area airspace applies.

Class D Airspace

Class E

Controlled airspace not classified as Class A, B, C, or D airspace is designated Class E airspace.

A Class E airspace surface area extends from the surface upward to the base of the overlying controlled airspace. The configuration of a Class E surface area is tailored to local traffic and ATC requirements including extensions designed to contain the instrument approach procedures. A Class E surface area may also be designated as an extension associated with a Class D area.

VFR flight within a Class E surface area is permitted when the visibility is at least three miles and the pilot can maintain a minimum of 500 feet below, 1,000 feet above, and 2,000 feet horizontal distance from clouds. An aircraft may not be operated under VFR beneath a ceiling within a Class E surface area unless the ceiling is at least 1,000 feet AGL. Special VFR flight is permitted within a Class E airspace surface area. All operations under special VFR require a specific ATC clearance. SVFR flights require at least one mile visibility and must remain clear of clouds. For night operations under SVFR, the airplane must be equipped for instrument flight and the pilot must be instrument rated.

Class E airspace below 14,500 feet MSL is charted on Sectional, Terminal, and IFR Low Altitude charts.

The lateral limits of Class E airspace that start at the surface are indicated on charts by a dashed magenta outline.

The term "transition area" describes Class E airspace which begins at 700 or 1,200 feet AGL and extends upward to the base of the overlying controlled airspace (generally up to, but not including, 18,000 feet MSL). "Transition areas" that begin at 700 feet AGL are indicated on charts by magenta tint. A transition area provides protection for IFR aircraft by containing flights within controlled airspace during the transition to and from the en route environment.

Other Class E airspace includes Federal airways extending from 1,200 feet AGL (or higher designated altitude) upward to, but not including 18,000 feet MSL, offshore control areas below 18,000 feet MSL,

and all airspace overlying the 48 contiguous States, Alaska, and the waters within twelve miles of the respective coastlines from 14,500 feet MSL upward to, but not including 18,000 feet MSL.

To the extent permitted by radar coverage, radio communications coverage, and controller workload, pilots operating within Class E airspace may request basic radar service from ATC. Basic radar service includes safety alerts, traffic advisories, limited radar vectoring when requested by the pilot and traffic sequencing at locations where procedures have been established and/or when covered by ATC letters of agreement.

VFR flight within Class E airspace at altitudes less than 10,000 feet MSL requires a minimum visibility of three miles. Pilots must maintain a minimum of 500 feet below, 1,000 feet above, or 2,000 feet horizontal distance from clouds. At and above 10,000 feet MSL, VFR flight within Class E airspace requires a minimum visibility of five miles. Pilots must maintain a minimum of 1,000 feet below, 1,000 feet above, or one statute mile horizontal distance from clouds.

Class E airspace beginning at 700 feet AGL is indicated on charts with a magenta vignette, and airspace beginning at 1,200 feet AGL is charted with a blue vignette, but only in areas where such airspace borders on Class G airspace. Except for Class E airspace beginning at 14,500 feet MSL, which is not charted, floors higher than 1,200 feet AGL are depicted on charts as MSL altitudes.
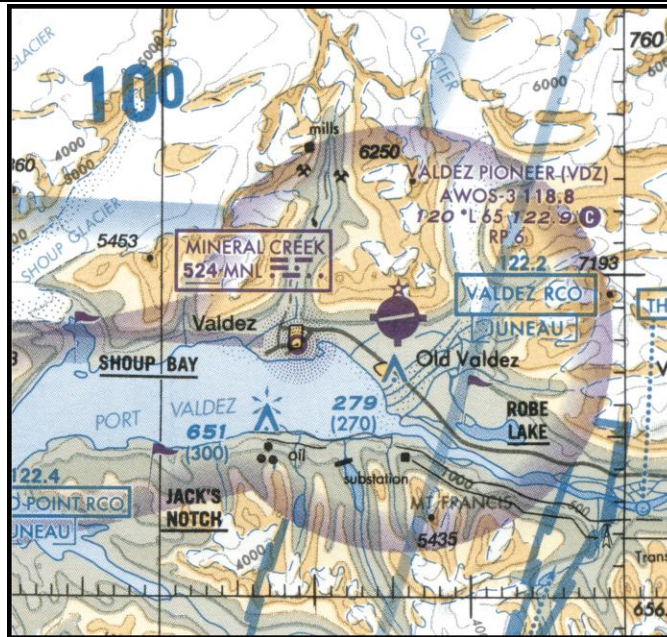
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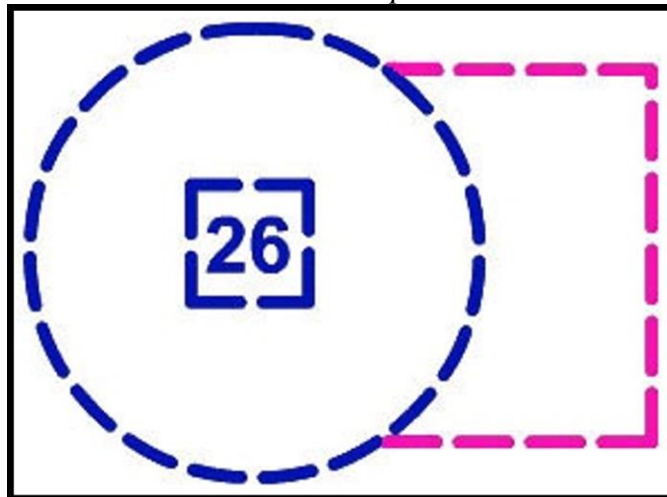
Class E Extension

Class G

Uncontrolled airspace is designated as Class G airspace. In general, Class G airspace extends upward from the surface to the base of the overlying controlled airspace and laterally to the boundary of the adjacent controlled airspace.

No ATC services are available to pilots operating in Class G airspace, although many such areas are within ATC radar and radio coverage.

VFR flight within Class G airspace at altitudes of 1,200 feet AGL or less requires a minimum visibility of one mile during the day and three miles at night. Pilots must remain clear of clouds during the day and must maintain a minimum of 500 feet below, 1,000 feet above, or 2,000 feet horizontal distance from clouds at night. An exception to these minimums permits an airplane to be operated clear of clouds at night when the visibility is less than three miles, but not less than one mile, if the flight is in an airport traffic pattern and remains within 1/2 mile of the runway.

Above 1,200 feet AGL, VFR flight within Class G airspace requires a minimum flight visibility of one mile during the day and three miles at night. Pilots must maintain a minimum of 500 feet below, 1,000 feet above, or 2,000 feet horizontal distance from clouds both day and night.

Like Class A airspace, there is no chart symbol to identify Class G airspace; the existence of Class G airspace must be inferred by reference to the charted symbols representing controlled airspace.

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