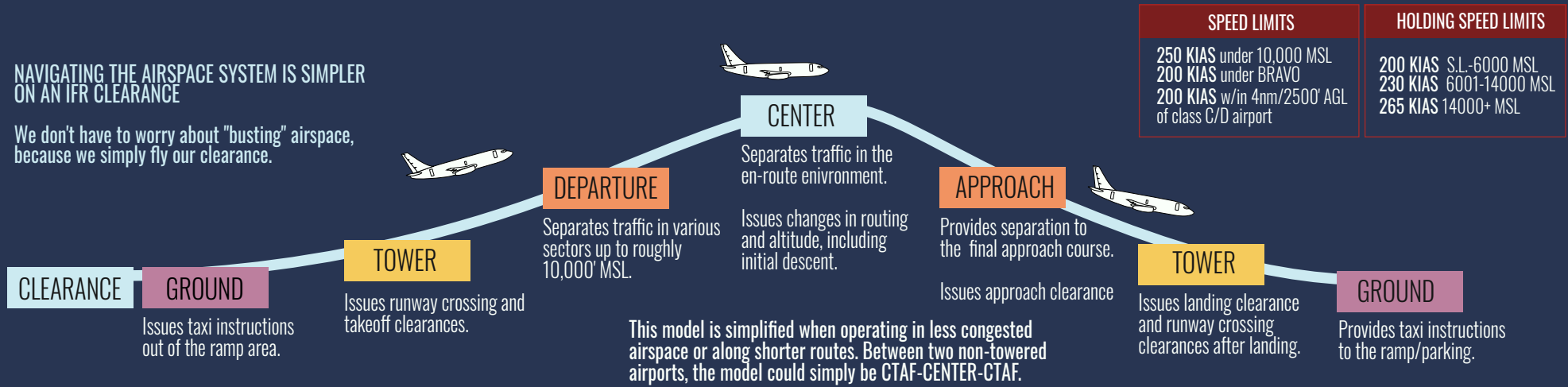


THE INSTRUMENT AIRSPACE STRUCTURE

NAVIGATING THE AIRSPACE SYSTEM IS SIMPLER ON AN IFR CLEARANCE

We don't have to worry about "busting" airspace, because we simply fly our clearance.



FL600

FL290 - FL410 Reduced Vertical Separation Minima (RVSM)

FL180 - IFR ONLY

CENTER CONTROL

10,000 MSL - Capable aircraft typically accelerate above 250 KIAS

- Controls very large areas of airspace
- Over empty areas control extends to floor of class E

WHO TO CALL FOR CLEARANCE?

Call one of the following in **descending** priority. For example, if there is no clearance delivery, call ground.

- CLEARANCE DELIVERY
- GROUND CONTROL
- TOWER
- DEPARTURE
- CENTER

TOWER

Issues takeoff/landing clearances sequences traffic in/out of airport environment

GROUND

Issues taxi clearances and sometimes IFR clearances

CLEARANCE DELIVERY

Issues clearances at class B, C, and some D airports

APPROACH/DEPARTURE

Terminal Radar Control Facility (TRACON)

Each TRACON is made up of many different sectors which work together to sequence airplanes in and out of busy airspace.

Aircraft are usually either handed off to TOWER (approaching) or to CENTER (departing).

Examples include NORCAL Approach, Seattle Approach, etc.