

Pilot**Controller** COMMUNICATIONS

CLASS A

- From 18,000' MSL up to and including FL600.
- Includes airspace within 12 nautical miles off the coast of the 48 contiguous states and Alaska.
- Must operate IFR in Class A.

CLASS B

- Surface to 10,000' MSL surrounding the nation's busiest airports in terms of IFR ops and passenger enplanements.
- ATC clearance required to operate.
- Equipment:
 1. Two way radio;
 2. Active transponder with Mode C;
 3. If IFR, a/c must have operating VOR.
- No person may take off or land a civil aircraft at an airport within Class B airspace or operate a civil aircraft with Class B airspace unless:
 1. PIC holds at least a private pilot certificate or,
 2. Aircraft is operated by a student pilot or recreational pilot who seeks private pilot certification and has met the requirements of 14 CFR Section 61.95.
- Unless authorized by ATC, each person operating a large turbine engine-powered airplane to or from a primary airport must operate at or above the designated floors while within the lateral limits of Class B.

AIRSPACE

- **MODE C VEIL:** Airspace within 30 nautical miles of an airport listed in Appendix D, Section 1 of 14 CFR Part 91 from the surface upward to 10,000' MSL, unless authorized by ATC aircraft operating within this airspace must be equipped with automatic pressure altitude reporting equipment having Mode C capability.

CLASS C

- Airspace from surface to 4,000' above the airport elevation surrounding those airports that have an operational control tower are serviced by a radar approach control and have a certain number of IFR ops or passenger enplanements.
- Airspace usually consists of a 5 NM radius core surface area that extends from the surface up to 4,000' above the airport elevation and a 10 NM radius shelf area that extends no lower than 1,200' up to 4,000' above the airport elevation.
- Once you have landed, listen for runway exit instructions. If you are unable to exit at the assigned taxiway, immediately advise the controller.
- Equipment:
 1. Two way radio;
 2. Unless authorized by ATC, an operable radar beacon transponder with automatic altitude reporting equipment.

• DISCLAIMER •

This pamphlet is intended to provide only basic tips on pilot/controller communications and is in no way intended as a substitute for formal flight training. This pamphlet was not developed or approved by the U.S. Department of Transportation, Federal Aviation Administration (FAA). Therefore, the National Air Traffic Controllers Association (NATCA) makes no warranty whatsoever that the information contained in this pamphlet is an accurate reflection of current FAA guidelines. In no event shall NATCA be held liable for any damage or injury arising, directly or indirectly, from the use of the information contained in this pamphlet, including damage or injury arising from any inaccuracies, omissions, or errors contained herein.

NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION

