

# AIRSPACE OVERVIEW

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 ENSURE THIS SAFETY. IN B, FOR EXAMPLE, EVERYBODY IS ON A CLEARANCE SO CLEAR OF CLOUDS IS ACCEPTABLE. IN G BELOW 1200' THERE'S UNLIKELY TO BE MORE PILOT, SO WE GET MORE FLEXIBILITY.

ABOVE 10K, AIRPLANES ARE MOVING FASTER AND THEREFORE WE NEED MORE DISTANCE TO SEE AND AVOID EACH OTHER. THE MINIMUMS GO UP.

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

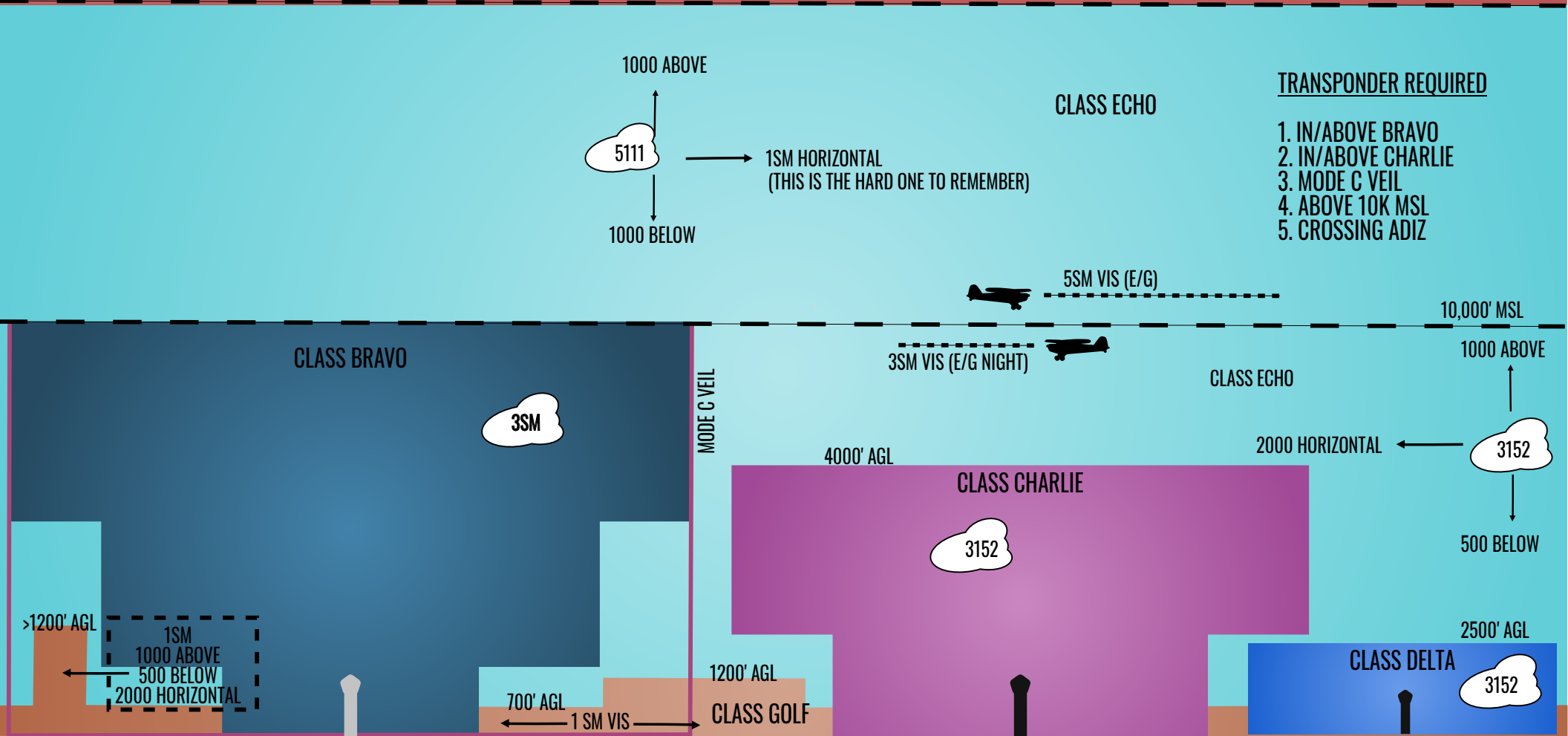
3152: 3SM VIS, 1,000 ABOVE, 500 BELOW, 2,000 HORIZONTAL  
 5111: 5SM VIS, 1,000 ABOVE, 1,000 BELOW, 1SM HORIZONTAL

## WEATHER MINS

ALPHA: IFR  
 BRAVO: 3SM, DON'T GO IN THE CLOUDS  
 CHARLIE: 3152  
 DELTA: 3152  
 E < 10K: 3152  
 E > 10K: 5111  
 G - < 1200 AGL: 1SM, DON'T GO IN CLOUDS  
 G > 1200 AGL (DAY): 1 SM, 1000 ABOVE, 500 BELOW, 2000 HORIZONTAL  
 G > 1200 AGL (NIGHT): 3152



CLASS ALPHA 18,000' MSL



## TRANSPONDER REQUIRED

1. IN/ABOVE BRAVO
2. IN/ABOVE CHARLIE
3. MODE C VEIL
4. ABOVE 10K MSL
5. CROSSING ADIZ