

TRANSPONDER REQUIRED

1. In/above Bravo
2. In/above Charlie
3. Mode C Veil
4. Above 10K MSL
5. Crossing ADIZ

ADS-B OUT REQUIRED

Alpha, Bravo, Charlie,
Echo > 10,000 MSL

AIRSPACE OVERVIEW

Think of "3152" as the default weather under 10K feet and "5111" as the default above 10K feet. It will be different if:

- Bravo (3sm and clear of clouds)
- G < 1200 AGL (1sm clear of clouds)
- G > 1200AGL (1152)

3152: 3sm vis, 1,000 above, 500 below, 2,000 horizontally
5111: 5sm vis, 1,000 above, 1,000 below, 1sm horizontally

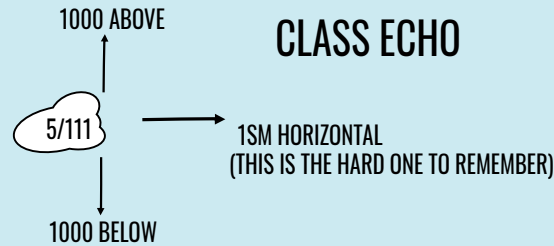
Weather minimums are not so much to keep us from getting into bad weather as they are to keep us from getting **too close** to unexpected IFR traffic.

Minimums change because some areas require more visibility to maintain this margin. In B, for example, everybody is on a clearance, so clear of clouds is acceptable. In G below 1200 feet there's unlikely to be more pilots, so we get more flexibility.

Above 10,000 feet, airplanes are moving faster and therefore we need more distance to see and avoid each other. The minimums increase.

CLASS ALPHA

ALPHA	IFR only
BRAVO	3sm and remain clear of clouds
CHARLIE	3152
DELTA	3152
ECHO	Below 10K it's 3152 and above 10K it's 5/111
GOLF	Below 1200 AGL it's 1sm and remain clear of clouds. Above 1200 AGL (day) it's 1/152 and above 1200 AGL (night) 3/152 Above 10K it's 5/111



- 18,000' MSL
- SPECIAL VFR**
- Lateral confines of controlled airspace
 - Minimum of 1sm vis, clear of clouds
 - IFR certified airplane & pilot at night

